

Madison Area Metropolitan Planning Organization (MPO)
October 6, 2004 Meeting Minutes

1. Roll Call

Members present: Ken Golden, Eileen Bruskevitz, Lisa MacKinnon, Al Matano, Laura Rose,
John Volker, Robbie Webber, Rose Phetteplace
Members absent: Bob Dye, Kris Euclide
Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of September 1, 2004 Meeting Minutes

Moved by Rose, seconded by MacKinnon, to approve meeting minutes of September 1. Motion carried.

3. Communications

- Letter from Michael R. King, Executive Director, Dane Co. Regional Planning Commission, to Golden, stating that the draft 2005-2009 Transportation Improvement Program (TIP) has been reviewed and is consistent with local and regional plans.
- Letter from City of Sun Prairie Mayor David D. Hanneman to Golden, urging adoption of the draft 2005-2009 TIP, including the USH 151 interchange project at CTH C and Reiner Road.

4. Public Comment (for items not on MPO Agenda)

None

5. Consideration of Resolution MPO No. 42 Regarding the 2005-2009 Transportation Improvement Program (TIP) for the Dane County Area

- **Staff Review of Comments Received**
- **Correction Sheet**

A revised Addition/Correction Sheet, dated 10/6/04, and a revised resolution were distributed at the meeting. Schaefer highlighted the major changes. A number of parking projects were added, which were not included in the draft TIP because the information was not available at the time. Major new pedestrian/bicycle projects include the East UW Campus Pedestrian Mall, which will be done in phases beginning in 2005, and an underpass of CTH M at Spring Creek to be done in conjunction with the CTH M Phase II project. The underpass is being constructed in anticipation of a planned bicycle path connecting the City of Middleton and Governor Nelson State Park. Also, the Capital City Trail overpass of Fish Hatchery Road was approved for enhancement funding. There are a number of minor revisions to Metro's transit capitol projects. Schaefer noted that the local funding amounts for Metro's operating assistance may change, given the Madison Mayor's just released executive budget, which included enough funding to avoid any service cuts. He said there were some changes in the timing for some roadway projects on the state's backbone highway system. A committee had been set up to recommend changes to the schedule of projects due to budget shortfalls. He reviewed these changes, which include pushing back the Interstate 94 reconstruction/expansion project from I-39/90 to CTH N from 2006-'07 to 2010. The City of Madison hopes to reconstruct West Beltline Frontage Road between Landmark Place and Todd Drive, including the Todd Drive intersection, in 2005. This project was added, but the city is seeking some state funding, which is not currently programmed. The CTH M project from Watts Road to Mineral Point Road was deleted. The city is seeking some funding from the county, but no agreement has been reached. The project is needed to address current congestion as well as additional traffic from the planned new UW research park. The description for the Pheasant Branch Road reconstruction project in the City of Middleton was revised to delete the reference to add bike lanes. The Middleton City Council recently voted to remove the bike lanes from the design.

Webber commented that the removal of the bike lanes on the Pheasant Branch Road project was in contradiction to the city and MPO bicycle plans. Golden said it appeared that the reduction in Metro's local funding for operating assistance was decreased in anticipation of service cuts that probably aren't going to happen now. He also opposed deletion of the West Washington Avenue corridor parking ramp, because the city had not yet officially dropped the plan for the ramp.

The following persons registered and/or provided comments on the draft TIP:

- Scott Kugler, 300 E. Main, City of Sun Prairie Planner, spoke in favor of the USH 151 freeway conversion and interchange project. He noted there had been nine more traffic crashes at the intersection since June. At the request of Golden, he provided an update on the implementation of land use plans in the interchange area. He said the Providence and Smith's Crossing developments are still seeing a lot of building activity. To the north concept plans were submitted for two properties, one fairly large parcel that includes residential, commercial, and office uses. No major retail development proposals have been submitted. Kugler said he thought developers were waiting to see if the interchange was going to be constructed first.
- Paul Evert, 300 E. Main, City of Sun Prairie Attorney, registered in support of the USH 151 interchange.
- Patrick Cannon, 300 E. Main, City of Sun Prairie Administrator, registered in support of the USH 151 interchange.
- Daryl Severson, 300 E. Main, City of Sun Prairie Engineer, registered in support of the USH 151 interchange.
- Bill Clausius, 1831 Harwood Ct., Sun Prairie, representing the Sun Prairie City Council, registered in support of the USH 151 interchange.
- Dave Hanneman, City of Sun Prairie Mayor, registered in support of the USH 151 interchange.
- Ronald G. Fedler, 2379 Old University Ave., Madison, representing self, registered in support of the USH 151 interchange.
- Dan Esposito, 1180 Carriage Dr., representing Veridian Homes, spoke in favor of the USH 151 interchange.
- Duane Gau, 3039 Castleton Crossing, Sun Prairie, registered in support of the interchange.

Matano expressed concern about the elimination of bike lanes on Pheasant Branch Road and wondered whether the project should be deleted. McDonald said that the project is being done strictly with local funds. It is in the TIP for information purposes only, and deleting it would have no affect. Webber said she still didn't like including the project in the TIP when it was in opposition to the MPO bicycle plan and the City of Middleton's own plan. Bruskewitz said that perhaps the city was planning an off-road trail in the corridor connecting to the planned trail to the north. Webber said the trail would not be a year-round facility and doesn't replace the bike lanes. Golden suggested perhaps addressing the issue in a communication to the city. MacKinnon asked about the USH 14 projects from CTH MM to STH 138 and from there to STH 92. Schaefer said USH 14 is being expanded to four lanes from CTH MM to STH 138, but that project was delayed to 2013. Also, a new two-lane roadway is being constructed from STH 138 to STH 92 on a new alignment. Existing USH 14 would then be converted to a local road. The reason for the new alignment is to address safety issues. WisDOT has owned the right of way for some time. McDonald pointed out that the project was outside the MPO planning boundary. MacKinnon said that the village and town were opposed to the four-lane expansion project. The county is also opposed. MacKinnon also questioned the CTH D (Fish Hatchery Rd.) (Bryneland to Lacy) project. Schaefer said it is a City of Fitchburg project, but it is not programmed. It is intended to serve the new technology campus development.

Volker moved, Matano seconded, to approve Resolution MPO No. 42 Regarding the 2005-2009 Transportation Improvement Program (TIP) for the Dane County Area with the changes to the draft included in the 10/6/04 Correction sheet. Matano moved, Webber seconded, to amend the motion to drop the deletion of the West Washington Avenue Corridor Parking Ramp project and not change the local funding for Metro operating assistance. Motion to amend carried. Webber moved, Matano

seconded, to further amend the main motion by deleting the Pheasant Branch Road reconstruction project. Motion to amend failed. Webber moved, MacKinnon seconded, to further amend the main motion to send a communication to City of Middleton regarding the Board's concern about dropping bike lanes from the Pheasant Branch Road project. Motion to amend carried. The main motion as amended also carried.

6. Consideration of Resolution MPO No. 43 Regarding Roadway Functional Class and Urban Area Boundary Changes for the Madison Urban Area of Dane County

McDonald said that following the Census, the Federal Highway Administration asks WisDOT and MPOs to make changes to the roadway functional classification in response to new development, traffic volume changes, and changes to the urban area boundary. There is a set of functional class criteria or guidelines that WisDOT follows. The criteria take into account not only traffic volumes, but also the function of the roadway in the system and spacing of the different roadway types. He presented a map of the current functional class system, which was done in 1993. The functional class system basically looks at the roadways and differentiates between (a) local roads, which primarily provide access; (b) collector roads, which take trips from the local roads and feed the minor arterial system and the principal highway system. The principal highway system is designed to serve the longest trips, and thus principal arterials are typically state highways and freeways connecting the urban areas. Minor arterials can also be state roadways and/or urban roadways that connect population and employment centers in the urban area. The functional classification system is used for planning and funding purposes. The higher classified roadways receive a higher score under one of the MPO's criteria for prioritizing projects, because of the function they serve and the traffic volumes they carry. The travel model also uses the functional class system in distributing traffic. WisDOT's guidelines include target percentage ranges for the different roadway types (e.g., 5-10% of the system road miles should be principal arterials). There are two systems--the existing system and the planned future system. Golden asked if the Madison area was within the recommended ranges for the percentage of different roadway class types, and McDonald said yes. McDonald then reviewed some of the changes to the system. These include CTH PD, Fish Hatchery Road, Pleasant View Road (including the planned extension), Reiner/Sprecher Roads, and CTH N. He noted that most of the changes are in the urban periphery where development has been occurring. Golden asked why Pleasant View Road extended was not shown as the principal arterial and existing CTH M a minor arterial. McDonald said that in the next 3-5 years, existing CTH M will continue to carry the most traffic. Pleasant View Road will be a planned principal arterial, however. MacKinnon said some roadways are classified down. She wondered if there was a relationship between the roadway classification and requests for capacity expansion projects. McDonald said no. He said there is little funding and most of it goes to the existing principal arterial roadway system, such as East Washington Avenue.

McDonald said that in doing the analysis of functional class changes, WisDOT also looked at potential minor adjustments to Madison's urban area boundary. In addition to functional class, WisDOT separates those roadways or segments in the urban area and those in the rural area. This also affects funding. Small additions are being recommended to the urban area, such as the area around the new Epic Systems headquarters in Verona, to maintain the continuity of the functional class system and take in developing areas. McDonald noted that there is a list of all of the roadway segments that are being changed in functional classification. The resolution references both the map and the list. A few minor corrections were made to the map and list that were sent out to the Board. The revised map and list were distributed to the Board members. Schaefer noted that the list includes roadway segments that are simply being changed from rural to urban, for example, but are not changing the basic roadway class. In response to a question from Golden, McDonald said the resolution includes both the functional roadway class changes and the urban area boundary changes. Webber asked again whether a change to the classification has a relationship to a future capacity expansion. McDonald said no, that the classification simply indicates how the road is functioning today. He said it does

affect priorities for maintenance. Phetteplace added that different design standards also apply to the different functional classifications.

Moved by Bruskewitz, seconded by Volker, to adopt Resolution MPO No. 43 Regarding Roadway Functional Class and Urban Area Boundary Changes for the Madison Urban Area of Dane County. Motion carried.

7. Review of Draft 2005 Unified Planning Work Program (UPWP) and 2005-2007 Overall Program Design Report

McDonald said this document was sent out to all local units of government within the Madison urban planning area, the County Executive, WisDOT staff, and the MPO Technical Coordinating Committee for their review and comment. A joint meeting is planned later this month with FHWA and WisDOT Central office and district staff to review the work program and get their comments. McDonald reviewed the summary on page 7. He said the main emphasis for 2005 would be completing the update to the regional transportation plan. Golden asked if there were any implications to the MPO work load with the dissolution of the regional planning commission. McDonald said no, and that the work program took into account the regional planning commission not being in existence. Golden reiterated his request to hold MPO meetings in different parts of the metropolitan area as one of the public participation strategies for the plan update and to raise awareness of the MPO. McDonald said he would start working to schedule such meetings. Phetteplace asked for clarification on Work Element 2200 covering TSM activities. McDonald said it's somewhat of a catch-all for things that don't fit into the other work elements, but it is focused on TDM and TSM, such as small intersection studies and/or improvements. They tend to be shorter term projects and not related to a specific corridor. McDonald mentioned that a schedule for the plan update was put in an appendix of the work program.

8. Status Report by MPO Board Members on Projects Potentially Involving the MPO

- **Transport 2020 Implementation Task Force:** Golden reported that County Executive Kathleen Falk and County Board Supervisor Scott McDonnell presented the County's proposal for a commuter rail system that would initially run from the near east side to Middleton. The management team requested that Mayor Cieslewicz and anyone else with a proposal to bring those to the task force soon for evaluation. The task force will then decide on the alternatives to be recommended for more detailed study as part of the EIS/PE phase of the study. Golden said the Mayor is clearly working on a trolley proposal. In late October, he is bringing in a former commissioner from Portland, who was instrumental in getting that city's trolley system built. There was further discussion about the timeline for reauthorization of the federal transportation bill, and the desire to get an earmark in the bill for the project.
- **USH 51 (USH12/18 to I-39/90):** McDonald said both the technical and policy advisory committees met. The technical committee reviewed the issues along the entire corridor. Different levels of improvement from a very low level type improvement to medium to very high type of improvements were presented. The alternatives will be narrowed for further analysis and design work.

9. Discussion of Future Work Items

- **Possible Alternative Structure of MPO Board:** Possible dates were discussed for the subcommittee to meet again in October and November.
- **RTP Update Materials**
- **Dane County Clean Air Coalition**

10. Adjournment

Meeting adjourned at 7:40 p.m.