

**Meeting of the
Greater Madison MPO¹ Technical Coordinating Committee**

November 18, 2020

Virtual Meeting

2:00 p.m.

This meeting is being held virtually to help protect our community from the Coronavirus (COVID-19) pandemic.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking)

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:
(877) 853-5257 (Toll Free)
Meeting ID: 943 3094 6424

AGENDA

1. Roll Call
2. Approval of September 23, 2020 Meeting Minutes
3. Presentation on Annual Transportation Performance Measures Report
4. Brief Presentation on Draft MPO Public Participation Plan
5. Presentation on Analysis of VMT and COVID-19 Impacts on Travel
6. Committee Member Reports
7. Staff Report
 - MPO Targets for Federal Performance Measures
 - 2021 MPO Work Program
 - 2021-2025 TIP
 - Future growth mapping and TAZ allocations

¹ Formerly named Madison Area Transportation Planning Board

8. Next Meeting Dates
 - Wednesday, January 27, 2021
 - Wednesday, February 24, 2021

9. Adjournment

**Greater Madison MPO (Metropolitan Planning Organization)
Technical Coordinating Committee
September 23, 2020 Meeting Minutes**

1. Roll Call

Members present: Balke (joined during item 6), Batuzich, Beck, Bruun (for Stephany), Clark, Dunphy, Gritzmacher, Hessling (left after Item 6), Holt, Koprowski, Paoni (joined during item 7), Phillips, Scheel, Stauske, Stouder, Tao

Members absent: Even, Hall, Larson, Violante, Wheeler

MPO Staff present: Schaefer, Kanning, Brucaya, Hoesly

Others present: Asad Rahman (WisDOT)

2. Approval of August 26, 2020 Meeting Minutes

Stauske moved, Scheel seconded, to approve the August 26, 2020 meeting minutes. Motion carried.

3. Election of Committee Chair and Vice Chair

Stauske expressed willingness to take over as Chair. Stouder moved, Phillips seconded, to nominate Stauske for Chair. Motion carried. Tao expressed willingness to serve as Vice Chair. Phillips moved, Stouder seconded, to nominate Tao for Vice Chair. Motion carried.

4. Recommendation on Draft 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area and Dane County

Schaefer described some of the most significant proposed changes to the Draft TIP, reflecting the City of Madison's Executive Capital Budget and modifications submitted by WisDOT and Metro Transit:

- The Lake Street parking garage project, originally planned for 2024, will be delayed until after 2025. A new inter-city bus terminal is planned to occupy part of the street-level space, with private development above the garage.
- Federal TAP funding for the West Main Street project will be increased so that it covers 80% of construction costs, using WisDOT's statewide allocation of TAP funding in lieu of TAP funding that had been awarded by the MPO. Final approval from WisDOT is still required.
- The final section of the West Towne Path, between West Towne Mall and High Point Road, is being delayed to 2025 or later due to budget issues.
- The BRT budget is being refined. In addition, funding for one phase of the bus maintenance facility project has been deferred from 2022 to 2023. This is due to the large amount of funding that is programmed for the BRT project in 2022.
- WisDOT has revised the costs for several roadway projects. Additionally, the USH 18/151 Bridge Deck Overlay project has been deleted as it will be done early.
- The City of Madison's Vision Zero Initiative, with \$500,000 allocated per year for transportation safety projects, is being added. Madison TE projects weren't included in the draft TIP.

Phillips moved, Beck seconded, to recommend approval of the Draft 2021-2025 Transportation Improvement Program with the draft changes. Motion carried.

5. Brief Review and Recommendation on Draft 2020 MPO Title VI Program/Language Assistance Plan

Schaefer explained that the MPO, as a recipient of US DOT funding, is required to prepare and implement a Title VI Program/Language Assistance Plan every three years. The last update was completed in 2017. Some of the actions the MPO has taken to promote non-discrimination and make MPO plans and services accessible to limited English proficient populations include:

- Developing a new process for determining Environmental Justice (EJ) priority areas based on the percentage of minority and low-income residents. It is important to see how EJ priority areas may be affected by projects in our Long Range Plan and TIP.
- Adding a Spanish translation to the Dane County Bicycle Map.
- Publishing the MPO's Regional Transportation Plan summary in Spanish, as well as English, on the MPO website.
- Translating vital documents, including our Policy and Complaint Procedures form, into Hmong and traditional Chinese as well Spanish.

Schaefer said that staff sent the draft plan to City of Madison Civil Rights staff and WisDOT staff. WisDOT provided positive feedback and noted that the plan is a model for other MPOs. The Policy Board will take action on the document at their next meeting.

Stauske asked how the translations are done, and whether machine translation technology is used. Schaefer said that Madison Civil Rights staff have provided translations as part of the city's language assistance plan. Machine translation software is not used and is not recommended per city policy.

Clark moved, Tao seconded, to recommend approval of the Draft 2020 MPO Title VI Program/Language Assistance Plan. Motion carried.

6. Presentation on Regional Telework Study

Brucaya presented the results of the MPO's Regional Remote Work Survey, conducted June 9-30, 2020. The purpose of the survey was to understand the implications of COVID-19 for future workplace organization and commuter transportation trends in the Madison region and to identify opportunities to connect employers and employees with the tools needed to successfully support remote work and other sustainable, flexible commute options.

The survey generated 1,881 responses. 73% of respondents were in non-managerial positions, with the remainder divided between managers and executive leadership. Some interesting findings:

- Less than 10% of respondents said that remote work was somewhat or very common at their workplace, prior to the COVID-19, and only 1% primarily telecommuted.
- At the height of COVID-19 restrictions, 80% of respondents worked from home at least 1 day per week, and 64% worked from home five or more days per week.
- The top challenges of telework identified by respondents were: lack of access to equipment and quality workspace; barriers to communication and collaboration; and negative impacts to workplace culture and social connectivity.
- Top benefits of telework identified by respondents were: time and money savings; greater comfort and lower stress; and greater personal and professional satisfaction.
- When business gets back to "normal," 79% of respondents would like to continue working from home at least one day per week, and nearly 50 percent would like to work at home at least three days per week.

Brucaya asked committee members to contact her if they think of groups that the MPO should share this research with. She also noted that the TDM coordinating committee will be trying to put together a webinar, along with Downtown Madison Inc. and the Greater Madison Chamber of Commerce, to share this information more widely.

Stauske commented that we didn't know we had the tools to support telework until we had to use them. This could not have been done ten years ago. Tao said that this is timely information and will have a huge impact on how people commute. Schaefer asked Tao if telework is part of the point system in the TDM ordinance being drafted by the city. Tao said that he would need to check. Schaefer commented that telework may or may not significantly reduce VMT, but could definitely make a difference in reducing peak hour congestion. Stouder said that there are some limitations to what a developer can commit to compared to a future employer. There will need to be physical improvements and perhaps employer commitments as time goes on. Brucaya agreed, and said that telework can be promoted most effectively through employer ordinances. Schaefer concurred. Tao said that some items are related, such as the number of on-site parking spaces provided for employees. Some developers have addressed this through leases with conditions on parking.

Brucaya said that the MPO conducts an annual advertising campaign for the Rideshare Etc. program. This is jointly funded by the MPO, Dane County, UW, and Metro Transit. She explained that the TDM committee recently met to discuss whether the campaign should be done this year, and what it should look like. It was decided to do a larger campaign next year depending upon how we are doing with COVID, perhaps a Commute with Confidence campaign. Some of the money will be used this year to do a targeted Telework Works campaign focused on employers. Part of that might include having a webinar with employers to see how telework is working for them, and to share available resources.

7. Committee Member Reports

Beck: Metro Transit has scheduled a public hearing for October 14. Metro Transit service is currently running at 85% of normal. Commuter routes are more limited compared to what was offered before COVID-19. The meeting will be an opportunity to hear how the service is working and people's needs are.

Tao: Traffic Engineering has continued to monitor the city's traffic situation. Volumes have started to increase from where they bottomed out. There had been a 55% drop in volumes due to the pandemic. Volumes have plateaued over the past several weeks, and are now about 15-30% lower than pre-COVID levels. Traffic Engineering has updated signal timing accordingly. The Shared Streets and "streatery" programs are continuing. The city is continuing to suspend enforcement of peak period parking restrictions. The UW has not created a volume spike with it being back in session due to online teaching.

Phillips: Construction of CTH M is complete and all lanes are open. Storm sewer repair on Raymond Road is continuing and will be completed this fall. Final paving of Cottage Grove Road is scheduled for this week; restoration will follow. The Gammon Road and West Towne Path underpass project is on schedule and will be completed in November. 60% plans for University Ave. are complete. The geometry has been approved and environmental documents and DSR have been submitted. TPP is in for Council approval and PS&E is scheduled for November 2020 with construction in 2022. 60% plans for Pleasant View Road project are complete, and environmental documents and geometry have been approved. Currently working on DSR and TPP. PS&E is scheduled for February 2022 with construction in 2022-'23. 60% plans for the Blair Street including Blair/John Nolen Intersection

are complete, and environmental documents and geometry have been approved. Currently working on DSR and TPP is in for Council approval. PS&E is scheduled for August 2021 with construction 2022.

Stouder: The city is working on an electric vehicle ordinance that would require the installation of conduit for EV charging in many new developments. The Common Council will consider approval of the ordinance at their meeting in November. The city is also working on a TDM ordinance. A special meeting of the Plan Commission is scheduled for October 29 where it will be the focus of discussion. No action will be taken at that meeting.

Dunphy: Dane County is working with KL Engineering on the design of CTH M. Construction is scheduled for fall 2023. A public information meeting is scheduled for November. CTH T and TT between Madison and Cottage Grove opened this week.

Koprowski: The STH 19 (River Road to I-39/90) capacity expansion project is scheduled to be completed this November.

Clark: Clinton Road is now paved. Half of CTH DM will be paved by the end of this week; the other half will be paved by the end of October.

Scheel: The USH 51 pavement rehabilitation project from downtown Main Street to the west side of the city has been completed and is fully open to traffic. The city will be submitting an urban service area amendment request for a mixed-use development that is proposed on the west side of the city along the USH 51 corridor. In response to question from Schaefer, he said the area was north of the Kettle Park West development. He said Phase 2 of Kettle Park West will start construction next spring.

Gritzmacher: Several multi-family projects are under development throughout the city. Two ordinance modifications are currently running through the Council. One would allow any taxi operators with operations in adjoining communities to operate in Sun Prairie with approval from the City Clerk's office. The other pertains to the city's bike ordinance. The city has re-written it to allow for bike share and e-bikes in the community, as well as other forms of people-powered with electric assist mobility that have been introduced in recent years. This was needed in part because there wasn't a structure to allow them on multi-use paths. Onerous penalties related to biking have been simplified or removed. Schaefer asked if the modifications related to shared mobility, such as scooters, make them a permitted use. Gritzmacher said that the modifications will enact a review/approval process managed by the Clerk's office. For example, a company that wishes to drop off scooters in Sun Prairie would need to seek approval before doing so.

Bruun: The third and final phase of the riverfront development project is underway. Bridge Road was recently reconstructed from Winnequah Road to West Broadway.

Hessling: Schaefer reported for Hessling that planning for the Exchange Street project is continuing.

Batuzich: The FAST Act expires September 30. There is a continuing resolution in the House of Representatives that would keep the federal government running through December 11. Within that resolution is a one-year extension of the FAST Act.

Stauske: The drop in traffic in Middleton contributed to a significant loss in tourism revenue and will affect upcoming city budgets. The city has started to plan the restoration of the Pheasant Branch corridor trails which were damaged by the 2018 floods. The Council, in addition to permitting streateries, is allowing businesses to designate certain on-street areas for customer pickup. Middleton's draft Comprehensive Plan was unveiled at the Plan Commission meeting last night.

8. Staff Report

Schaefer reported on the following:

- **MPO Targets for Federal Performance Measures**
The FAST Act contains national performance measures for roadway and transit safety and infrastructure condition, as well as congestion management. State DOTs and MPOs are required to establish targets for these measures. New long-range plans and TIPs are required to document how strategies and investments in the plan or program are going to help achieve the targets. Appendix E in the Draft TIP contains this analysis. Thus far the MPO has chosen to support the state targets for the different measures rather than create our own, since we don't control most of the project funding. MPO staff discussed with the Policy Board the possibility of adopting its own traffic safety targets more consistent with Madison's Vision Zero Initiative. The board indicated it was more interested in tracking trends and taking actions to improve safety rather than setting aspirational goals. It is anticipated the MPO will continue the approach this year of supporting/adopting the state and Metro Transit targets and reporting how we are doing locally.
- **2021 MPO Work Program**
Staff is currently finalizing the draft Work Program for next year. A draft will be presented to the Board at their meeting in October, with final approval in November. Schaefer asked members to notify him of any projects/plans they would like MPO assistance on next year.
- **E Newsletter**
An E Newsletter will be sent out soon. One of the article examines how the pandemic has affected VMT and traffic volumes using StreetLight Data.
- **STBG-Urban Program Policies and Project Scoring Criteria**
We will begin updating our STBG-Urban program polices and project scoring criteria this fall.

9. Next Meeting Dates

The next scheduled meeting dates are October 28 and November 18, 2020. Schaefer said one of those would be cancelled.

10. Adjournment

Phillips moved, Bruun seconded, to adjourn the meeting. The meeting adjourned at 3:20 p.m.

Minutes recorded by Kanning and Schaefer

2019
PERFORMANCE MEASURES
REPORT



GREATER MADISON
mpo



Greater Madison Metropolitan Planning Organization

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U.S. Department
of Transportation
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U.S. Department
of Transportation
**Federal Transit
Administration**



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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or WisDOT.

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Regional Transportation Plan Goals and Measures

Goal I: Create Connected Livable Neighborhoods and Communities

- Miles of Pedestrian Facilities
- Low-Stress Bike Facilities
- BCycle Utilization

Goal II: Improve Public Health, Safety, and Security

- Motor Vehicle Crash Fatalities
 - **5-year average # of fatalities***
 - **5-year average rate of vehicle fatalities***
- Motor Vehicle Series Injuries
 - **5-year rolling average # of injuries***
 - **5-year average rate of vehicle injuries***
- Pedestrian and Bicycle Fatalities and Serious Injuries
 - **5-year rolling average # of non-motorized fatalities and serious injuries**

Goal III: Support Personal Prosperity and Enhance the Regional Economy

- Airline Passenger Traffic

Goal IV: Improve Equity for Users of the Transportation System

- Transit Ridership

Goal V: Reduce the Environmental Impact of the Transportation System

- Vehicle Miles Traveled
- Mode of Transportation to Work
- Air Quality

Goal VI: Advance System-wide Efficiency, Reliability, and Integration Across Modes

- Transit On-time Performance
- Roadway Congestion and Reliability
 - **Percentage of miles Traveled on the Interstate that are Reliable***
 - **Percentage of miles Traveled on the Non-Interstate NHS that are Reliable***
 - **Truck Travel Time Reliability (TTTR) Index***

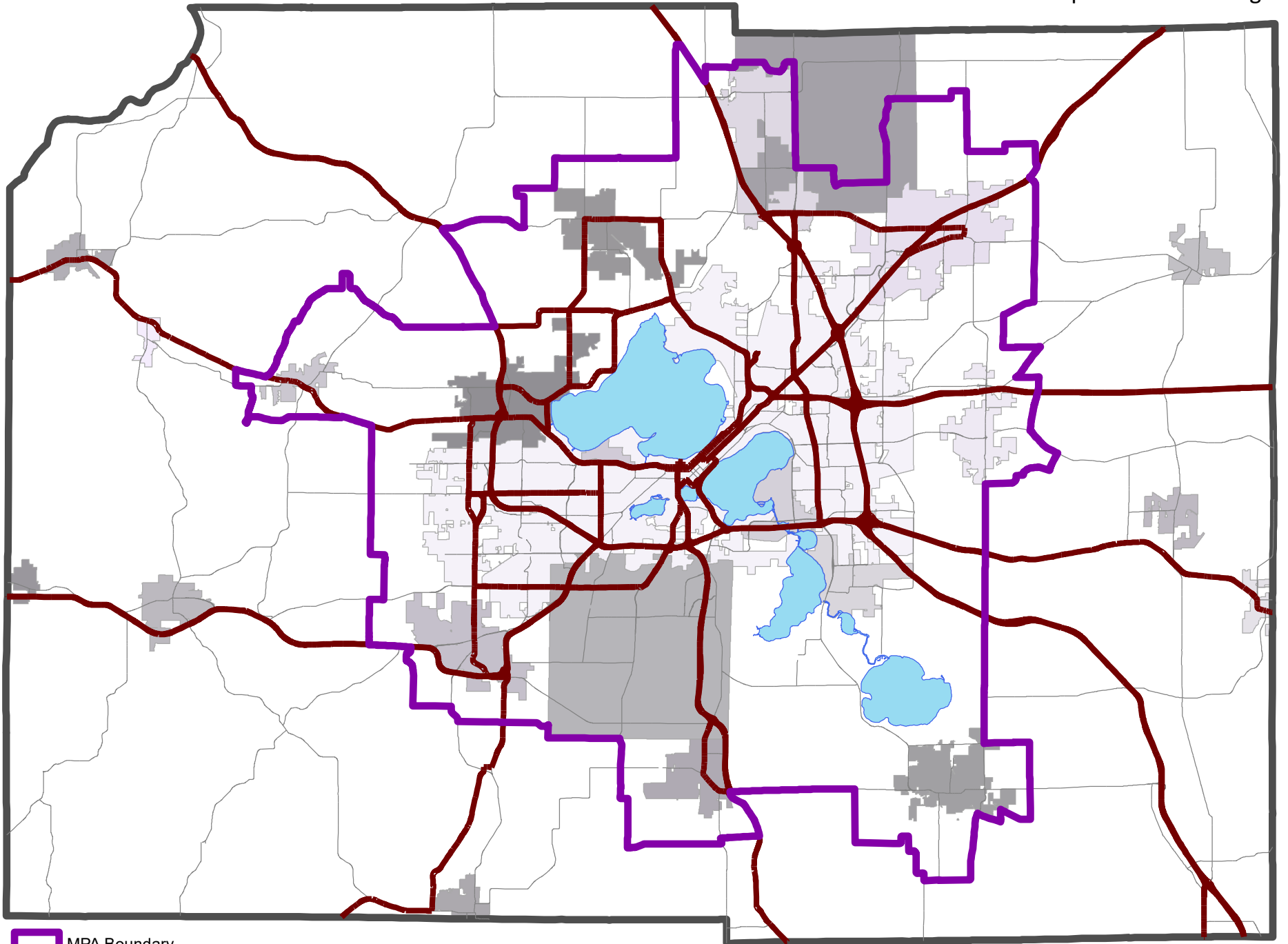
Goal VII: Establish Financial Viability of the Transportation System

- **Buses at or Past Replacement Age***
- Bridge Condition
 - **Percentage of NHS Bridges Classified as in Good Condition***
 - **Percentage of NHS Bridges Classified as in Poor Condition***
 - Bridge Condition of Non-NHS Bridges
- Pavement Condition
 - **Percentage of Pavements on the Interstate System in Good Condition***
 - **Percentage of Pavements on the Interstate System in Poor Condition***
 - **Percentage of Pavements on the Non-Interstate NHS in Good Condition***
 - **Percentage of Pavements on the Non-Interstate NHS in Poor Condition***

***Bold italicized** measures are federally required.

Metropolitan Planning Area Boundary

for the Madison Area Transportation Planning Board



 MPA Boundary

 National Highway System (NHS) Roadways

 Arterial and Collector Roadways

0 1 2 4 Miles



Introduction

Purpose

The Greater Madison MPO (Metropolitan Planning Organization) creates and maintains the Regional Transportation Plan (RTP) for the Madison Metropolitan Area. The RTP articulates the long-range transportation vision for the region and provides numerous policies and recommends key investments to meet both [regional](#) and [national](#) goals. The seven goals identified in the RTP serve as the framework for the Performance Measures Report (PMR). The purpose of the report is to gauge progress in achieving the RTP goals, inform decisions about investments and strategies, and provide an annual snapshot of how well the regional transportation system is performing over time. Further, the PMR helps the MPO meet [federal requirements for performance management](#) outlined in the [Fixing America's Surface Transportation \(FAST\) Act](#).

Some measures are applicable to more than one goal, but have been organized under the goal that fits best. Some aspects of the plan goals are not addressed by the measures due to unavailable or incomplete data. The measures in this report are not intended to be exhaustive, but rather allow tracking of meaningful progress towards goals for which accurate, easily obtainable data is available. As a result, some measures and methodologies may change from year to year. For questions regarding data sources or methodology changes please contact [MPO staff](#).

Federal Performance Measures

All federal performance measures have now been finalized. State department of transportations (DOTs) and transit agencies are required to establish performance targets for all federal measures. MPOs may either support the DOTs' and transit agencies' targets or establish their own. The MPO has elected to support the Wisconsin Department of Transportation (WisDOT) and Metro Transit targets for all of the federally-required performance measures. The WisDOT and Metro developed targets for the federal measures are included in the measure narratives later on in this report. The MPO then must document how the roadway and transit projects that are programmed for the Madison metropolitan area in the annual [Transportation Improvement Program](#) (TIP) are helping to achieve these targets.


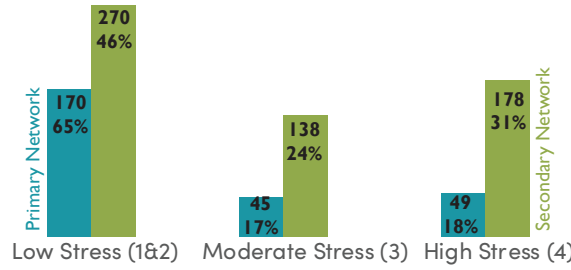




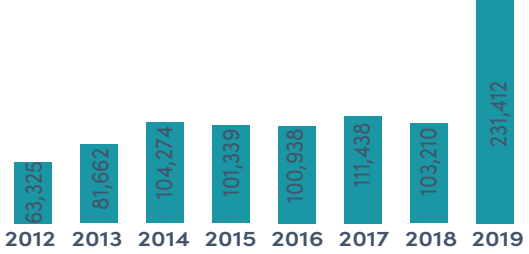


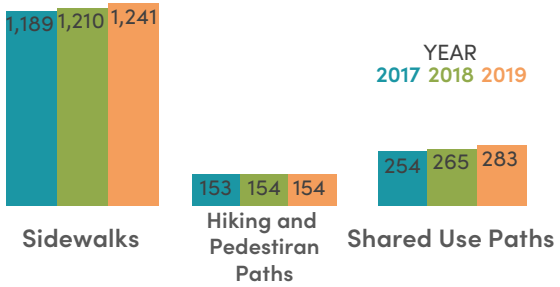



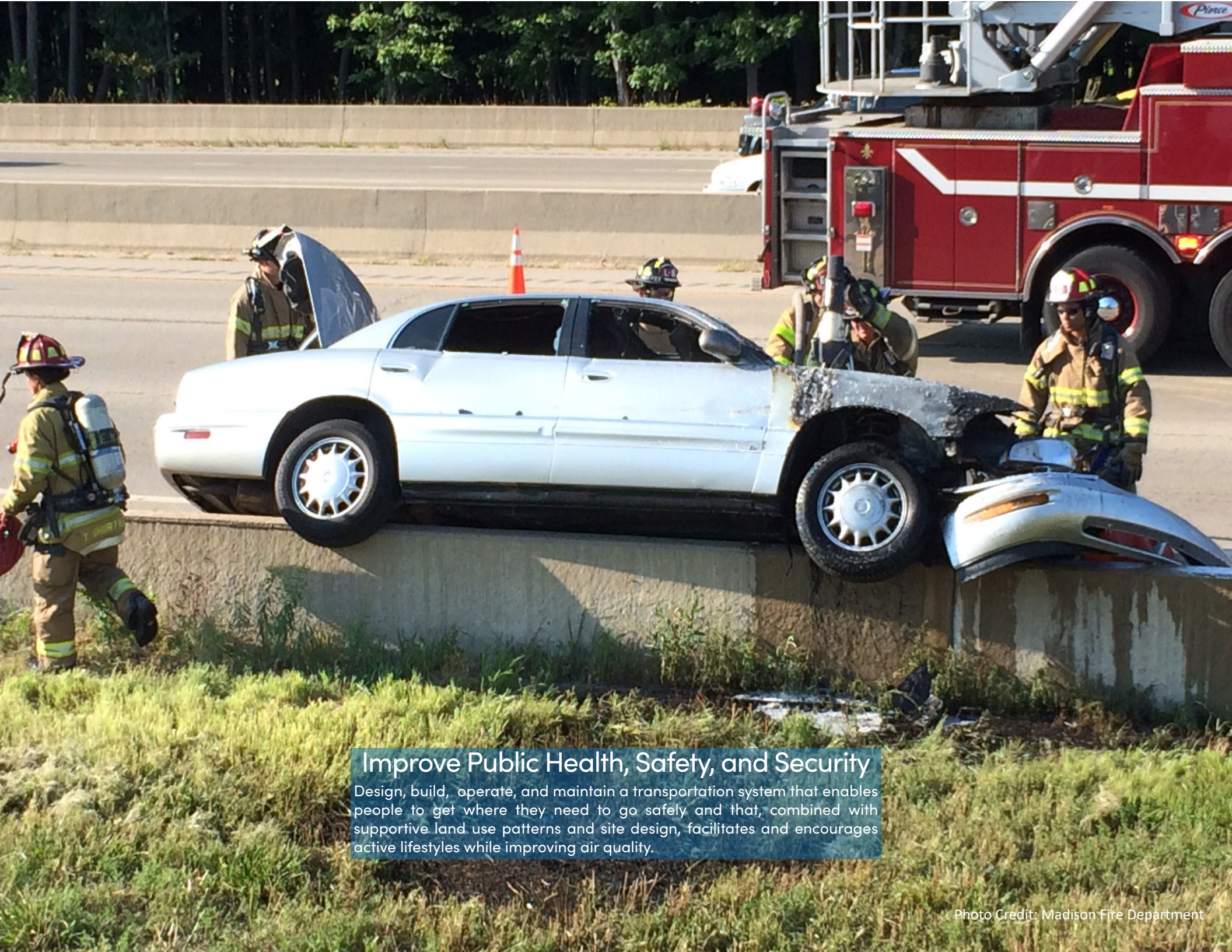
A wide-angle photograph of a suburban neighborhood. The houses are two-story with grey roofs and white trim. There are green lawns, trees with some autumn-colored leaves, and a paved road in the foreground. The sky is blue with scattered white clouds.

Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and transit.

Create Connected Livable Neighborhoods and Communities


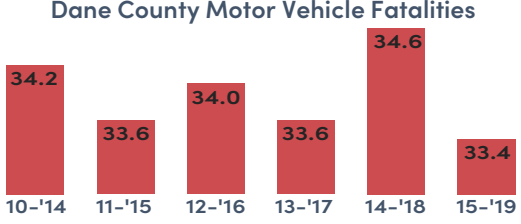


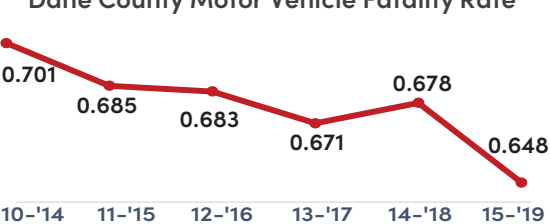


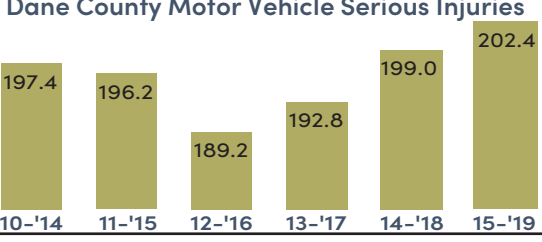


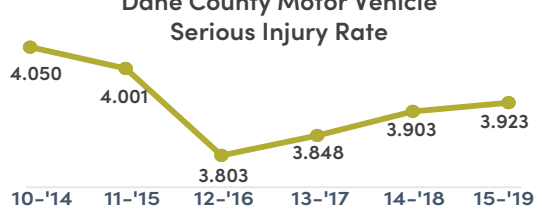


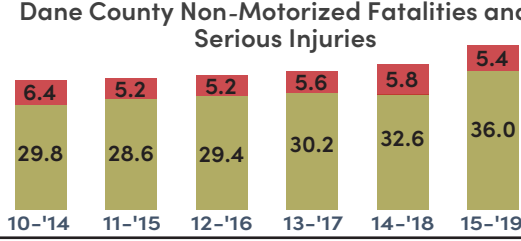

Performance Measure	Target	Data and Trends	Current Status	Analysis
Low-Stress Bike Network <i>The percentage of primary and secondary bicycle networks that are high stress (LTS 4) and low stress (LTS 1 or 2)</i>	 INCREASE in % miles of low-stress facilities	Miles of Low-Stress Bike Network (2019) 	 INCREASE in % miles of low-stress facilities	Traffic-related safety concerns are one of the largest barriers to bicycling; comfortable biking conditions on key regional routes enable more people to ride. Between 2018 and 2019, the percentage of the primary and secondary bicycle networks that are high stress (LTS 4) decreased slightly and the percentage that are low stress (LTS 1 or 2) increased slightly. See Map 1 in Mapbook.
	 DECLINE in % miles of high-stress facilities		 DECLINE in % miles of high-stress facilities	
BCycle Utilization <i>Number of BCycle bikeshare trips made annually</i>	 INCREASE in utilization	Number of BCycle Trips in Dane County 	 INCREASE in utilization	Fueled by a full conversion to electric bikes, the number of Bicycle trips surged by nearly 125% in 2019, more than doubling the previous annual ridership record. See Map 2 in Mapbook.
Pedestrian Facilities <i>Miles of pedestrian facilities, including sidewalks and paths.</i>	 INCREASE in miles of facilities	Miles of Pedestrian Facilities 	 INCREASE in miles of facilities	The Madison metropolitan area has 1,241 miles of streets with sidewalk, 154 miles of pedestrian paths and hiking trails, and 283 miles of shared-use path. In total, this represents a slight increase compared to 2018.



Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

Improve Public Health, Safety, and Security

Performance Measure	Target	Data and Trends	Current Status	Analysis
Motor Vehicle Crash Fatalities* <i>The five-year rolling average of annual total fatalities in Dane County</i>	 DECLINE Reduce by 2%	Dane County Motor Vehicle Fatalities 	 DECLINE Meets Target	Dane County experienced an average of 33.4 fatalities per year due to a motor vehicle collision for the 5-year period from 2015–2019, a decrease of 3.6% from the previous reporting period.
Motor Vehicle Crash Fatality Rate* <i>The five-year rolling average of annual fatalities in Dane County per 100 million vehicle miles traveled (VMT)</i>	 DECLINE Reduce by 2%	Dane County Motor Vehicle Fatality Rate 	 DECLINE Meets Target	Crash rates help explain the relative safety of the system, allowing for locations with differing amounts of traffic to be compared against other locations. The 2015–2019 5-year fatality rate for Dane County was 0.648, a decrease of 4.7% from the previous period.
Motor Vehicle Crash Serious Injuries* <i>The five-year rolling average of annual total serious motor vehicle injuries in Dane County</i>	 DECLINE Reduce by 5%	Dane County Motor Vehicle Serious Injuries 	 INCREASE Does Not Meet Target	Dane County experienced an average of 202.4 serious injuries as a result of a motor vehicle collision for the 2015–2019 5-year period, an increase of 1.7% over the previous period.
Motor Vehicle Crash Serious Injury Rate* <i>The five-year rolling average of annual serious motor vehicle injuries in Dane County per 100 million vehicle miles traveled (VMT)</i>	 DECLINE Reduce by 5%	Dane County Motor Vehicle Serious Injury Rate 	 INCREASE Does Not Meet Target	The five-year serious injury rate for Dane County was 3.903, an increase of 1.4% from the previous period, the third period in a row that serious injury rate has risen.
Non-Motorized Vehicle Crash Fatalities and Serious Injuries* <i>The five-year rolling average of annual total bike and pedestrian fatalities and serious injuries.</i>	 DECLINE Reduce by 5%	Dane County Non-Motorized Fatalities and Serious Injuries 	 INCREASE Does Not Meet Target	Dane County experienced an average of 5.4 non-motorized fatalities and 36 serious injuries as a result of a motor vehicle collision for the 2015–2019 5-year period, an increase of 9.1% over the previous period.

Rolling averages smooth out the year-to-year fluctuations in the number of crashes that can occur due to the randomness of crash events that can skew the data in a particular year, allowing for an examination of trends over time. To develop the averages, counts and rates are added for a series of years and averaged for the time period.

*Indicates federal performance measure and MPO adopted targets

Support Personal Prosperity and Enhance the Regional Economy


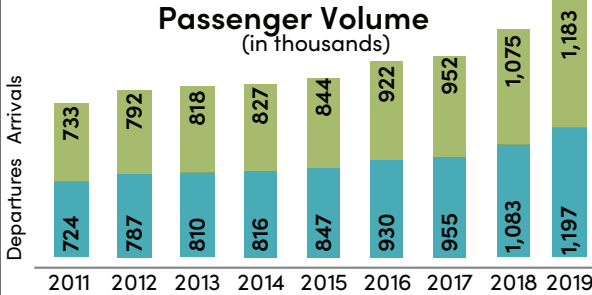

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.




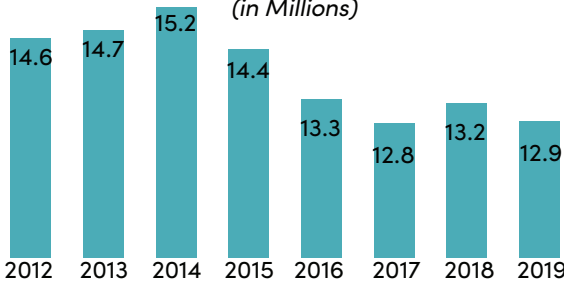

Improve Equity for Users of the Transportation System

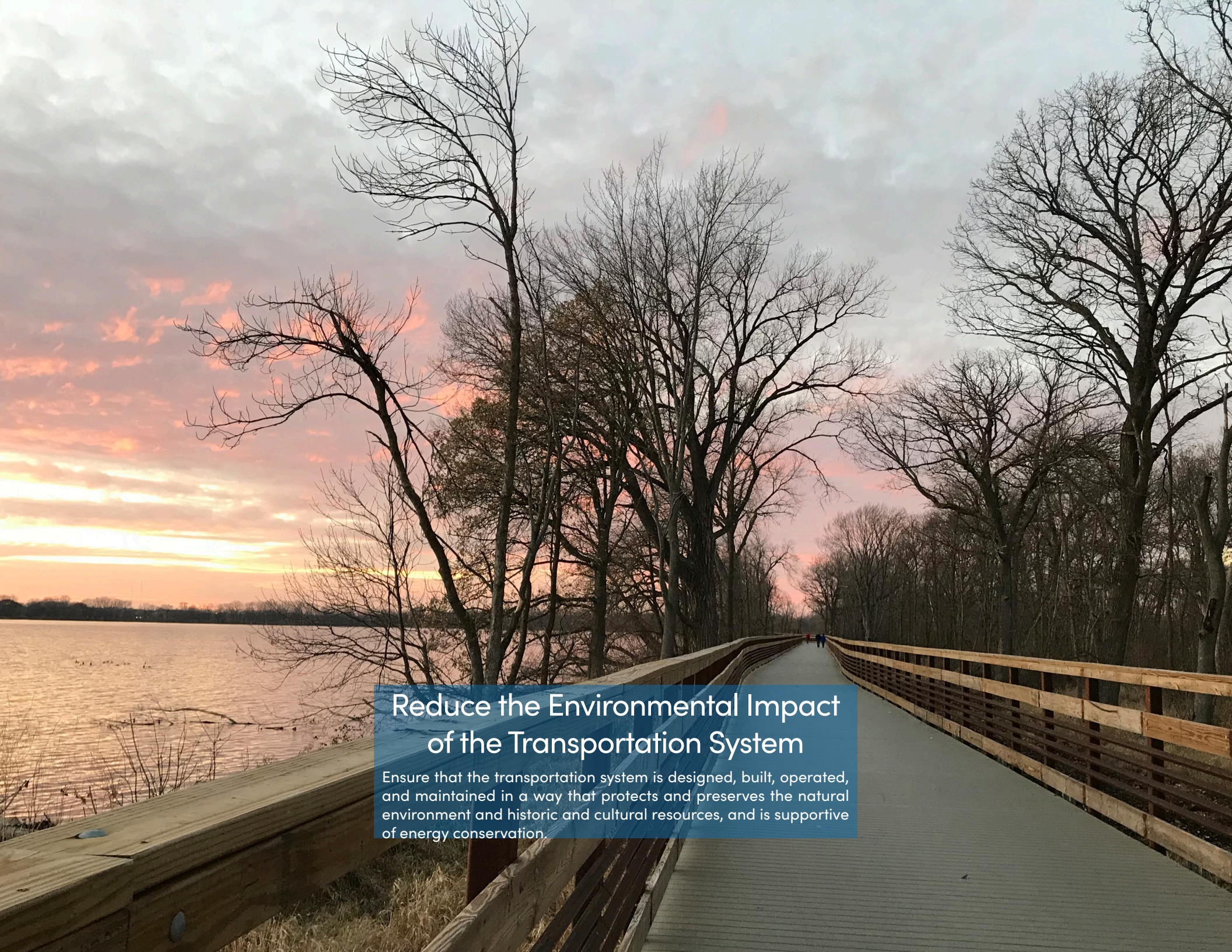
Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

Support Personal Prosperity and Enhance the Regional Economy

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p>Airline Passenger Traffic <i>The total number of passengers arriving and departing from the MSN airport</i></p>		<p>Dane County Regional Airport Passenger Volume (in thousands)</p> 		<p>The Dane County Airport (MSN) saw a record number of passengers in 2019, a 10% increase over 2018. Airline passenger traffic increases can be attributed to the strong local economy and the additional routes and larger aircraft offered by the airlines that serve MSN, which will in turn help to continue to expand the options available to passengers.</p>

Improve Equity for Users of the Transportation System


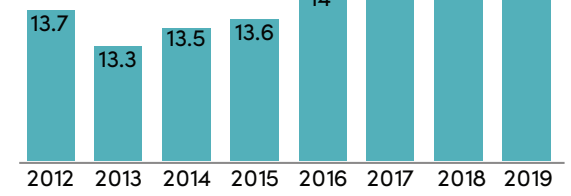


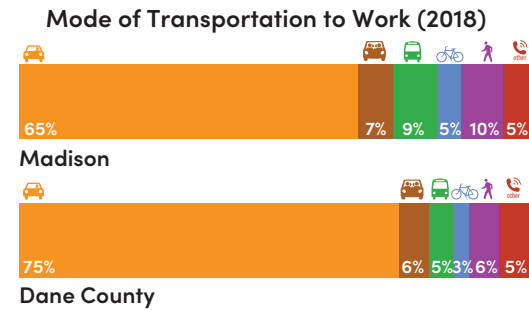


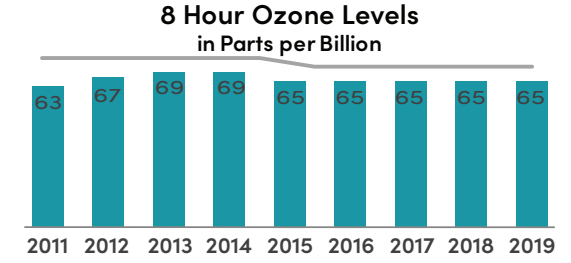


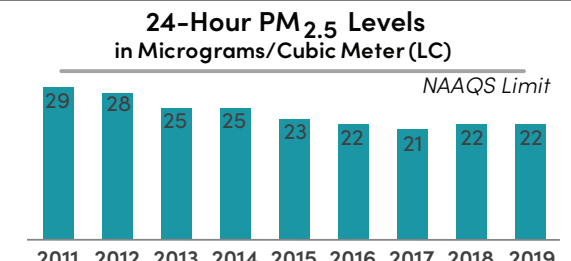

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p>Metro Transit Ridership <i>The total annual fixed-route ridership (in unlinked passenger trips)</i></p>		<p>Metro Fixed-Route Ridership (in Millions)</p> 		<p>Efficient, well-used public transit service is a key part of a well-balanced transportation system that serves all users. After increasing to 13.2 million trips in 2018 from its 2017 low of 12.8 million trips, ridership dipped back to 12.9 million trips in 2019. See Map 3 in Mapbook.</p>



Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and is supportive of energy conservation.

Reduce the Environmental Impact of the Transportation System

Performance Measure	Target	Data and Trends	Current Status	Analysis
Vehicle Miles Traveled (VMT) <i>Total miles driven annually in Dane County</i>	 STEADY total VMT	Dane County Average Daily Vehicle Miles Traveled (VMT) 	 STEADY total VMT	The average VMT for Dane County in 2018 was 14,391,678 holding steady from 2018. While it is likely that VMT will continue to rise as the region adds more people, the desired trend is that the growth of VMT will not outpace the growth of the region's population, so that while there may be more people on the road, they are driving less frequently and/or shorter distances.
Mode of Transportation to Work <i>The type of transportation people take to get to work in Dane County</i>	 DECLINE in # of residents driving to work alone	Mode of Transportation to Work (2018) 	 STEADY # of residents driving to work alone	Commuting to work is one of the most predictable and common trips made by adults. In Dane County three-quarters (75%) of all resident workers drove alone to work in 2018, whereas more Madison residents commute by alternate modes, just 65% driving alone. These numbers have remained consistent over several years.
Air Quality- Ozone <i>Ozone annual mean 8-hour rolling average concentrations, averaged over three years.</i>	 DECLINE in Ozone levels	8 Hour Ozone Levels in Parts per Billion 	 STEADY Ozone levels	The region's ozone levels have remained relatively consistent. In 2015 the NAAQS limit for ozone was reduced from 75 parts per billion (ppb) to 70 ppb. The design value for 2019 was 65 ppb, unchanged from the prior reporting years.
Air Quality- Particulate Matter <i>PM 2.5 annual mean 24-hour rolling average concentrations, averaged over three years.</i>	 DECLINE in PM 2.5 levels	24-Hour PM_{2.5} Levels in Micrograms/Cubic Meter (LC) NAAQS Limit 	 STEADY PM 2.5 levels	In preceding years, PM 2.5 levels have steadily declined, staying safely below the NAAQS limit of 35 micrograms/cubic meter. For the past two reporting periods PM 2.5 levels have remained steadily at 22 micrograms/cubic meter, still below the NAAQS limit, posing no significant health risks.


NAAQS stands for the National Ambient Air Quality Standards



Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

Advance System-Wide Efficiency, Reliability, and Integration Across Modes

Performance Measure	Target	Data and Trends	Current Status	Analysis																												
Transit On-Time Performance <i>The percentage of Metro Transit on-time buses</i>	 STEADY percentage of on-time buses	 <p>Transit On-Time Performance Regular Weekday Routes</p> <table border="1"> <thead> <tr> <th>Year</th> <th>On-Time</th> <th>Late</th> <th>Early</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>84%</td> <td>12%</td> <td>3%</td> </tr> <tr> <td>2015</td> <td>85%</td> <td>11%</td> <td>4%</td> </tr> <tr> <td>2016</td> <td>85%</td> <td>11%</td> <td>4%</td> </tr> <tr> <td>2017</td> <td>88%</td> <td>8%</td> <td>4%</td> </tr> <tr> <td>2018</td> <td>88%</td> <td>8%</td> <td>4%</td> </tr> <tr> <td>2019</td> <td>87%</td> <td>10%</td> <td>4%</td> </tr> </tbody> </table>	Year	On-Time	Late	Early	2014	84%	12%	3%	2015	85%	11%	4%	2016	85%	11%	4%	2017	88%	8%	4%	2018	88%	8%	4%	2019	87%	10%	4%	 STEADY percentage of on-time buses	The percentage of on-time buses decreased slightly due to a small increase in late buses. The number of buses departing their stops early remained virtually unchanged from 2018.
Year	On-Time	Late	Early																													
2014	84%	12%	3%																													
2015	85%	11%	4%																													
2016	85%	11%	4%																													
2017	88%	8%	4%																													
2018	88%	8%	4%																													
2019	87%	10%	4%																													
Interstate Reliability* <i>Percent of person-miles traveled on the Interstate considered reliable</i>	2019 Target  $\geq 94\%$ INCREASE 2021 Target  $\geq 90\%$ INCREASE	 <p>Percent Interstate Rated Reliable</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>100%</td> </tr> <tr> <td>2018</td> <td>100%</td> </tr> <tr> <td>2019</td> <td>99.9%</td> </tr> </tbody> </table>	Year	Percent	2017	100%	2018	100%	2019	99.9%	 STEADY Meets Target	In 2019 just shy of 100% of the person-miles traveled on the Interstate in the Madison Metro Area were considered reliable by the federal measure, consistent with the previous year. See Maps 4 and 5 in Map Book.																				
Year	Percent																															
2017	100%																															
2018	100%																															
2019	99.9%																															
National Highway System Reliability* <i>Percent of person-miles traveled on the non-Interstate National Highway System (NHS) considered reliable</i>	2021 Target  INCREASE $\geq 86\%$	 <p>Percent Of NHS Rated Reliable</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>77%</td> </tr> <tr> <td>2018</td> <td>76%</td> </tr> <tr> <td>2019</td> <td>76%</td> </tr> </tbody> </table>	Year	Percent	2017	77%	2018	76%	2019	76%	 STEADY Does Not Meet Target	Reliability of the non-Interstate NHS has remained steady since 2017, failing to meet the target. The MPO has considerably lower NHS reliability than any other MPO in Wisconsin. See Maps 4 and 5 in Map Book.																				
Year	Percent																															
2017	77%																															
2018	76%																															
2019	76%																															
Reliability: Level of travel time reliability is the ratio between "normal" travel times and peak-period travel times. For instance, if the LOTTR is 1.5 for a segment, that means that a trip that would normally take 10 minutes would instead take 15 minutes (10 minutes x 1.5 = 15 minutes). The higher the LOTTR ratio is, the more delay that roadway segment experiences during the peak period. A segment is considered reliable if it has a ratio of 1.5 or less for all time periods. Rather than peak hour, the federal measure utilizes 4-hour AM and PM peak periods.																																
Freight Reliability* <i>The truck travel time reliability index (TTTR) on the Interstate</i>	2019 Target  ≤ 1.4 INCREASE 2021 Target  ≤ 1.6 INCREASE	 <p>Truck Travel Time Reliability</p> <table border="1"> <thead> <tr> <th>Year</th> <th>TTTR</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>1.17</td> </tr> <tr> <td>2018</td> <td>1.19</td> </tr> <tr> <td>2019</td> <td>1.19</td> </tr> </tbody> </table>	Year	TTTR	2017	1.17	2018	1.19	2019	1.19	 STEADY Meets Target	The freight reliability target measures the efficiency of freight movement on the Interstate. In 2019 the TTTR for the Interstate in the Madison Metro area was 1.19, remaining steady. See Map 6 in Map Book.																				
Year	TTTR																															
2017	1.17																															
2018	1.19																															
2019	1.19																															

The truck travel time reliability index is a ratio between "normal" truck travel times on the Interstate and the "worst" truck travel times. The truck travel time reliability index is reported as the average truck travel time reliability index for all Interstate roadway segments. The higher the truck travel time reliability index, the greater the delay.


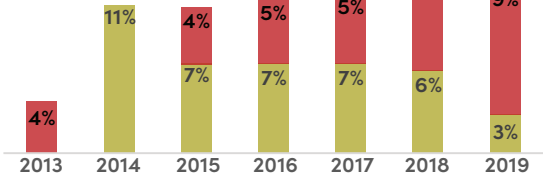



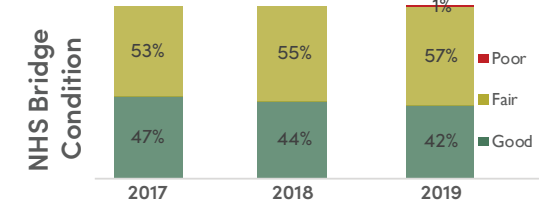




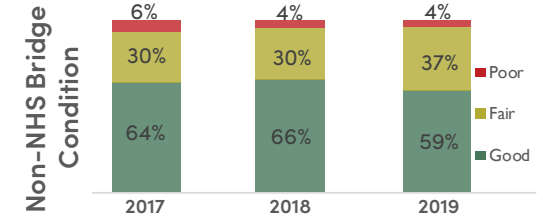




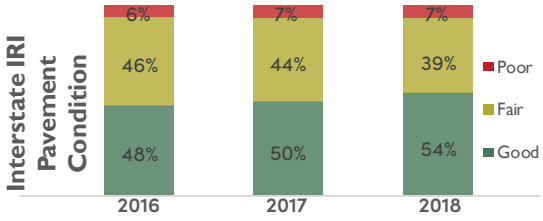




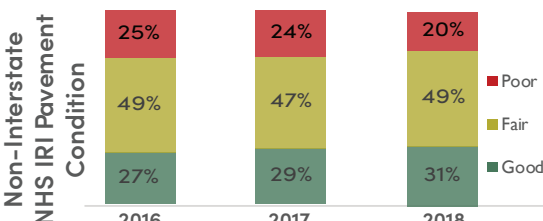


*Indicates federal performance measure and MPO adopted targets



Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

Establish the Financial Viability of the Transportation System

Performance Measure	Target	Data and Trends	Current Status	Analysis																																
Metro Transit Buses At or Past Replacement Age* <i>Bus Replacement Age: 14 years Past Replacement: 15+ years old</i>	 STEADY ≤ 11% Buses Overdue for Replacement	Metro Buses at or Past Replacement Age ■ Buses overdue for replacement (15+ years) ■ Buses at replacement age (14 years)  <table border="1"> <thead> <tr> <th>Year</th> <th>Buses at replacement age (14 years)</th> <th>Buses overdue for replacement (15+ years)</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>0%</td> <td>4%</td> <td>4%</td> </tr> <tr> <td>2014</td> <td>11%</td> <td>0%</td> <td>11%</td> </tr> <tr> <td>2015</td> <td>7%</td> <td>4%</td> <td>11%</td> </tr> <tr> <td>2016</td> <td>7%</td> <td>5%</td> <td>12%</td> </tr> <tr> <td>2017</td> <td>7%</td> <td>5%</td> <td>12%</td> </tr> <tr> <td>2018</td> <td>6%</td> <td>7%</td> <td>13%</td> </tr> <tr> <td>2019</td> <td>3%</td> <td>9%</td> <td>12%</td> </tr> </tbody> </table>	Year	Buses at replacement age (14 years)	Buses overdue for replacement (15+ years)	Total	2013	0%	4%	4%	2014	11%	0%	11%	2015	7%	4%	11%	2016	7%	5%	12%	2017	7%	5%	12%	2018	6%	7%	13%	2019	3%	9%	12%	 STEADY Meets Target	In 2019 9% of the Madison Metro bus fleet was past replacement age, a slight decrease compared to 2018 and below the 11% threshold.
Year	Buses at replacement age (14 years)	Buses overdue for replacement (15+ years)	Total																																	
2013	0%	4%	4%																																	
2014	11%	0%	11%																																	
2015	7%	4%	11%																																	
2016	7%	5%	12%																																	
2017	7%	5%	12%																																	
2018	6%	7%	13%																																	
2019	3%	9%	12%																																	
National Highway System (NHS) Bridge Condition* <i>The percentage of bridge deck area in good and poor condition</i>	2019 and 2021 Targets  ≥ 50% Rated "Good"  ≤ 3% rated "Poor"	NHS Bridge Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>47%</td> <td>53%</td> <td>0%</td> </tr> <tr> <td>2018</td> <td>44%</td> <td>55%</td> <td>1%</td> </tr> <tr> <td>2019</td> <td>42%</td> <td>57%</td> <td>1%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2017	47%	53%	0%	2018	44%	55%	1%	2019	42%	57%	1%	 Does Not Meet Target  Meets Target	In the Madison MPO area, 42% of NHS bridges are in good condition and 1% is in poor condition. See Map 7 in Map Book.																
Year	Good	Fair	Poor																																	
2017	47%	53%	0%																																	
2018	44%	55%	1%																																	
2019	42%	57%	1%																																	
Non-NHS Bridge Condition <i>The percentage of bridge deck area in good and poor condition</i>	 Rated "Good"  Rated "Poor"	Non-NHS Bridge Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>64%</td> <td>30%</td> <td>6%</td> </tr> <tr> <td>2018</td> <td>66%</td> <td>30%</td> <td>4%</td> </tr> <tr> <td>2019</td> <td>59%</td> <td>37%</td> <td>4%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2017	64%	30%	6%	2018	66%	30%	4%	2019	59%	37%	4%	 Rated "Good"  Rated "Poor"	In 2019 59% of non-NHS bridges are in good condition, a decrease from previous years, and 4% are in poor condition. See Map 8 in Map Book.																
Year	Good	Fair	Poor																																	
2017	64%	30%	6%																																	
2018	66%	30%	4%																																	
2019	59%	37%	4%																																	
Interstate Pavement Condition* <i>The percentage of Interstate pavements in "Good" Condition and "Poor" Condition</i>	2021 Target  ≥ 45% Rated "Good"  ≤ 5% rated "Poor"	Interstate IRI Pavement Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>48%</td> <td>46%</td> <td>6%</td> </tr> <tr> <td>2017</td> <td>50%</td> <td>44%</td> <td>7%</td> </tr> <tr> <td>2018</td> <td>54%</td> <td>39%</td> <td>7%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2016	48%	46%	6%	2017	50%	44%	7%	2018	54%	39%	7%	 Meets Target  Does Not Meet Target	Measurements taken in 2018, the most recent data available, indicate that 54% of Interstate highway miles in the MPO area are in good condition and 7% are in poor condition. This represents a slight improvement in pavements rated "good". See Maps 9 & 10 in Map Book.																
Year	Good	Fair	Poor																																	
2016	48%	46%	6%																																	
2017	50%	44%	7%																																	
2018	54%	39%	7%																																	
NHS Pavement Condition * <i>The percentage of non-Interstate NHS pavements in "Good" Condition and "Poor" Condition</i>	2019 and 2021 Targets  ≥ 20% Rated "Good"  ≤ 12% rated "Poor"	Non-Interstate NHS IRI Pavement Condition  <table border="1"> <thead> <tr> <th>Year</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>27%</td> <td>49%</td> <td>25%</td> </tr> <tr> <td>2017</td> <td>29%</td> <td>47%</td> <td>24%</td> </tr> <tr> <td>2018</td> <td>31%</td> <td>49%</td> <td>20%</td> </tr> </tbody> </table>	Year	Good	Fair	Poor	2016	27%	49%	25%	2017	29%	47%	24%	2018	31%	49%	20%	 Meets Target  Does Not Meet Target	In 2018, 31% of non-Interstate NHS routes are in good condition and 20% are in poor condition. This represents an improvement compared to 2017. See Maps 9 and 10 in Map Book.																
Year	Good	Fair	Poor																																	
2016	27%	49%	25%																																	
2017	29%	47%	24%																																	
2018	31%	49%	20%																																	

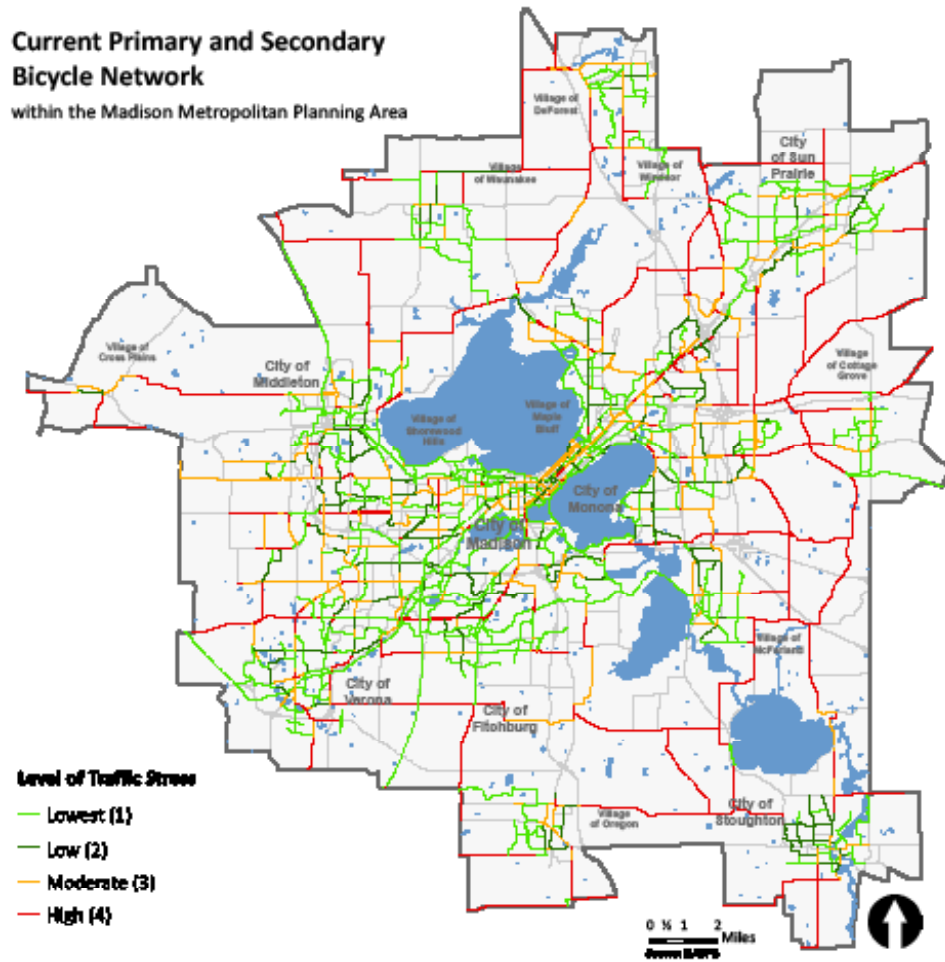
Pavement Condition: Federal guidelines specify that ratings should be based on international roughness index (IRI), cracking, and either rutting or faulting, depending on pavement type. These ratings are based exclusively on IRI because the other measures are not currently available. The MPO recommends that the PCI and PASER index for pavement condition (Map 11 in Map Book) is a more accurate measure in the Madison region.



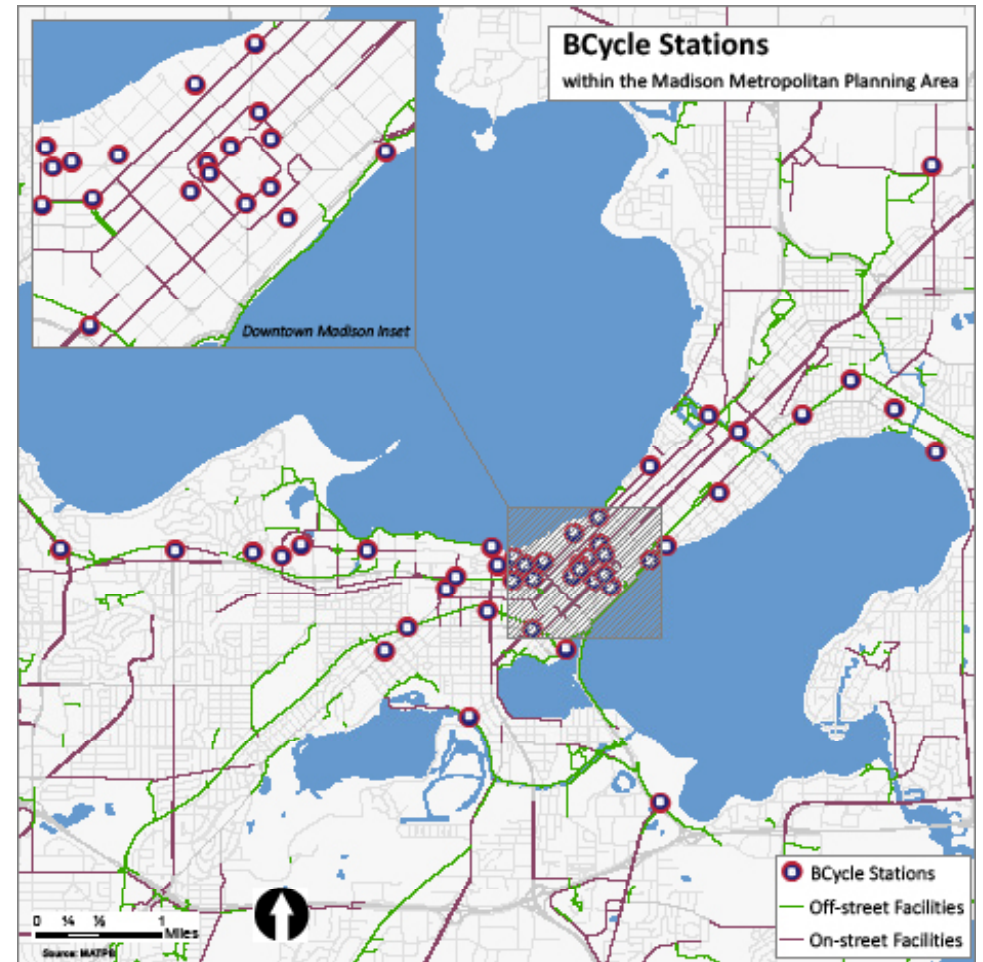
**Performance Measure
Map Book**

Current Primary and Secondary Bicycle Network

within the Madison Metropolitan Planning Area

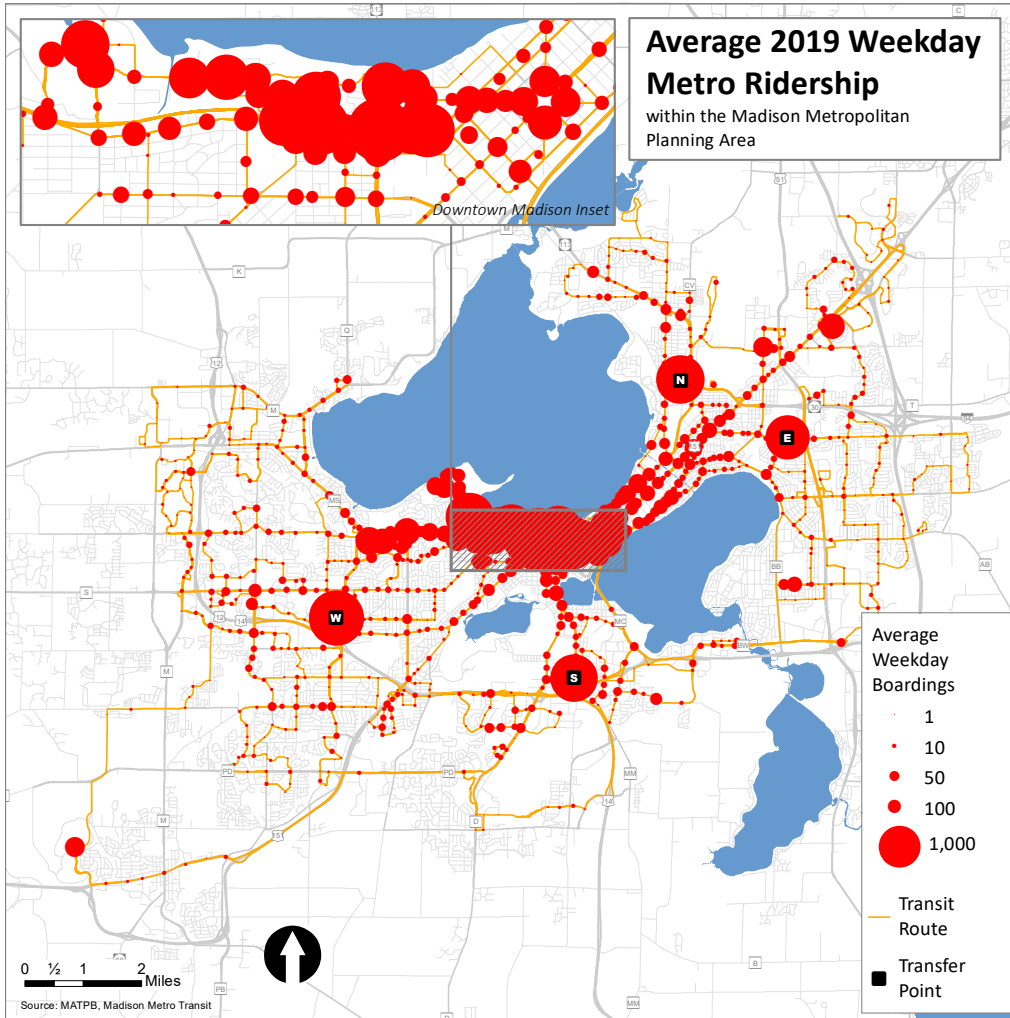


Map 1

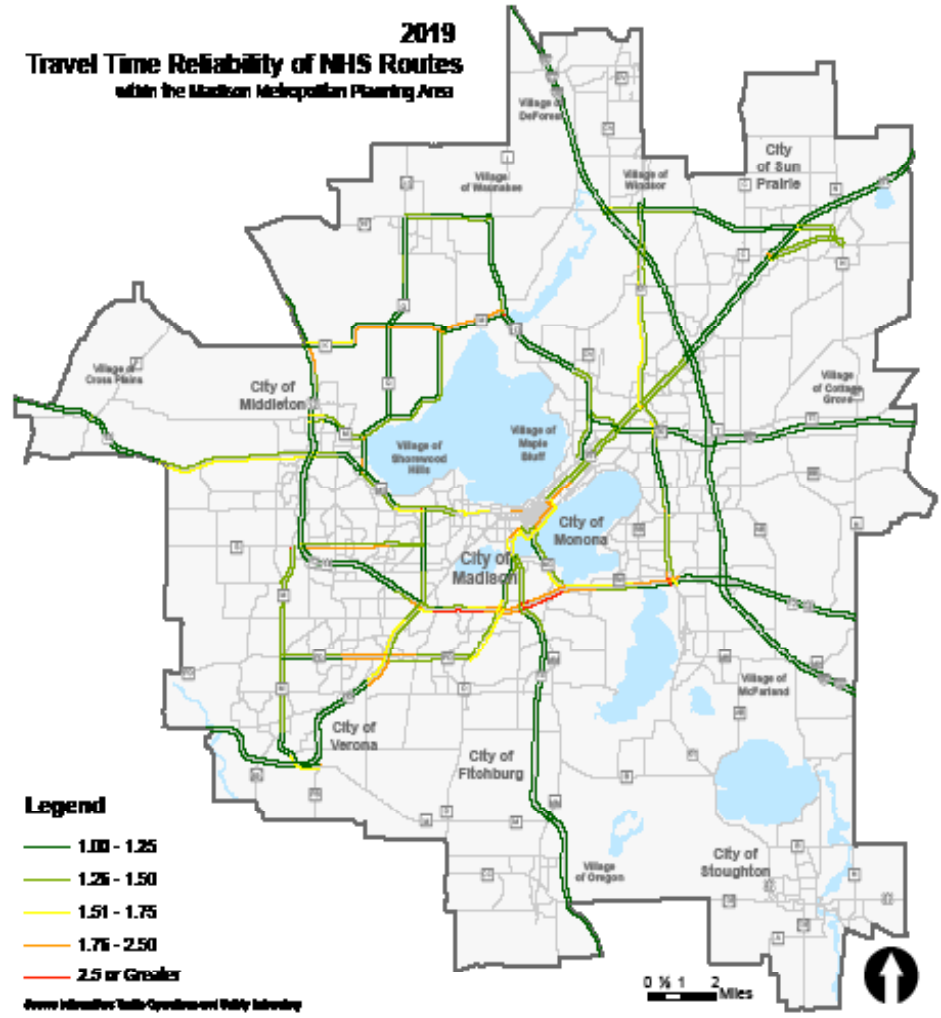


Map 2

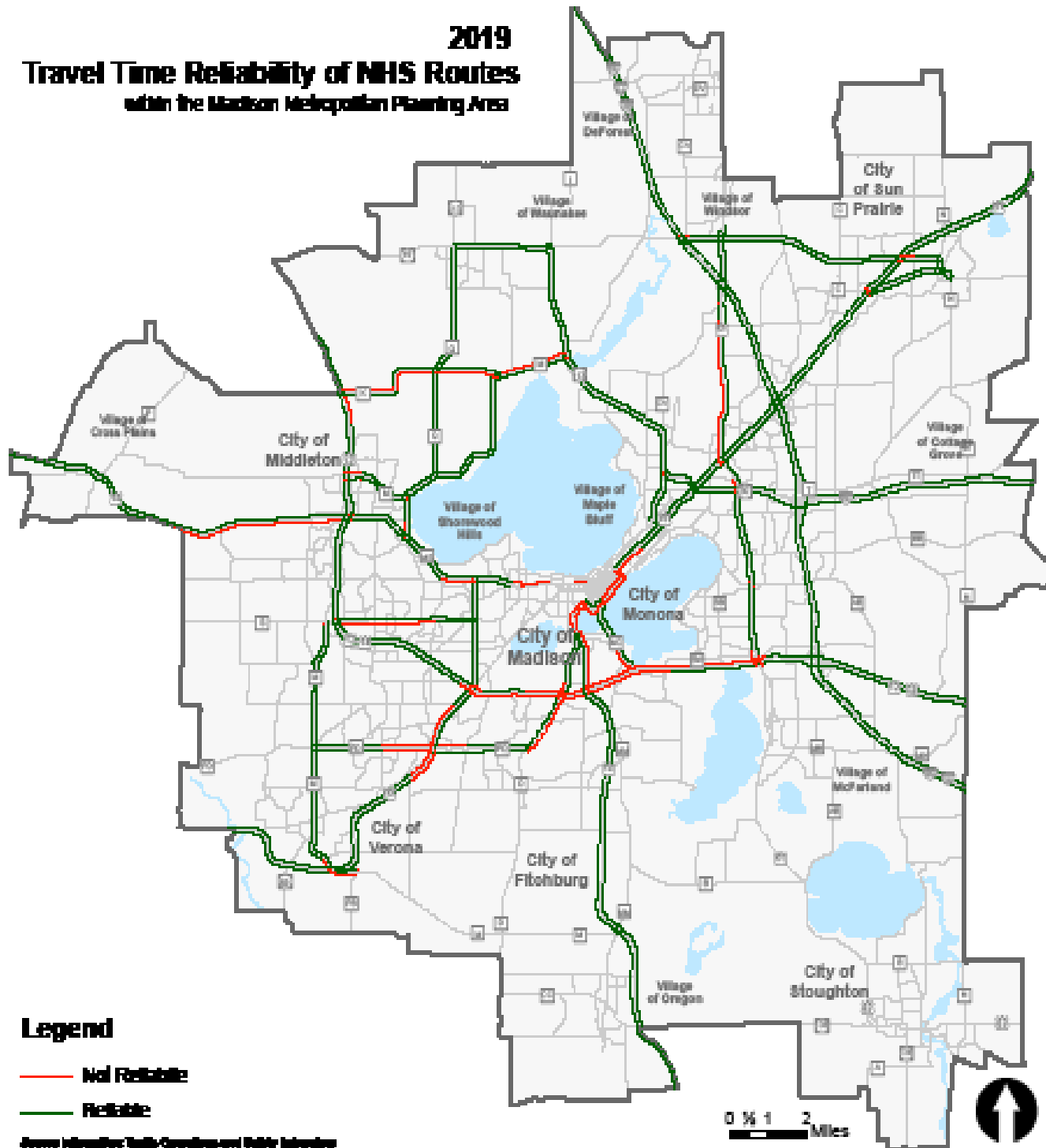
Map 3



Map 4



2019 Travel Time Reliability of NHS Routes within the Madison Metropolitan Planning Area



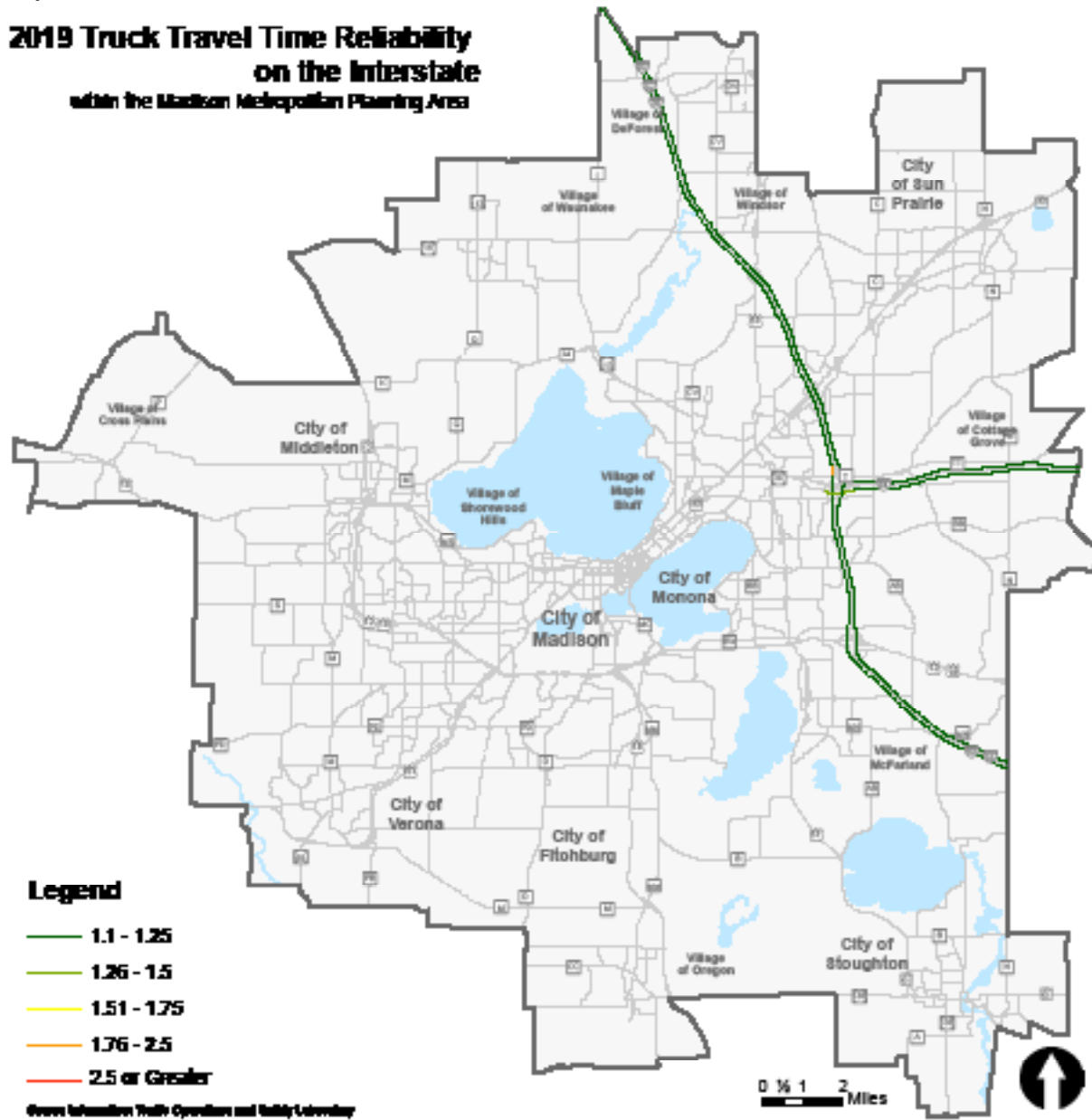
Legend

- Not Reliable
- Reliable

Source: Information: Traffic Operations and Safety Inventory

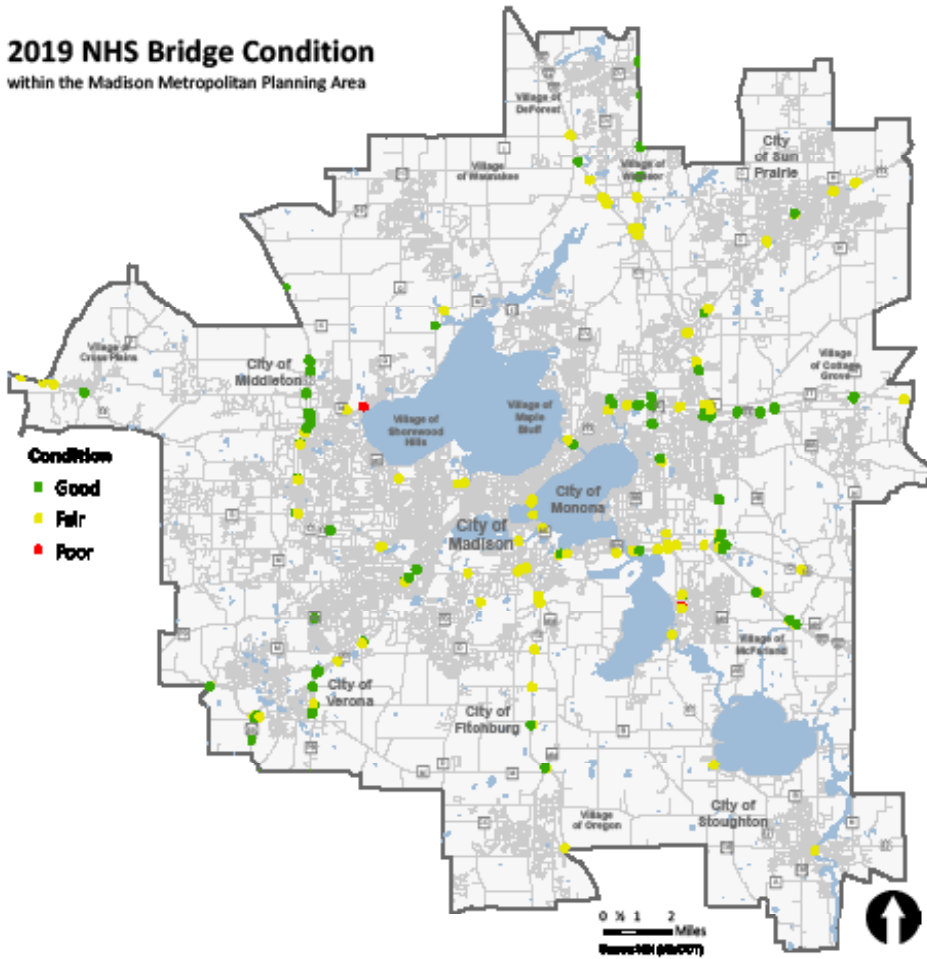
Map 6

**2019 Truck Travel Time Reliability
on the Interstate
within the Madison Metropolitan Planning Area**



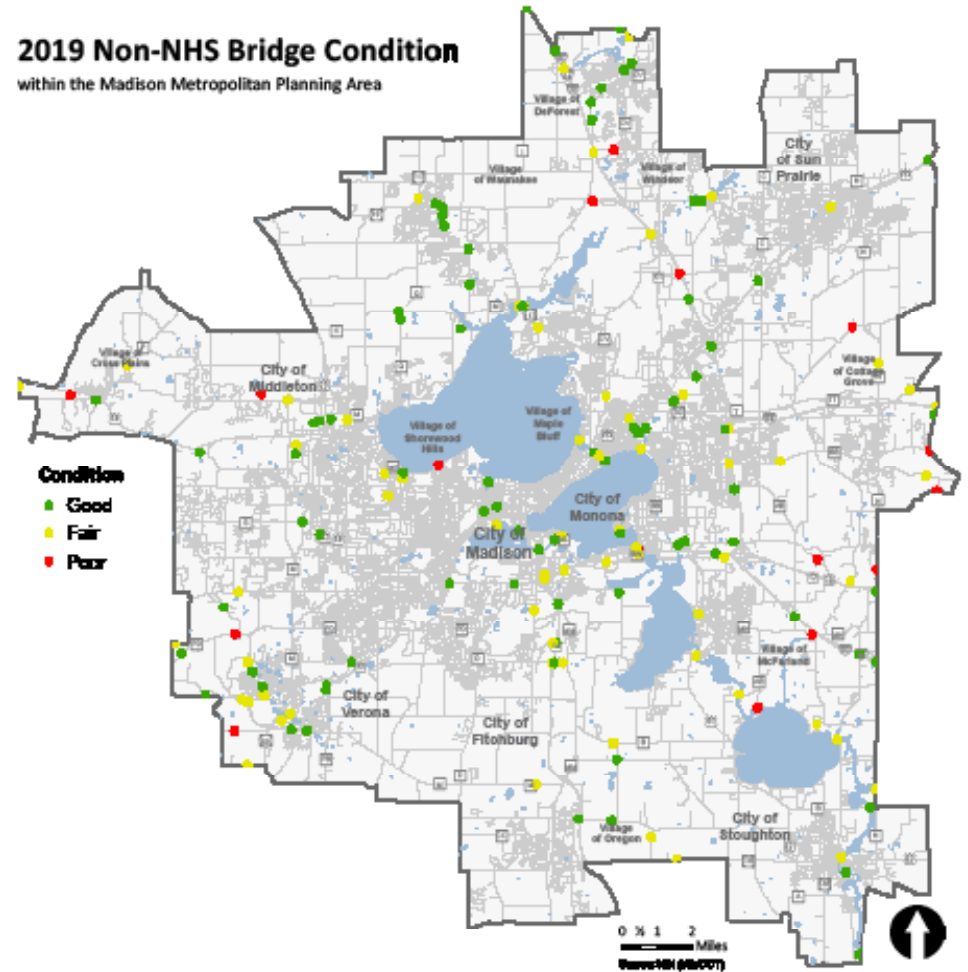
Map 7

2019 NHS Bridge Condition
within the Madison Metropolitan Planning Area

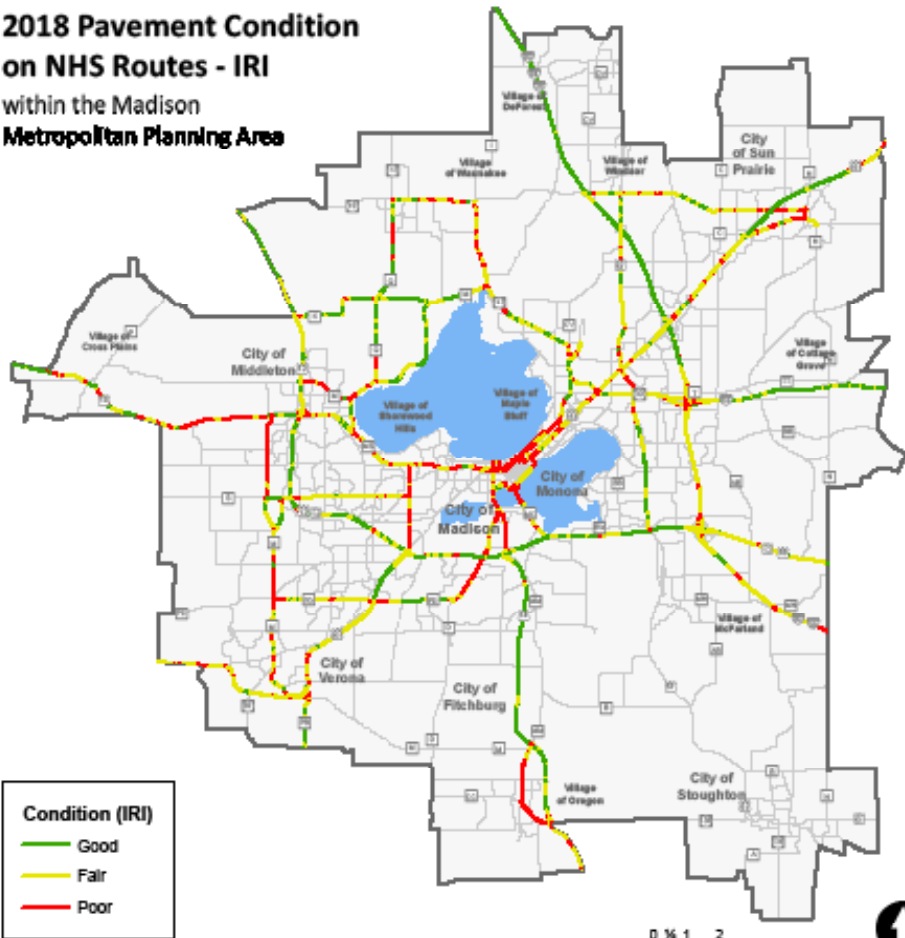


Map 8

2019 Non-NHS Bridge Condition
within the Madison Metropolitan Planning Area

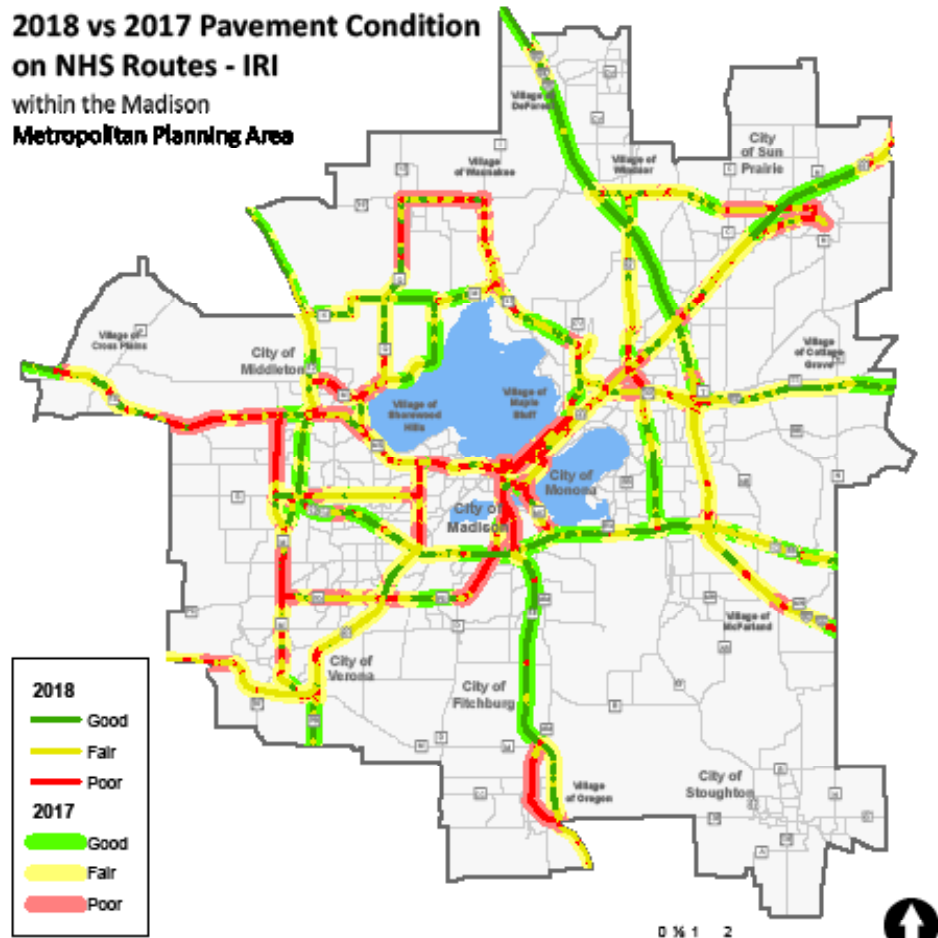


**2018 Pavement Condition
on NHS Routes - IRI**
within the Madison
Metropolitan Planning Area



Map 9

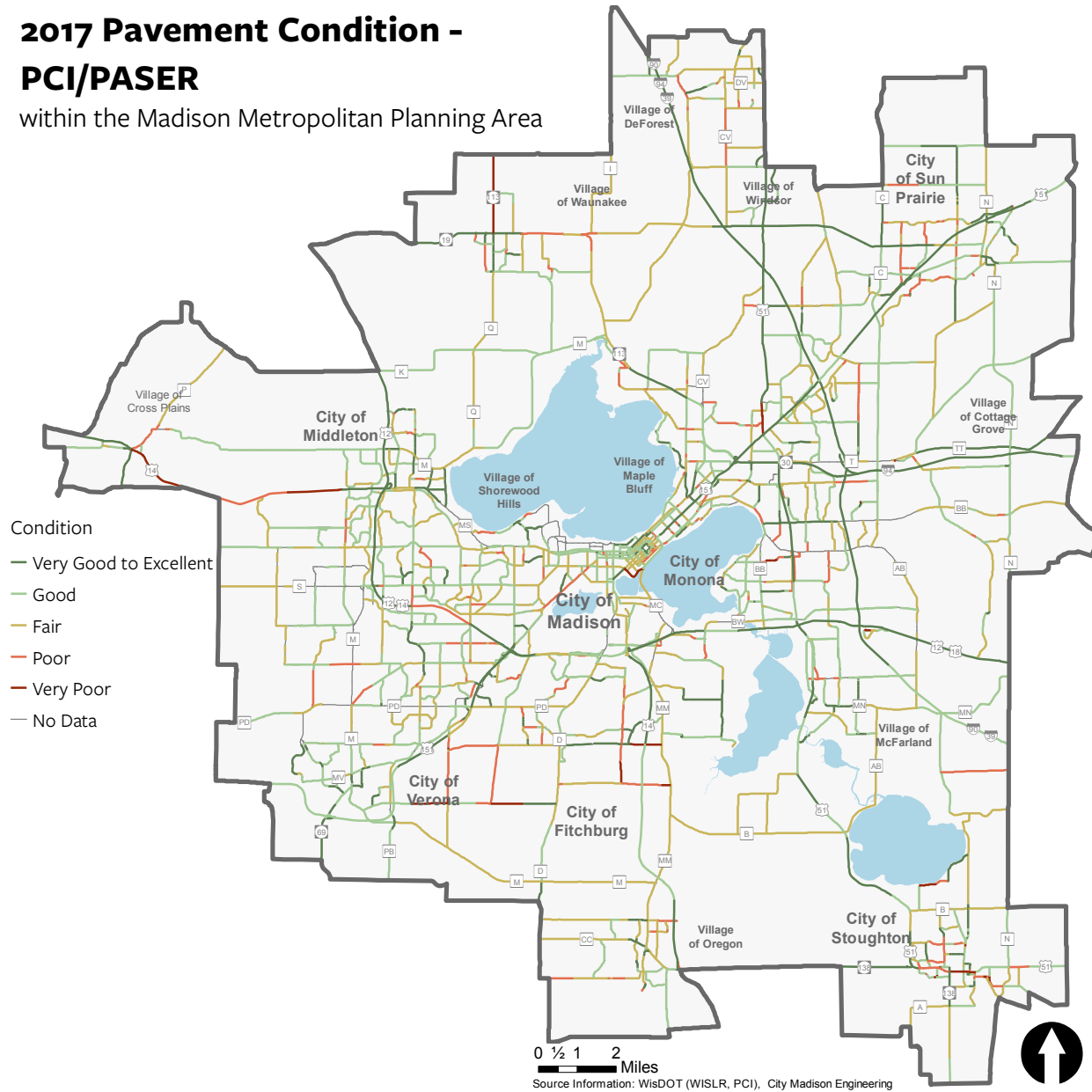
**2018 vs 2017 Pavement Condition
on NHS Routes - IRI**
within the Madison
Metropolitan Planning Area



Map 10

2017 Pavement Condition - PCI/PASER

within the Madison Metropolitan Planning Area



Map 11

Draft 2021 Public Participation Plan

“The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”



Public Engagement Goals

Inform– Provide timely, objective information to keep the public informed about Greater Madison MPO's ongoing transportation planning and project programming processes throughout the region.

Involve– Create inclusive opportunities for the public to provide comments and feedback for consideration at key decision-making points in the transportation planning and programming process, with an emphasis on actively seeking out input from traditionally underserved populations.

Comprehend– Broaden the mutual understanding of priorities and concerns of all involved and impacted by the MPO's transportation planning and programming activities.

Engage– Collaborate with local communities and other stakeholders in an interactive process to develop a transportation system reflective of the values of the region.

Improve– Continuously seek ways to improve information, involvement, and engagement through annual evaluation of the public participation process.



Stakeholders

"The MPO considers all who live, work, or travel through Dane County as stakeholders potentially effected by transportation planning decisions in Dane County"



Public Engagement Methods

Public Engagemet Methods	General MPO Outreach	RTP	TIP	UPWP	PPP	Title VI & EJ	Coordinated Plan	TDP	Bicycle Plan	RoundTrip Program
MPO Website	●	●	●	●	●	●	●	●	●	●
Email Notifications	●	●	●	●	●	●	●	●	●	○
Public Involvement Meetings & Open Houses	○	●							●	
Public Hearing		●	●		●					
Advisory Committee	●	●	○				○	●	●	●
Fact Sheets & Brochures	●	●	○	○	○	○	●	○	●	●
Social Media	●	●	●	●	●	●	●	●	●	○
Newsletter	●	●	●	●	●	●	●	●	●	●
Media Outreach	●	●	●				○		●	○
Focus Groups & Workshops		○			○		○	○	○	
Webinar Series	○	○					○		○	○
Surveys	○	●		○	○		●	○	●	○
Presentations to Local Committees, Civic Groups, and Organizations	○	●	○				○	○	○	●
Community Event Tabling & Information Booths	○	○						○		○
Videos	○	○								○
Forums/Conference	○						●			○
Emerging PE Tools	○	○						○	○	○
Update Schedule	Continuous	5 Years	Annually	Annually	5 Years	3 Years	5 Years	5-10 Years	10 Years	Continuous
Public Comment Period	N/A	30 Days	30 Days	30 Days	45 Days	30 Days	30 Days	30 Days	30 Days	N/A

● PRIMARY METHOD

○ SUPPLEMENTAL METHOD (Based on need and request)



General Policies and Procedures

Policy Board Meetings

- Meeting agendas will be posted at least 5 days prior to meeting
- Members from the public can register to provide public comment on any agenda item, or on issues not included on the agenda
- Will hold at least one meeting a year in one of the member communities
- Adds language to allow for virtual meetings

April

- Provide notice to local units of government and general public, including request for proposed projects and submittal deadline

June

- Project submittals due

July

- Preliminary review of scored project applications for STBG Urban funding (odd years)

August

- Draft TIP released, available on MPO website for review
- Preliminary review of projects at MPO committee meetings

September

- Public hearing on Draft TIP

October

- TIP approved by Policy Board
- Includes summary of public comments received

Individual Plan Requirements

- Outlines update frequency, timelines, public participation requirements, agency coordination, and how comments will be received for each planning process



Evaluation

Public Participation Evaluation

To be filled out by staff at end of event

Meeting (Plan/Project/General): _____

Presenter: _____

Date and Time: _____

Location: _____

Meeting Host (If other than MPO): _____

Method of Public Participation

Public Hearing

PIM/Open House

Presentation to Local Groups

Focus Group/Workshop

Community Event Tabling

Forum

Other: _____

How was the Event Advertised?

Email

MPO Website

Social Media

Media/Press Release

MPO Newsletter

Flyers

Other: _____



How Many People Were in Attendance? _____

What Stakeholders Were Represented at the Event?

What Type of Materials Were Used (Presentation, Brochures, Surveys etc):

Are There Any Ways This Event Could be Improved in the Future?

Attach copies of the following, if applicable:

Sign-In Sheet

Materials/Handouts

Comments Received

Comment/Evaluation Forms

