

**Greater Madison Metropolitan Planning Organization (MPO)**  
**March 2, 2022 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:33 PM.

**1. Roll Call and Introductions**

**Members present:** Margaret Bergamini, Yogesh Chawla (left after item 8), Paul Esser, Steve Flottmeyer, Grant Foster (joined during item 6), Dorothy Krause, Tom Lynch, Jerry Mandli, Mark Opitz, Kristi Williams, Doug Wood

**Members absent:** Barbara Harrington-McKinney, Nasra Wehelie, Gary Halverson

**MPO staff present:** Bill Schaefer, Ben Lyman

**Others present in an official capacity:** Diane Paoni (WisDOT Planning), Forbes McIntosh (DCCVA)

**2. Approval of February 2, 2022 Meeting Minutes**

Williams moved, Krause seconded, to approve February 2, 2022 meeting minutes. Motion carried.

**3. Communications**

- Letter from Brett Wallace (WisDOT, SW Region) to Tom Lynch (City of Madison DOT) regarding the Interstate study, indicating that WisDOT will include the Hoepker Rd. and Milwaukee St. extended interchanges as part of the study. The letter included additional information on cost-share if either of those interchanges is approved.
- Notice from Dane County Highway Dept. about the upcoming public hearing on the County Trunk Highway M Project—they are holding a virtual public meeting (March 15) and an in-person public meeting (March 16).

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

None.

**5. MPO 2022 Resolution No. 3 Approving Amendment #3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer indicated the amendment would add two WisDOT projects: South Beltline (USH 12/18) (Yahara River Bridge), Box Culvert Bridge Replacement; and STH 138 (W. Milwaukee St. to STH 59), Pavement Replacement.

Wood moved, Krause seconded, to approve Resolution No. 3 Approving Amendment #3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County.

**6. Review of Draft Scoring and Preliminary Funding Recommendations for Transportation Alternatives Program Grant Applications for FY 2022-2026**

Schaefer noted that the MPO will be approving funding for projects with the MPO's base allocation and FY 2022 infrastructure bill (BIL) funding. There will be additional funding available for TAP grants using FY 2023-2026 BIL funding this summer once that amount of funding has been determined. The Board will vote on whether to approve funding for the current set of TAP project applications at the next

meeting.

Lyman provided a brief overview of each TAP project application, the points awarded to each by MPO staff, and the recommended projects to fund. He also noted that MPO staff is hoping that some of the projects will be able to move forward earlier than initially planned in order to meet the deadline for obligating the FY 2022 BIL funding; otherwise existing projects would have to be funded at a higher level to make use of that funding.

Krause noted that she was skeptical about how well the B Cycle station locations proposed in Fitchburg's B Cycle expansion project would serve minority and lower income communities on the north side of Fitchburg. Lyman noted that many of the locations shown on the project application were not firm and that it might be possible to shift some of the stations to locations that would better serve low-income and minority communities.

Esser commented in support of the Stone Quarry path project, noting that it leads to a valuable natural area, which currently lacks an off-street access route for bicyclists and pedestrians.

Chawla asked whether there is a TAP project or potential TAP project that would complete the connection to the Glacial Drumlin trail in Cottage Grove. Schaefer noted that there had been a plan to make that connection but that negotiations with the railroad had not been able to reach a resolution.

Lynch said that there had been meetings recently involving the interested parties and it may be possible to do a property transfer from the railroad to WI DNR, or for the railroad to provide an easement so that the project can move forward. If that is possible, the city would likely submit a TAP application during the cycle this summer. Ideally, the project would be able to get started this year. He noted that the key segment is the part that goes under the Interstate, and that construction of that portion could be thwarted if it is delayed and there are political changes resulting from upcoming elections. The rest of the project could potentially take 8 to 10 years. Schaefer noted that, in order to be considered for TAP funding, the issues related to the Interstate underpass would need to be resolved.

## **7. Review of Draft MPO Staff Responses to Beltline Study Survey**

Schaefer reviewed MPO staff responses to a WisDOT survey to prioritize potential improvements in the Beltline corridor, including bike/ped and street crossings and connections along the corridor, mainline improvements to the Beltline itself, potential park and ride lots, and transit improvements. He said that the MPO staff had prioritized improvements, and revised them following a discussion involving City of Madison staff.

Foster noted that the crossing of Whitney Way should be a higher priority than WisDOT had ranked it (8<sup>th</sup>) and he was supportive of the ranking that MPO staff had given it (2<sup>nd</sup>). Opitz said he thought the MPO's letter to WisDOT, to be sent in conjunction with the survey responses, was excellent—thorough and well done. Wood said he had also filled out the survey and generally agreed with MPO staff responses, but that he would support extending general purpose lanes on the Beltline from Whitney Way to Parmenter Road.

## **8. Update on *Connect Greater Madison Regional Transportation Plan 2050* – Review Roadway and Other Draft Recommendations**

Schaefer summarized the draft recommendations, highlighting the major projects, and revisions that had been made since the meeting packet had been sent to the Board.

Foster suggested another potential roadway to consider for capacity reduction might be Pennsylvania Ave. and Packers Ave., between E. Johnson St and Aberg Ave. He said that it is overbuilt and in a residential area, and that the Oscar Mayer Special Area plan calls for adding additional traffic signals and

calming traffic in the area. He noted the importance of 6<sup>th</sup> St. to bicyclists and pedestrians, and said that crossing Pennsylvania Ave. on 6<sup>th</sup> St is very difficult due to the eight lanes of traffic, high vehicle speeds, and lack of a traffic signal at the intersection.

Schaefer also described the planned future roadway and bicycle functional classification systems, and discussed the bicycle network missing links and priority paths identified by the MPO. Opitz commented that he was surprised that the segment of North Mendota Trail along CTH M east of Middleton was not included as a priority path; Dane County would be contributing over \$1 million towards its construction. Schaefer said staff would look at identifying that path as a priority vs. the path through Bishops Bay development.

Wood asked about the revisions that had been made to the recommendations since the meeting packet had been sent to the Board, and requested that Board members be sent the revised version.

Schaefer said that the transit, bike, and roadway maps would be on the MPO website by mid-March and that staff is planning to have the full draft report for the Board's April meeting. Once the board approves the draft, it will be posted on the website for comment. There will be a final round of virtual meetings in April. Final approval of the plan is scheduled for May.

## **9. Update on Federal Certification Review of the MPO**

Schaefer described the process, and said that the staff review is complete. USDOT offered some preliminary recommendations along with a number of commendations for activities that the MPO is doing exceptionally well. He said one of the recommendations, given to all large MPOs, is that the MPO develop an agreement with WisDOT regarding the process of calculating the MPOs' suballocation of funding and how TIP amendments are done. Among the projects or activities the MPO received a commendation for were the MPO's public outreach (RTP focus groups), the new travel model, and the report on bike and pedestrian facilities requirements and street standards. USDOT is waiting to review the draft RTP update before completing their review, but have indicated that it is very likely that the MPO will be recertified.

## **10. Status Report on Capital Area RPC Activities**

Foster said that he does not have any comment, but noted his term on CARPC ends on April 1<sup>st</sup>.

Schaefer noted that CARPC's draft Regional Development Framework is out for public comment now.

## **11. Announcements and Schedule of Future Meetings**

The next meeting is April 6, 2022 at 6:30 PM.

Schaefer said the full draft of the main RTP report will be available for the board's approval to release for public comment. He also noted that WisDOT SW Region staff will be at the April meeting provide an update on the Beltline Flex Lane project and the USH 51 reconstruction project.

## **12. Adjournment**

Moved by Foster, seconded by Williams, to adjourn. Meeting adjourned at 8:23 PM.