

**Meeting of the  
Greater Madison MPO (Metropolitan Planning Organization) Policy Board**

**August 4, 2021**

**Virtual Meeting via Zoom**

**6:30 p.m.**

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This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto: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 **Greater Madison MPO** using the following number and meeting ID:
  - (877) 853-5257 (Toll Free)  
Meeting ID: 984 3290 8295

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

*Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.*

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

*Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.*

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

*Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.*

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。

*请在会议开始前至少 72 小时提出请求，以便我们做出安排。*

**AGENDA**

1. Roll Call and Introductions
2. Approval of July 7, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Election of Chair and Vice Chair
6. Update on Bus Rapid Transit Project and Metro Transit Network Design Study  
(Mike Cechvala, City of Madison Transportation/Metro)
7. Review of Draft Scoring of STBG – Urban Project Applications and Draft Priority Listing of Projects for 2022-2027
8. Approval to Release Draft 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment
9. Presentation on Regional Travel Forecast Model Project
10. Review of *Connect Greater Madison: Regional Transportation Plan 2050 Update Public Survey Results*
11. Brief Update on Responses to Letter Sent Seeking Financial Contribution to Support the 2022 MPO Budget
12. Status Report on Capital Area RPC Activities
13. Announcements and Schedule of Future Meetings
14. Adjournment

Next MPO Board Meeting:

**Wednesday, September 1, 2021 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)  
July 7, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

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Opitz called the meeting to order at 6:31 PM.

**1. Roll Call and Introductions**

**Members present:** Yogesh Chawla, Paul Esser, Grant Foster, Gary Halverson Dorothy Krause, Tom Lynch, Jerry Mandli, Ed Minihan, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie

**Members absent:** Margaret Bergamini, Steve Flottmeyer, Doug Wood

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

**Others present in an official capacity:** Forbes McIntosh (DCCVA), Diane Paoni (WisDOT), Tom Wilson (Town of Westport – left after item #5), Tim Semmann (Village of Waunakee – left after item #5), Pam Dunphy (Dane County Highway – left after item #5), Gerry Schmitt (KL Engineering – left after item #5)

**2. Approval of May 5, 2021 Meeting Minutes**

Schaefer noted that he was informed that Larry Palm was not re-appointed to CARPC, but continues to serve on CARPC until he is replaced.

Esser moved, Krause seconded, to approve the May 5, 2021 meeting minutes with the correction noted above. Motion carried.

**3. Communications**

- Comments submitted on behalf of the MPO to U.S. Census Bureau regarding proposed changes to definition of urban areas.
- Letter of support to Senator Baldwin regarding the Autumn Ridge Path & Pedestrian/Bicycle Overpass project
- Letter of support to Senator Baldwin regarding the University Ave. Reconstruction Project & Pedestrian/Bicycle Overpass project.

Lynch noted that an additional project (Atwood Ave.) was submitted to Representative Poca’s office. Krause asked which cities and villages would no longer be within the MPO Planning Area under the proposed Census definition change. Schaefer indicated that the City of Stoughton and Village of Cross Plains would likely fall out of the urbanized area, and that the Villages of Cottage Grove, DeForest, and Windsor could possibly fall out as well.

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

None

**5. Brief Update on the County Trunk Highway M (Oncken Rd. to STH 113) Reconstruction Project**

Gerry Schmitt, KL Engineering, provided background information and a status update on the project, including recent design changes. Most notably, the CTH K/MM intersection is now proposed to be a signalized intersection instead of a roundabout with the North Shore Bay Dr. intersection with CTH M and K no longer needing to be relocated.

Krause asked about construction timing and the potential for night work. Schmitt indicated that they try to avoid night work in residential areas. Krause suggested that it might be worth asking the area residents before finalizing that schedule, and asked about a particular piece of property and its role in the project. Schmitt responded that the property in question is still part of the project. Schaefer asked about the history of right angle crashes seen at Woodland and CTH K, and Schmitt described the most common type of crash in the vicinity of the intersections as rear end crashes resulting from the leading vehicle slowing or stopping unexpectedly and being struck by the following vehicle. Schaefer suggested perhaps using advance warning lights to help alert drivers of the signals to help reduce this type of crash.

**6. MPO 2021 Resolution No. 6 Approving Amendment #4 to the 2021-2025 Transportation Improvement Program**

Schaefer described the project for which the TIP amendment was sought. It is at the USH 14 and Deming Way intersection, and would add a westbound left-turn lane and widen the shoulder.

Krause moved, Esser seconded, to approve MPO 2020 Resolution No. 6 Approving Amendment #4 to the 2021-2025 Transportation Improvement Program. Motion carried.

**7. Approval of Draft Letter to Municipalities Seeking Financial Contribution to Support the 2022 MPO Budget**

Schaefer provided background on the item, which was discussed at the February, 2021 MPO Policy Board meeting. The board requested that a letter requesting local funding contributions be drafted. He explained that ultimately, the City of Madison is responsible for providing the required local match for federal funding of the MPO; however, other planning area communities are encouraged to contribute a proportional share based on population. The MPO has sent out requests for local funding in the past, but the last time this was done was in 2012. Schaefer requested feedback and suggestions on the content of the letter, its delivery, and potential follow-up.

Foster asked if there was any benefit to obtaining commitment for contribution by a given date for budgeting purposes. Schaefer related that city Finance staff have indicated that they need to know by the week of August 16 the total amount of additional match needed to leverage all federal funding in order to make a request for more local match funding. Having an indication from communities whether they will make a contribution and the amount by that date would be helpful. Foster recommended requesting a commitment then by August 12. He also recommended including another column in the table indicating the current year contribution by each community. Krause suggested sending an email ahead of the mailed letter notifying them to expect the letter. She also suggested including a statement that the MPO would send them an invoice for the recommended amount next year. Schaefer asked for clarification: Krause stated that we would be requesting contribution this year, but would be invoicing communities starting next year. She asked if each letter would be personalized, or if it would be generic. Schaefer responded that the letters would be personalized.

Esser recommended sending the request via email and not by mail. He suggested sending the letter to both administrators and mayors. He also stated mayors can't make a firm commitment to a contribution until the budget is approved by the council in the fall. Lynch spoke on the power of the collective group that composes the MPO, and how contributions to support the MPO are the exception but should be the rule. He suggested including points in the project scoring criteria for whether or not the applicant is a contributing member of the MPO, with the desired result of strengthening the group by expanding its local participation. He clarified that he wasn't sure such an action would be legal, but suggested looking into it. Minihan suggested sending the letter to Town Clerks as well, and spoke to the budgetary limits imposed by levy limits. Lynch concurred.

Opitz called on McIntosh, who indicated that he suspects many communities don't even know that the MPO is requesting funding; he will include this issue in his weekly update to cities and villages. He stated that even the discussion of withholding funding based on financial contribution to the MPO would be "a lightning rod." Lynch clarified that he was not suggesting approval or denial of project funding based on contributing to the MPO; he wants to encourage participation in the team, and recognizes that many towns do not have roads that would qualify for MPO funding. He referred to MPO staff planners and the support they can provide to area communities. He stated that he feels fine requesting assistance from MPO staff, since the city of Madison contributes to the MPO budget.

Foster stated that the goal this year should be to hear from every community, even if they do not contribute. This year should be used to make a connection with community officials to help them understand what the MPO does and what they get from participating in the MPO's support. Wehelie stated that she agrees that the narrative of why the MPO is important should be central to the message; she recommended changing the letter language to highlight how their support impacts the outcome of MPO work and funding.

#### **8. Discussion on Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study and Approval of Draft Comments**

Schaefer reviewed selected slides from the presentations provided in the packet on the Planning & Environmental Linkages (PEL) Study, and described the feedback being requested by WisDOT. WisDOT seeks to dismiss out-of-corridor strategies that have been reviewed using the regional travel model and found to not significantly reduce Beltline traffic volumes, and is looking for feedback on the study goals and objectives. The out-of-corridor strategies that WisDOT seeks to dismiss include the North Mendota Parkway, a South Reliever, transit improvements, and a land use strategy assuming 85% infill/redevelopment. The land use strategy actually resulted in increased traffic on the Beltline (as well as increased use of BRT). Various motorized and non-motorized crossings of the Beltline were also reviewed. Comment on priority crossings will be provided in the future.

Krause suggested consideration of rail transit on the existing rail line through Fitchburg to the Dane County Airport with the provision of a park and ride lot south of the Beltline. Opitz pointed out that the Transport 2020 plan reviewed this proposal and found it wouldn't be helpful in addressing Beltline traffic. Schaefer stated that BRT has been identified as the appropriate high capacity transit service for the region due to its cost effectiveness and efficiency in serving transit supportive areas. The plan is for BRT to run on Fish Hatchery Road. Rail service would be duplicative of that. Lynch stated that BRT costs about \$8 million/mile, while rail costs about \$70-100 million/mile just for capital costs. Krause stated that there is not a good location for a park & ride facility near the south terminus of BRT planned in Fitchburg unless the state is willing to sell property. Lynch stated that Madison is going to be planning the north-south BRT route starting in 2022, and can look at this issue.

Schaefer provided an overview of the draft MPO comments on the PEL Study goal, objectives, and strategy screening completed to date. In addition to the suggested edits to goal and objectives, the MPO supports dismissing the out-of-corridor strategies as stand alone improvements. He asked for any suggested edits or support for the draft comments.

Esser stated that he agreed with the proposed comments. Opitz asked for additional comments, and there were none. Esser moved, Foster seconded, to approve the comments.

## 9. Review of STBG – Urban Project Applications for the 2022-2027 Program Cycle and Discussion on Use of COVID-19 Related Funding

Schaefer provided a brief description of STBG – Urban project selection and funding cycles. He stated that only the city of Madison submitted applications: three roadway, one bicycle/pedestrian, and two ITS projects. He then reviewed the projects selected for STBG – Urban funding in recent years and described the city's six projects. Schaefer said he was interested in getting initial feedback from the board on how to allocate the supplemental funding that will be received through Coronavirus relief packages (ARPA and CRRSAA). This funding must be spent by 2024 while the STBG funding is for projects in state fiscal years 2026-2027. Although WisDOT has not announced how much funding the MPO will have available in regular STBG Urban and supplemental COVID related funding, Schaefer said he anticipated that there would be around \$9 million in STBG funding and another perhaps \$6 million in COVID funding. The question is whether some or all of the COVID funding should be used to supplement funding of already-awarded projects currently funded well below 60% federal share. These include University Avenue, CTH M, and Pleasant View Road.

Wehelie asked about the use of an equity lens in selecting contractors for projects; Opitz and Schaefer clarified that the MPO selects projects for funding, but that contractor selection is conducted by the applicant community in accordance with federal rules which include DBE requirements. Foster indicated that his preference is to fund new projects and not those which have already been selected for funding. Harrington-McKinney requested that board members be provided with the amounts by which previously-awarded projects are under-funded (below 60% federal share). Schaefer stated that that information would be provided prior to the August board meeting. Harrington-McKinney asked about project scoring and what that entails. Schaefer referred to the link to the scoring criteria in the packet. The criteria were recently revised by the board, and are used by staff to draft funding recommendations which are reviewed and approved by the board.

Minihan warned that it appears Coronavirus relief funds are being pushed out rapidly, but that if the federal government determines that the funds were not appropriately spent they will have to be returned. Lynch asked about timing and clarification on the need for projects to be essentially shovel-ready in order to meet deadlines for expending the funds. He suggests having two funding scenarios, one with projects prioritized by project readiness, and another assuming that projects for which earmarks have been requested are approved. Schaefer suggested that if requested earmark projects are approved, the fallback plan could be to provide additional funding to already-selected projects. Halverson recommended focusing the funding on new projects. Esser said criteria are needed to guide the decision on funding and requested that staff develop criteria to guide the discussion and decision-making process. Schaefer said the MPO has the STBG project selection criteria and policies. Relative to use of COVID funds, the scores of new vs. already approved projects could be compared to inform that decision. Harrington-McKinney called for being cautious in spending Coronavirus relief funds, and taking the time to ensure the funding goes to where it is most needed and can make the most impact. Krause also requested that criteria be developed, and suggested that projects be solicited from area communities for consideration. Schaefer stated that applications had just been solicited, and that only the city of Madison submitted applications. He does not feel it is appropriate to solicit applications again at this time.

Schaefer said staff will review the draft project scoring and funding recommendations in August for consideration by the board to include in the draft TIP, but the final award of funding won't be until adoption of the TIP in October. He said staff would likely present more than one funding scenario. Foster asked why the John Nolen project might not be able to be funded; Schaefer explained that the project cost is estimated to be \$29 million, and that there is a federal policy to require at least 50% federal funding, meaning that at least \$14.5 million in federal funds would need to be dedicated to

the project. He said he will contact FHWA to see about a possible exception to this policy. Lynch stated that the cost of the John Nolen project will likely require a combination of multiple funding sources.

#### **10. Presentation on Regional Travel Forecast Model Project**

Schaefer suggested that given the time and remaining items on the agenda, this item could be postponed to the next meeting.

Foster moved, Krause seconded, to refer the item to the next meeting. Motion passed.

#### **11. Update on Connect Greater Madison: Regional Transportation Plan 2050 Update Public Engagement Activities**

Lyman provided an overview of presentations that have been provided by the MPO on the RTP Update, as well as the project web page. He then described the focus groups that have been organized with the support of community organizations and the feedback received from those discussions, and how the MPO partnered with those organizations to hold the focus group sessions. Lyman described the feedback received from the focus groups, including transportation costs, timeliness/reliability, ability to participate in community and/or family events, bicycling, sidewalk networks, and more. He stated that as the focus groups were held with participants who are often not included in transportation planning projects, this feedback provides valuable insights.

He described the status of the public survey, which was subjected to an attack by a bot that completed the survey impossibly quickly, among other flags for non-human completion. MPO staff is working to identify and remove the bot-generated responses while retaining the “real” responses from human respondents. Harrington-McKinney requested a meeting to discuss the survey results and outreach. Schaefer asked if that meeting should be held after the survey results are compiled; Harrington-McKinney indicated that she thought the survey results were questionable so wasn’t sure if they needed to wait. Lyman clarified that he was confident that the survey results could be cleaned up and that the results would be accurate when they were released.

#### **12. Discussion and Vote on Default Meeting Method (In Person or Virtual) Beginning in September**

Schaefer indicated for meetings like the MPO board the city of Madison wants to either continue virtual meetings or switch to in-person, with each board/commission selecting one or the other but not switching between the two. Foster added that the expectation is that board meetings will remain as virtual meetings unless a decision is made to move back to in-person meetings. Krause stated that she is torn between the two options, but that the convenience of virtual meetings is so much greater that it is a difficult decision. Opitz stated that Middleton held its first in-person meeting the previous night, and that the hybrid option posed a challenge from a technical standpoint. Foster agreed with Krause regarding missing in-person meetings, but that the convenience of virtual meetings is much greater and he would support continuing virtual meetings for the time being. Halverson stated that he does not know where the board usually meets [Madison Water Utility on Olin Ave], but he would currently prefer to meet virtually. Wehelie would also like to continue to meet virtually. Opitz suggested holding occasional in-person meetings (not board meetings) just to enable face-to-face interactions.

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

None.

**14. Announcements and Schedule of Future Meetings**

The next board meeting is scheduled for Wednesday, August 4.

**15. Adjournment**

Moved by Esser, seconded by Wehelie, to adjourn. Meeting adjourned at 8:42 p.m.





**Wisconsin Department of Transportation**  
Office of the Secretary  
4822 Madison Yards Way, S903  
Madison, WI 53705

**Governor Tony Evers**  
**Secretary Craig Thompson**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 266-1114  
FAX: (608) 266-9912  
Email: [sec.exec@dot.wi.gov](mailto:sec.exec@dot.wi.gov)

July 26, 2021

Glenn Fulkerson  
Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
525 Junction Rd., Suite 8000  
Madison, Wisconsin 53717

Kelley Brookins  
Regional Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
200 W. Adams Street, Suite 320  
Chicago, Illinois 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Madison Area Transportation Planning Board's amendment to the 2021-2025 Transportation Improvement Program (TIP) for the Dane County urbanized area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on July 7, 2021. We will reflect by reference the 2021-2024 federal aid projects covered by this approval in our 2021-2024 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 4 and Resolution Number 6 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig M. Thompson", written over a horizontal line.

Craig M. Thompson  
Secretary

cc: William Schaefer, MPO Director  
Mary Forlenza, FHWA  
Mitch Batuzich, FHWA  
William Wheeler, FTA  
Steve Flottmeyer, WisDOT Southwest Region  
Charles Wade, WisDOT Bureau of Planning and Economic Development

**MPO Agenda Cover Sheet**  
**August 4, 2021**

**Item No. 6**

**Re:**

Update on Bus Rapid Transit Project and Metro Transit Network Design Study

**Staff Comments on Item:**

The city of Madison’s Bus Rapid Transit (BRT) project was recently recommended by the Federal Transit Administration (FTA) for funding under its Small Starts transit capital grant program. Work on the design for the project continues along with the required environmental review process. Some updates have been made to the service plan, routes, and stations. The location of the planned satellite bus facility was moved from the former Oscar Mayer site to the former Fed Ex building off Hanson Road. Most recently, opposition has surfaced from State Street businesses to routing BRT on State Street and the Capitol Square. Mike Cechvala with the Madison Transportation Department will provide an update on the project. The project website is here: <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit>. The public meeting presentation provided in May is attached.

Metro Transit is also undertaking a Network Redesign study with the assistance from a consultant, Jarrett Walker & Associates, to reexamine where and how often buses operate in the Madison area. Part of the reason for the study is to ensure the local service complements and is integrated with the planned BRT service. Because provision of transit service involves a trade-off between maximizing ridership and coverage, two alternative service plans have been developed for review and comment, reflecting those two goals. The final recommended service design will draw from each of these two alternatives. Mike Cechvala will provide an update on the study, drawing from the attached slides of a presentation recently provided to the Madison transportation commissions. The project website is here: <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/transit-network-redesign>.

**Materials Presented on Item:**

1. PowerPoint presentation on the BRT project provided at the May public information meeting
2. PowerPoint presentation on the Network Redesign Study alternatives report recently provided to the Madison transportation commissions.

**Staff Recommendation/Rationale:** For information and discussion purposes only.



# Madison East-West Bus Rapid Transit (BRT) Project Development

- Spring Update

Virtual | May 11, 2021 6:00-7:30 PM



**AECOM**



# Agenda

- 1 • **Project Summary**
- 2 • **Engineering Updates**
- 3 • **BRT Route Updates**
- 4 • **Station Design**
- 5 • **Other Transportation Projects**
- 6 • **Questions and Wrap Up**

# Introductions

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**Mayor Satya Rhodes-Conway**

**Tom Lynch**, Director of Transportation

**Justin Stuehrenberg**, Metro Transit General Manager

**Mike Cechvala**, City of Madison Transportation

## Consultant Team

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**AECOM** – Project Lead

**Strand** – Engineering

**Urban Assets** – Community Engagement

The logo for AECOM, featuring the word "AECOM" in a bold, black, sans-serif font.The logo for Strand Associates, featuring the letters "SA" in a stylized, gold-colored font above the words "STRAND ASSOCIATES" in a smaller, black, sans-serif font.The logo for UrbanAssets, featuring a stylized city skyline icon above the word "UrbanAssets" in a black, sans-serif font.

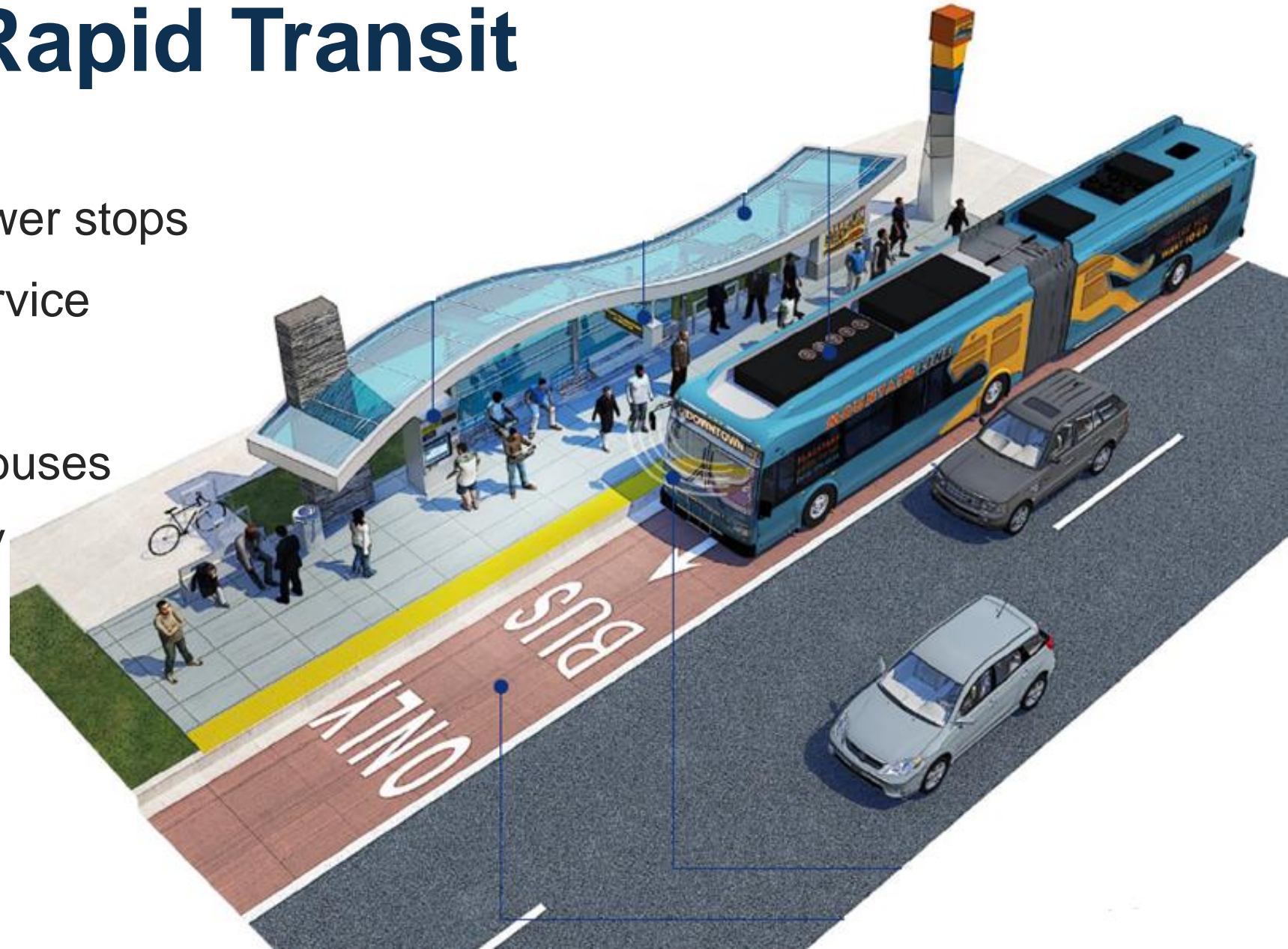
# Project Summary

Review

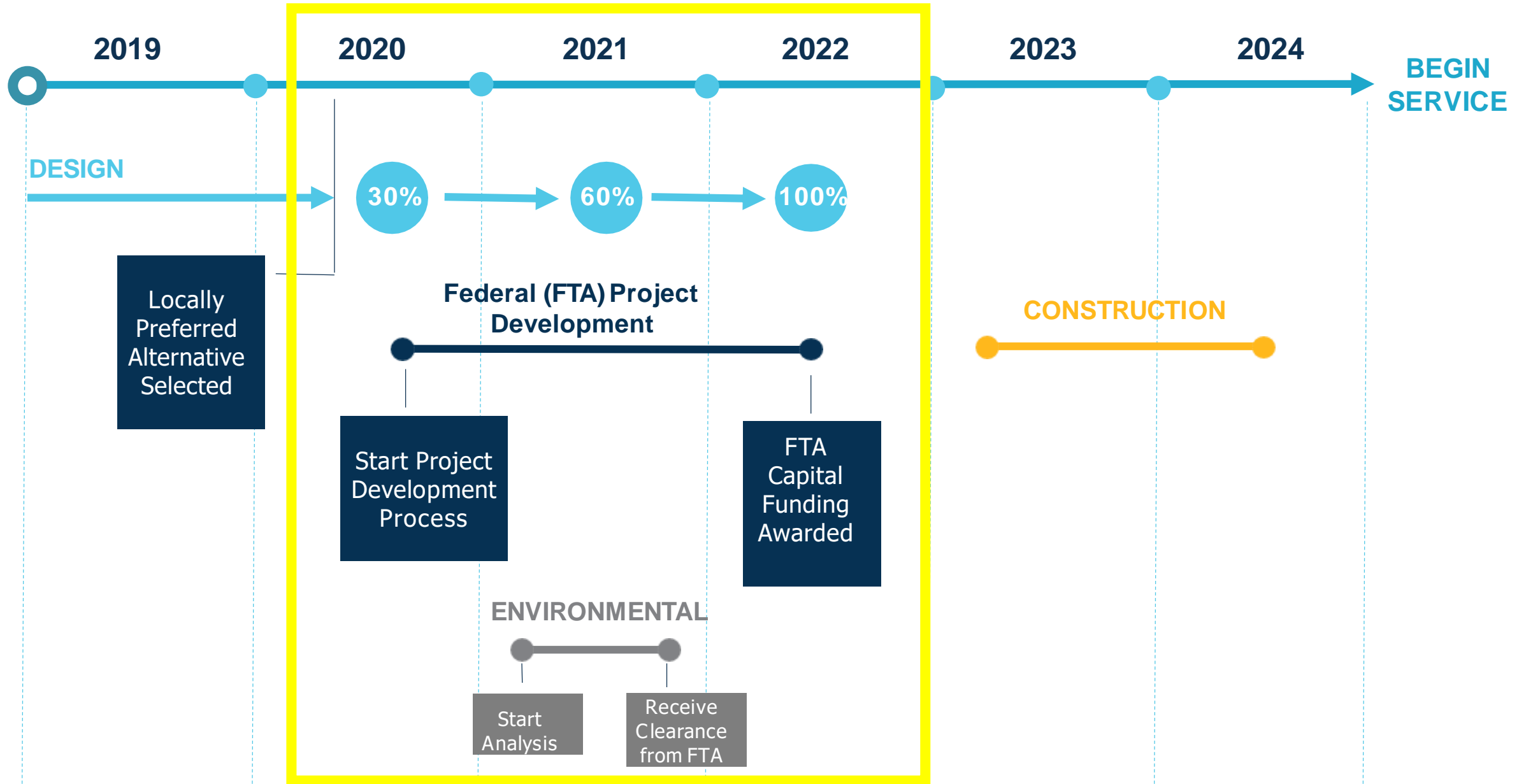


# About Bus Rapid Transit

- Direct routes and fewer stops
- Frequent, all-day service
- Bus-only lanes
- Branded stations & buses
- Transit signal priority
- Faster fare payment



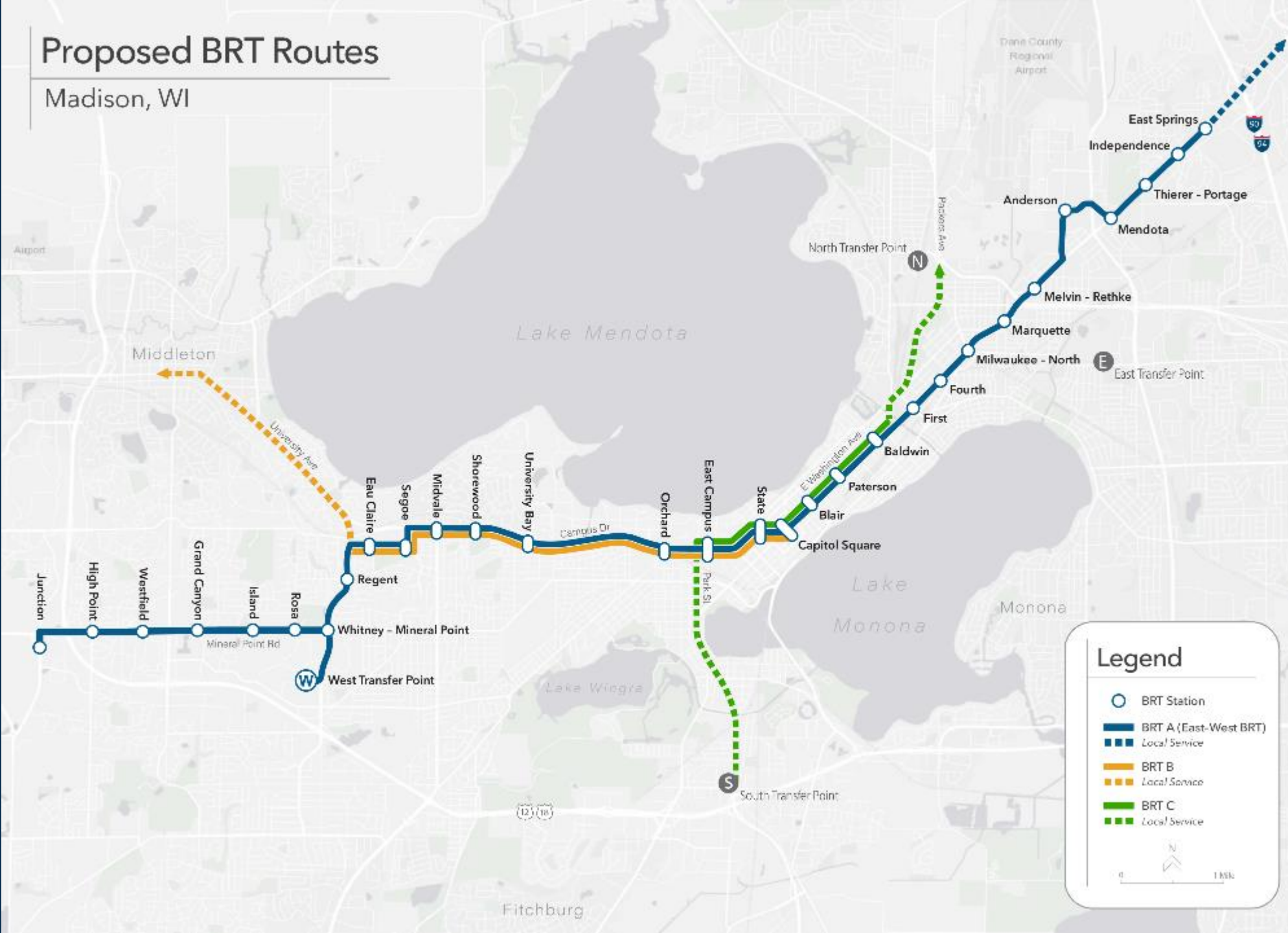
# BRT Timeline - Project Development



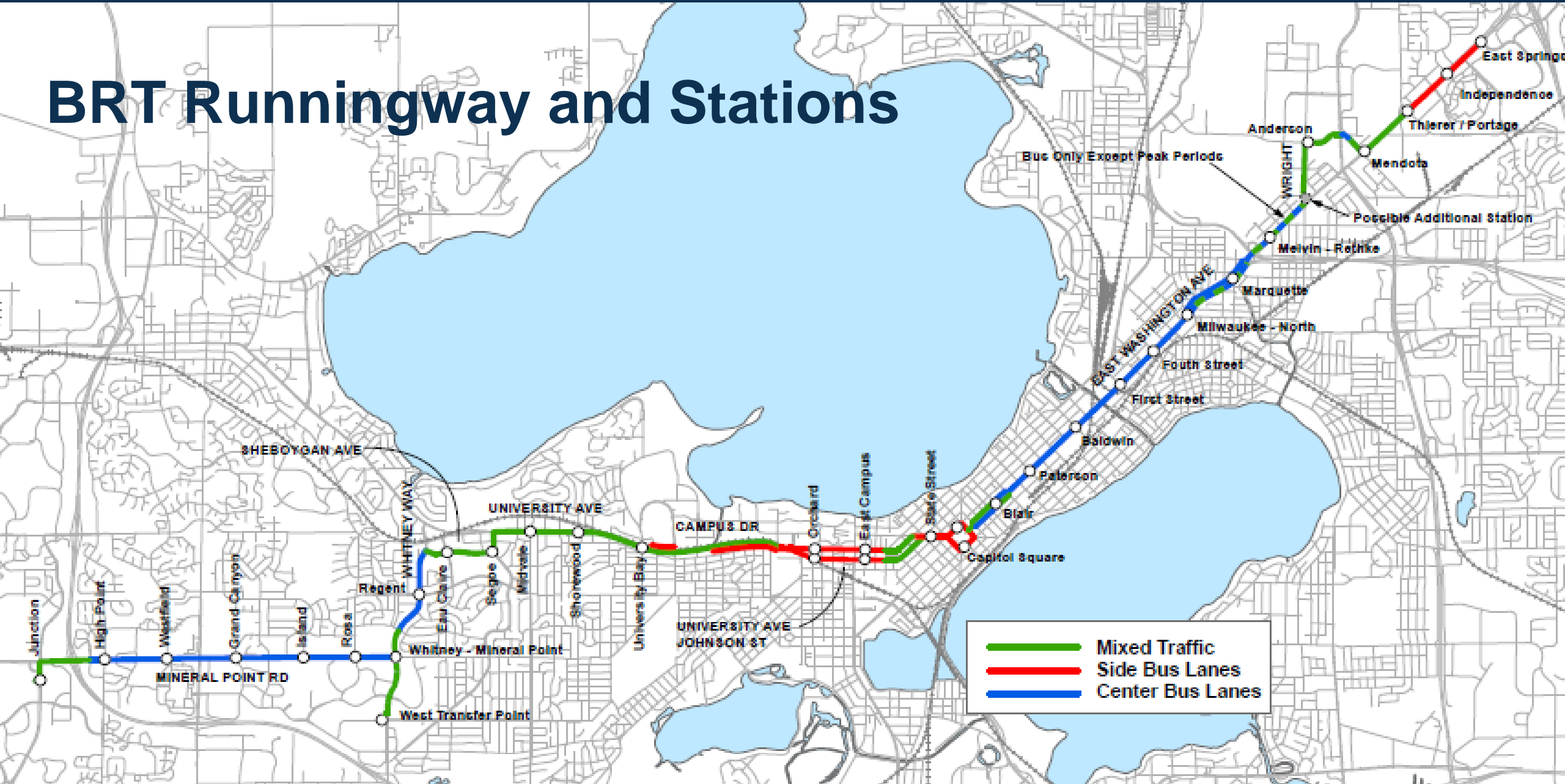


# Proposed BRT Routes

Madison, WI



# BRT Runningway and Stations



# Engineering Updates

Renderings





**Mineral Point at Grand Canyon**

# Mineral Point at Grand Canyon





**State at Johnson**



ONE WAY  
→

DO NOT  
ENTER

SPEED  
LIMIT  
15

Triangle Market

Triangle Market

COFFEE  
TRIANGLE MARKET  
WORLD FRANKS  
TOURS DAILY  
FREE AMERICAN

State at Johnson

# University at Midvale





# University at Midvale



# Mineral Point at Island



**HOMESTEAD SHOPPES**  
BINH'S TAILORING  
Brandon Eyes  
Discover Life Chiropractic  
Faircrest Bakery & Cafe  
JIMMY JOHN'S  
UBREAKIFIX  
6102 - 6150

Island

ONLY  
BUS

# Mineral Point at Randolph



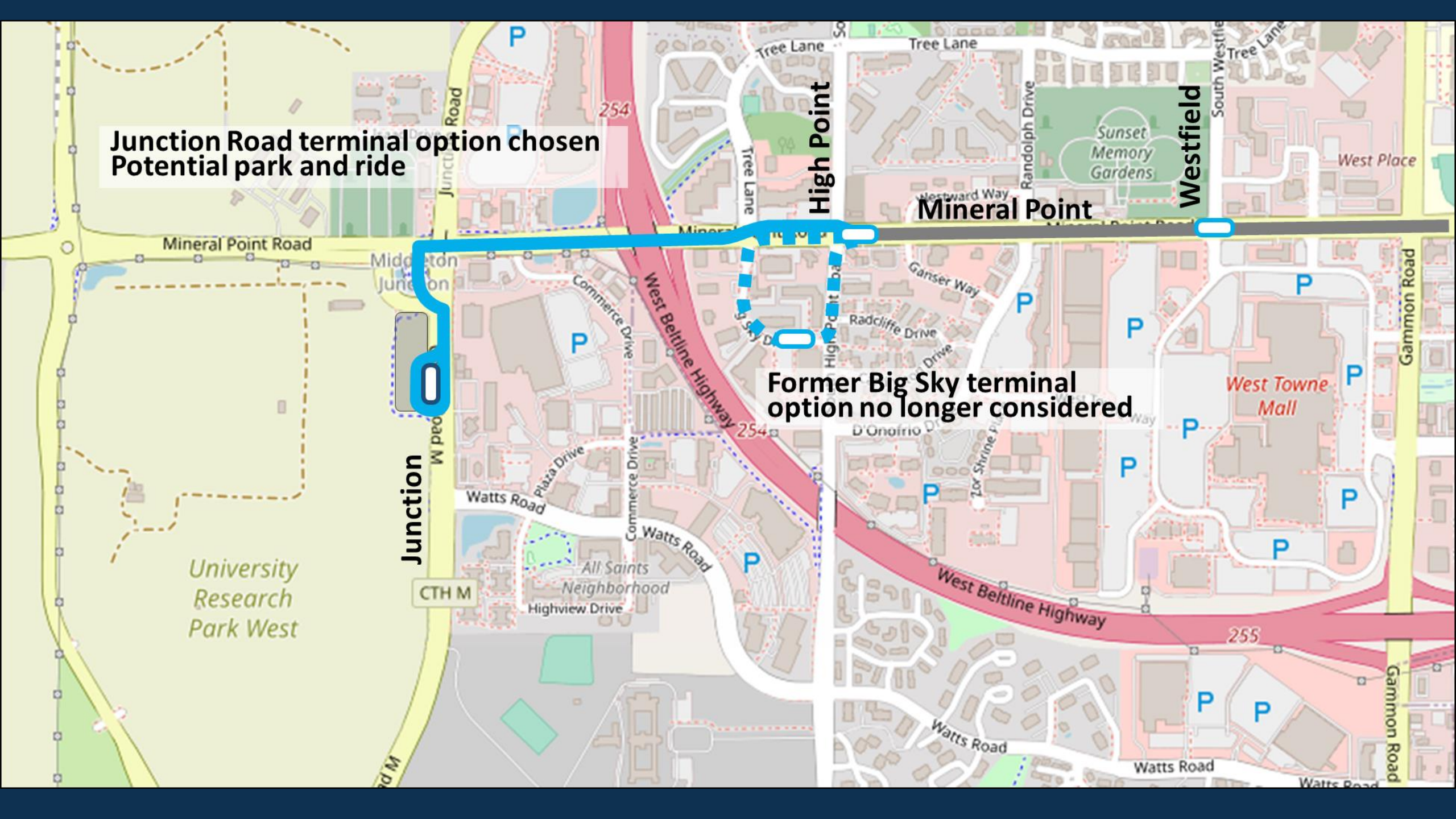
# BRT Route Updates

Terminals



**Junction Road terminal option chosen**  
**Potential park and ride**

**Former Big Sky terminal option no longer considered**



# West Terminal



EXISTING ICE AGE JUNCTION PATH

POSSIBLE BIKE STORAGE AREA

POTENTIAL VEHICLE PARKING

STORMWATER  
MANAGEMENT  
AREA  
SIZE(S) AND LOCATION(S) OF  
STORMWATER INFRASTRUCTURE  
DEPENDENT ON PARCEL  
DEVELOPMENT DETAILS

MINERAL POINT  
ROAD RAMPS

TRANSIT AREA

BRT BUS  
LOCAL ROUTE BUS

RAISED PASSENGER PLATFORM

TRANSIT ONLY ENTRANCE

POTENTIAL PARK AND RIDE ENTRANCE






TRANSIT AND POTENTIAL PARK AND RIDE EXIT

JUNCTION ROAD

FUTURE SIGNALIZED INTERSECTION



## LEGEND

-  POTENTIAL VEHICLE PARKING
-  TRANSIT AREA
-  STORMWATER MANAGEMENT
-  POTENTIAL MULTI-USE TRAIL ACCESS
-  SIDEWALK

BUS RAPID TRANSIT  
WESTERN TERMINAL



# East Terminal

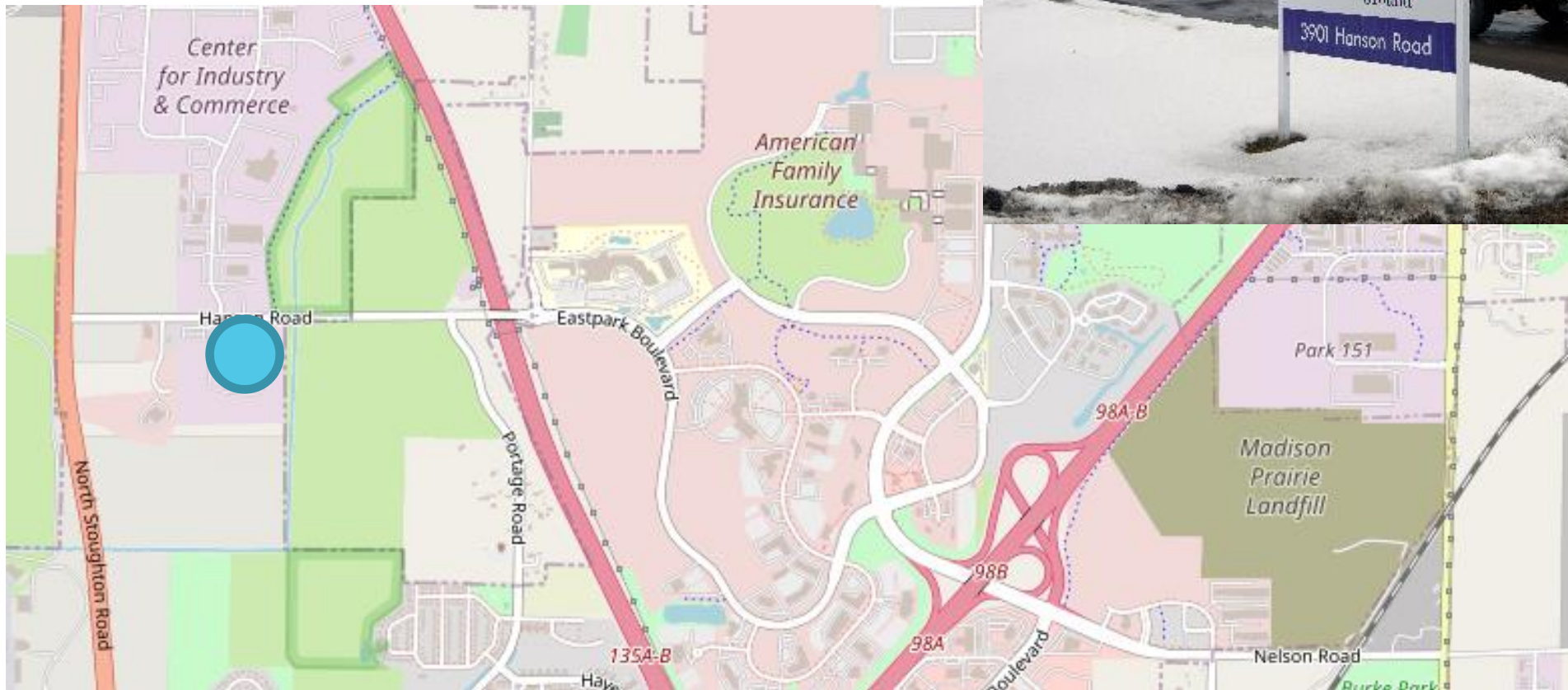


# Sun Prairie Park and Ride





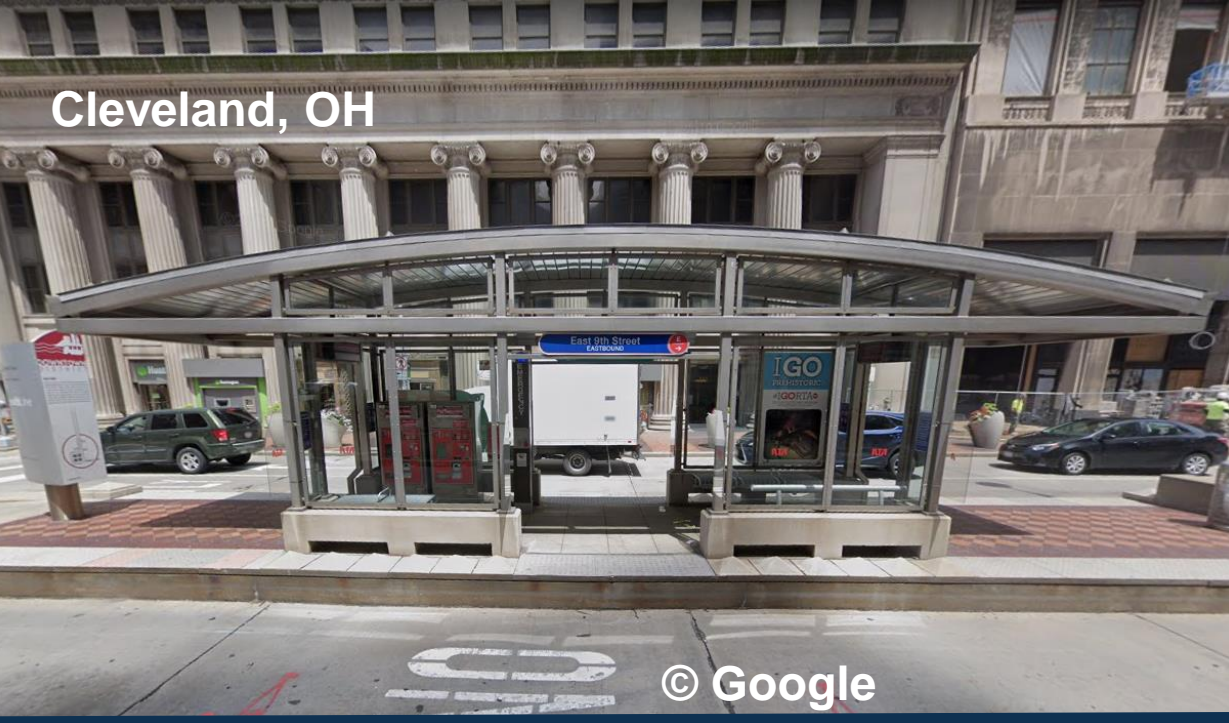
# Bus Facility at Former FedEx



# Station Design



Cleveland, OH



# BRT Station Design Competition

- City of Madison & Metro Transit hosted a stations design concept competition
  - Open to the public
  - Up to \$10K cash prize
- Winning concepts will be used to develop final architectural designs
- Concepts undergo screenings by engineers, staff, stakeholders and members of the public

Richmond, VA

© Google



# Concept Selection Process

67

- A total of 67 concepts were submitted

50

- Initial screenings

23

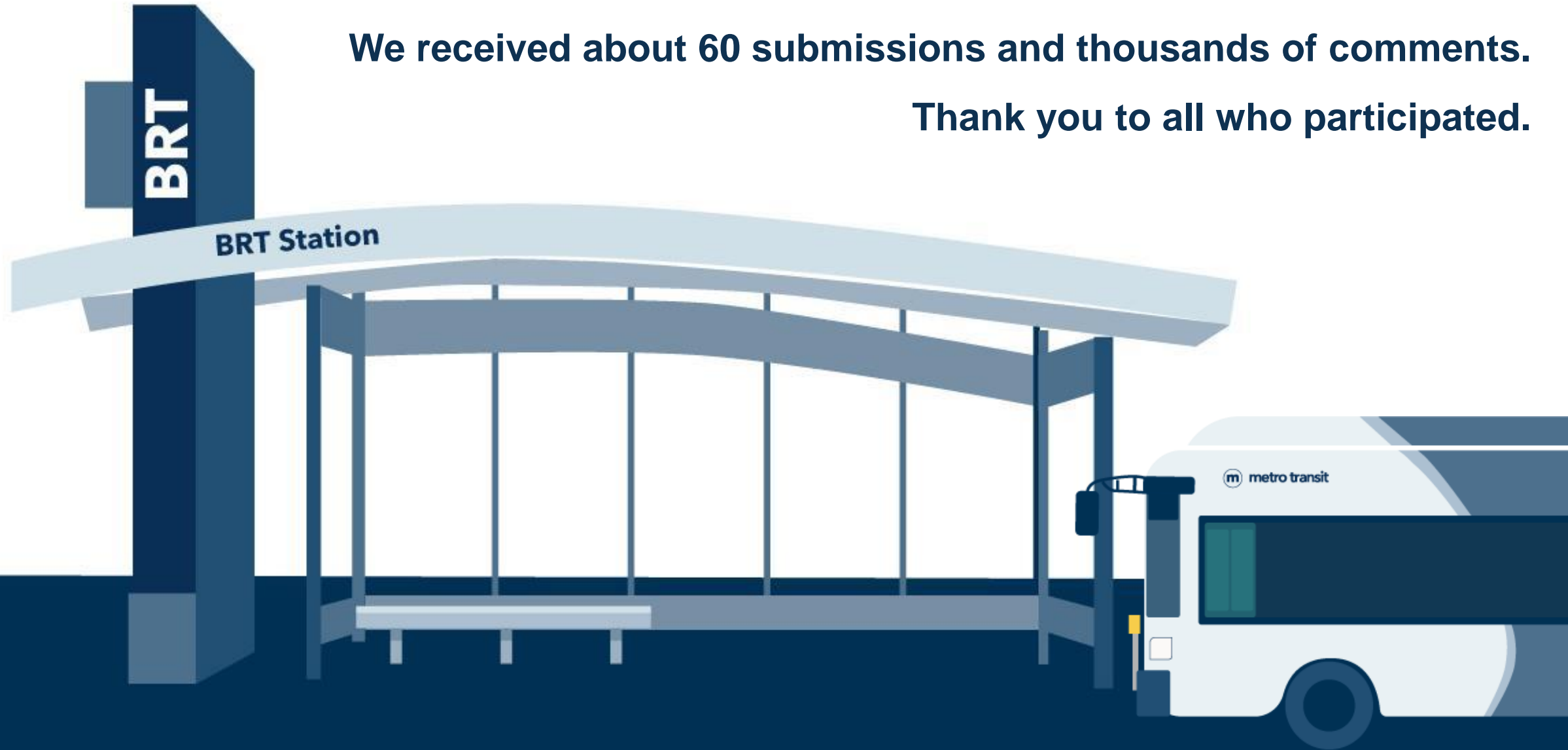
- Architectural review for buildability \*

- UDC determines winner in late May

\* On display at [madisonbrt.com](http://madisonbrt.com)

**We received about 60 submissions and thousands of comments.**

**Thank you to all who participated.**



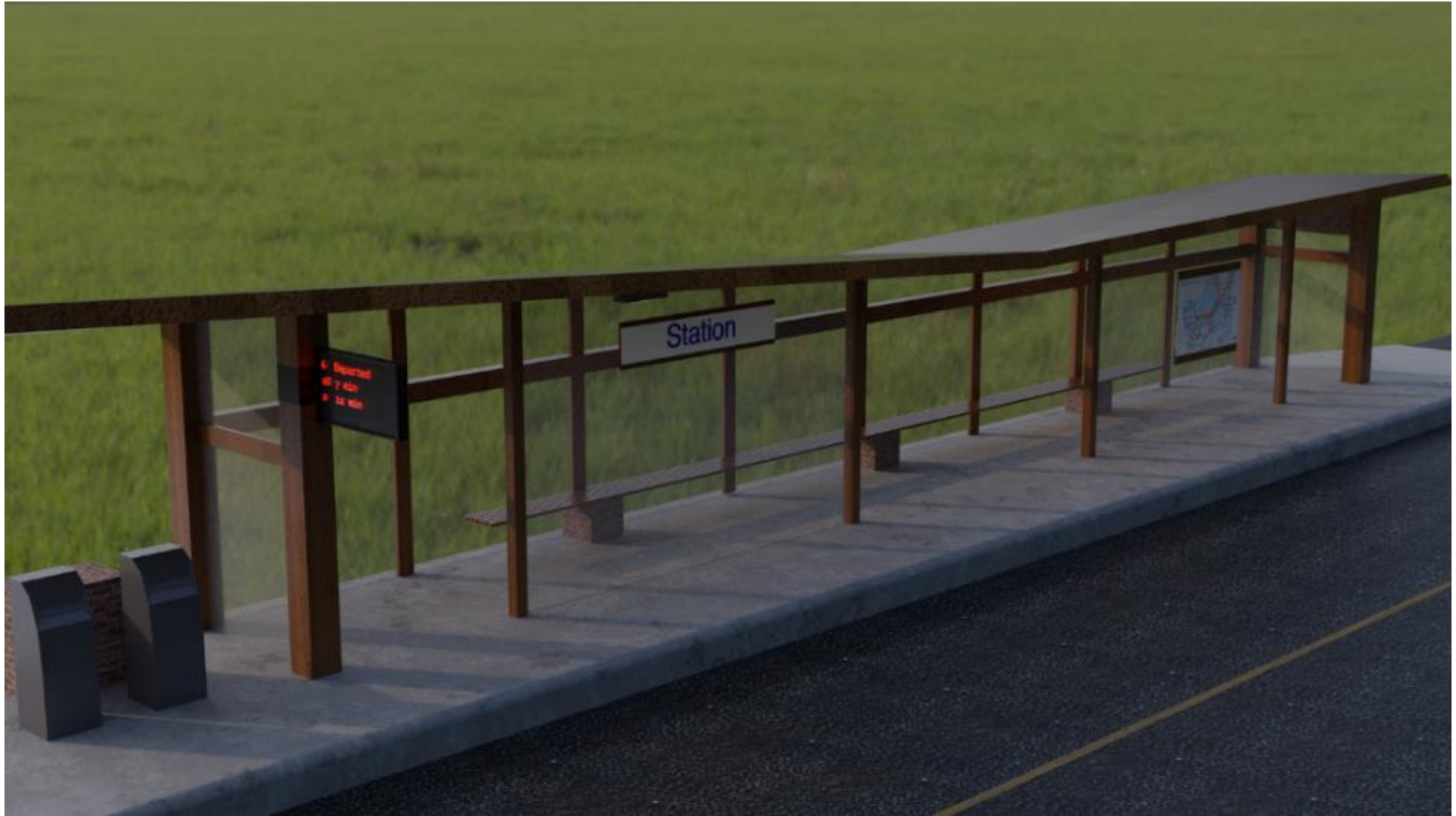
0560



1286



1889





1894



1904



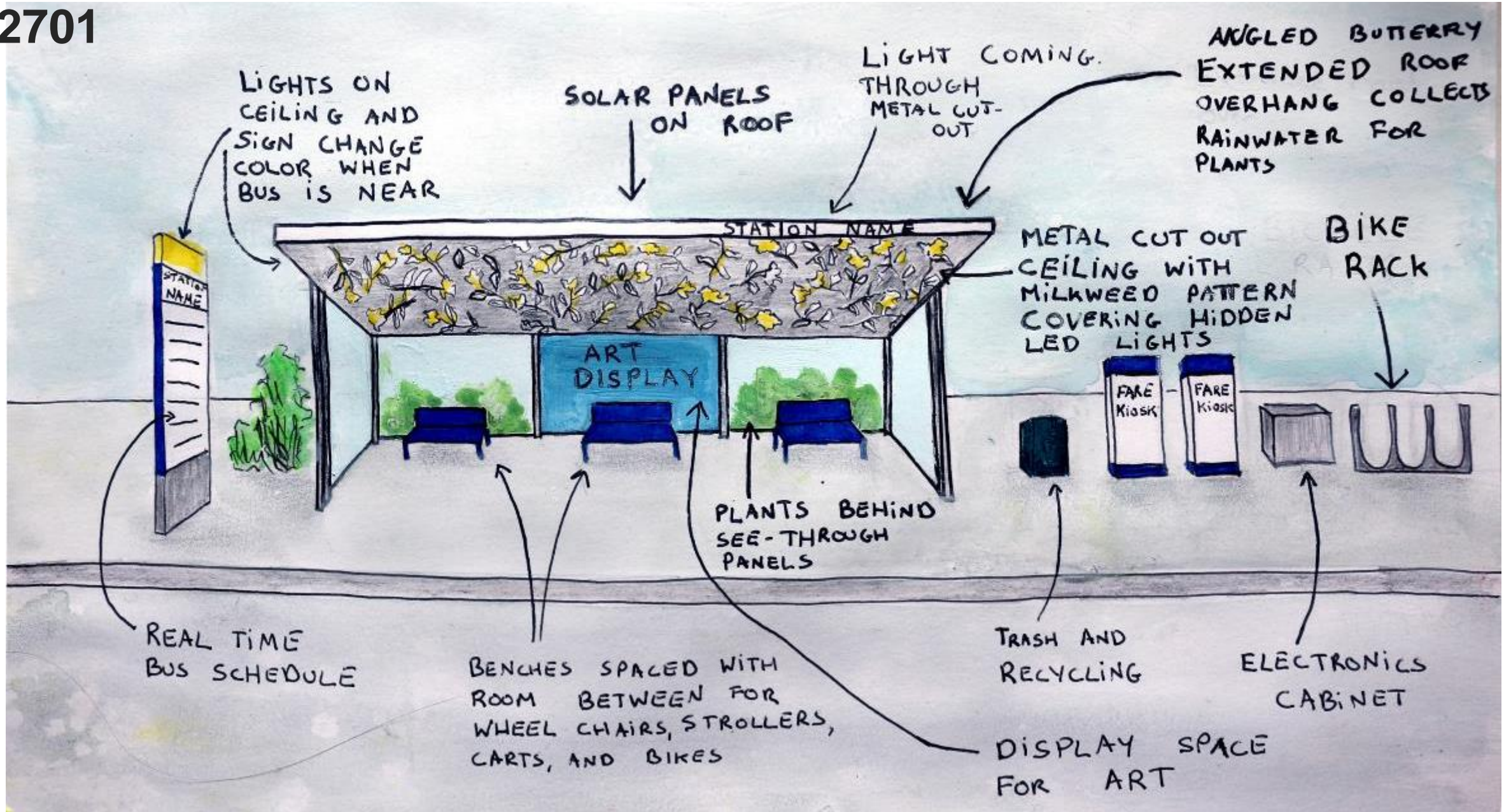
1926



2140



2701



2813



3605



4851





4915



5311



5315

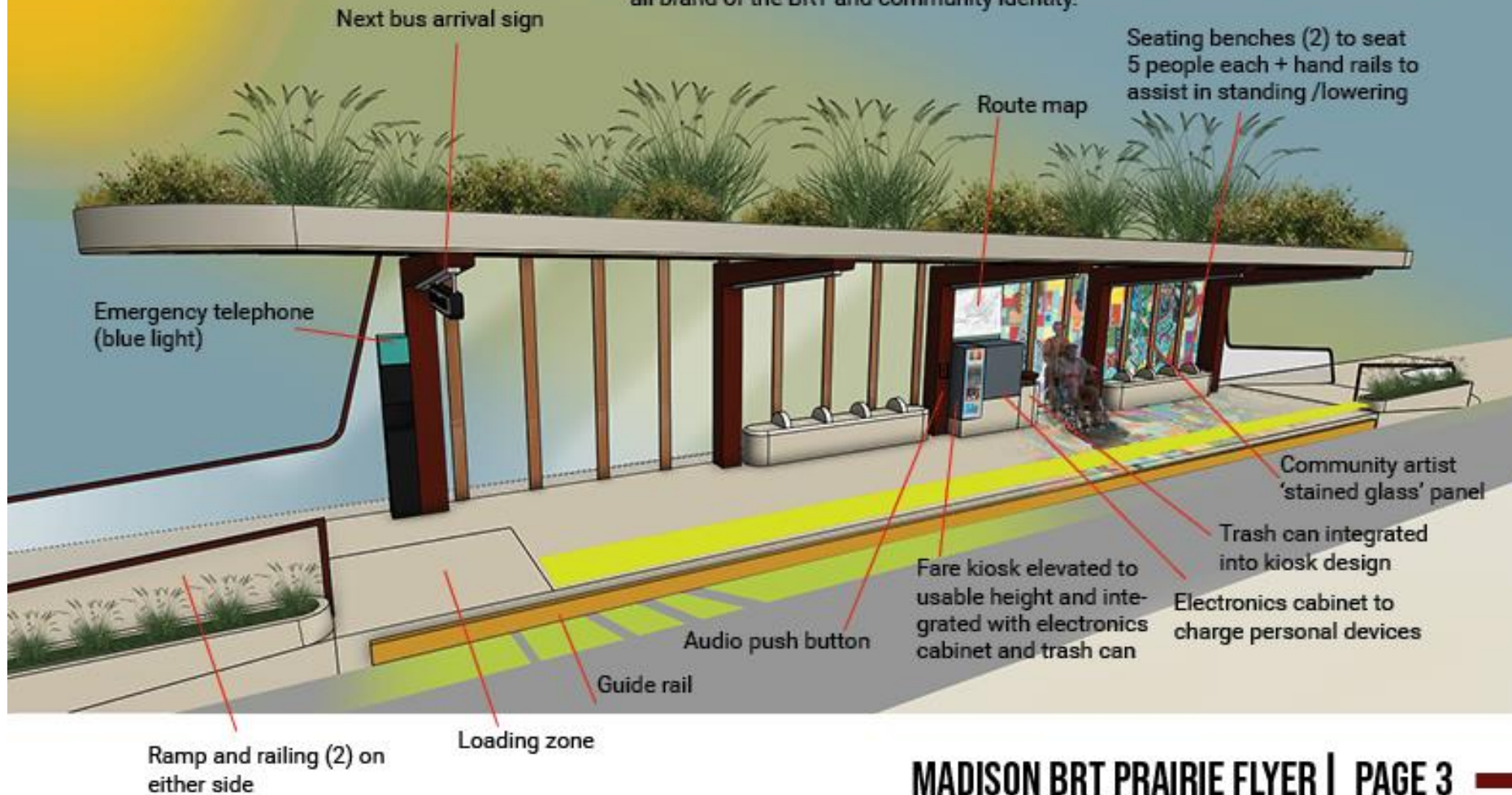


5369



INTERNAL FEATURES

The simple rust weathered steel support beams frame generous glass panels that can entertain artistic applications that can be customized for each neighborhood. We propose that an artist be selected for a handful of stations to celebrate the launch of the Madison BRT. Artists can be local or visiting, commissioned to make site specific work that is culturally relevant. Artists will create designs that will be applied to station windows via translucent film to create a 'stained glass effect' when sun shines through- bathing bus goes in a calming reflective glow. In addition decorative crosswalks and wrapped buses can compliment the overall brand of the BRT and community identity.



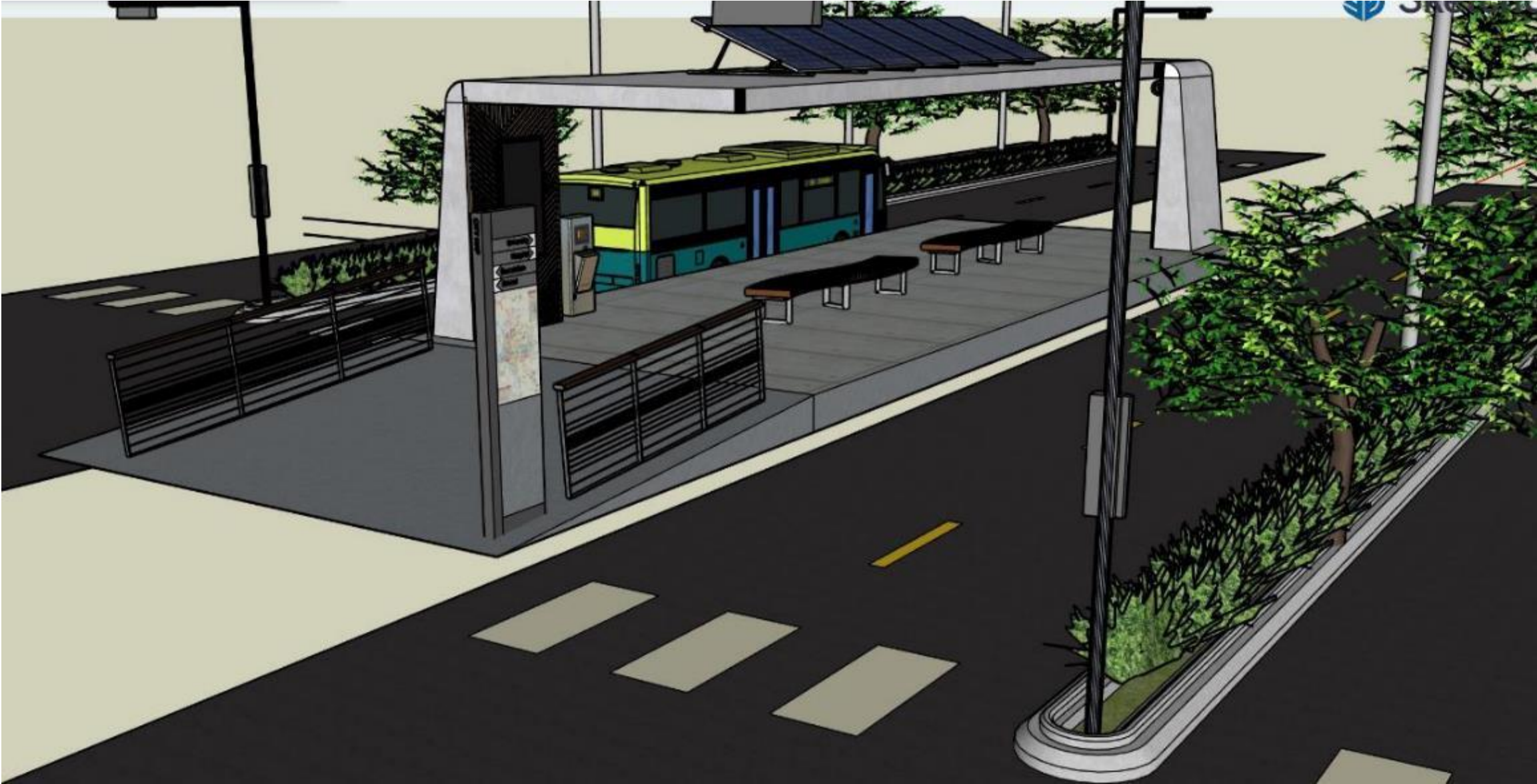
Dual Sided Arrival // Exterior



7014



8037

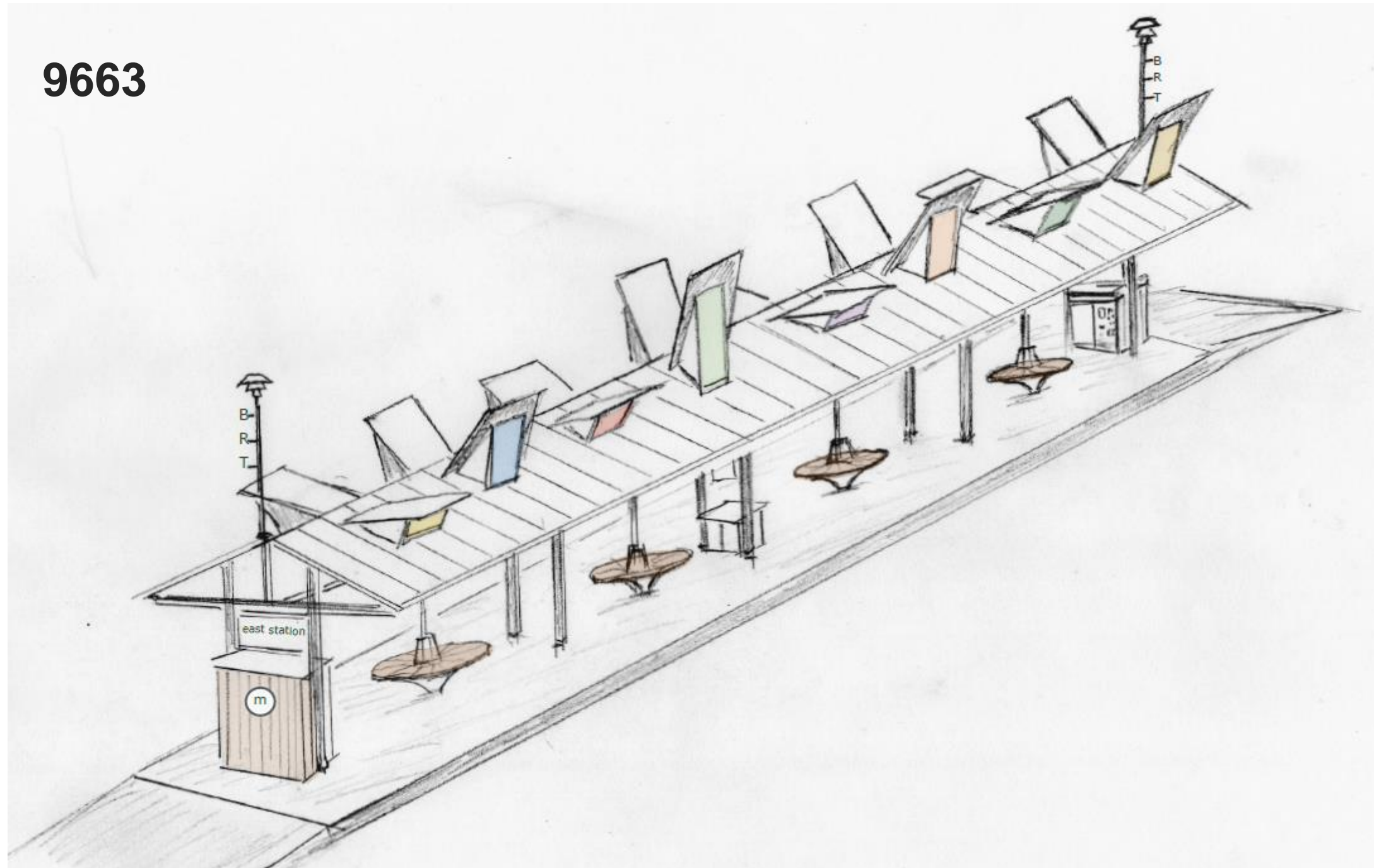




8472



9663



9689



madison bus rapid transit station design concept competition

typical center station, night view

9911



# Other Transportation Projects





# Metro Network Redesign

## Improving Transit Service Together

The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses by increasing access and frequency, decreasing travel times, and improving the quality of transit riders' experience.

### Project Goals



- [mymetrobus.com/redesign](https://mymetrobus.com/redesign)
- [MetroRedesign@cityofmadison.com](mailto:MetroRedesign@cityofmadison.com)

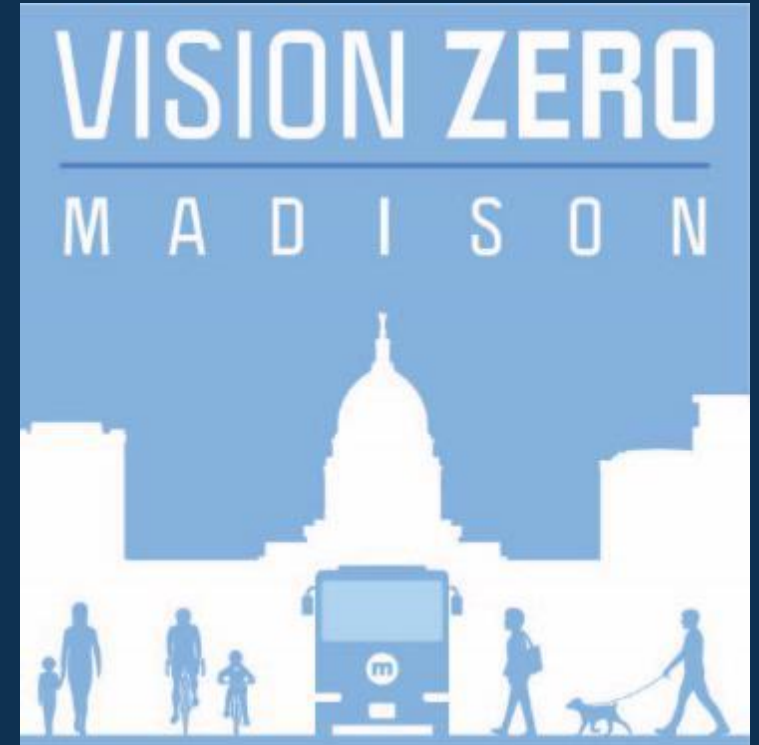
Take the survey by May 14.

# Vision Zero Project

Vision Zero is a data driven strategy intended to eliminate traffic deaths and severe injuries on city streets by 2030. The City of Madison Vision Zero initiative strives to improve safety for all travel modes throughout the city and improve the identified high injury intersections, all in an effort to prevent avoidable fatal crashes.

**Safety starts with all of us.**

Visit [cityofmadison.com/visionzero](https://cityofmadison.com/visionzero)



# Complete Green Streets

The project develops a Complete Green Streets Plan that helps policy makers assign priorities in the public right-of-way.

The plan will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.





# Wrap Up

Questions & Future Meetings



# Questions?

---

## How to Ask a Question

### Zoom

- Click on Participants. Raise Hand is in the bottom left corner.

Once your question is addressed, please lower hand.

### Phone

- Press \*9 to raise hand and \*9 again to lower hand.

***\*Reminder: this meeting is being recorded***

# Community Engagement

---

**1**

**Summer 2021**

Tabling at  
Events

**2**

**Fall 2021**

UW Campus  
Workshop

**3**

**Winter 2021**

30% Design  
& Engineering  
Meeting

**4**

**Winter 2022**

60% Design  
& Engineer  
Meeting

**5**

**Summer 2022**

90% Design  
& Engineering  
Meeting

# Thank you!

---

**Web:** [www.MadisonBRT.com](http://www.MadisonBRT.com)

**Follow on social media:**

[@cityofmadison](#)

[@mymetrobus](#)

**Project Contacts:**

Mike Cechvala

Melissa Huggins, (608) 345-0996

**Email:** [brt@cityofmadison.com](mailto:brt@cityofmadison.com)



Network Redesign

# Metro Transit Network Redesign

## Alternatives Report

JARRETT  
WALKER  
+ ASSOCIATES

Let's think about transit

Daniel Costantino  
Christopher Yuen

---

# Why are we here today?

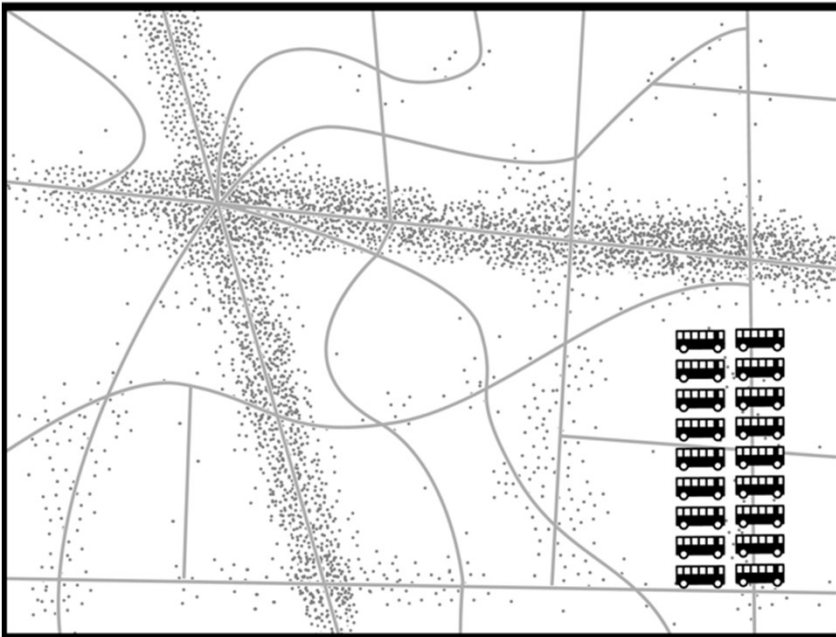
- We are re-envisioning where and how often the bus operates in Madison.
- This requires dealing with a trade-off between service that is:
  - **Frequent** and **direct** enough to be useful to many people => to get maximum **ridership**.
  - **Available within a short walk** of as many people and places as possible => to get maximum **coverage**.
- Metro and consultant staff have prepared contrasting alternatives to illustrate this trade-off to the public. **This presentation is a preview** of those alternatives.

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# Ridership vs. Coverage Trade-Off

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# Different Goals, Different Service

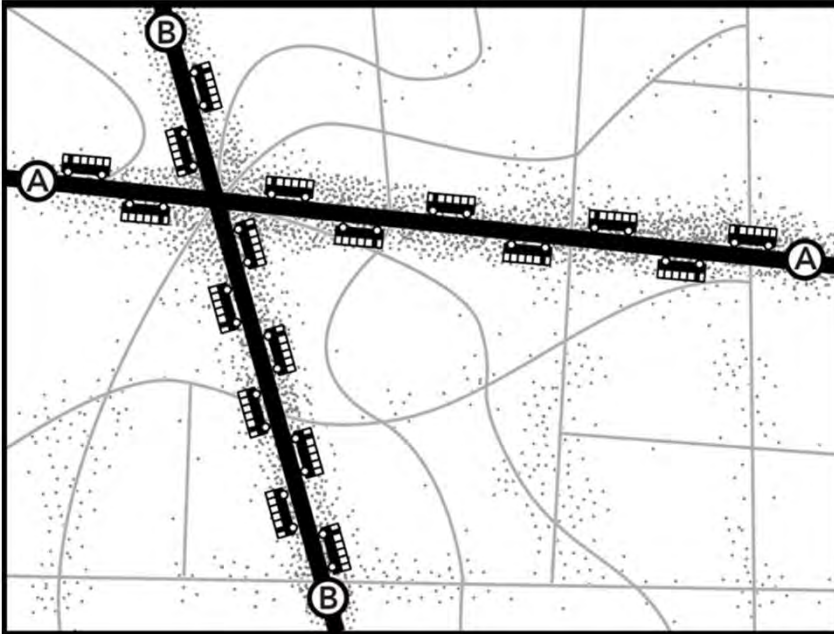


Imagine you had 18 buses to serve this fictional town.

Dots are the locations of residents and jobs.



# Ridership Goal



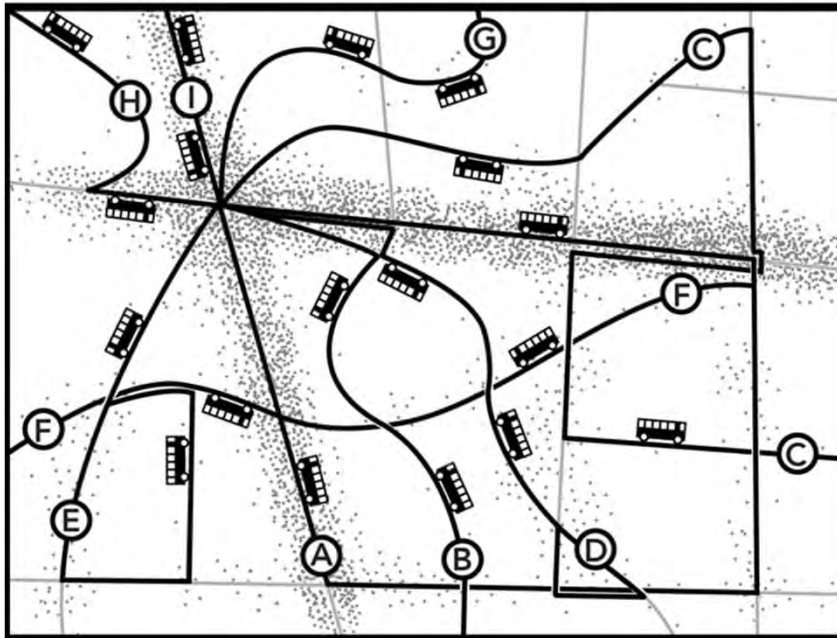
The Ridership Goal

Maximum access for the greatest possible number of people

*But:*

- *not available for everyone*
- *not necessarily available to all the people who need it most.*

# Coverage Goal

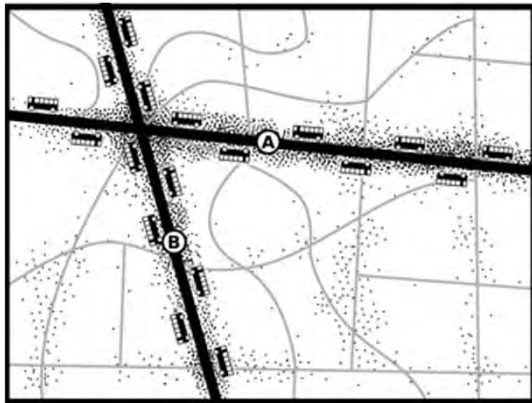


The Coverage Goal

*Some* service near everyone, a baseline level of access everywhere.

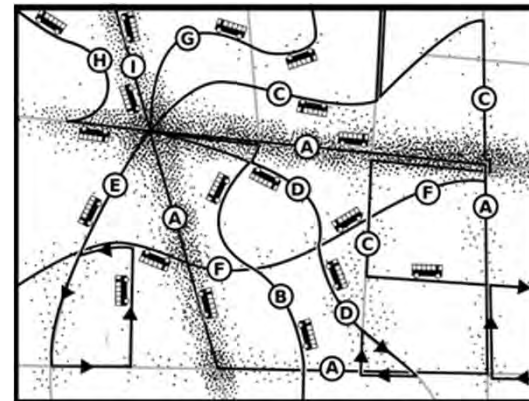
*But it's unlikely to be useful for many people and trips.*

# Both goals matter



## Ridership Goal

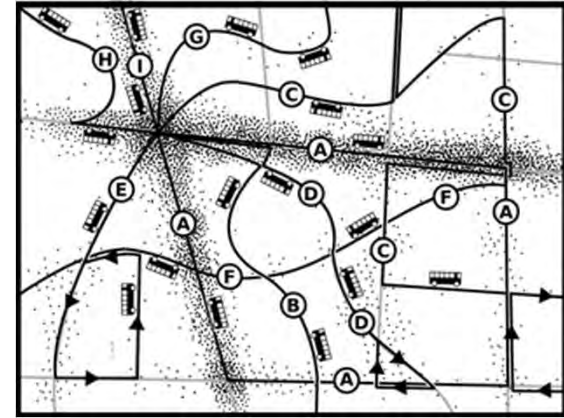
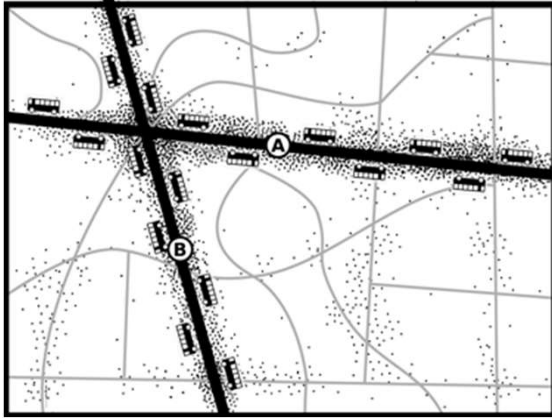
- Maximum total access to opportunity.
- Lowest subsidy per passenger.
- Support dense and walkable development.
- Emissions reduction.
- Reduction in vehicle miles traveled.



## Coverage Goal

- Some service near every home and job.
- Baseline level of access available everywhere.
- Service to every member city or electoral district.

# This tradeoff is unavoidable.

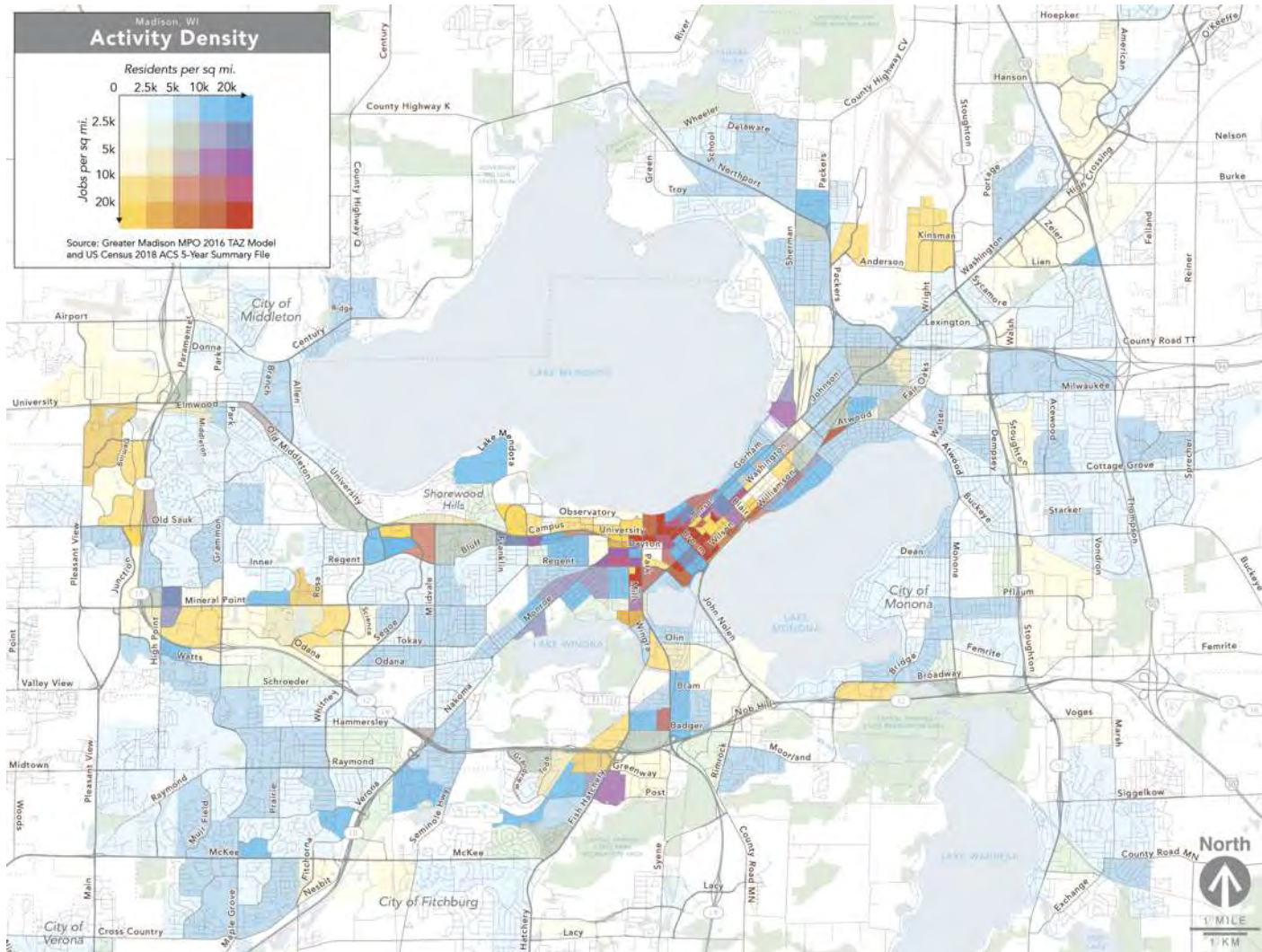


But you CAN choose a deliberate balance point on the spectrum between these goals. ("Devote \_\_\_% of our resources to the ridership goal and \_\_\_% to the coverage goal.")

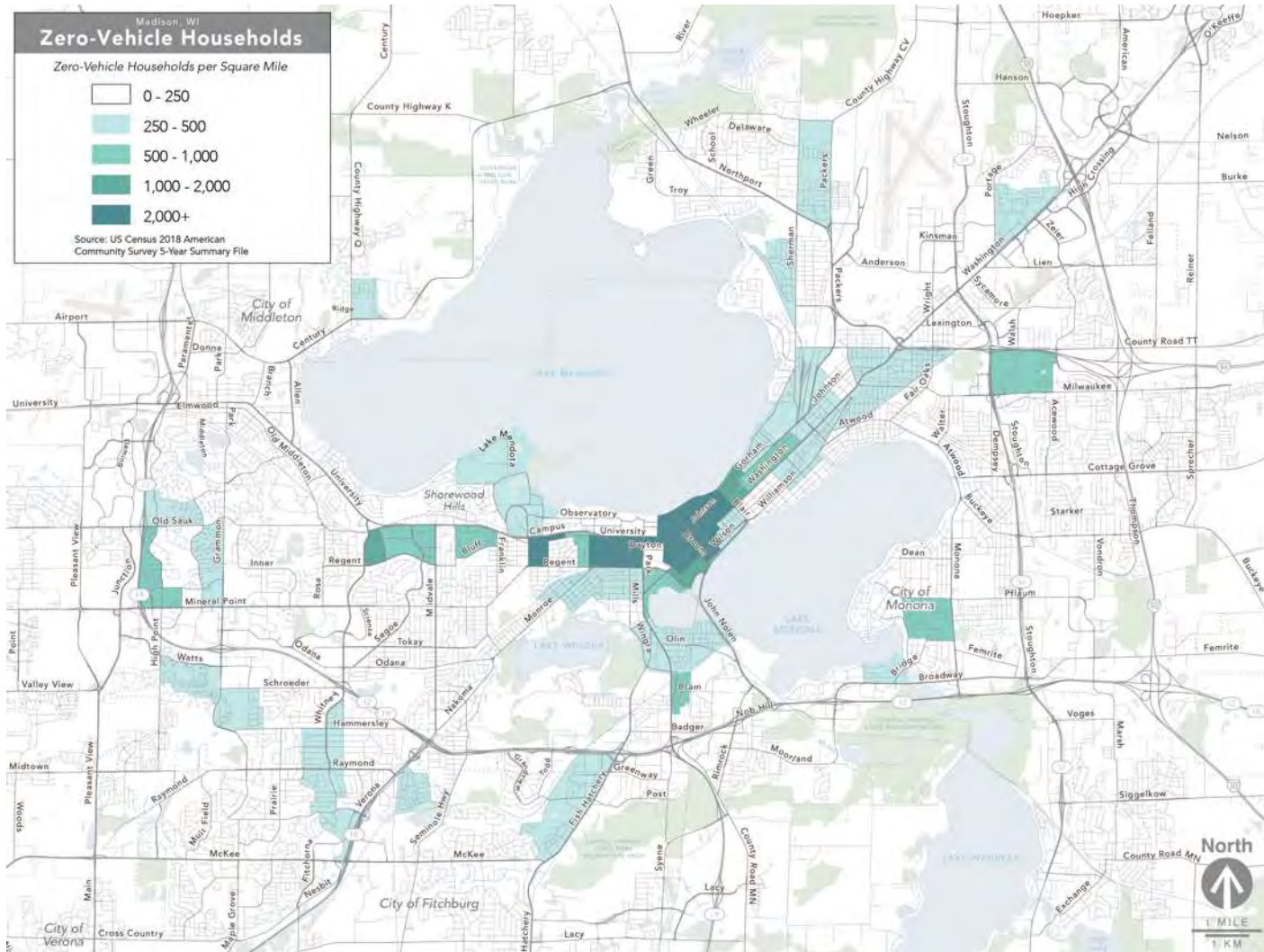
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# What this Means in Madison

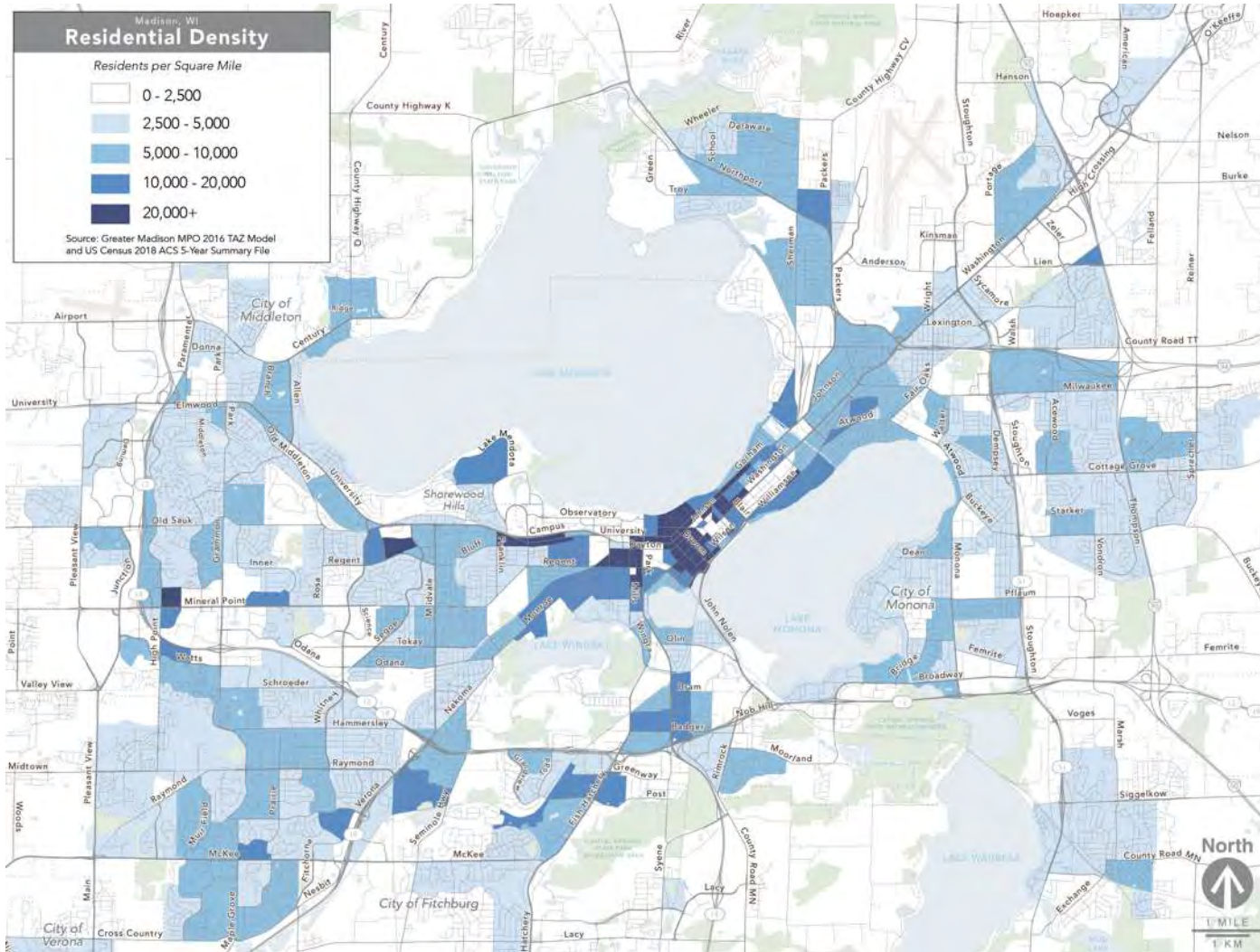
# Ridership. The highest densities of people and jobs are in Central Madison.



**Ridership.** This includes the largest concentration of people likely to use transit often.

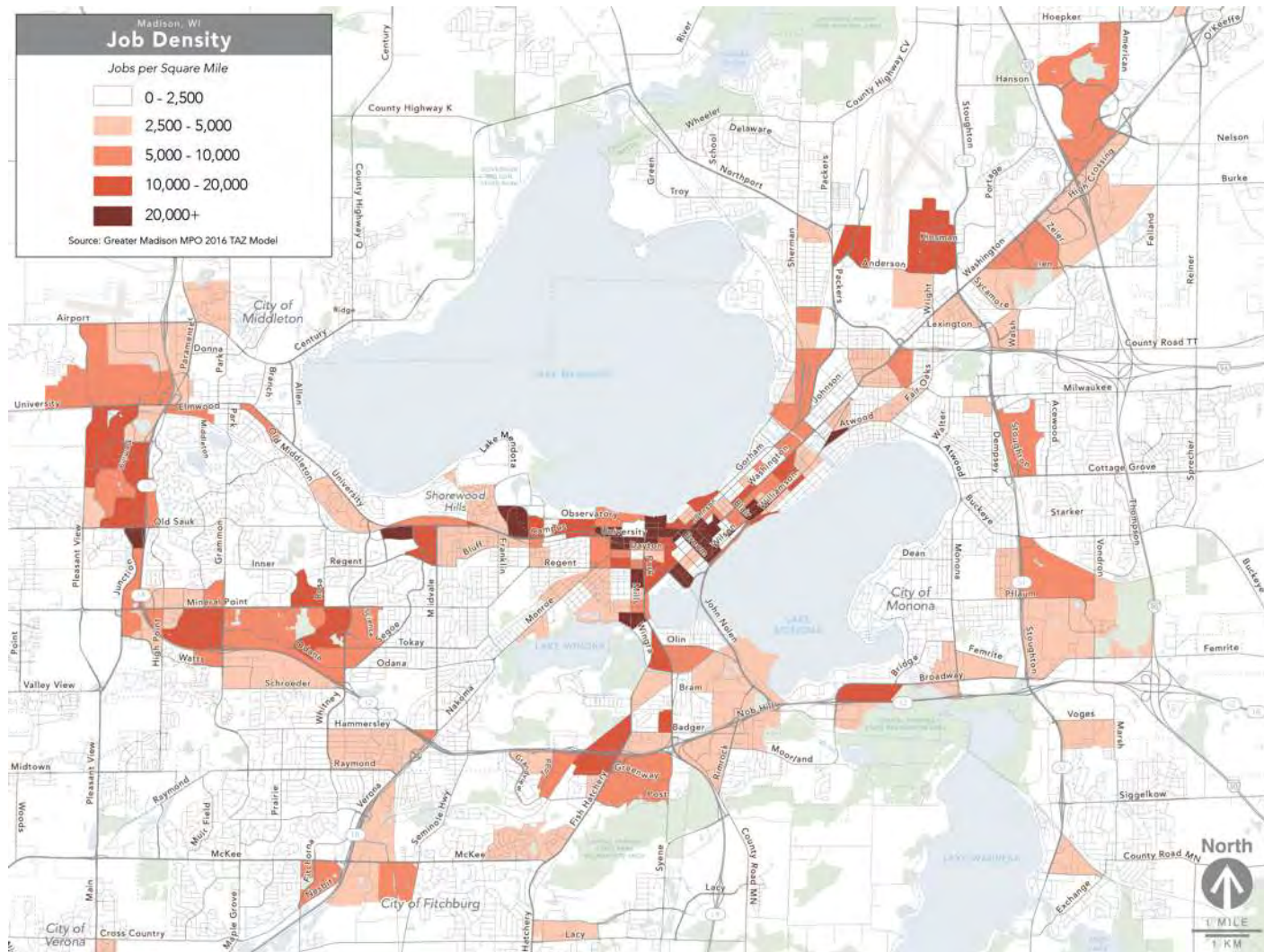


# Coverage. But people live all over the city.

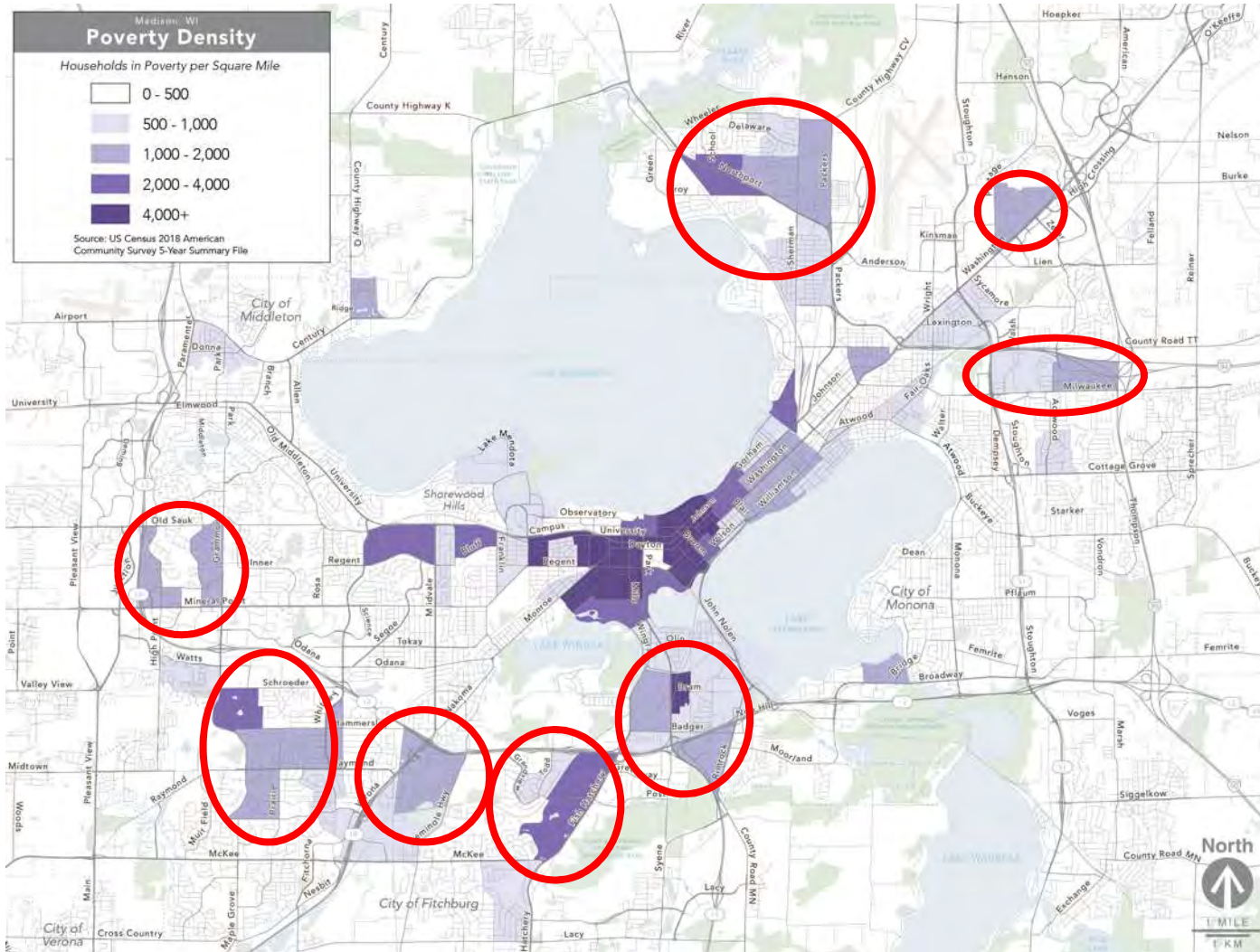




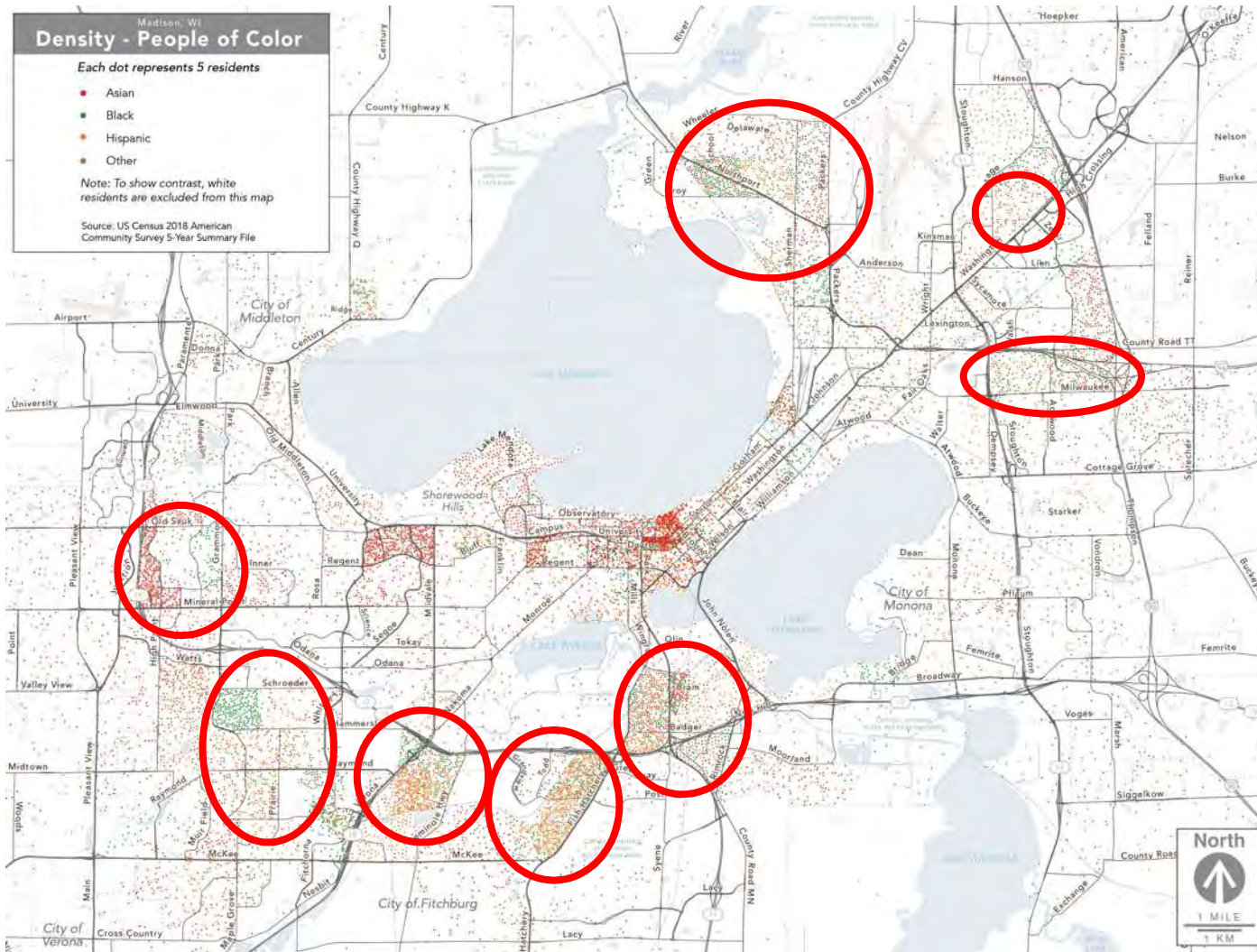
Coverage. And many jobs and other places people need to go are far from Downtown.



**Equity.** Many of the people who need transit most live in peripheral areas.



**Equity.** This includes most of Madison's disadvantaged communities of color.



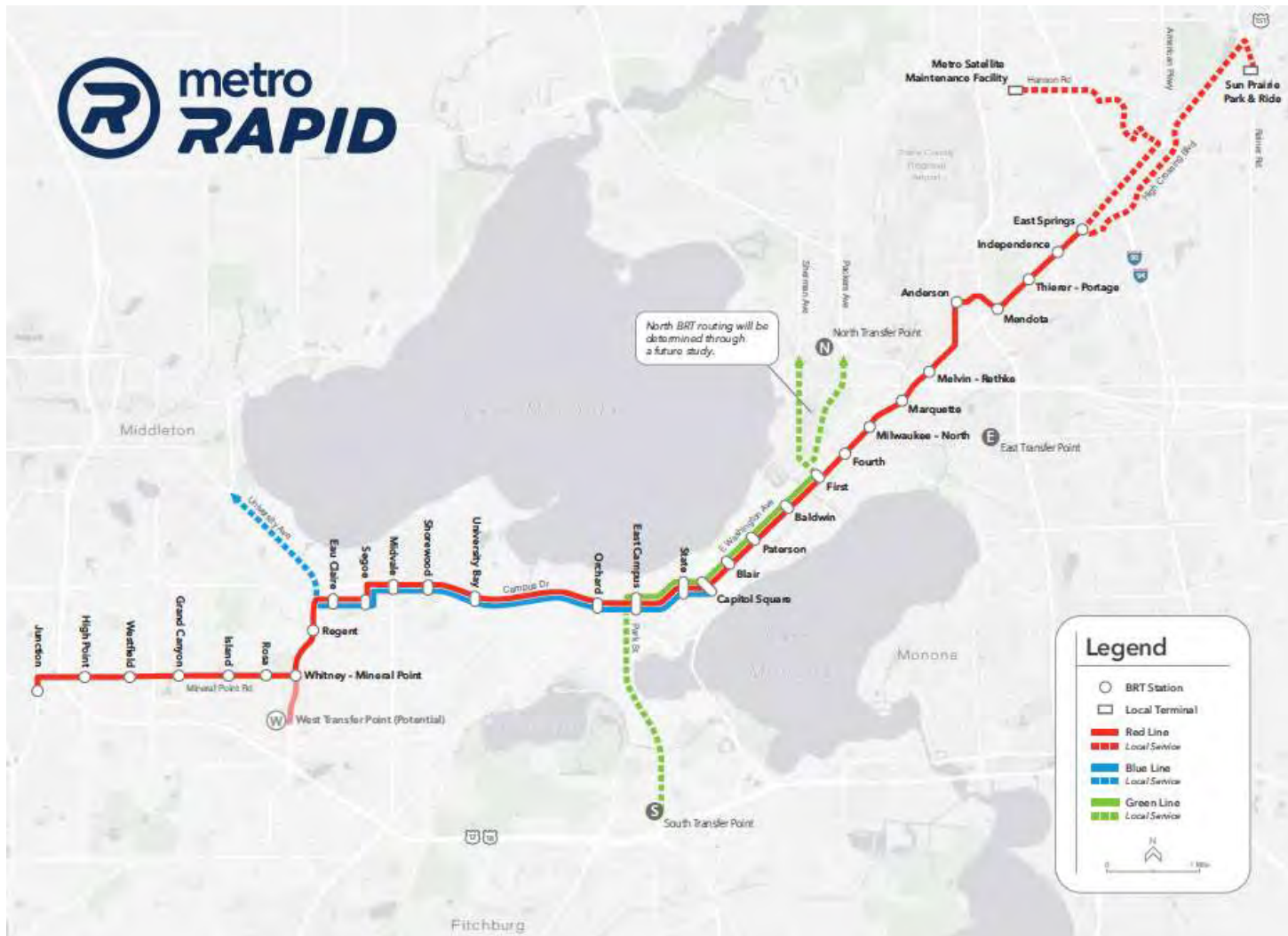
Most peripheral areas of Madison weren't designed with transit front of mind.



---

# Network Alternatives

# The BRT is central to any network redesign concept.



---

## There's only so much money to go around.

- Important consequences
  - To match available operating funds, service levels will return to what they were in 2019.
  - A substantial part of the network's existing resources will go to operating BRT.
  - Any decision to run more service in one location than in 2019, is a decision to run less service in some other location.

---

# Both alternatives are realistic.








## Neither is a recommendation

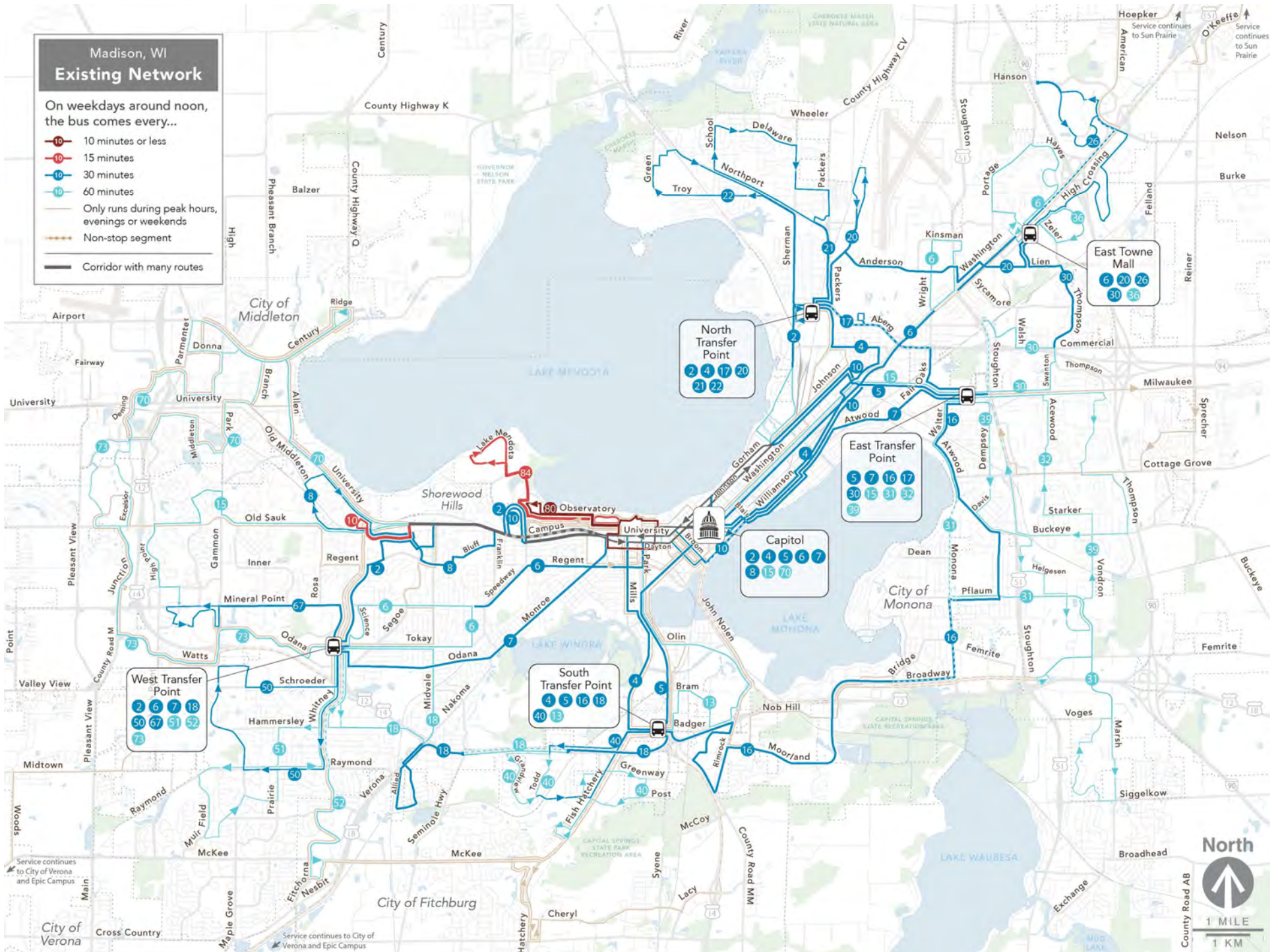
- These alternatives are intended to show the extremes of what might be possible in Madison.
- But both are likely to generate strong reactions in people who think differently.
- The point of the next phase of outreach is to find out which alternative is closest to what the public might accept, and the ways it will have to change to become a Draft Network Plan.



# Madison, WI Existing Network

On weekdays around noon,  
the bus comes every...

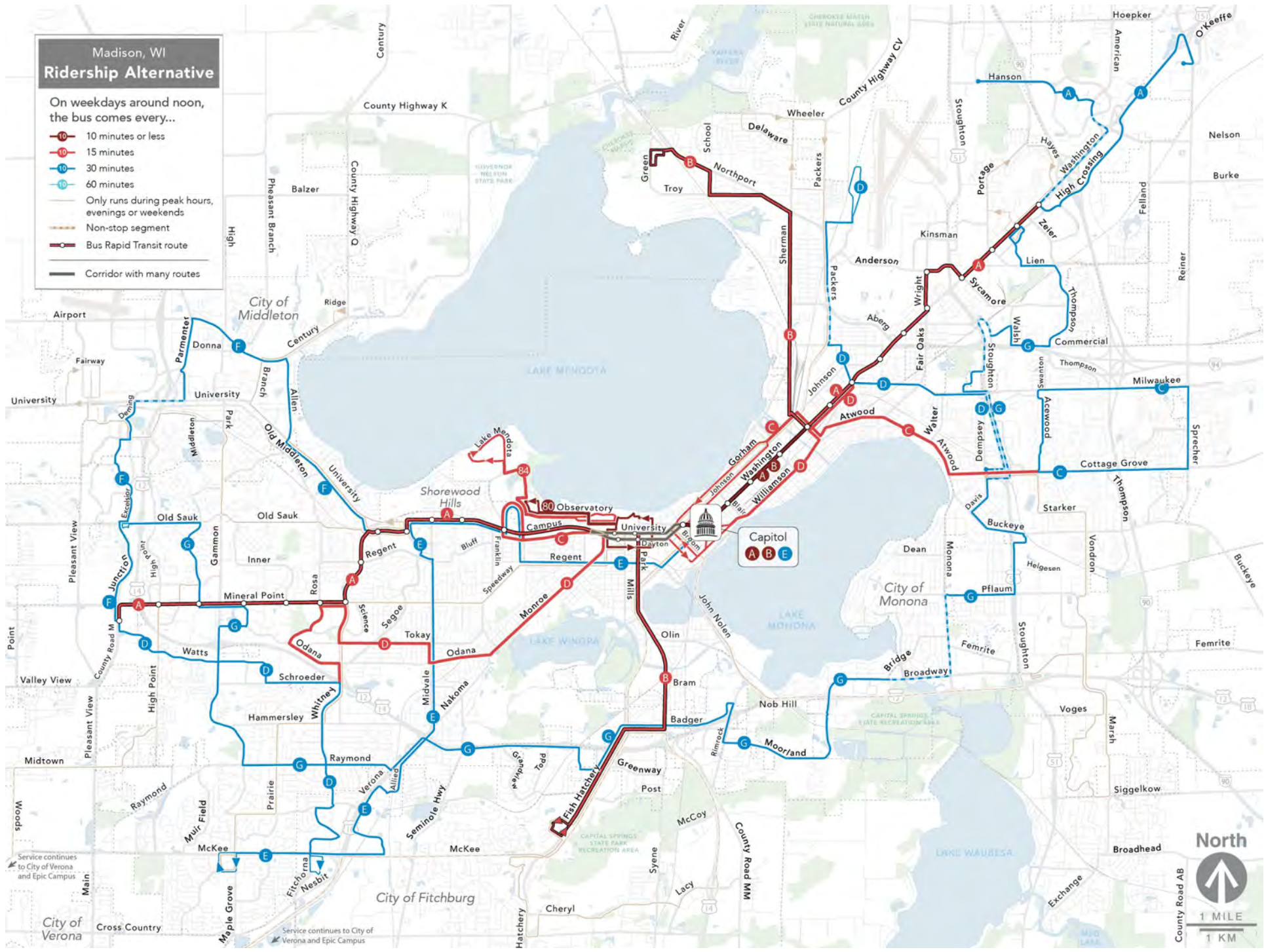
-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Corridor with many routes



**Madison, WI  
Ridership Alternative**

On weekdays around noon,  
the bus comes every...

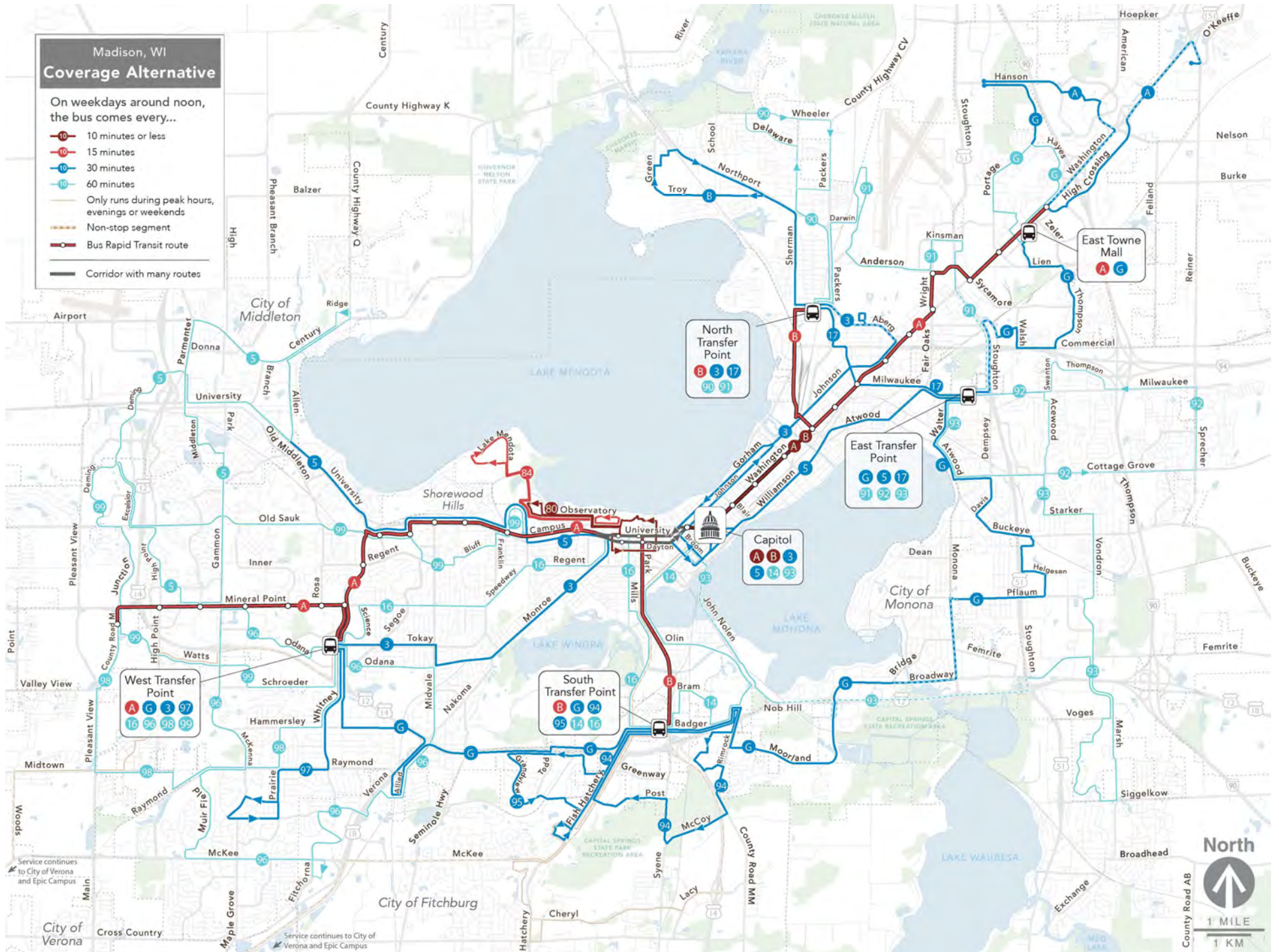
- 10 minutes or less
- 15 minutes
- 30 minutes
- 60 minutes
- Only runs during peak hours, evenings or weekends
- Non-stop segment
- Bus Rapid Transit route
- Corridor with many routes



# Madison, WI Coverage Alternative

On weekdays around noon,  
the bus comes every...

- 10 minutes or less
- 15 minutes
- 30 minutes
- 60 minutes
- Only runs during peak hours, evenings or weekends
- Non-stop segment
- Bus Rapid Transit route
- Corridor with many routes



Service continues to City of Verona and Epic Campus

Service continues to City of Verona and Epic Campus

---

# Comparing Key Outcomes Proximity to Service

---

# Proximity

How many people are near transit service in Madison?

- The charts in the following slides estimate **how many people in the City of Madison would live within a ¼-mile walk of a bus stop**, and how often the bus comes by.
- This is a measure of **coverage**.
  - It tells us whether people have some level of insurance against isolation in their neighborhood.
  - It does not tell us whether anybody would find the service useful on a regular basis.

---

# Proximity

How many people are near transit service in Madison?

- Please note:
  - All of the measures shown in this presentation are for weekdays, during the middle of the day.
  - Service levels are likely to be higher at peak times, and lower on weekends and evenings.

# Proximity

How many people are near transit service in Madison?

## Existing Network

*On weekdays in the daytime, the bus comes every:*

15 minutes or better

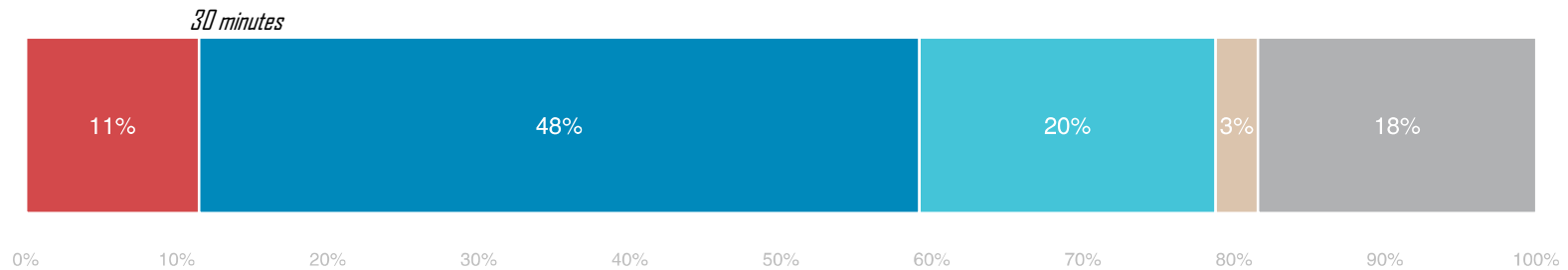
30 minutes

60 minutes

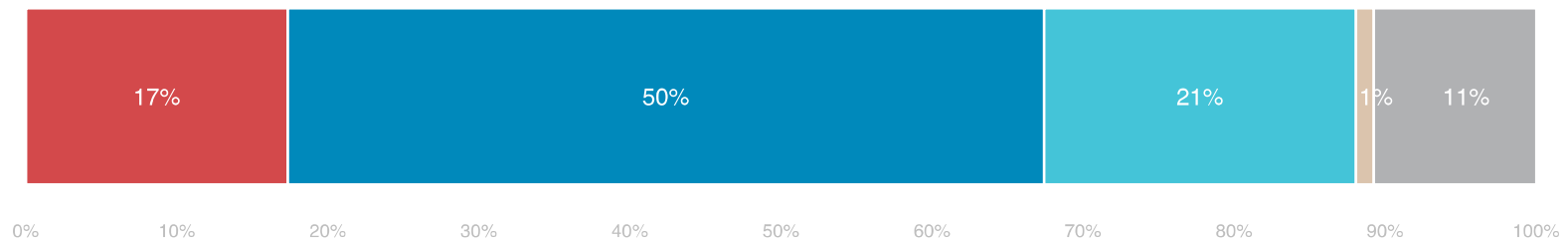
Fewer than 8 trips per day

Not Covered

Residents



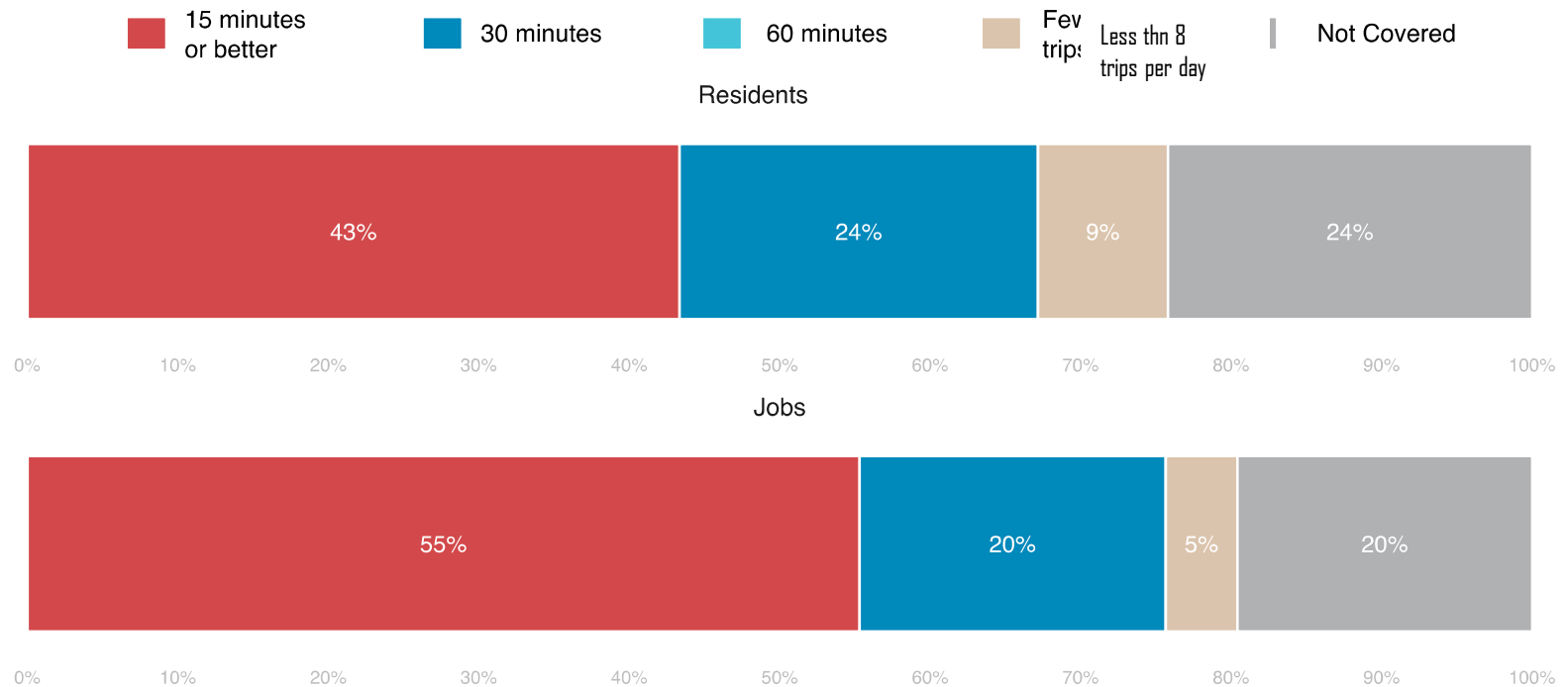
Jobs



# Proximity

How many people would be near transit service in Madison?

## Ridership Alternative



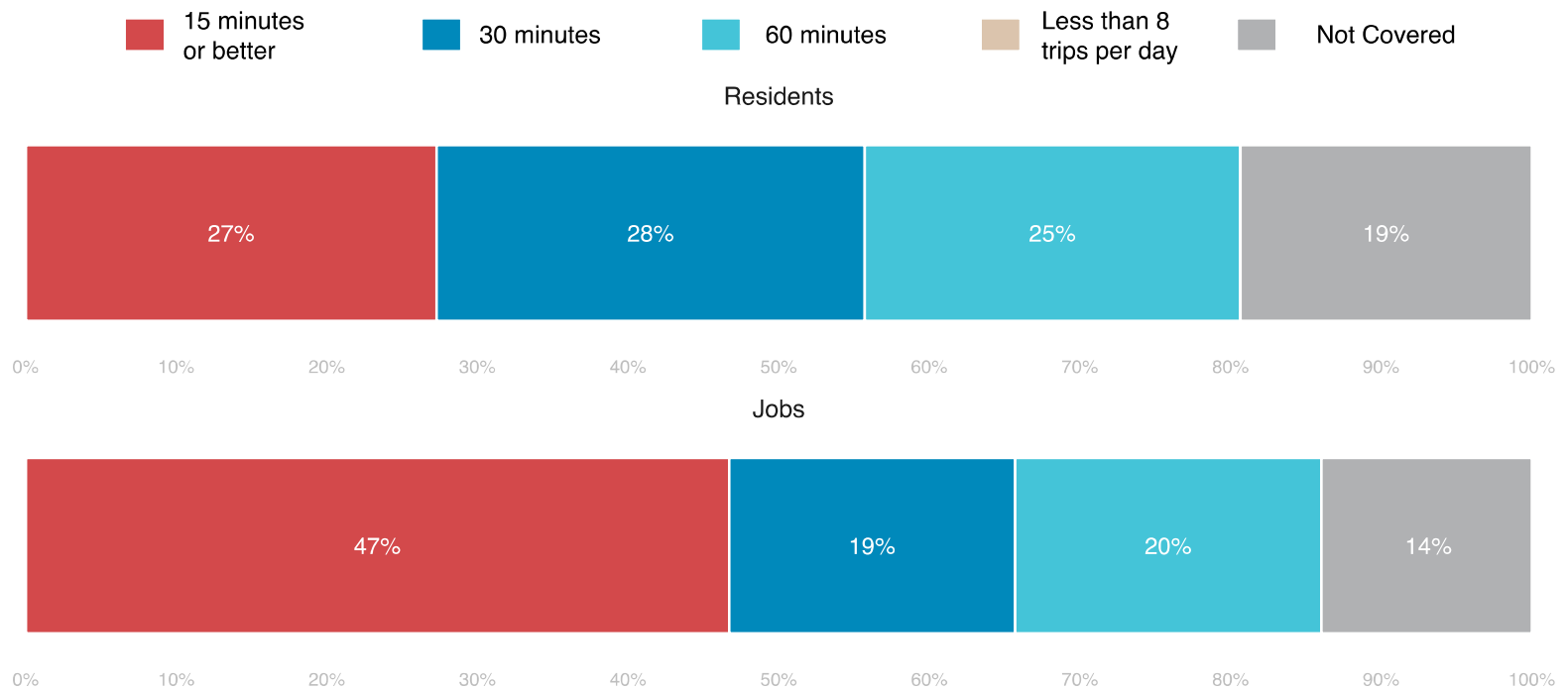
Note: Proximity is measured as being located within 1/4 mile of a bus stop.



# Proximity

How many people would be near transit service in Madison?

## Coverage Alternative

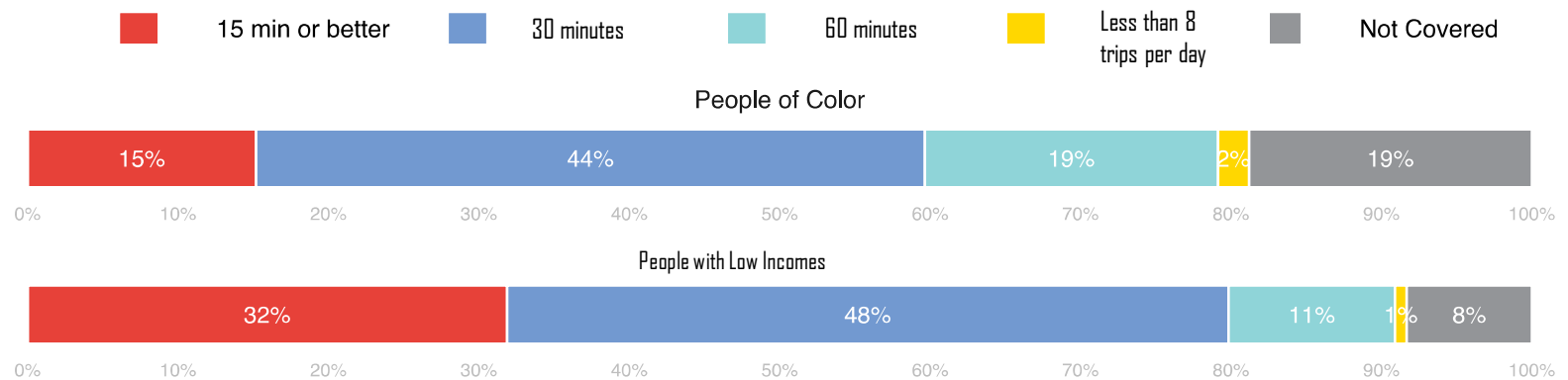


Note: Proximity is measured as being located within 1/4 mile of a bus or rail stop.

# Proximity + Equity

How many people would be near transit service in Madison?

## Existing Network

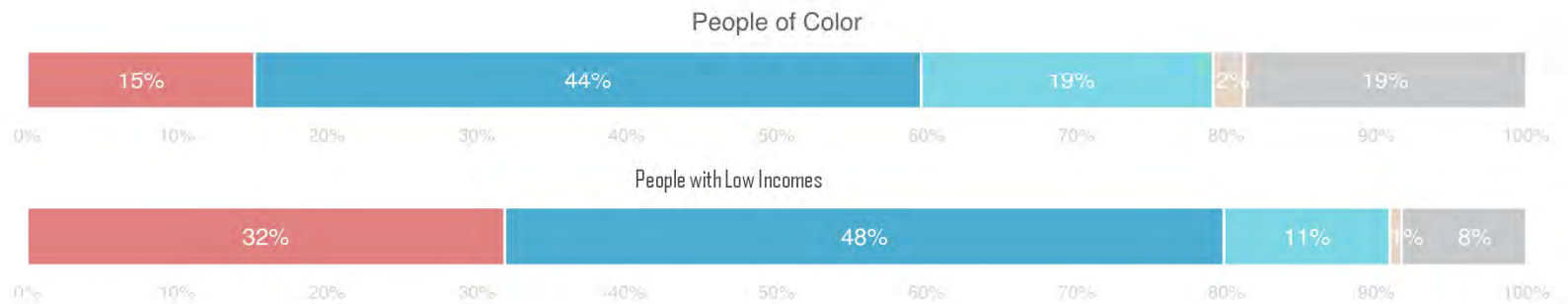


Note: on these charts, People with Low Incomes = People living in households with incomes below 100% of the federal poverty line.

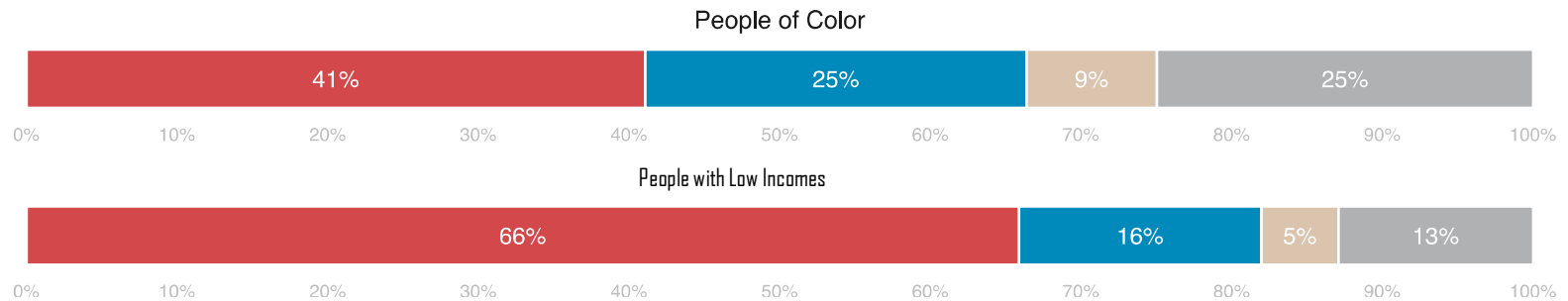
# Proximity + Equity

How many people would be near transit service in Madison?

## Existing Network



## Ridership Alternative

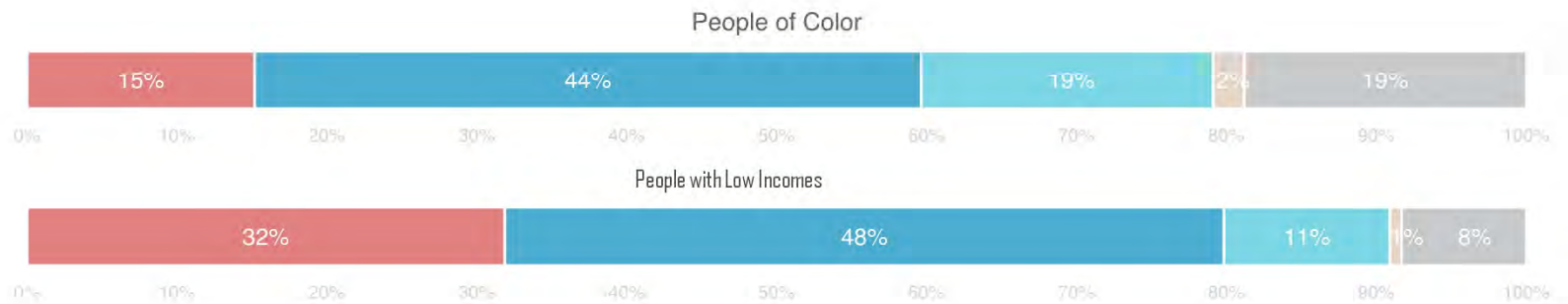


Note: on these charts, People with Low Incomes = People living in households with incomes below 100% of the federal poverty line.

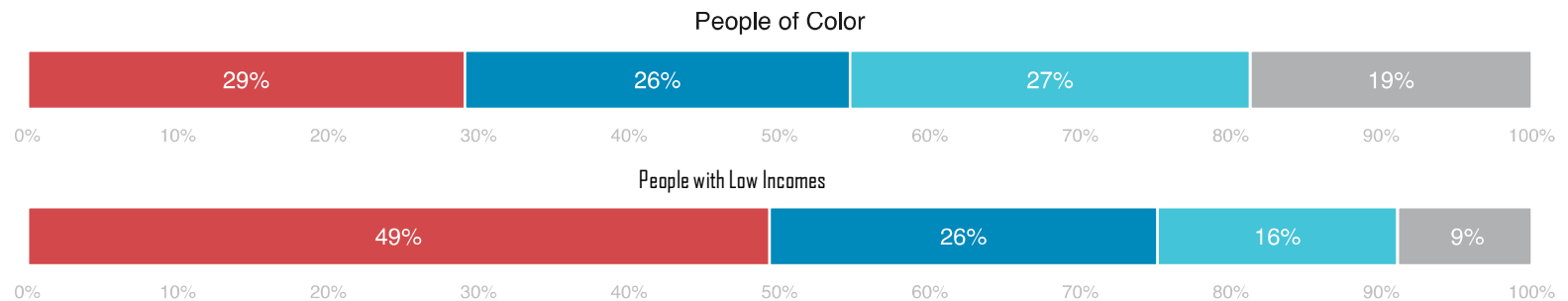
# Proximity + Equity

How many people would be near transit service in Madison?

## Existing Network



## Coverage Alternative



Note: on these charts, People with Low Incomes = People living in households with incomes below 100% of the federal poverty line.

---

# Comparing Key Outcomes

## Access to jobs within 45 minutes

---

# Access

How many places can you reach within 45 minutes?

- The maps on the following slides estimate **how many more jobs someone could reach within 45 minutes by transit and walking**, for each alternative, compared to today.
- This is a measure of the service's usefulness; **transit needs to be useful to generate ridership**.
  - We measure access to jobs because we have good data on jobs, not because transit's main purpose is commuting.
  - Access to jobs matters for many trips, because most of the places people need to go are places of employment.
  - This measure is not a prediction of ridership change.

# Access









How many places can you reach within 45 minutes?

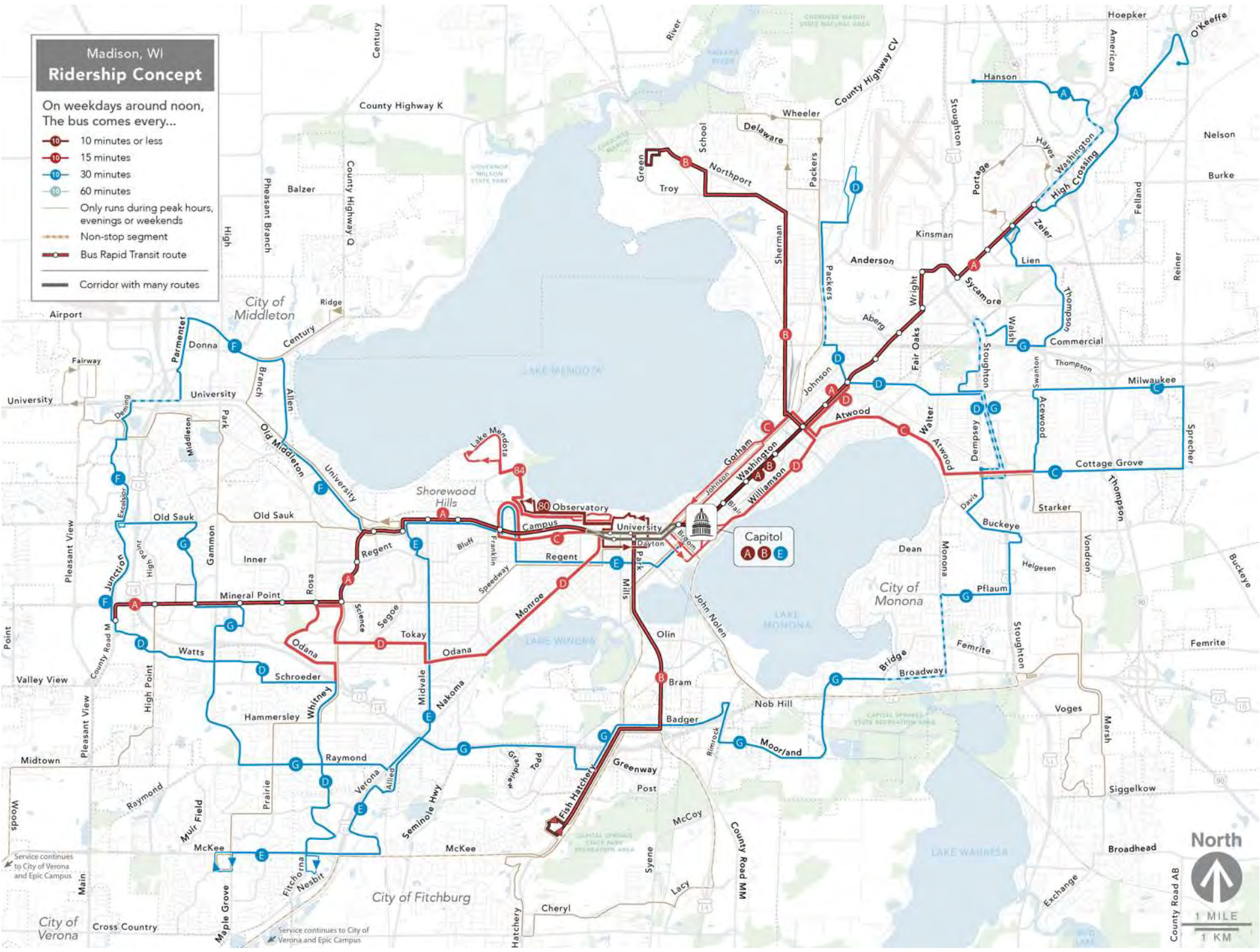
- When we say you can get somewhere in 45 minutes, that includes the time it takes to:
  - **Walk** to the nearest bus stop.
  - **Wait** for the next bus to come.
  - **Ride** the bus.
  - **Walk** to your destination.
  - Make any **transfers**.
- We're interested in how many places you can get to in 45 minutes, because that's about the amount of time it takes to drive from one end of Madison to the other.



# Madison, WI Ridership Concept

On weekdays around noon,  
The bus comes every...

-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Bus Rapid Transit route
-  Corridor with many routes





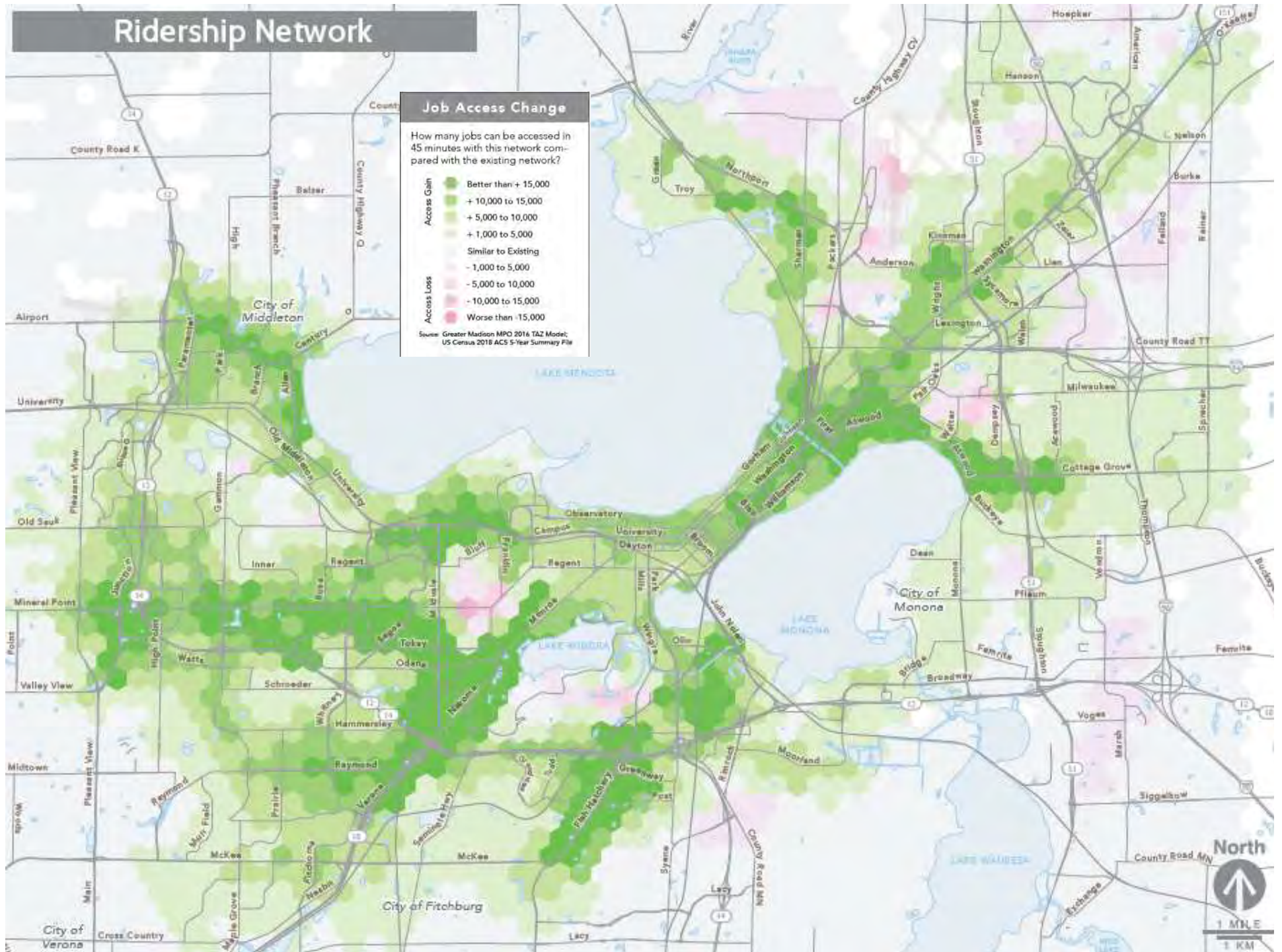
# Ridership Network

## Job Access Change

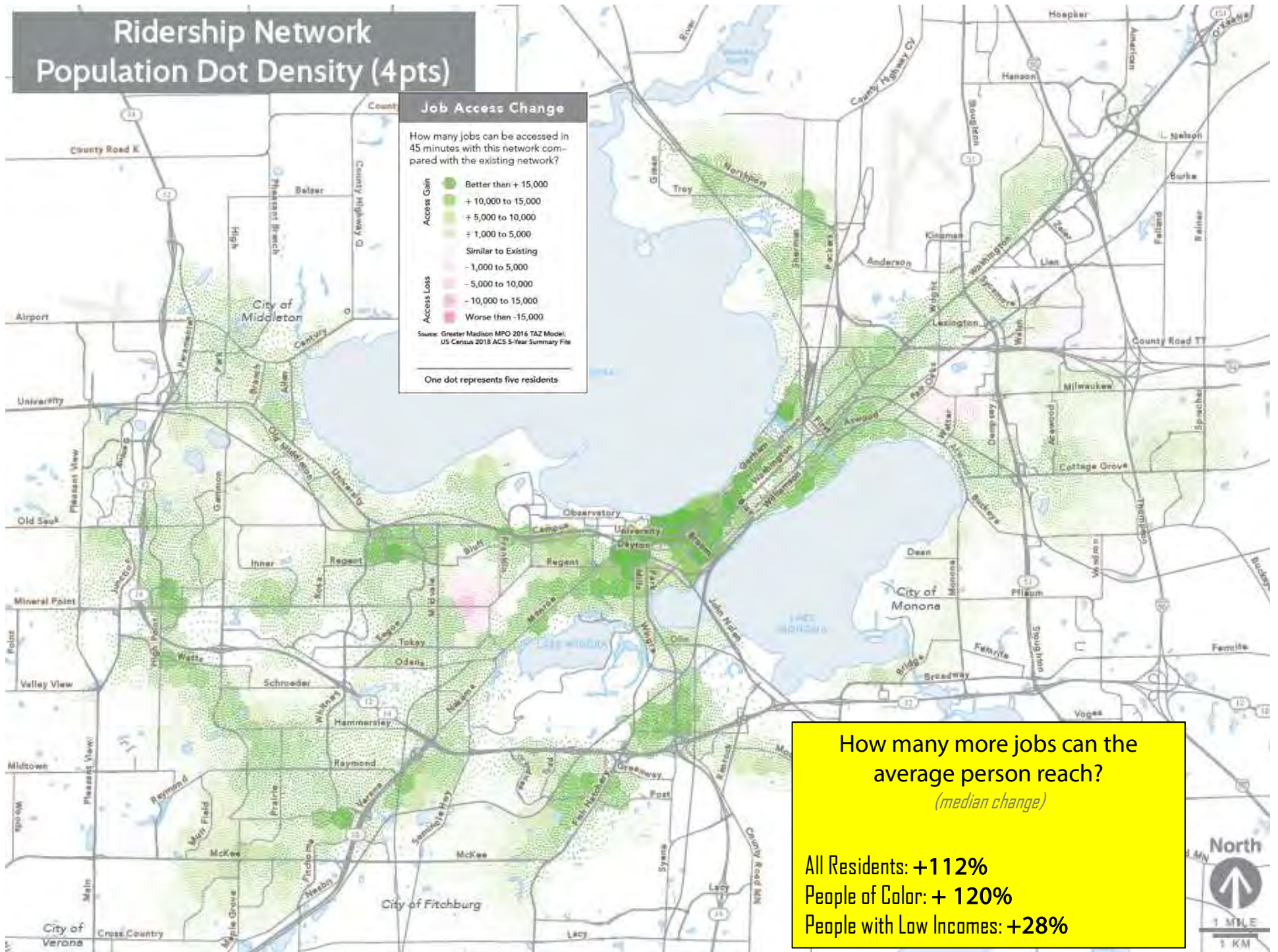
How many jobs can be accessed in 45 minutes with this network compared with the existing network?

- |             |                     |
|-------------|---------------------|
| Access Gain | Better than +15,000 |
|             | +10,000 to 15,000   |
|             | +5,000 to 10,000    |
|             | +1,000 to 5,000     |
|             | Similar to Existing |
| Access Loss | -1,000 to 5,000     |
|             | -5,000 to 10,000    |
|             | -10,000 to 15,000   |
|             | Worse than -15,000  |

Source: Greater Madison MPO 2016 TAZ Model; US Census 2010 ACS 5-Year Summary File



# Ridership Network Population Dot Density (4pts)



**Job Access Change**

How many jobs can be accessed in 45 minutes with this network compared with the existing network?

**Access Gain**

- Better than +15,000
- +10,000 to 15,000
- +5,000 to 10,000
- +1,000 to 5,000
- Similar to Existing

**Access Loss**

- -1,000 to 5,000
- -5,000 to 10,000
- -10,000 to 15,000
- Worse than -15,000

Source: Greater Madison MPO 2016 TAZ Model; US Census 2018 ACS 5-Year Summary File

One dot represents five residents









How many more jobs can the average person reach?  
*(median change)*

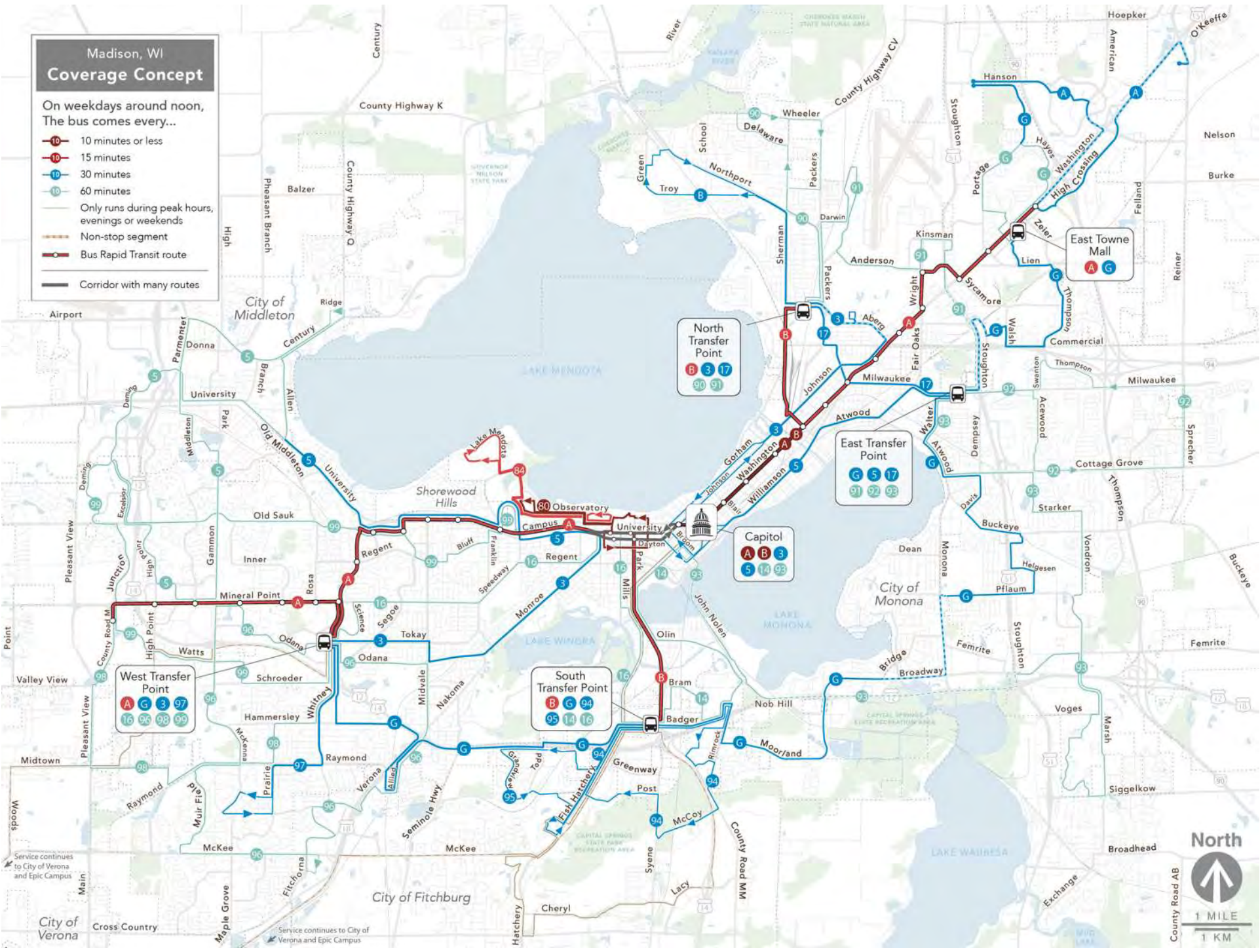
**All Residents: +112%**  
**People of Color: +120%**  
**People with Low Incomes: +28%**



# Madison, WI Coverage Concept

On weekdays around noon,  
The bus comes every...

-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Bus Rapid Transit route
-  Corridor with many routes



North



1 MILE  
1 KM

Service continues to City of Verona and Epic Campus

Service continues to City of Verona and Epic Campus

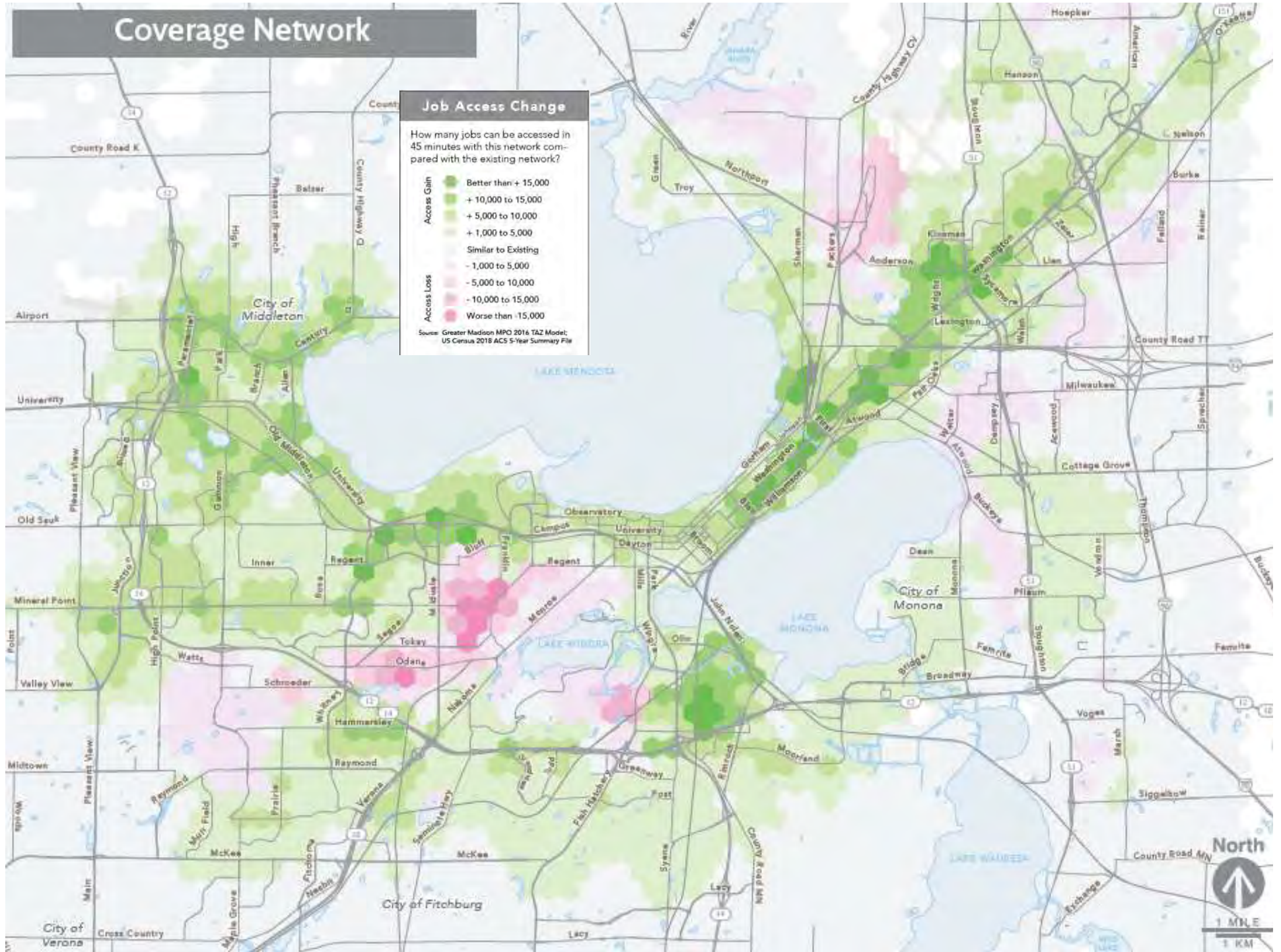
# Coverage Network

## Job Access Change

How many jobs can be accessed in 45 minutes with this network compared with the existing network?

- |             |  |
|-------------|--|
| Access Gain | <span style="color: green;">■</span> Better than + 15,000    |
|             | <span style="color: lightgreen;">■</span> + 10,000 to 15,000 |
|             | <span style="color: yellow;">■</span> + 5,000 to 10,000      |
|             | <span style="color: orange;">■</span> + 1,000 to 5,000       |
|             | <span style="color: yellow;">■</span> Similar to Existing    |
| Access Loss | <span style="color: pink;">■</span> - 1,000 to 5,000         |
|             | <span style="color: lightpink;">■</span> - 5,000 to 10,000   |
|             | <span style="color: red;">■</span> - 10,000 to 15,000        |
|             | <span style="color: red;">■</span> Worse than -15,000        |

Source: Greater Madison MPO 2016 TAZ Model; US Census 2018 ACS 5-Year Summary File



# Coverage Network Population Dot Density (4pts)

**Job Access Change**

How many jobs can be accessed in 45 minutes with this network compared with the existing network?

**Access Gain**

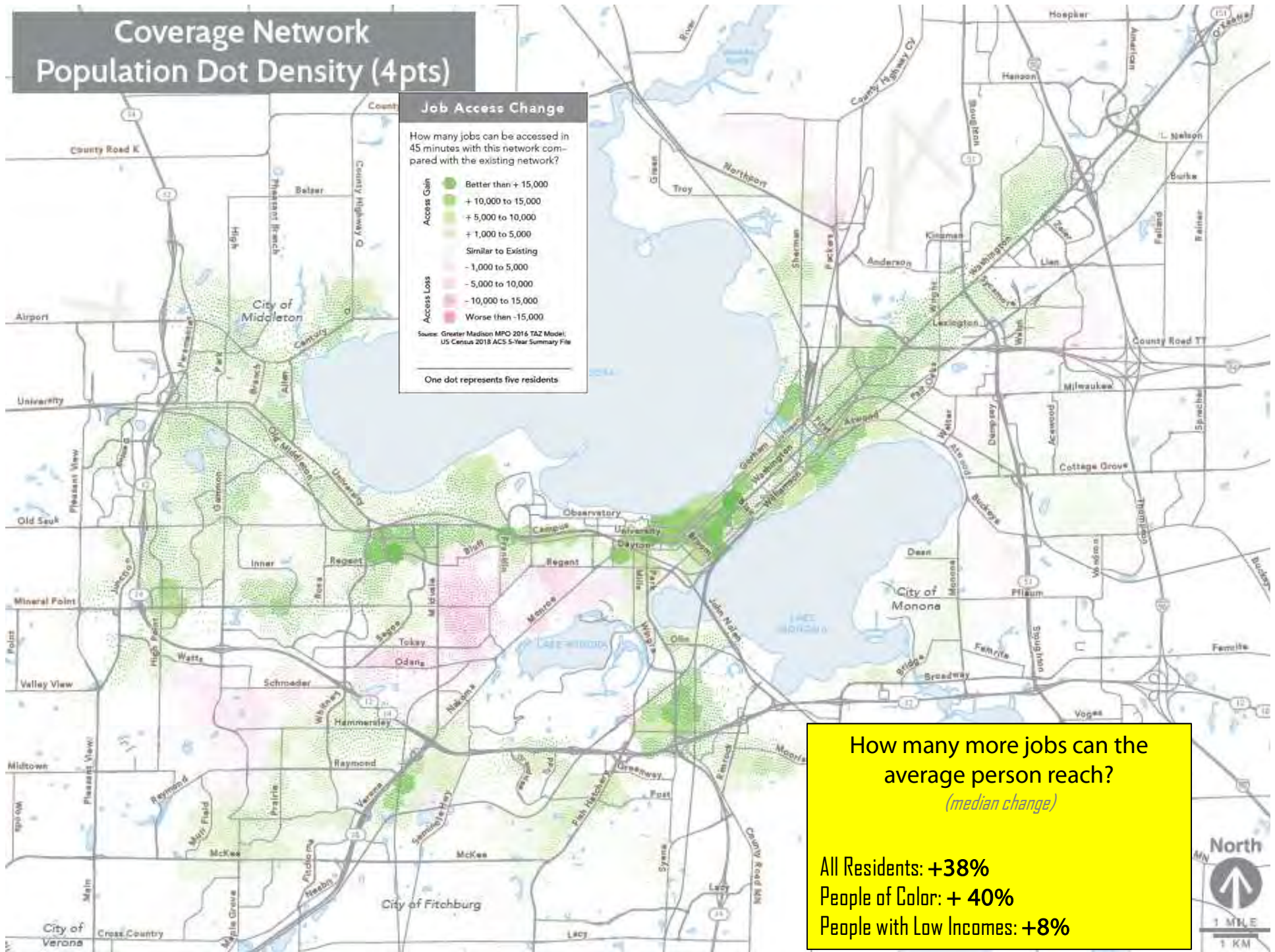
- Better than + 15,000
- + 10,000 to 15,000
- + 5,000 to 10,000
- + 1,000 to 5,000
- Similar to Existing

**Access Loss**

- - 1,000 to 5,000
- - 5,000 to 10,000
- - 10,000 to 15,000
- Worse than -15,000

Source: Greater Madison MPO 2016 TAZ Model; US Census 2018 ACS 5-Year Summary File

One dot represents five residents



How many more jobs can the average person reach?  
*(median change)*

All Residents: **+38%**  
 People of Color: **+ 40%**  
 People with Low Incomes: **+8%**



---

In summary...

---

# Summary

- In the **Ridership** Alternative:
  - **67%** of Madison residents would live **within ¼-mile walk** of a bus stop with all-day service.
  - The average Madison resident could access **+112% more jobs within 45 minutes by transit** compared to today.
  
- In the **Coverage** Alternative:
  - **81%** of Madison residents would live **within ¼-mile walk** of a bus stop with all-day service.
  - The average Madison resident could access **+38% more jobs within 45 minutes by transit** compared to today.

---

# Summary

- **Equity.** In both alternatives, people of color and people with low incomes benefit at similar rates to the population in general.
  - In % terms, people with low incomes benefit relatively less in the access measure because many are students with low income in central areas of Madison, where access is already highest.
  - the **Ridership** Alternative would more than double the jobs that People of Color can reach (+120%)
  - the **Coverage** Alternative would only modestly increase the number of jobs People of Color can reach (+28%)



---

# Summary

- **Known unresolved needs.** Because service would remain at 2019 levels:
  - Neither alternative significantly expands where the bus goes.
  - Evening and weekend service would remain about 40% less than in the midday on weekdays.

---

# Key Questions for the Public

- Which alternative is closer to what the community wants?
- What's missing or wrong about each alternative?
- Should the Draft Plan shift resources to the evenings and weekends, even if that means less service and lower frequencies on weekdays?

# What happens next?

## Phase 1 (Fall 2020 – Winter 2021)

Nov – Feb 2020  
Analyze Service, Demand, and Needs

March 2021  
Choices Report

Mar-Apr 2021  
What should our priorities be?

## Phase 2 (Spring – Summer 2021)

Apr – Jul 2021  
Alternatives to Illustrate Trade-offs

August 2021  
Alternatives Report

Aug – Sep 2021  
Which alternative is closer to what we want?

## Phase 3 (Fall 2021)

Oct – Dec 2021  
Draft Plan

January 2022  
Draft Plan Report

Jan-Feb 2022  
Did we get the plan right?

Mar-Apr 2022  
Recommended Plan

Spring 2022  
Final Plan Report

---

We appreciate your time and participation  
today and going forward.

**Thank you!**

# MPO Agenda Cover Sheet

## August 4, 2021

Item No. 7

**Re:**

Review of Draft Scoring STBG – Urban Project Applications and Draft Priority Listing of Projects for 2022-2027

**Staff Comments on Item:**

The MPO receives a direct allocation of funding under the Federal Surface Transportation Block Grant (STBG) - Urban program, and solicits applications and selects projects for funding every two years. For this 2022-2027 program cycle, projects are being approved for two additional state fiscal years (SFY) – 2026 through 2027 – with a review and adjustment, if necessary, of the funding and schedule for projects already approved for SFYs 2022-2025. The recently revised program policies and the scoring criteria for evaluation of projects are outlined in the STBG – Urban Project Selection Process paper at this [link](#).

The MPO only received applications from the city of Madison. Madison submitted applications for three roadway projects (Atwood Ave., Mineral Point Rd., John Nolen Drive), a bicycle/pedestrian project (Autumn Ridge path/overpass of STH 30), and two ITS projects (Gammon, Mineral Point Roads). Atwood Avenue and/or the Autumn Ridge Path/Overpass could receive an earmark of funding in the new federal transportation bill. We should know before end of August well before the final TIP is approved.

The amount of funding the MPO has to spend on new projects in each program cycle is determined by the current annual allocation amount (\$6.86 million) multiplied by the number of program years (5) – which equals \$34.32 million – subtracted by the amount of funding already committed for approved, but not yet let projects. Based on that formula, staff thought the MPO would be around \$9 million for new projects. However, the schedule for the Pleasant View Road project was moved up to a May '22 let (with construction in '22-'23) and thus the \$11.2 million committed to that project will now not count against our allocation. [Note: This happened because of a delay in project(s) in the Milwaukee area, necessitating WisDOT backfill that funding with another project to be let in SFY '22.] Therefore, it is estimated the MPO will have \$20.3 million for new projects this cycle. [Note: We still have not received an official notification from WisDOT regarding our allocation of funding.]

Staff reviewed and scored the city of Madison's projects. The Autumn Ridge path/overpass project scored by far the highest, followed by the Mineral Point Road project. The Atwood Avenue and John Nolen Drive projects had similar, solid scores, while the ITS projects scored the lowest due to limited safety and multi-modal benefits of those. Staff is proposing to fully fund the Autumn Ridge path/overpass, Mineral Point Rd., and Atwood Ave. projects and partially fund the John Nolen Drive (JND) project (\$9.3 million or 32%). [Note: FWHA indicated WisDOT cannot require the MPO to fund projects at least 50% for our suballocated funding.] If Madison receives an earmark for Autumn Ridge and/or Atwood Ave., additional funding could be allocated to JND. Funding could also be allocated to one of the ITS projects, probably Gammon Road. The city of Madison will also pursue Bridge program funding for 2 of the 6 bridges that are part of the JND project and can be rehabbed vs. replaced. The Rideshare/TDM program and Madison's Ped/Bike Safety Education program will continue to be funded per MPO policy.

As part of approval to release the draft TIP (item #8), staff is seeking permission to release the draft STBG Urban project scoring tables and the draft priority projects table with recommended project funding for review and comment. A public hearing regarding the draft STBG-Urban priority projects and the Draft 2022-2026 TIP is scheduled for the September 1 MPO Board meeting. MPO Board approval of the STBG-Urban project listings and the 2022-2026 TIP is anticipated at the October 6 meeting.

**Materials Presented on Item:**

1. Preliminary Draft of 2022-2027 STBG-Urban Priority Projects, dated 7/28/21
2. Preliminary Draft STBG-Urban Projects Scoring Tables for the Roadway, Bicycle, and ITS projects, dated July 2021
3. Summaries of the STBG – Urban project applications
4. Map showing the location of approved and proposed projects

**Staff Recommendation/Rationale:** For informational purposes only at this time. However, the STBG-Urban project scoring and priority listing tables are included as part of the draft TIP, for which staff is seeking approval to release for public review and comment (see item #7). Final action occurs as part of approval of the final TIP in October.

**2022 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects**

| Project   | Project ID          | Score           | Const/ Project Calendar Yr. (Yr \$ Obligated if different) | State Fiscal Year | Total Est. Cost <sup>1</sup> (thousands) | Max. Percent (Fed \$) | Federal Funds Approved (thousands) | Comments   |
|---|---------------------|-----------------|--|-------------------|--|-----------------------|------------------------------------|--|
| <b>Approved Priority Projects (2022-2025)</b>               |                     |                 |  |                   |  |                       |                                    |  |
| MPO Rideshare Program 2022-2025                             | 5992-08-38,39,51,52 | <sup>2</sup>    | 2022-2025  | 2022-2025         | \$510                                    | 80                    | \$408                              | Ongoing support per MPO policy. 3% annual increase.  |
| C. Madison Ped/Bike Safety Education Program 2022-2025      | 5992-08-45, 46-49   | <sup>2</sup>    | 2022-2025  | 2022-2025         | \$437                                    | 80                    | \$350                              | Ongoing support per MPO policy. 3% annual increase.  |
| University Avenue (Shorewood Blvd. to University Bay Drive) | 5992-11-30,-31      | 70 <sup>3</sup> | 2022 ('21)   | 2022              | \$33,678                                 | 60                    | \$12,710                           | Funded at 37.7%, \$7,497 short of 60% funding based on current cost estimate.  |
| Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1     | 5992-11-00,-01      | 65 <sup>4</sup> | 2022-2023  | 2022              | \$24,900                                 | 60                    | \$11,204                           | Funded at 45.0%, \$3,736 short of 60% funding based on current cost estimate.  |
| CTH M (Oncken Road to STH 113)                              | 5954-00-00, -01     | 68 <sup>4</sup> | 2023-2024  | 2024              | \$22,200                                 | 60                    | \$12,168                           | Funded at 54.8%, \$1,152 short of 60% funding based on current cost estimate.  |
| Exchange Street (Farwell St. to Sleepy Hollow Rd.)          | 5685-00-04,-05      | 39 <sup>4</sup> | 2024   | 2025              | \$3,478                                  | 60                    | \$1,177                            | Funded at 33.8%, \$910 short of 60% funding based on current cost estimate. Selected for funding based on MPO program policy goal to use 10% of funds on "small" projects in interest of equity from geographic standpoint. Schedule could be advanced if funding available in earlier year. |
|   |                     |                 |  |                   | \$85,203                                 |                       | \$38,017                           | <b>TOTAL</b>   |
| <b>New Priority Projects (2026-2027)</b>                    |                     |                 |  |                   |  |                       |                                    |  |
| MPO Rideshare Program 2026-2027                             | 5992-08-53,54       | <sup>2</sup>    | 2026-2027  | 2026-2027         | \$279                                    | 80                    | \$223                              | Ongoing support per MPO policy. 3% annual increase.  |
| C. Madison Ped/Bike Safety Education Program 2026-2027      | 5992-08-50,51       | <sup>2</sup>    | 2026-2027  | 2026-2027         | \$239                                    | 80                    | \$191                              | Ongoing support per MPO policy. 3% annual increase.  |
| Autumn Ridge Path/Overpass                                  |                     | 80              | TBD  |                   | \$4,200                                  | 60                    | \$2,520                            | Could potentially receive federal funding earmark.   |
| Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)      |                     | 68              | TBD  |                   | \$2,750                                  | 60                    | \$1,650                            |  |
| Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)           |                     | 58              | TBD  |                   | \$11,140                                 | 60                    | \$6,684                            | Final design complete. Could potentially receive federal funding earmark.  |
| John Nolen Drive (Lakeside St. to North Shore Dr.)          |                     | 57              | TBD  |                   | \$29,000                                 | 60                    | \$9,307                            | Funding at 32%, \$8,093 short of 60% funding based on current cost estimate. Will seek Bridge funding for some of needed bridge work.  |
|   |                     |                 |  |                   | \$47,608                                 |                       | \$20,575                           | <b>TOTAL</b>   |
| <b>Candidate Projects</b>                                   |                     |                 |  |                   |  |                       |                                    |  |
| Gammon Road (Schroeder Rd to Colony Dr.) - ITS              |                     | 49              |  |                   | \$518                                    | 65                    |                                    | Adaptive Traffic Signal Project  |
| Mineral Point Road (Junction Rd. to Whitney Way.) - ITS     |                     | 48              |  |                   | \$690                                    | 60                    |                                    | Adaptive Traffic Signal Project  |
|   |                     |                 |  |                   | \$1,208                                  |                       |                                    | <b>TOTAL</b>   |

<sup>1</sup> Includes participating cost only (excludes sanitary sewer and water and construction engineering)

<sup>2</sup> Funded annually per MPO policy

<sup>3</sup> Score from 2018-2022 program cycle under previous version of criteria.

<sup>4</sup> Score from 2020-2025 program cycle under previous version of criteria.

| 2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING (DRAFT)                                     |                | Jul-21    | Roadway Projects                                  |  |   |
|---|----------------|-----------|---|--|---|
|   |                |           | Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.) | John Nolen Drive (Lakeside St. to North Shore Dr.) | Mineral Point Road (Beltline Hwy. to S. High Point Rd.) |
| <b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b> | Point Range    |           |   |  |   |
| A. Roadway Functional Class   | 3 - 9          | 6         | 9   | 9  |   |
| B. Freight Route  | 0 - 3          | 1         | 3   | 2  |   |
| C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor      | 0 - 6          | 4         | 5   | 6  |   |
| <b>II. System Preservation</b>  |                |           |   |  |   |
| A. Pavement Condition   | 0 - 20         | 18        | 18  | 18   |   |
| <b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>                |                |           |   |  |   |
| A. Congestion Mitigation/TSM  | 0 - 12         | 0         | 2   | 2  |   |
| <b>IV. Safety Enhancement</b>   |                |           |   |  |   |
| B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)                    | 0 - 20         | 14        | 8   | 10   |   |
| <b>V. Enhancement of Multi-Modal Options</b>  |                |           |   |  |   |
| A. Pedestrian Facilities  | 0 - 2          | 2         | 2   | 1  |   |
| B. Bicycle Facilities - Level of Traffic Street (LTS)   | 0 - 6          | 6         | 3   | 6  |   |
| C. Transit Facilities/Route   | 0 - 4          | 2         | 0   | 4  |   |
| <b>VI. Environment/Green Infrastructure</b>   |                |           |   |  |   |
| A. Use of Alternative Modes   | 0 - 4          | 3         | 3   | 4  |   |
| B. Stormwater Control   | 0 - 4          | 2         | 1   | 2  |   |
| <b>VII. Equity</b>  |                |           |   |  |   |
| A. Environmental Justice  | 0 - 10         | 0         | 3   | 4  |   |
| <b>TOTAL POINTS</b>   | <b>0 - 100</b> | <b>58</b> | <b>57</b>   | <b>68</b>  |   |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.



| 2022-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING SUMMARY (DRAFT)                      |                | Jul-21  |  | Roadway   |  |  |
|--|----------------|---|--|---|--|--|
|  |                | Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.) | John Nolen Drive (Lakeside St. to North Shore Dr.) | Mineral Point Road (Beltline Hwy. to S. High Point Rd.) |  |  |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework |                | 11  | 17   | 17  |  |  |
| II. System Preservation  |                | 18  | 18   | 18  |  |  |
| III. Congestion Mitigation & Transportation System Management (TSM)                    |                | 0   | 2  | 2   |  |  |
| IV. Safety Enhancement   |                | 14  | 8  | 10  |  |  |
| V. Enhancement of Multi-Modal Options  |                | 10  | 5  | 11  |  |  |
| VI. Environment/Green Infrastructure   |                | 5   | 4  | 6   |  |  |
| VII. Equity  |                | 0   | 3  | 4   |  |  |
| <b>TOTAL POINTS</b>  | <b>0 - 100</b> | <b>58</b>   | <b>57</b>  | <b>68</b>   |  |  |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022 - 2026 TIP/STBG-URBAN BICYCLE PROJECTS SCORING (DRAFT)                                   |                | Jul-21    | Bike Projects              |  |
|---|----------------|-----------|----------------------------|--|
|   |                |           | Autumn Ridge Path/Overpass |  |
| <b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b> | Point Range    |           |                            |  |
| A. LTS System Connectivity & Continuity   | 0 - 20         | 20        |                            |  |
| B. Access to natural areas etc.   | 0 - 5          | 5         |                            |  |
| <b>II. System Preservation (5 pts)</b>  |                |           |                            |  |
| A. Facility maintenance   | 0 - 5          | 5         |                            |  |
| <b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>                |                |           |                            |  |
| A. Improve access/attractiveness of alternative modes   | 0 - 5          | 4         |                            |  |
| <b>IV. Safety Enhancement (20 pts)</b>  |                |           |                            |  |
| A. Addresses documented safety problem  | 0 - 10         | 7         |                            |  |
| B. Facility suitable for less-skilled bicyclists  | 0 - 10         | 10        |                            |  |
| <b>V. Enhancement of Multi-Modal Options</b>  |                |           |                            |  |
| A. Population Served  | 0 - 13         | 7         |                            |  |
| B. Destinations Served  | 0 - 12         | 6         |                            |  |
| <b>VI. Environment/Green Infrastructure</b>   |                |           |                            |  |
| A. Increase use of alternative modes  | 0 - 5          | 4         |                            |  |
| <b>VII. Equity (15 pts)</b>   |                |           |                            |  |
| A. Environmental Justice & Accessibility  | 0 - 12         | 9         |                            |  |
| B. Public Health  | 0 - 3          | 3         |                            |  |
| <b>TOTAL POINTS</b>   | <b>0 - 100</b> | <b>80</b> |                            |  |

Note: Shaded columns are non-programmed projects seeking STP-Urban supplemental funding should it become available.

| 2022 - 2026 TIP/STBG-URBAN BICYCLE PROJECTS SCORING (DRAFT)                            |         | Bike Projects              |  |
|--|---------|----------------------------|--|
|  |         | Jul-21                     |  |
|  |         | Autumn Ridge Path/Overpass |  |
| I. Importance to Regional Transportation System and Supports Regional Devel. Framework |         | 25                         |  |
| II. System Preservation (5 pts)  |         | 5                          |  |
| III. Congestion Mitigation & Transportation System Management (TSM)                    |         | 4                          |  |
| IV. Safety Enhancement (20 pts)  |         | 17                         |  |
| V. Enhancement of Multi-Modal Options  |         | 13                         |  |
| VI. Environment/Green Infrastructure   |         | 4                          |  |
| VII. Equity (15 pts)   |         | 12                         |  |
| <b>TOTAL POINTS</b>  | 0 - 100 | 80                         |  |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

| 2022-2026 TIP/STBG-URBAN ITS PROJECTS SCORING (DRAFT)   |  | Jul-21 |                | ITS Projects   |  |
|---|--|--------|----------------|--|--|
|   |  |        |                | Mineral Pt Rd (Junction Rd. to Whitney Way) Adaptive Signal Deployment | Gammon Rd (Schroeder Rd. to Colony Dr.) Adaptive Signal Deployment |
| <b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b> |  |        | Point Range    |  |  |
| A. Roadway Functional Class   |  |        | 3 - 6          | 6  | 6  |
| B. Freight Route  |  |        | 0 - 3          | 3  | 2  |
| C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor      |  |        | 0 - 6          | 6  | 6  |
| <b>II. System Preservation</b>  |  |        |                |  |  |
| A. Pavement Condition   |  |        | 0 - 5          | 5  | 5  |
| <b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>                |  |        |                |  |  |
| A. Congestion Mitigation/TSM  |  |        | 0 - 20         | 15   | 15   |
| <b>IV. Safety Enhancement</b>   |  |        |                |  |  |
| B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)                    |  |        | 0 - 20         | 5  | 5  |
| <b>V. Enhancement of Multi-Modal Options</b>  |  |        |                |  |  |
| A. Pedestrian and Bicycle Facilities  |  |        | 0 - 4          | 0  | 0  |
| B. Transit Facilities/Route   |  |        | 0 - 8          | 2  | 2  |
| C. Data Collection  |  |        | 0 - 3          | 1  | 1  |
| <b>VI. Environment/Green Infrastructure</b>   |  |        |                |  |  |
| A. Impact on Use of Alternative Modes   |  |        | 0 - 10         | 2  | 2  |
| B. Impact on Fuel Use/Emissions and Groundwater Quality                                       |  |        | 0 - 5          | 2  | 2  |
| <b>VII. Equity</b>  |  |        |                |  |  |
| A. Environmental Justice  |  |        | 0 - 10         | 2  | 2  |
| <b>TOTAL POINTS</b>   |  |        | <b>0 - 100</b> | <b>49</b>  | <b>48</b>  |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

**2022-2026 TIP/STBG-URBAN ITS PROJECTS SCORING SUMMARY (DRAFT)**

Jul-21

**ITS Projects**

|   |                | Mineral Pt Rd (Junction Rd. to Whitney Way) Adaptive Signal Deployment | Cammon Rd (Schroeder Rd. to Colony Dr.) Adaptive Signal Deployment |
|---|----------------|--|--|
| <b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b> |                | 15   | 14   |
| <b>II. System Preservation</b>  |                | 5  | 5  |
| <b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>                |                | 15   | 15   |
| <b>IV. Safety Enhancement</b>   |                | 5  | 5  |
| <b>V. Enhancement of Multi-Modal Options</b>  |                | 3  | 3  |
| <b>VI. Environment/Green Infrastructure</b>   |                | 4  | 4  |
| <b>VII. Equity</b>  |                | 2  | 2  |
| <b>TOTAL POINTS</b>   | <b>0 - 100</b> | <b>49</b>  | <b>48</b>  |

Note: Shaded columns are non-programmed projects seeking supplemental STBG Urban funding should it become available.

## 2022-2027 Surface Transportation Block Grant (STBG) – Urban Program Project Summaries

### Proposed New Projects Being Evaluated:

City of Madison:

#### Autumn Ridge Path/Overpass:

The project would construct a new multi-use path from Milwaukee Street to Commercial Ave. This is a planned extension from the Capital City Path and Downtown to the far northeast neighborhoods in Madison. The project extends through Heistand Park and includes a new overpass of STH 30, which is a barrier for pedestrians and bicyclists.

Total construction cost estimate: \$4,200,000.

#### Atwood Avenue (S. Fair Oaks Ave. to Cottage Grove Rd.) Reconstruction

The project would reconstruct Atwood Avenue, a 4-lane undivided minor arterial, to an urban boulevard with three vehicle lanes, sidewalk, separated bicycle facilities, street lighting, and storm sewer. Improvements are planned for the Walter St. intersection. One of the eastbound vehicle travel lanes is planned to be removed between Oakridge Ave. and Walter St. to provide space for the bicycle facilities. A median will be added along Olbrich Park to allow for two-stage pedestrian crossings with pedestrian crossing improvements. A side path will be added along Olbrich Park. A ped/bike bridge over Starkweather Creek will be constructed next to the current bridge.

[Note: The project's north and south termini -- S. Fair Oaks Avenue and Cottage Grove Road intersections -- have already been reconstructed.]

Total construction cost estimate: \$11,140,000.

#### John Nolen Drive (Lakeside St. to North Shore Dr.) Reconstruction

The project would reconstruct John Nolen Drive, a 4-6 lane principal arterial, and six bridges. A separated pedestrian and bicycle path would be constructed. The project would also reconstruct the shoreline. Storm sewer and street lighting improvements will be included, along with curb and gutter for the entire project length.

Total construction cost estimate: \$29,000,000.

#### Mineral Point Road (Beltline Hwy. to S. High Point Rd.) Pavement Replacement

The project would replace the pavement on Mineral Point Road, a 4-6 lane principal arterial, for the planned Bus Rapid Transit (BRT) route. Curb & gutter and sidewalk will be replaced as needed. A multi-use path is proposed on the north side of the road to create a low-stress bicycle route. Pedestrian crossings at S. High Point Road and Big Sky Drive/Tree Lane will be enhanced. WisDOT Southwest Region may be interested in replacing pavement in between ramp termini as part of the project.

Total construction cost estimate: \$2,750,000.

#### Mineral Point Road (Junction Rd. to Whitney Way) Adaptive Traffic Signal System

The project would upgrade the current communications and detection systems at 13 signalized intersections to provide a platform to operate an adaptive signal control system using the existing Centrac centralized traffic signal system. The project would update existing communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would

add non-intrusive system and intersection detection as necessary to operate an adaptive and traffic responsive system on the corridor and to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.  
Total construction cost estimate: \$690,000.

Gammon Road (Schroeder Rd. to Colony Dr.) Adaptive Traffic Signal System

The project would upgrade the current communications and detection systems at 10 signalized intersections to provide a platform to operate an adaptive signal control system using the existing Centrac centralized traffic signal system. The project would update existing communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would add non-intrusive system and intersection detection as necessary to operate an adaptive and traffic responsive system on the corridor and to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.  
Total construction cost estimate: \$517,500.

**DRAFT**

# Approved STBG Urban Projects and Proposed New Projects for Funding

## Approved 2022 - 2024 Projects

2022

2023

2024

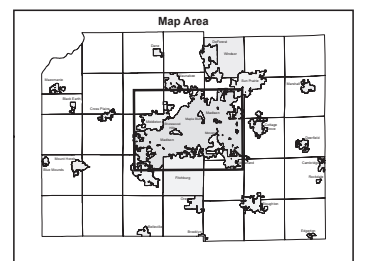
## Proposed 2025 - 2027 Projects

Approved Madison Urban Boundary

Red Text Denotes Planned Major Capacity Expansion Project

Note: Year of construction shown. See project listings for information on obligation of federal funding.

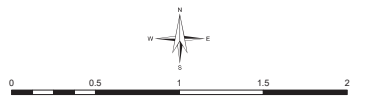
Dane County, Wisconsin



Prepared by staff to the:



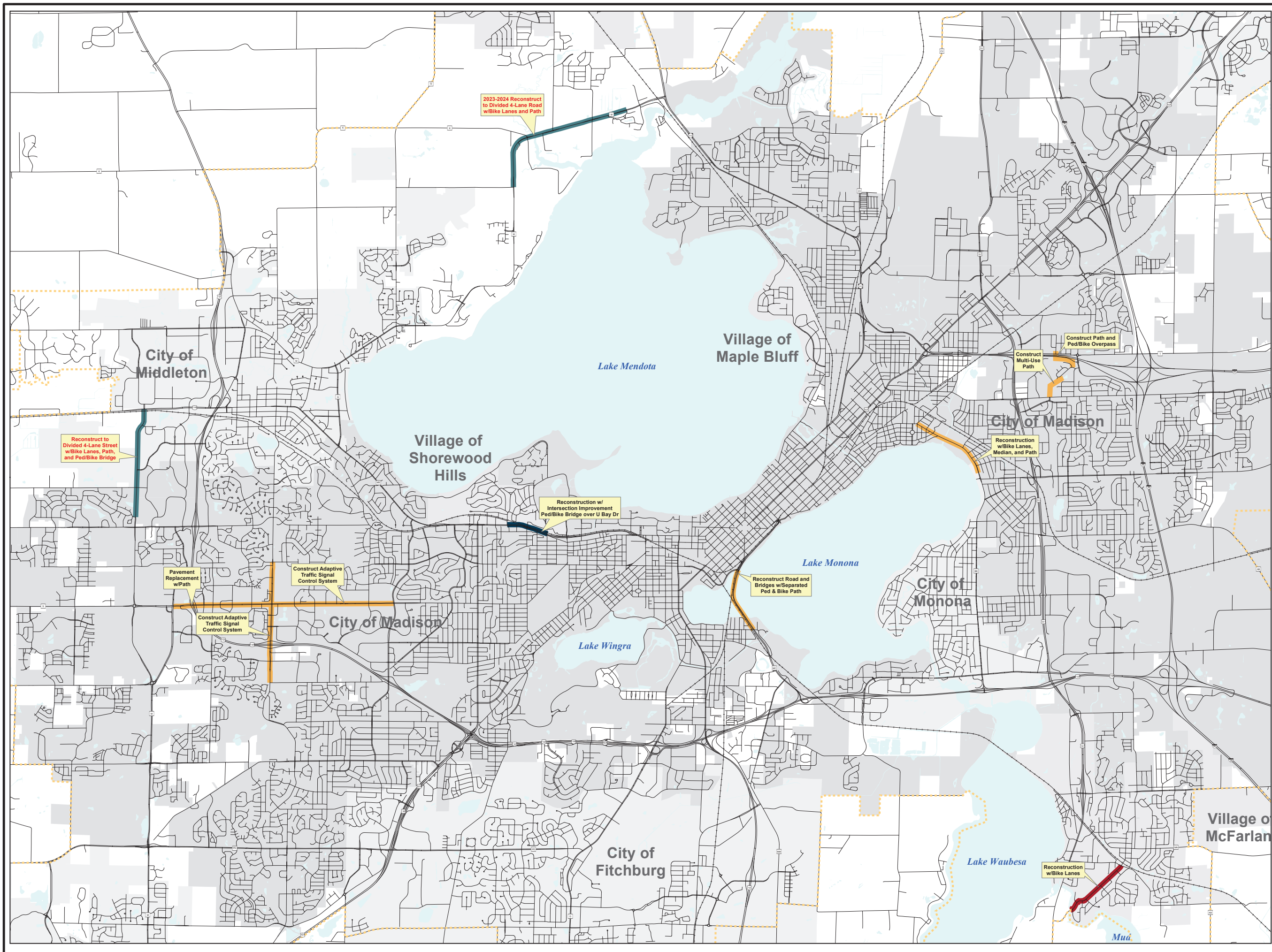
Date Revised: 6/28/2021



Coordinate System: NAD 1983 HARN WISCRS Dane County Feet  
Projection: Lambert Conformal Conic

Source Info:  
Sheet Base: 2021 (MPO, DCLC)  
Hydrography: 1200, 1,24,900 (WDNR)  
City Division Limits: 2021, Annotation Records (DCLC)  
Transportation Improvement Program: 2021 - 2025 (MPO)

User: jpb  
Date Plotted: 6/28/2021  
Date Saved: 6/28/2021 9:44:29 AM  
Path: M:\MPO\_GIS\GIS\_Users\jpb\_SAV\Map\TIP\2021\STBG\_Urban\_2021.mxd





**TPB (MPO) Agenda Cover Sheet**  
**August 4, 2021**

**Item No. 8**

**Re:**

Release of Draft 2022-2026 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment

**Staff Comments on Item:**

Staff has received TIP project submittals from WisDOT, Dane County, and local units of government and is compiling them into a complete, coordinated listing of projects programmed or planned for implementation over the next five-year period. Staff has reviewed the projects to ensure consistency with the MPO's long-range regional transportation plan. A meeting was held with WisDOT, Dane County, and City of Madison staff on 7/26/21 to review and work out discrepancies in joint projects or local projects with federal and/or state funds and discuss project scheduling issues.

The complete draft TIP with the appendices we typically include is expected to be ready to release for review and comment by early the week of August 16<sup>th</sup>. Draft maps of the major programmed pedestrian/bicycle and roadway projects are attached along with the table of transit capital projects.

The STBG Urban priority project listings for 2022-2027 (item #7 on agenda) is the main item that the board is approving for release for review and comment. The other projects constitute a coordinated listing of projects submitted by the implementing agencies. Also, keep in mind, the board only approves the federally funded projects. Others are included in the TIP for informational purposes, though staff does the same check for consistency with the MPO's regional transportation plan.

A public hearing on the TIP will be held at the Board's next meeting on September 1. Action on the TIP is anticipated at the Board's October meeting.

**Materials Presented on Item:**

1. Maps of major pedestrian/bicycle and roadway projects in the Draft 2022-2026 TIP
2. Transit capital projects table

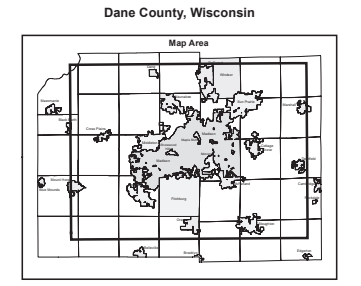
**Staff Recommendation/Rationale:**

Staff recommends approval to release the draft TIP for public review and comment.

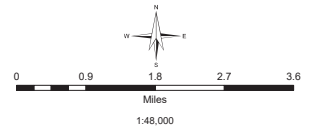
**Draft**  
**2022 - 2026**  
**Transportation**  
**Improvement**  
**Program**  
**(Major Pedestrian/Bicycle**  
**Projects in the**  
**Madison Metropolitan**  
**Planning Area)**

- Year Programmed**
- 2022
  - 2023
  - 2024
  - 2025
  - 2026
- Existing Bicycle Over/Underpass
  - Existing Bike Path
  - MPO Planning Boundary
- Reconstruction Programmed Federal Funding
  - Reconstruction State and/or Local Funding Only

Note: Year of construction shown. See project listings for information on obligation of federal funding.

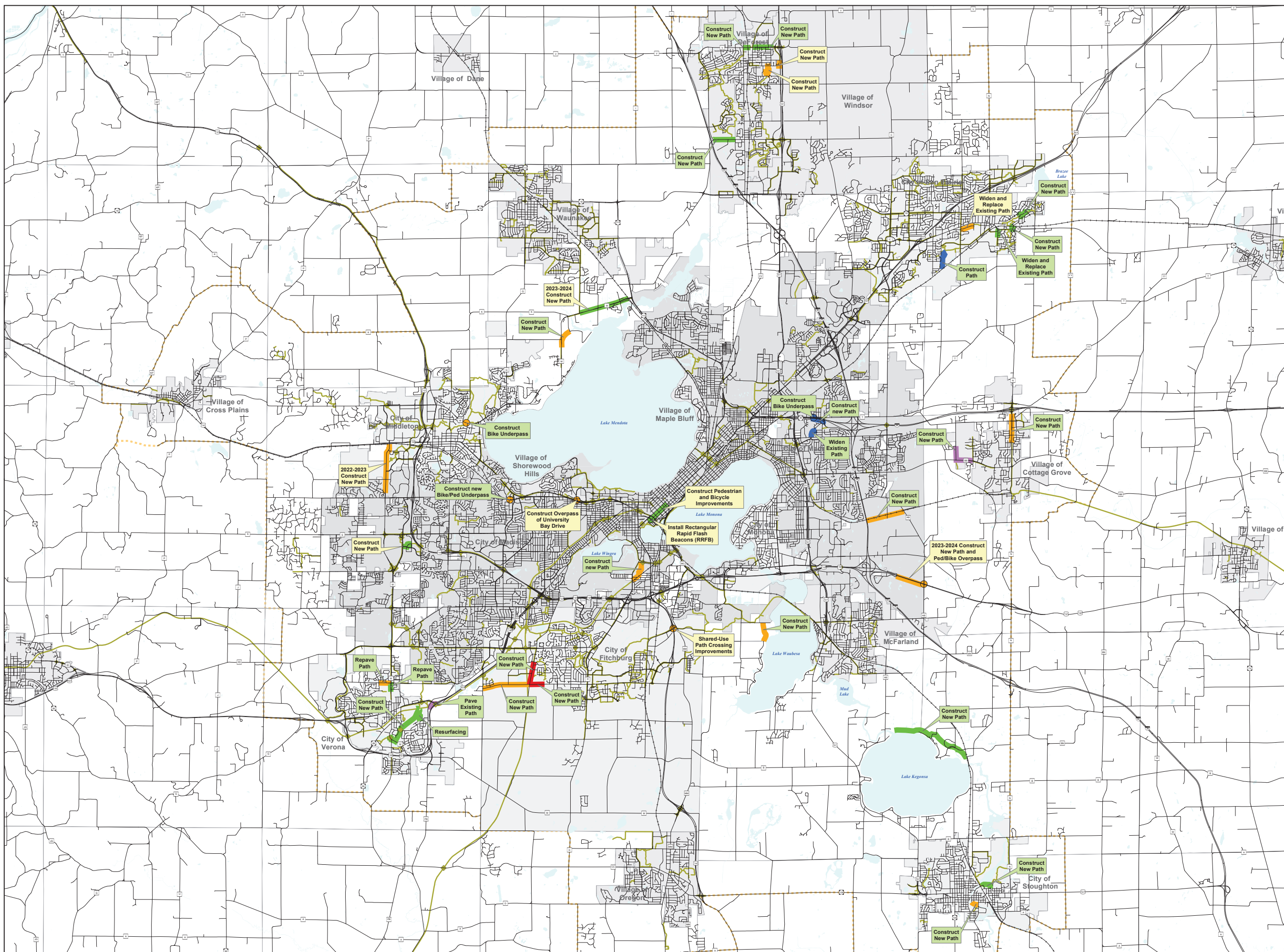


Date Revised: 7/28/2021



Coordinate System: NAD 1983 HARN WISCRS Dane County Feet  
 Projection: Lambert Conformal Conic

Source Info:  
 Street Base: 2021 (MATPR/DCLIO)  
 Hydrography: 1200, 1:24,000 (WENR)  
 Civil Division Limits: 2021, Annexation Records (DCLIO)  
 Transportation Improvement Program: 2022 - 2026 (Greater Madison MPO)



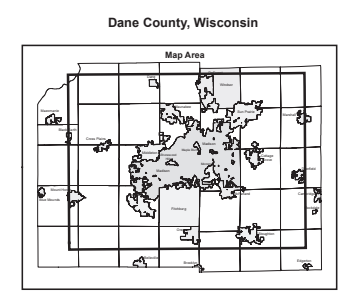
Small text at the bottom right corner of the map area, likely containing file names or version information.

**Draft**  
**2022 - 2026**  
**Transportation**  
**Improvement**  
**Program**  
**(Major Roadway Projects**  
**in the Madison Metropolitan**  
**Planning Area)**

- Year Programmed**
- 2022
  - 2023
  - 2024
  - 2025
  - 2026
  - Study
  - MPO Planning Boundary

- Programmed Federal Funding
- State and/or Local Funding Only
- Red Text Denotes Planned Major Capacity Expansion Project

Note: Year of construction shown. See project listings for information on obligation of federal funding.

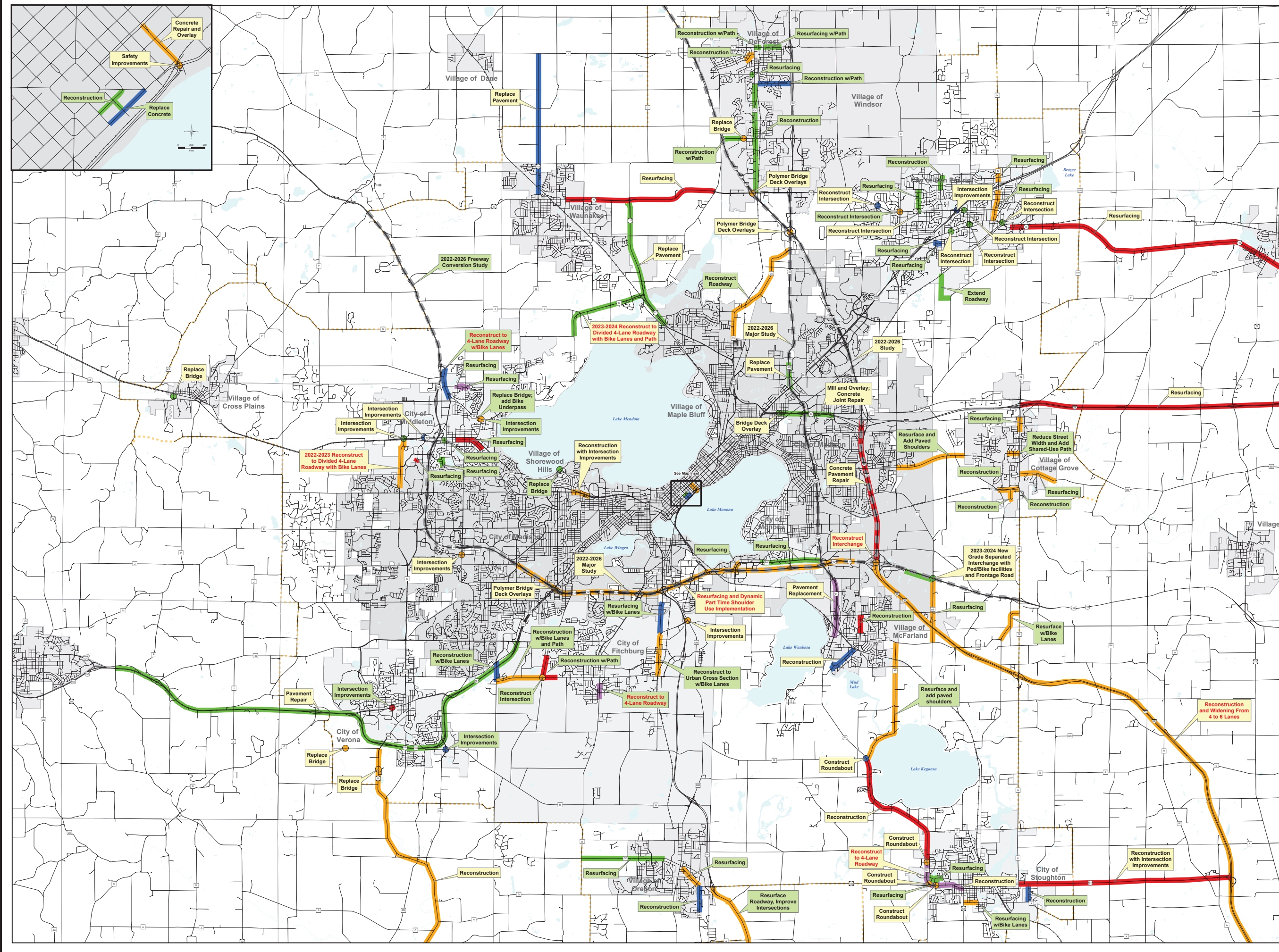


Prepared by staff to the:  
**GREATER MADISON**  
**mpo**  
 Date Revised: 7/28/2021

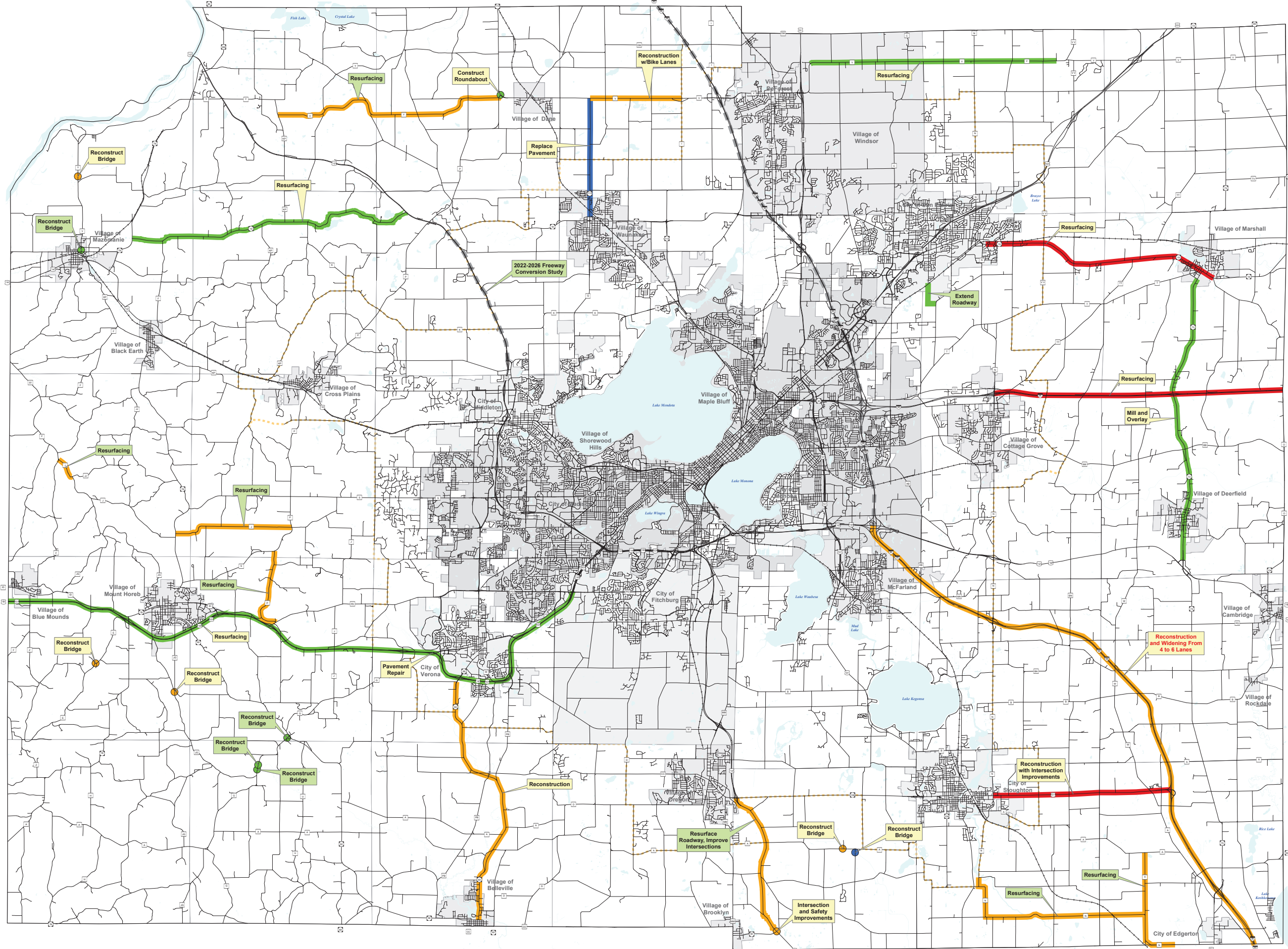
0 0.75 1.5 2.25 3  
 Miles

Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet  
 Projection: Lambert Conformal Conic

Source Info:  
 Street Base 2021 (MATPR/DCLJO)  
 Hydrography 1200, 1:24,000 (WENR)  
 Civil Division Limits 2021, Annexation Records (DCLJO)  
 Transportation Improvement Program 2022 - 2026 (Greater Madison MPO)



**Draft**  
**2022 - 2026**  
**Transportation**  
**Improvement**  
**Program**  
**(Major Roadway Projects**  
**in the Outer**  
**Dane County Area)**

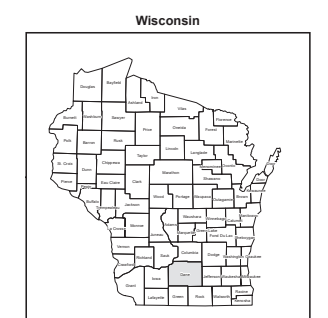


- Year Programmed**
- █ 2022
  - █ 2023
  - █ 2024
  - █ 2025
  - █ 2026
  - █ Study
  - MPO Planning Boundary

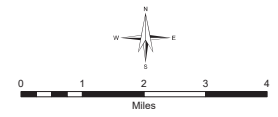
- Reconstruction Programmed Federal Funding
- Reconstruction State and/or Local Funding Only
- Reconstruction Red Text Denotes Planned Major Capacity Expansion Project

NOTE: Outer area projects shown for informational purposes. MPO approval not required.

NOTE: Year of construction shown. See project listings for information on obligation of federal funding.



Date Revised: 7/28/2021



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet  
 Projection: Lambert Conformal Conic

Source Info:  
 Street Base: 2021 (MATPR/DCLIO)  
 Hydrography: 1200, 1:24,000 (WENR)  
 Civil Division Limits: 2021, Annexation Records (DCLIO)  
 Transportation Improvement Program: 2022 - 2026 (Greater Madison MPO)

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2021-2025 (\$000s) Madison Metropolitan Planning Area**

DRAFT

| Primary Jurisdiction/<br>Project Sponsor | Project Description  | Cost Type   | Jan.-Dec. 2022 |         |         |                | Jan.-Dec. 2023 |        |        |                | Jan.-Dec. 2024 |       |        |                | Jan.-Dec. 2025 |        |        |        | Jan.-Dec. 2026 |       |  |   | Comments                               |  |
|--|--|---|----------------|---------|---------|----------------|----------------|--------|--------|----------------|----------------|-------|--------|----------------|----------------|--------|--------|--------|----------------|-------|--|---|--|--|
|  |  |   | Fed            | State   | Local   | Total          | Fed            | State  | Local  | Total          | Fed            | State | Local  | Total          | Fed            | State  | Local  | Total  | Fed            | State | Local                                  | Total                                     |  |  |
|  |  |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
| <b>TRANSIT CAPITAL</b>                   |  |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
| CITY OF MADISON                          | <b>TRANSPORTATION CAPITAL PROJECTS</b>   |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | X*   | East Washington Ave. Bike Mitigation  | Cap            |         |         | 1,000          | 1,000          |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | <b>BUS RAPID TRANSIT (BRT) PROJECT-EAST/WEST (EW) CORRIDOR</b>                          |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Environmental study (NEPA) and Design   | PE             |         |         | 4,100          | 4,100          |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Roadway improvements for E/W BRT, including TSP   | Cap            | 2,888   |         | 39,252         | 42,140         |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Construction of E/W BRT stations, including monitors & fare collect                     | Cap            |         |         | 35,989         | 35,989         |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | 60' articulated electric buses (5307)   | Cap            | 13,211  |         | 3,303          | 16,514         | 7,732  |        | 1,933          | 9,665          | 2,132 |        | 533            | 2,665          |        |        |        |                |       |  |   |  |  |
|  |  | 60' articulated electric buses (CARES/CRRSA 5307)                                       | Cap            | 7,000   |         |                | 7,000          |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | 60' articulated electric buses (5337)   | Cap            | 2,615   |         | 654            | 3,269          | 881    |        | 220            | 1,101          | 881   |        | 220            | 1,101          |        |        |        |                |       |  |   |  |  |
|  |  | 60' articulated electric buses (5339)   | Cap            | 5,357   |         | 1,339          | 6,696          | 1,460  |        | 365            | 1,825          | 1,474 |        | 369            | 1,843          |        |        |        |                |       |  |   |  |  |
|  |  | 60' articulated buses (5339B)   | Cap            | 1,525   |         | 785            | 2,310          |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Maintenance Equip for 60' articulated buses (5339B)                                     | Cap            | 264     |         | 136            | 400            |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | BRT bus maintenance facility  | PE/Cap         |         |         | 21,115         | 21,115         |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | North-South BRT Planning and Design   | PL/PE          |         |         |                |                |        |        | 6,000          | 6,000          |       |        |                |                |        |        |        |                |       |  |   |  |  |
| North-South BRT Construction             | Cap  |   |                |         |         |                |                |        |        |                |                |       | 54,000 | 54,000         |                |        |        |        |                |       |  |   |  |  |
|  | TOTAL  | 32,860  |                | 107,673 | 140,533 | 10,073         |                | 8,518  | 18,591 | 4,487          |                | 1,122 | 5,609  |                |                | 54,000 | 54,000 |        |                |       |  |   |  |  |
|  |  | 5307/5337/5339  |                | M       |         | 5307/5337/5339 |                | M      |        | 5307/5337/5339 |                | M     |        | 5307/5337/5339 |                | M      |        |        |                |       |  |   |  |  |
|  |  | Update following city budget action.  |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
| *  | <b>METRO TRANSIT CAPITAL PROJECTS</b>  |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | 40-ft. Low-Floor Buses electric (up to 15/year) 5307   | New/Repl  |                |         |         |                |                |        |        |                |                |       |        | 7,730          |                | 1,933  | 9,663  | 7,730  |                | 1,933 | 9,663                                  | Carryover & Future s. 5307 UAFP grants    |  |  |
|  | 40-ft. Low-Floor Buses electric (up to 15/year) 5337   | New/Repl  |                |         |         |                |                |        |        |                |                |       | 900    |                | 225            | 1,125  | 900    |        | 225            | 1,125 | Carryover & Future s. 5337 UAFP grants |   |  |  |
|  | 40-ft. Low-Floor Buses electric (up to 15/year) 5339   | New/Repl  |                |         |         |                |                |        |        |                |                |       | 1,930  |                | 482            | 2,412  | 1,930  |        | 482            | 2,412 | Carryover & Future s. 5339 UAFP grants |   |  |  |
|  | 40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement  | RE/PE/Cap   | 7,523          |         | 6,000   | 13,523         |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  | 20 VW Settlement Award; will seek round 3 |  |  |
|  | Remodel, renovate existing bus maintenance facility  | PE/Const/Cap  |                |         |         |                |                |        | 10,000 | 10,000         |                |       | 40     | 40             |                |        | 40     | 40     |                |       | 40                                     | 40  | GF- GO borrowing, 2023 and 2024 moved  |  |
|  | Misc. Equipment  | New/Repl  |                |         | 124     | 124            |                |        |        |                |                |       |        |                |                |        | 385    | 385    |                |       | 40                                     | 40  | GF- GO borrowing                       |  |
|  | Support Vehicles   | New/Repl  |                |         |         |                |                |        | 56     | 56             |                |       | 129    | 129            |                |        | 61     | 61     |                |       | 138                                    | 138                                       | GF- GO borrowing                       |  |
| Facility/Infrastructure Enhancements     | New/Repl   |   |                | 7,000   | 7,000   |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | TOTAL  | 7,523   |                | 13,124  | 20,647  |                |                | 10,056 | 10,056 |                |                | 169   | 169    | 10,560         |                | 3,126  | 13,686 | 10,560 |                | 2,858 | 13,418                                 |   |  |  |
|  |  | M   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Update following city budget action.  |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
| *  | <b>METRO TRANSIT CAPITAL MAINTENANCE PROJECTS</b>  |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | Capital Leasing - office space   | Cap/Oper  |                |         | 324     | 324            |                |        | 333    | 333            | 274            |       | 68     | 342            | 281            |        | 70     | 351    | 289            |       | 72                                     | 361                                       | Future s. 5307 UAFP grant application. |  |
|  | Preventive Maintenance   | Cap/Oper  | 6,000          |         |         | 6,000          | 6,000          |        |        | 6,000          | 5,726          |       | 1,432  | 7,158          | 5,719          |        | 1,430  | 7,149  | 5,711          |       | 1,428                                  | 7,139                                     | Carryover & Future s. 5307 UAFP grants |  |
|  | TOTAL  | 6,000   |                | 324     | 6,324   | 6,000          |                | 333    | 6,333  | 6,000          |                | 1,500 | 7,500  | 6,000          |                | 1,500  | 7,500  | 6,000  |                | 1,500 | 7,500                                  | Update following city budget action.      |  |  |
|  |  | 5307  |                | M       |         | 5307           |                | M      |        | 5307           |                | M     |        | 5307           |                | M      |        | 5307   |                | M     |  |   |  |  |
|  | <b>PARATRANSIT ELIGIBILITY &amp; MOBILITY COORDINATOR PROGRAM</b>  |   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | Project provides funding for mobility specialist to perform ADA complementary paratransit eligibility determinations, interviews and functional testing (IPA), transit orientation, and paths of travel assessments to/from residence and bus stops. | Cap   |                |         | 103     | 103            |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  | TOTAL  |   |                | 103     | 103     |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | M   |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |
|  |  | Seeking continued Section 5310 grant funding.<br>Awards for 2021 to be made in October. |                |         |         |                |                |        |        |                |                |       |        |                |                |        |        |        |                |       |  |   |  |  |

<sup>1</sup> Project programming shown in 2025 is for informational purposes only.  
(x) = Major project with capacity expansion. (\*) = MPO action required. Shading denotes those projects programmed for Federal funding.  
NOTE: Funds Key page 9.

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2021-2025 (\$000s) Madison Metropolitan Planning Area**

DRAFT

| Primary Jurisdiction/<br>Project Sponsor | Project Description  | Cost Type                       | Jan.-Dec. 2022 |       |       |       | Jan.-Dec. 2023 |       |       |       | Jan.-Dec. 2024 |       |       |       | Jan.-Dec. 2025               |       |       |       | Jan.-Dec. 2026 |       |       |       | Comments  |
|--|--|---------------------------------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|------------------------------|-------|-------|-------|----------------|-------|-------|-------|---|
|  |  |                                 | Fed            | State | Local | Total | Fed            | State | Local | Total | Fed            | State | Local | Total | Fed                          | State | Local | Total | Fed            | State | Local | Total |   |
|  |  |                                 |                |       |       |       |                |       |       |       |                |       |       |       |                              |       |       |       |                |       |       |       |   |
| <b>TRANSIT CAPITAL</b>                   |  |                                 |                |       |       |       |                |       |       |       |                |       |       |       |                              |       |       |       |                |       |       |       |   |
| <b>CITY OF SUN PRAIRIE</b>               | <b>BUS STOP INFRASTRUCTURE</b><br>Various infrastructure in support of the beginning of local transit service  | PE<br>ROW<br>CONST<br><br>TOTAL |                |       |       |       |                |       |       |       |                |       |       |       | 150 150<br><br>150 150<br>SP |       |       |       |                |       |       |       |   |
| <b>DANE COUNTY</b>                       | <b>MOBILITY MANAGEMENT PROGRAM</b><br>Continue mobility management program w/ multiple activities related to improving the effectiveness & efficiency of specialized transportation funding, coordination, and customer access to information. Also includes mobility training programs. | Cap<br><br>TOTAL                | 30 120 150     |       |       |       |                |       |       |       |                |       |       |       |                              |       |       |       |                |       |       |       | Seeking continued Section 5310 grant funding.<br>Awards for 2021 to be made in October.   |
| <b>Union Cab Accessible Taxi (UCATS)</b> | <b>ACCESSIBLE VEHICLE PURCHASES</b><br>Purchase 3 accessible vehicles for use by non-profit accessible taxi company  | Cap<br><br>TOTAL                | 119 119        |       |       |       |                |       |       |       |                |       |       |       |                              |       |       |       |                |       |       |       | Seeking Section 5310 grant funding<br>Awards for 2021 to be made in October.  |
| <b>INTERCITY RAIL/BUS</b>                |  |                                 |                |       |       |       |                |       |       |       |                |       |       |       |                              |       |       |       |                |       |       |       |   |
| <b>JEFFERSON BUS LINES</b><br>*          | <b>INTERCITY BUS SERVICE (Madison to LaCrosse)</b><br>Capital cost of contracting for service (total is est. net operating deficit)  | Cap/Oper<br><br>TOTAL           | 360 360        |       |       |       | 360 360        |       |       |       | 360 360        |       |       |       | 360 360                      |       |       |       | 360 360        |       |       |       | Limited portion of route within Dane Co. Passenger rev. est. to be \$239 in '22. Costs and revs assumed to increase at same rate in future years.                                       |
| <b>LAMERS BUS LINES</b><br>*             | <b>INTERCITY BUS SERVICE (Madison to Dubuque, IA)</b><br>Capital cost of contracting for service (total is est. net operating deficit)   | Cap/Oper<br><br>TOTAL           | 194 194        |       |       |       | 194 194        |       |       |       | 194 194        |       |       |       | 194 194                      |       |       |       | 194 194        |       |       |       | Limited portion of route within Dane Co. Cnty stops include Verona & Mt. Horeb. Passenger rev. est. to be \$93 in '22. Costs and revs assumed to increase at same rate in future years. |
| <b>LAMERS BUS LINES</b><br>*             | <b>INTERCITY BUS SERVICE (Madison to Wis. Rapids)</b><br>Capital cost of contracting for service (total is est. net operating deficit)   | Cap/Oper<br><br>TOTAL           | 241 241        |       |       |       | 241 241        |       |       |       | 241 241        |       |       |       | 241 241                      |       |       |       | 241 241        |       |       |       | Limited portion of route within Dane Co. Passenger rev. est. to be \$150 in '22. Costs and revs assumed to increase at same rate in future years.                                       |
| <b>LAMERS BUS LINES</b><br>*             | <b>INTERCITY BUS SERVICE (Madison to Green Bay)</b><br>Capital cost of contracting for service (total is est. net operating deficit)   | Cap/Oper<br><br>TOTAL           | 263 263        |       |       |       | 263 263        |       |       |       | 263 263        |       |       |       | 263 263                      |       |       |       | 263 263        |       |       |       | Limited portion of route within Dane Co. Passenger rev. est. to be \$177 in '22. Costs and revs assumed to increase at same rate in future years.                                       |

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(x) = Major project with capacity expansion. (\*) = MPO action required. Shading denotes those projects programmed for Federal funding.  
NOTE: Funds Key page 9.

**MPO Agenda Cover Sheet**  
**August 4, 2021**

**Item No. 9**

**Re:**

Presentation on Regional Travel Forecast Model Project

**Staff Comments on Item:**

Our travel model consultants are almost finished with the final refinements to the calibration of the new version of our model, which covers the entire county and has a 2016 base year and two future forecast years – 2035 and 2050. The travel model is used for developing traffic and transit ridership forecasts. It is used by MPO staff for analyzing projects for inclusion in the long-range regional transportation plan and for forecasts for design of local roadway projects. WisDOT uses the model for major studies such as the Beltline study and for design of state highway projects. WisDOT also has a statewide travel model, which is used to forecast growth in inter-county trips, which feeds into our county model.

Our consultant assisted in putting together a short presentation, which is attached, providing a high level overview of the features of the model which have been updated and/or replaced and the data used for estimation of the model. Staff will review that information and also discuss some of the future “what if” scenarios that will be tested with the model for the Regional Transportation Plan update to inform project and strategy selection and policy discussion.

**Materials Presented on Item:**

1. PowerPoint presentation on the new updated and improved regional travel model

**Staff Recommendation/Rationale:** For information and discussion purposes only.

# *Dane County Travel Demand Model Model Update - Overview*

*presented to*  
Greater Madison MPO Policy Board

*presented by*  
MPO Staff

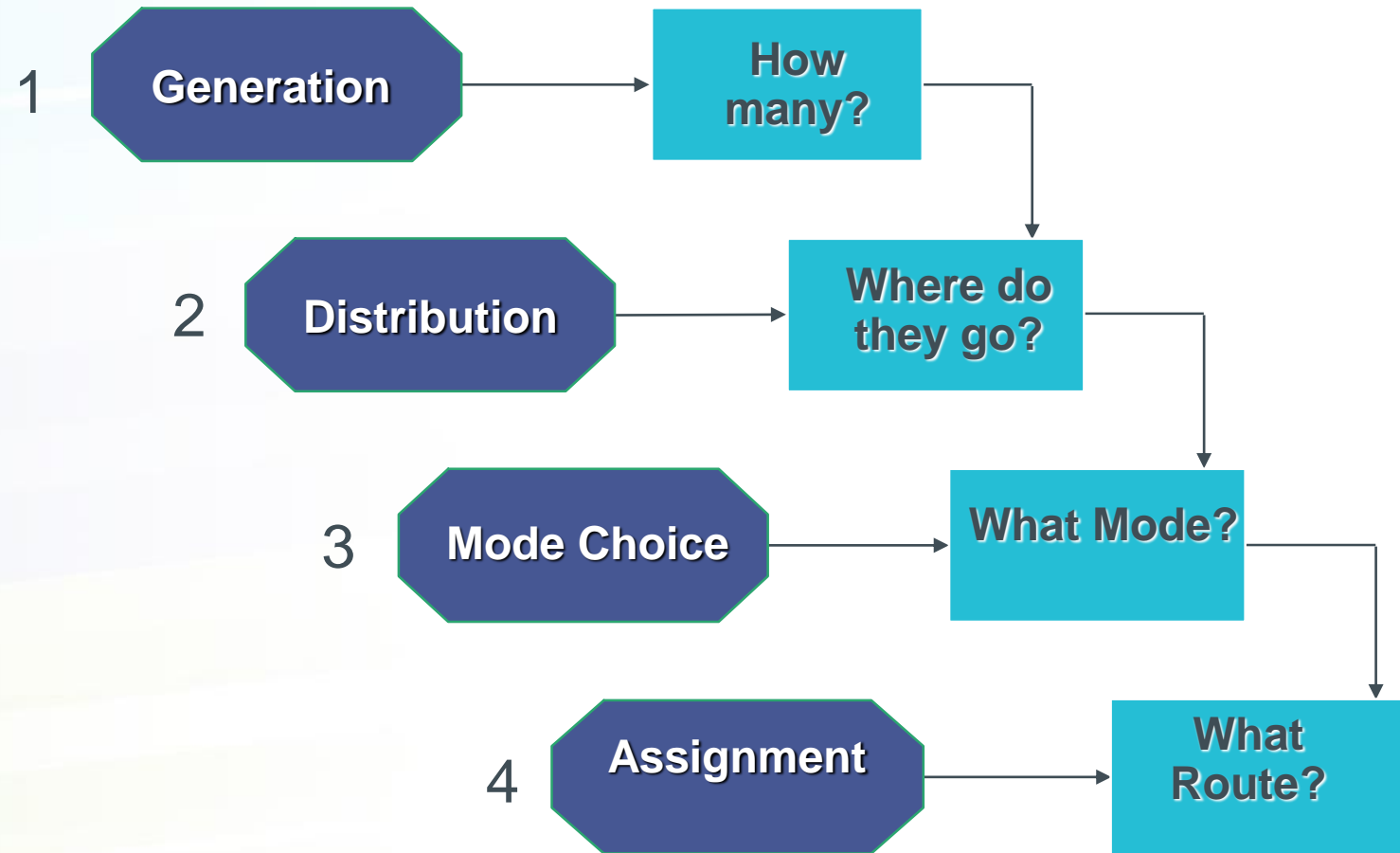
July 7, 2021



# *Dane County Travel Demand Model*

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Traditional  
Four-Step  
Model



# *Model Update Overview*

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- Model Year Updates
- NEW Household Travel Survey
- StreetLight OD data
- NEW Bike Network
- NEW Intersection Control/Delay
- NEW Trip Purposes
- NEW Destination Choice Model
- NEW Time of Day Trip Distribution (examples)

**Major Components  
Updated and Data  
Sources**

# Model Year Updates

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## ➤ Model years included in the model

- » Change from: Base Year 2010 and Forecast Year 2050
- » To: Base Year 2016 and Forecast Years 2035 and 2050

**Input Data**

## ➤ Updated Socioeconomic Data (2016, 2035 and 2050)

- » Updated number of households, employment (retail, service, and other)
- » Model now uses UrbanFootprint land use data in trip distribution and mode choice model steps

## ➤ Updated Networks

- » Highway projects completed between 2010 and 2016 coded to base network
- » Existing and Committed as well as Planned Projects to be updated
- » New Bike Network coded using Level of Traffic Stress

# Dane County

## Household and Employment Forecasts

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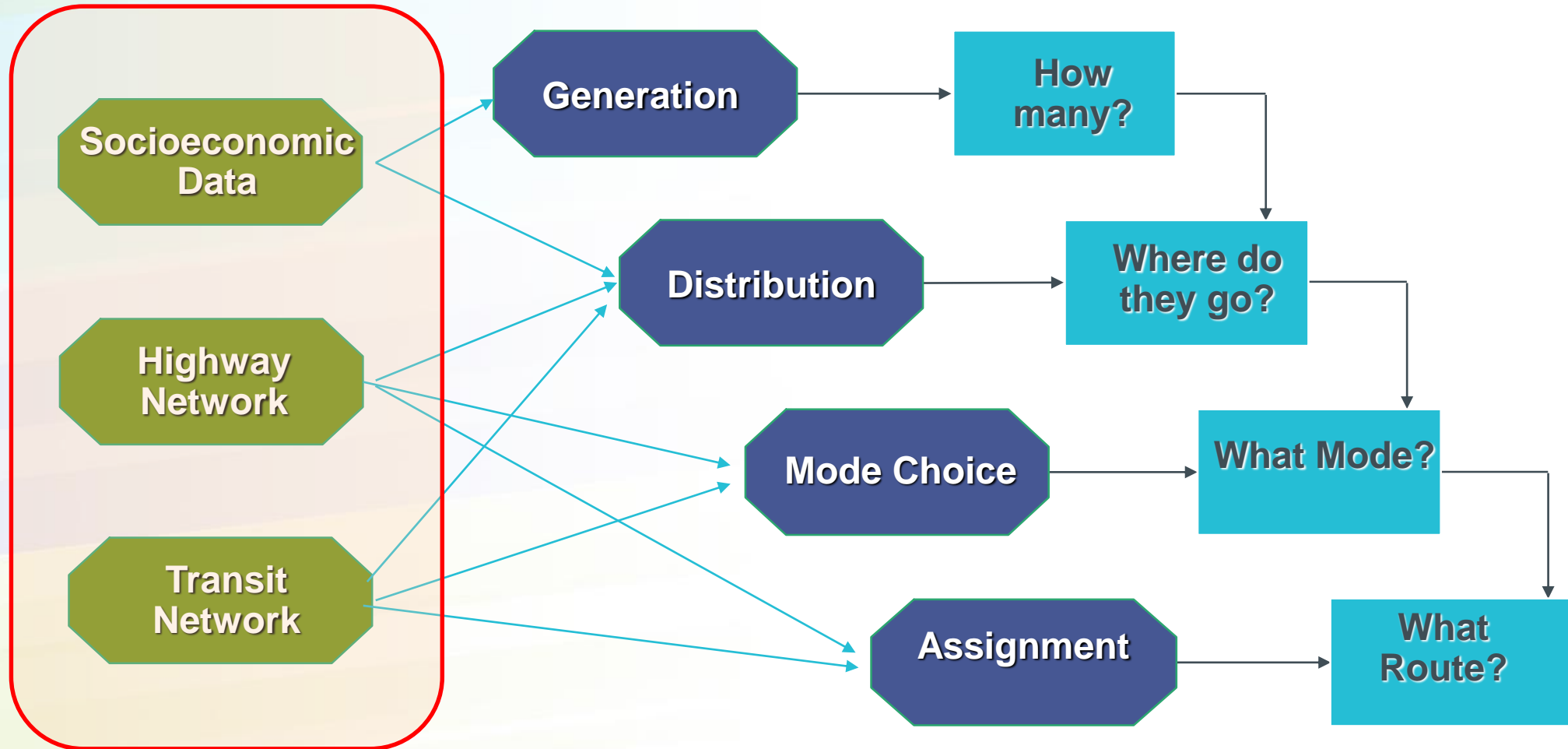
| <b>Current Model</b> |                |                    |
|----------------------|----------------|--------------------|
|                      | 2010 Base Year | 2050 Forecast Year |
| Total HHs            | 203,557        | 285,042            |
| Total Employment     | 312,850        | 397,208            |

| <b>New Model</b> |                |                    |                    |        |
|------------------|----------------|--------------------|--------------------|--------|
|                  | 2016 Base Year | 2035 Forecast Year | 2050 Forecast Year | Change |
| Total HHs        | 229,908        | 273,412            | 333,295            | 48,253 |
| Total Employment | 325,369        | 387,479            | 452,826            | 55,618 |

Input Data



# Four-Step Model



# Survey Data

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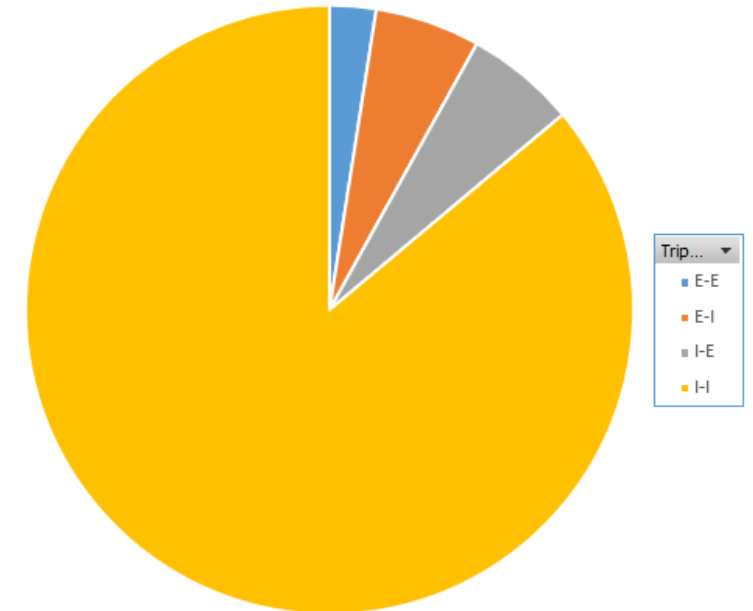
- National Household Travel Survey – County Residents
- Local Version of Survey by UW Survey Center – Metro Area
  - » Same format as NHTS
  - » Targeted traditionally under surveyed market segments
    - Minority Neighborhoods
    - Transit dependent populations
    - Also areas with high transit and bicycle use
- Surveys combined and used to update models



# Location Based Service Data

- Location Based Service (LBS) data purchased from StreetLight
- LBS data used to determine Dane County trips
  - » Begin and end in Dane County – 86%
  - » Begin outside of Dane and end in Dane – 5.75%
  - » Begin in Dane and end outside of Dane – 5.75%
  - » Travel through Dane County – 2.50%
- Updated through trip table broken down by trip purpose
  - » LBS tells us where trips entered and where they exited Dane County

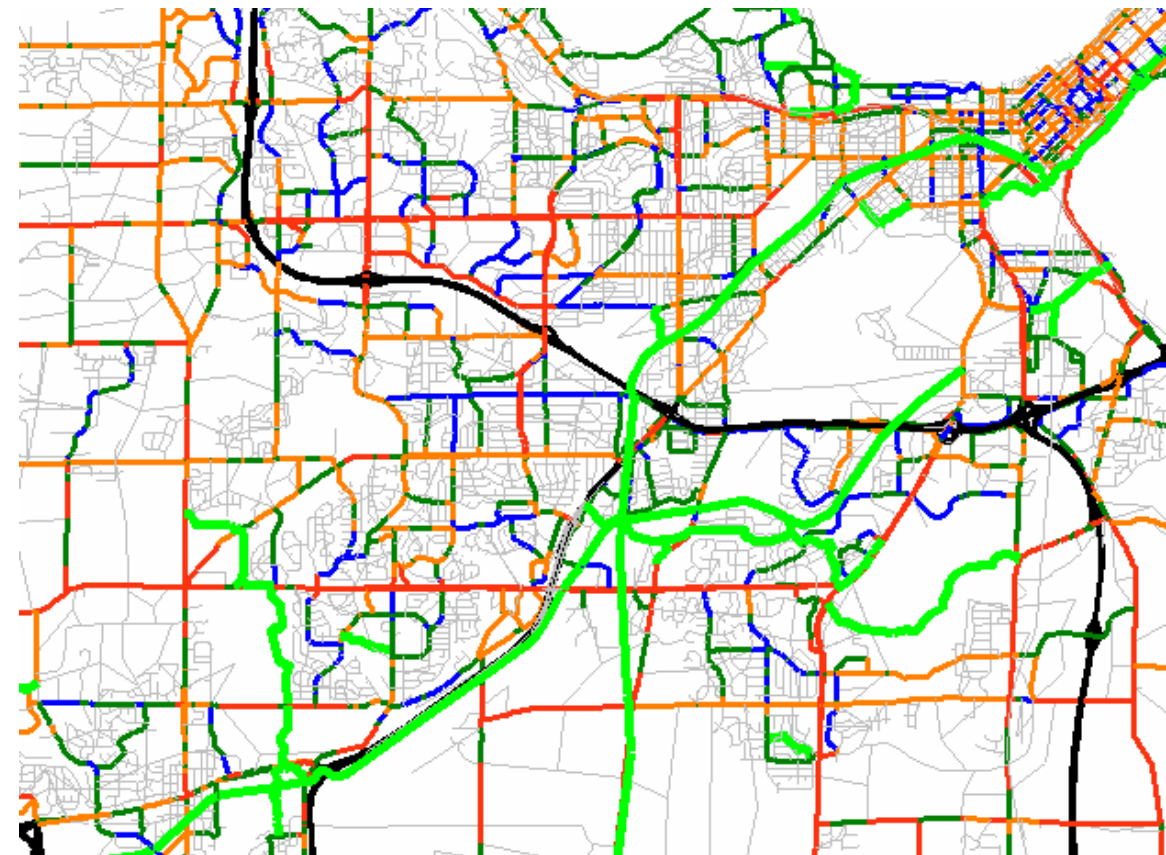
Average Daily O-D Traffic (StL Volume)



# *New Bicycle Network*

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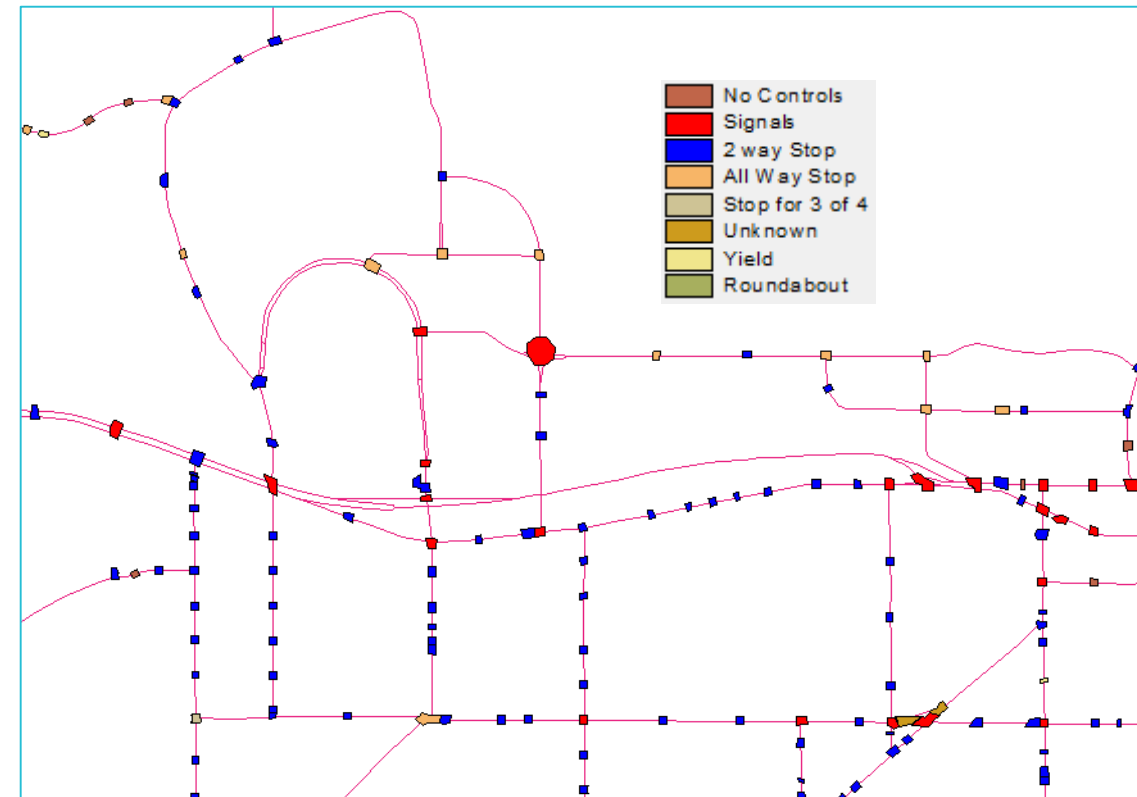
- Bike network added to the demand model
- Network includes bike level of traffic stress to help determine bike trips
  - » Bike stress levels range from 1 (dedicated bike path) to 4 (high stress) with 5 (for bikes not allowed)





# Network – Intersection Approaches

- Intersection approaches coded to the network
  - » No Controls
  - » Signals
  - » 2 Way stop
  - » All Way Stop
  - » All Way Stop
  - » 3 of 4 stop
  - » Yield
  - » Roundabout
- Delay can be added to intersections based on approach



# Expanded Trip Purposes

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- Each trip purpose has unique:
    - » Trip Generation Rates (number of trips)
    - » Average Trip Length and Trip Length Distribution
    - » Time of Day Characteristics
    - » Mode Shares (e.g, University trips more likely to bike/walk)
  - Updated Survey Data supported additional trip purposes
  - More trip purposes better captures how specific trip types behave.
- Updated Purposes
    - » Home Base Work
    - » Home Based University
    - » Home Based Shopping – Local
    - » Home Based Shopping - Regional
    - » Home Based School
    - » Home Based Social/Recreational
    - » Home Based Other
    - » Non-Home Based

# *Trip Distribution Model*

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- Replaced Gravity Model with Destination Choice Model
- **Gravity Model**
  - » Trip productions and trip attractions by trip purpose
  - » Impedance (travel time) between zones
- **Destination Choice Model**
  - » Trip productions by trip purpose
  - » Size Variable: Variable that estimates the activity in a zone that may attract trips
  - » Distance to zones
  - » Zone environment (can consider open space and parks that would otherwise not 'attract trips)
  - » Logarithmic Sum (Logsum): Data that considers all modes of travel available. (changes to the transit network can impact where trips travel)
  - » Other purpose specific factors

# *Trip Distribution Time of Day*

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- Trip Distribution model now applied at the AM peak, Mid-Day, PM Peak and Night-time time periods.
- Prior gravity model was applied at the daily level and then split into time periods.
- New application process allows the trips to be distributed based on time period specific travel time data.
  - » Peak period shoulder running on Beltline will only impact the trip making of trips made during the peak periods
  - » Previous daily model would impact daily trips – including non-peak period trips

# Summary

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- Model updated to Base Year 2016 with 2035 and 2050 forecasts
- Models updated with up-to-date local survey data
- Locational based survey data used to estimate through travel
- Bike travel time now explicitly accounted for
- Expanded Trip Purposes for more detail
- New Destination Choice Model allowing for better trip distribution
- Time period trip distribution to better reflect time period specific travel attributes

# *Planned Scenario Testing Using Model for RTP*

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- Connected Autonomous Vehicles
  - » Reduced Access Time, No Parking Costs, Inc. Auto Availability, Inc. Freeway Capacity, Inc. auto occupancies, etc.
- Rideshare/hail services
- Telework influence on work and non-work trips
- Auto operating and parking cost
- Online shopping influence on truck and passenger travel
- Increased transit service/access and quality/access of bikeway network

**MPO Agenda Cover Sheet**  
**August 4, 2021**

**Item No. 10**

**Re:**

Review of *Connect Greater Madison*: Regional Transportation Plan 2050 Update Public Survey Results

**Staff Comments on Item:**

A public survey for the Regional Transportation Plan update was conducted to obtain feedback on people’s perceptions of the transportation system, views on priorities and important issues needing to be addressed, and support for policies and strategies and funding options.

As was reported to the board during the July meeting, the survey results were impacted by what appear to be bot-generated responses. Staff developed and applied a multi-step methodology to cull non-human responses from the results, and applied multiple quality assurance steps to ensure that only bot-generated responses were removed by that methodology. The data filtering methodology and quality assurance steps are described in the attached document.

“Cleaned” survey results are reported in the attached public survey results document, and indicate widespread support of existing RTP goals. Although response rates from BIPOC participants were low compared to the area’s population, this is a common shortcoming of traditional public engagement efforts and was not unexpected. The MPO’s focus groups were conducted with the express purpose of reaching these populations and documenting their experiences with the transportation system in the Madison area.

**Materials Presented on Item:**

1. Data filtering methodology
2. Summary of *Connect Greater Madison* public survey results

**Staff Recommendation/Rationale:** For information and discussion purposes only.

## **Data Filtering Methodology for potential unreliable data Regional Transportation Plan 2050 Update Public Survey**

871 Responses total

Responses received from June 4<sup>th</sup>, 2021 until July 11<sup>th</sup> 2021

274 Potential “real” answers

### **How to use this memo:**

The first page of this memo contains the evidence for sifting through this data and covers how the methodology to filter the data was chosen.

The second page contains the methodology and the third page includes color guide. This document links to the excel file:

[\\FPS2\DATA2\Plroot\MPO\RideshareTDM\Regional Surveys\2021 Survey\Survey\\_results\\_filtered\\_draft\Regional Transportation Plan RTP 2050 Public Survey.xlsx](\\FPS2\DATA2\Plroot\MPO\RideshareTDM\Regional Surveys\2021 Survey\Survey_results_filtered_draft\Regional Transportation Plan RTP 2050 Public Survey.xlsx)

### **Why is this data being filtered:**

The MPO suspects the survey fell subject to a bot or non-human responses to be entered into the VISA gift card prize drawing.

### **Where is the evidence:**

- The MPO received 356 responses on 6/24/2021 and 219 responses on 6/25/2021. To compare, the highest response rate the MPO saw on any other day was on 7/8, and on that day we only received 43 responses. The MPO received responses on a total of 10 days (according to survey monkey), not including 6/24 and 6/25, we averaged 16 responses a day across 8 different days (these data points came from survey monkeys insight page and should be subject to scrutiny before being released publicly)
- Many responses contained the exact same language for Q.5, an open ended question asking what else we should consider in long-range planning (responses were “None” or “N/A”)
- We received many responses completed in under 5 minutes, and some responses in under 4 minutes. Survey monkey puts the estimated time to complete the survey at 11 minutes
- When asked to leave their name and email address to be eligible for a VISA gift card raffle drawing, many given names did not correspond to their given email addresses. While this is not a sure sign of bot-behavior, the pure amount of emails and names not matching up is surprising (e.g. Respondent written in name is “John Doe” but the given email is “Monicasmith76@email.com”)
- Respondents who answered “None” or “N/A” for our [trap question](#) AND completed the survey in less than 4:00 minutes, overwhelming had only one response to multiple-choice questions (such as Q.3 “What types of transportation projects would you like to see our region invest in more heavily? (Select up to 6)”. Many respondents who display bot-like behavior on a variety of other factors only choose ONE response for this question, or Q.12 “Do you or a member of your household: (check all that apply)”)



### **How this data was filtered:**

This data was filtered using five methods:

- Looking at the “trap” question, question 5 (open ended). Respondents who answered “None” or “N/A” verbatim were first flagged for potential bot like behavior. Question 5 asks: “What else should we consider in long-range transportation planning, that you think will have a big impact on transportation and how people choose to get around over the next 30 years? (examples include changes in technology, roadway tolling, preferences for where people live and how they get around, expanded broadband wireless access, more remote work, etc.)”
- Looking at estimated time of completion (under five minutes).
  - Of these responses seeing if the emails and provided names match
  - Of these responses seeing if the zip code they gave matches up to the community that respondents claim to live in
  - Of these respondents seeing how many options they chose on “check-mark” or select all that apply questions

### **Methodology:**

A raw data sheet was downloaded via Survey Monkey that contained all the responses in an Excel file. This sheet was copied and color coded to flag potential bot responses (color guide below). Colors were assigned to various responses by filtering through different columns (answers) discussed above. The data was not sorted at any time, other than on the final sheet, so respondent numbers indicated below will match up on the excel sheet (the numbers are based on their respective row in the excel file. Responses start on row 3, which contains the last response to the survey; rows are organized last to first.

1. Responses were filtered by column BH (Question 5). All responses that contained “N/A” or “None” were highlighted and parsed. These were color-coded green. Responses that are color-coded blue are outliers and insights are represented below:

602 Respondents answered “None” or “N/A” (including capitalization). Of those:

- Four respondents did not write in their email address, name and did not opt to receive information or to be entered into the raffle. (5, 72, 726, 784)
- Five respondents opted to be included in the raffle but did not include an email. (491-495)
- One respondent opted to be in the raffle but did not include their name or email address. (670)
- One is a verified respondent familiar to MPO staff

*Based on filtering via this “trap question” method alone, it would suggest that 591 responses that we received came from non-human sources or could contain inaccurate information.*

2. Estimated time of completion was the second filtering method. This was calculated by formatting the “start date” and “end date” columns in excel to time cells (format cells>number>time>XX:XX:XX) and using a third column called “estimated time of completion” using a formula to subtract end date from start date. (Note: this does not capture outliers who took multiple days to complete the survey and was only used to flag responses that took less than 5 minutes and less than 4 minutes)

Responses that were completed in 3:59 or less were highlighted in yellow. ALL of the respondents that completed the survey in less than four minutes (outside of one respondent – 77/78 who provided their name, completed the survey in 8 seconds and completed it twice) wrote “N/A” or “None” for their answer for question 5.

Responses that completed the survey between 4:00 and 5:00 were highlighted in orange.

Outliers:

#77 completed the survey in 8 seconds and included an email address. Response #78 was completed in 8 minutes. This does not suggest that the responses were completed by a bot, but does not indicate good data. Response #77 was removed, as both responses had the same data.

#700 complete the survey in under 4 minutes, but left the trap question blank. This response was removed as the zip code given was 37870.

#705 took 4:33 to answer the survey but did not provide an email address or name and was therefore kept.

#767 took under five minutes but displayed no other sign of being completed by a bot and was therefore kept.

#### **Color Code:**

All highlighted respondents were removed on the final clean data sheet. Blue outliers were kept, except for those, whose email addresses did not match up to their name, whose zip code did not match the community that they lived in and who only provided one answer on a multiple-answer question.

**Blue:** Outlier

**Green:** N/A or None on Question 5, longer than 5:00 minutes ONLY

**Yellow:** N/A or None and completed between 3:00 and 3:59

**Orange:** Completed between 4:00 and 5:00

- Blue highlight represents an outlier – more information can be seen below
- Respondents who indicated “N/a” or “None” for the “trap” question are highlighted in Green, except for those indicated in methodology part 1 (they responded N/A or None, but took longer than 5:00 minutes to complete the survey)
- If a respondent completed the survey in under four minutes they are yellow (all of these respondents indicated N/A or None in their response outside of the outliers indicated above)
- Respondents highlighted in orange took between 4:00 and 5:00 to complete the survey

#### **Quality Assurance:**

Question #3 included a free-form text box for “Other” responses; All responses to this question were unique, and no responses to this question were from flagged responses.

Question #4 included a free-form text box for “Other” responses; All but two responses to this question were unique, and no responses to this question were from flagged responses. The duplicate responses were from the previously-identified respondent who completed the survey twice (#77 and #78)

Question #7 included a free-form text box for “Other” responses; All but two responses to this question were unique, and no responses to this question were from flagged responses. The duplicate responses

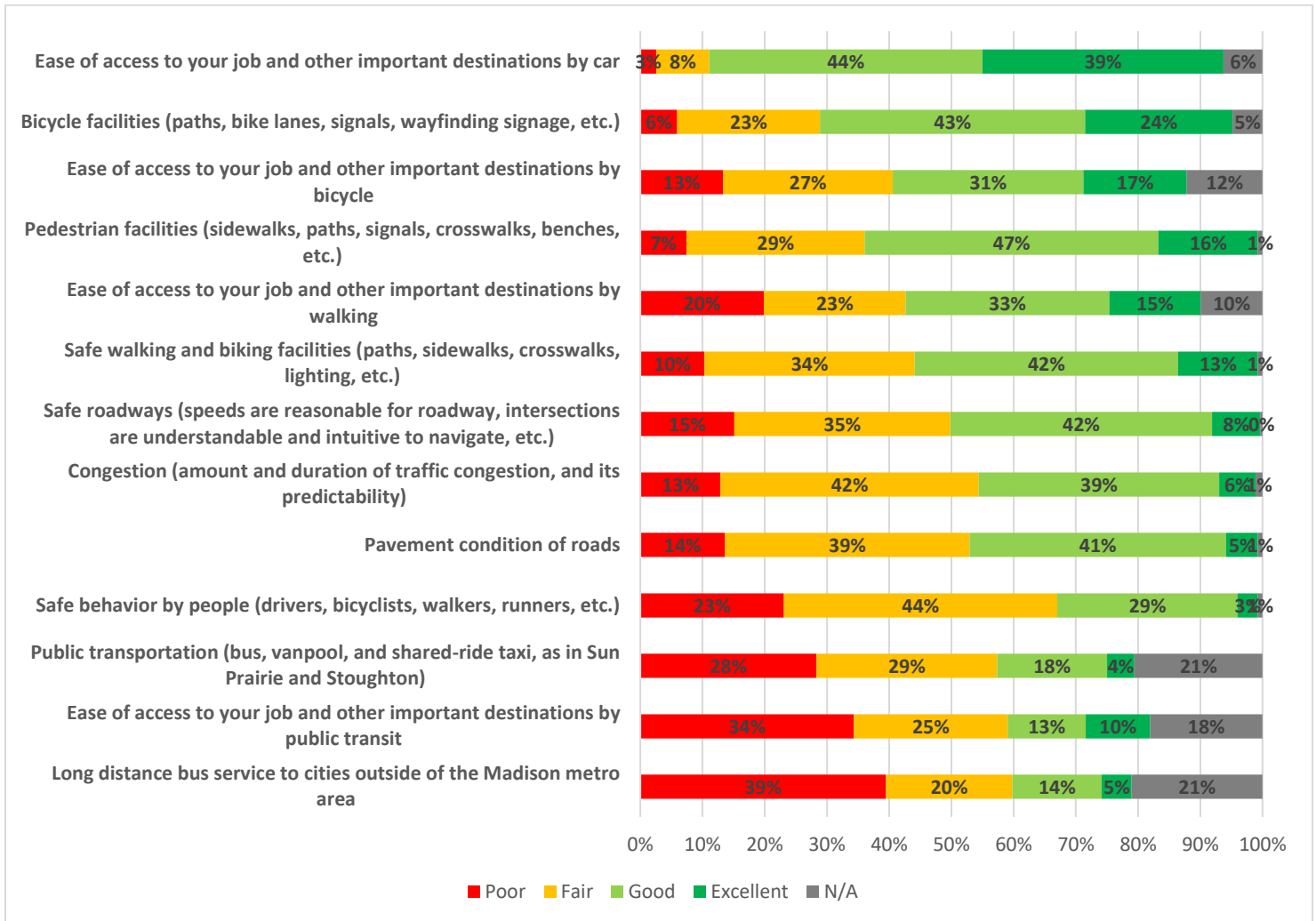
were from the previously-identified respondent who completed the survey twice (#77 and #78). One additional “outlier” (blue) unique response was provided.



GREATER MADISON  
**mpo**

**Connect Greater Madison 2050 RTP**  
**Public Survey Results**

# Question 1: Based on your experience, how would you rate the quality of the following?

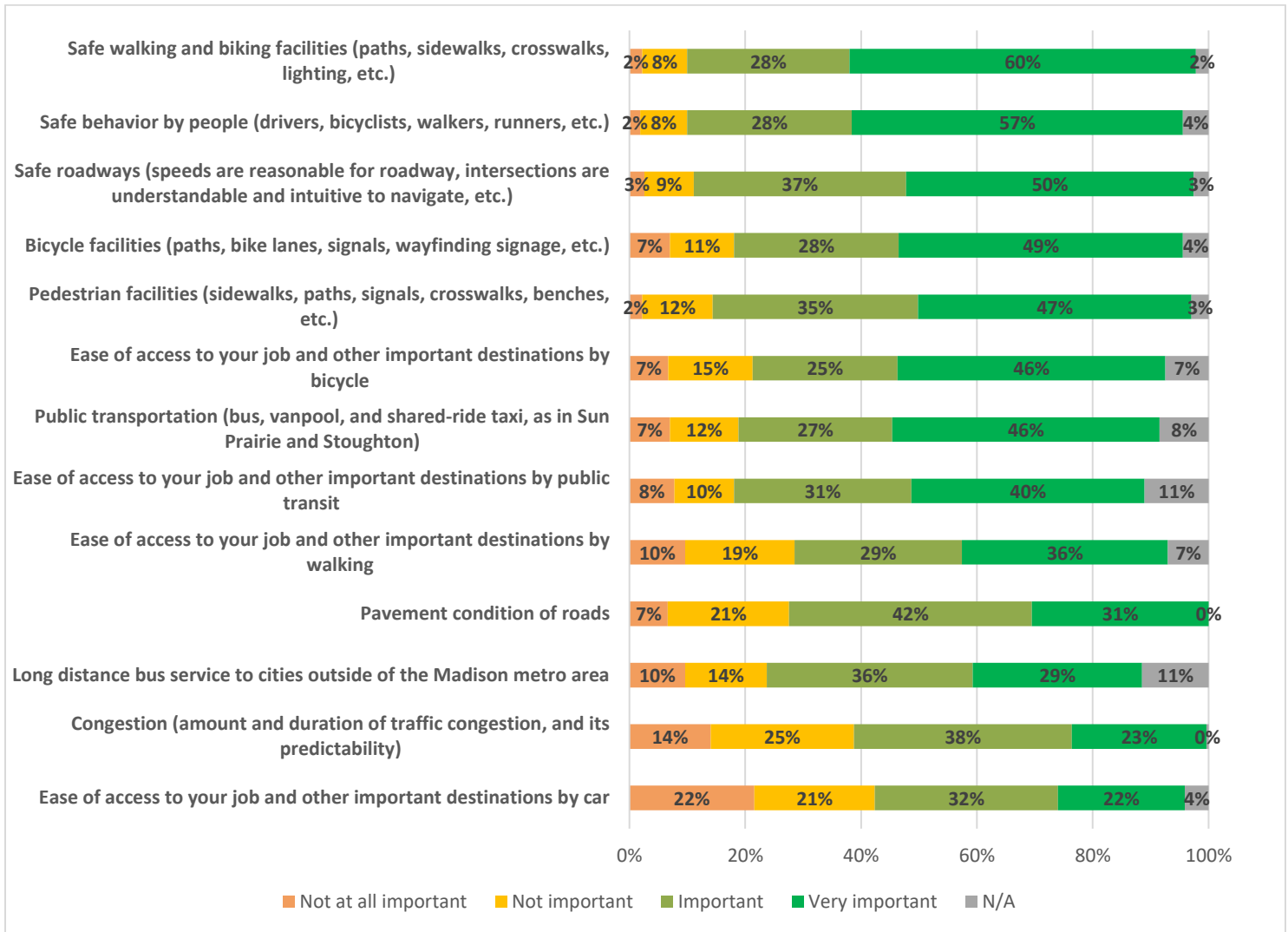


| Answer Choices   | Poor      | Fair      | Good       | Excellent  | N/A       | Total |
|--|-----------|-----------|------------|------------|-----------|-------|
| Ease of access to your job and other important destinations by car           | 3%, (7)   | 8%, (23)  | 44%, (119) | 39%, (105) | 6%, (17)  | 271   |
| Bicycle facilities (paths, bike lanes, signals, wayfinding signage, etc.)    | 6%, (16)  | 23%, (62) | 43%, (105) | 24%, (64)  | 5%, (13)  | 270   |
| Ease of access to your job and other important destinations by bicycle       | 13%, (36) | 27%, (74) | 31%, (83)  | 17%, (45)  | 12%, (33) | 271   |
| Pedestrian facilities (sidewalks, paths, signals, crosswalks, benches, etc.) | 7%, (20)  | 29%, (77) | 47%, (127) | 16%, (43)  | 1%, (2)   | 269   |
| Ease of access to your job and other important destinations by walking       | 20%, (54) | 23%, (62) | 33%, (89)  | 15%, (40)  | 10%, (27) | 272   |

## Connect Greater Madison RTP 2050 Public Survey

|  |               |               |               |              |              |            |
|--|---------------|---------------|---------------|--------------|--------------|------------|
| <b>Safe walking and biking facilities (paths, sidewalks, crosswalks, lighting, etc.)</b>                                   | 10%,<br>(28)  | 34%,<br>(92)  | 42%,<br>(115) | 13%,<br>(35) | 1%, (2)      | <b>272</b> |
| <b>Safe roadways (speeds are reasonable for roadway, intersections are understandable and intuitive to navigate, etc.)</b> | 15%,<br>(41)  | 35%,<br>(94)  | 43%,<br>(114) | 8%, (21)     | 1%, (1)      | <b>271</b> |
| <b>Congestion (amount and duration of traffic congestion, and its predictability)</b>                                      | 13%,<br>(35)  | 42%,<br>(113) | 39%,<br>(105) | 6%, (16)     | 1%, (3)      | <b>272</b> |
| <b>Pavement condition of roads</b>   | 14%,<br>(37)  | 39%,<br>(107) | 41%,<br>(112) | 5%, (14)     | 1%, (2)      | <b>272</b> |
| <b>Safe behavior by people (drivers, bicyclists, walkers, runners, etc.)</b>   | 23%,<br>(63)  | 44%,<br>(120) | 29%,<br>(79)  | 3%, (9)      | 1%, (2)      | <b>273</b> |
| <b>Public transportation (bus, vanpool, and shared-ride taxi, as in Sun Prairie and Stoughton)</b>                         | 28%,<br>(77)  | 29%,<br>(79)  | 18%,<br>(48)  | 4%, (12)     | 21%,<br>(56) | <b>272</b> |
| <b>Ease of access to your job and other important destinations by public transit</b>                                       | 34%,<br>(93)  | 25%,<br>(67)  | 13%,<br>(34)  | 10%,<br>(28) | 18%,<br>(49) | <b>271</b> |
| <b>Long distance bus service to cities outside of the Madison metro area</b>   | 39%,<br>(107) | 20%,<br>(55)  | 14%,<br>(39)  | 5%, (13)     | 21%,<br>(57) | <b>271</b> |

## Question 2: How important is it to you that the current quality of each of the following be improved?



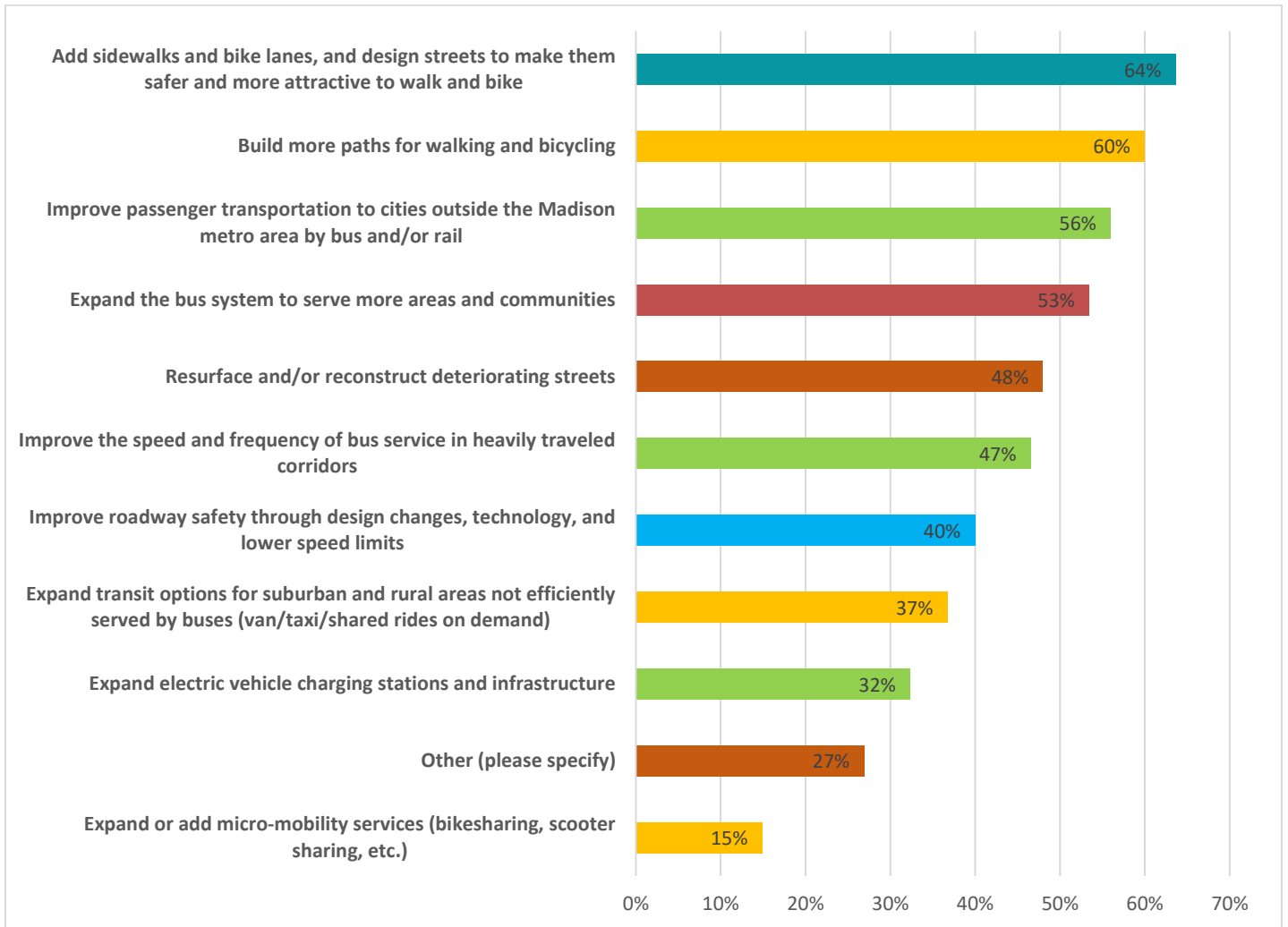
| Answer Choices  | Not at all important | Not important | Important | Very important | N/A      | Grand Total |
|---|----------------------|---------------|-----------|----------------|----------|-------------|
| Safe walking and biking facilities (paths, sidewalks, crosswalks, lighting, etc.)                                   | 2%, (6)              | 8%, (21)      | 28%, (76) | 60%, (162)     | 2%, (6)  | 271         |
| Safe behavior by people (drivers, bicyclists, walkers, runners, etc.)   | 2%, (5)              | 8%, (22)      | 28%, (77) | 57%, (155)     | 4%, (12) | 271         |
| Safe roadways (speeds are reasonable for roadway, intersections are understandable and intuitive to navigate, etc.) | 3%, (7)              | 9%, (23)      | 37%, (99) | 50%, (134)     | 3%, (7)  | 270         |
| Bicycle facilities (paths, bike lanes, signals, wayfinding signage, etc.)   | 7%, (19)             | 11%, (30)     | 28%, (77) | 49%, (133)     | 4%, (12) | 271         |

## Connect Greater Madison RTP 2050 Public Survey

|  |           |           |            |            |           |     |
|--|-----------|-----------|------------|------------|-----------|-----|
| <b>Pedestrian facilities (sidewalks, paths, signals, crosswalks, benches, etc.)</b>                | 2%, (6)   | 12%, (33) | 35%, (96)  | 47%, (128) | 3%, (8)   | 271 |
| <b>Ease of access to your job and other important destinations by bicycle</b>                      | 7%, (18)  | 15%, (39) | 25%, (67)  | 46%, (124) | 7%, (20)  | 268 |
| <b>Public transportation (bus, vanpool, and shared-ride taxi, as in Sun Prairie and Stoughton)</b> | 7%, (19)  | 12%, (32) | 27%, (72)  | 46%, (125) | 8%, (23)  | 271 |
| <b>Ease of access to your job and other important destinations by public transit</b>               | 8%, (21)  | 10%, (28) | 31%, (83)  | 40%, (109) | 11%, (30) | 271 |
| <b>Ease of access to your job and other important destinations by walking</b>                      | 10%, (26) | 19%, (51) | 29%, (78)  | 36%, (96)  | 7%, (19)  | 270 |
| <b>Pavement condition of roads</b>   | 7%, (18)  | 21%, (57) | 42%, (114) | 31%, (83)  | 0%, (0)   | 272 |
| <b>Long distance bus service to cities outside of the Madison metro area</b>                       | 10%, (26) | 14%, (38) | 36%, (96)  | 29%, (79)  | 11%, (31) | 270 |
| <b>Congestion (amount and duration of traffic congestion, and its predictability)</b>              | 14%, (38) | 25%, (67) | 38%, (102) | 23%, (63)  | 0%, (1)   | 271 |
| <b>Ease of access to your job and other important destinations by car</b>                          | 22%, (58) | 21%, (56) | 32%, (85)  | 22%, (59)  | 4%, (11)  | 269 |



### Question 3: What types of transportation projects would you like to see our region invest in more heavily? (Select up to 6)



**Answer Choices**

**Responses:**

|  |            |
|--|------------|
| Add sidewalks and bike lanes, and design streets to make them safer and more attractive to walk and bike | 64%, (175) |
| Build more paths for walking and bicycling   | 60%, (165) |
| Improve passenger transportation to cities outside the Madison metro area by bus and/or rail             | 56%, (154) |
| Expand the bus system to serve more areas and communities  | 53%, (147) |
| Resurface and/or reconstruct deteriorating streets   | 48%, (132) |

## Connect Greater Madison RTP 2050 Public Survey

**Improve the speed and frequency of bus service in heavily traveled corridors** **47%, (128)**

**Improve roadway safety through design changes, technology, and lower speed limits** **40%, (110)**

**Expand transit options for suburban and rural areas not efficiently served by buses (van/taxi/shared rides on demand)** **37%, (101)**

**Expand electric vehicle charging stations and infrastructure** **32%, (89)**

**Other (please specify)** **27%, (74)**

**Improve traffic flow on major highways through roadway expansions and technology solutions** **24%, (67)**

**Expand or add micro-mobility services (bikesharing, scooter sharing, etc.)** **15%, (41)**

### **Other (please specify)**

#### **Write-in responses:**

Make speed limits on East Wash reasonable again. More speed and parking enforcement in residential areas (Elvehjem!).

Add a train connection to Amtrak to increase ease of getting to Mpls, Milw and Chicago

Rail options to major cities of Chicago and Minneapolis.

Expanding traffic volume on the Beltline with the recent Verona Road project was a pathetic blunder that harms human health and forces Madison residents to suffer all the consequences of increased air pollution, noise and collision dangers. We needed a BYPASS for all the traffic passing through on the Beltline that needs no access into Madison. Opening the shoulder to rush hour traffic is another assault on Madison residents, not to mention people needing to pull over safely onto the shoulder for emergencies. Commuters outside the city need to use transit and high-density ride-shares. The land and money being spent on parking is a massive waste, when that land is needed to denser, AFFORDABLE housing. We need to use the RAIL CORRIDOR fro Sun Prairie to Middleton for commuter rail, and instead of having more busses in the BRT program, we need to use busses to shuttle students, workers and shoppers to and from the rail line. Now that the pandemic is waning, traffic congestion is once again building back to its pre-pandemic levels of idiocy.

I didn't select "improve traffic flow . . ." because of roadwork currently being done to address that issue.

SERIOUSLY CONSIDER UTILIZING THE EXISTING RAIL NETWORK (OWNED BY THE STATE) FOR COMMUTER SERVICE. AT LEAST TRY A TWO-YEAR TEST USING LEASED EQUIPMENT.

We badly need rail to major cities like Green Bay, Minneapolis, Milwaukee etc. Sure would be nice to have kinetic pavement in high traffic areas in madison. So cool.

Improving the frequency and destinations of the bus system is top priority.

## Connect Greater Madison RTP 2050 Public Survey

Better, more consistent police enforcement around distracted and drunk driving. It's kind of bananas how it's socially acceptable to willingly endanger friends and neighbors in Wisconsin.

We badly need rail to major cities like Green Bay, Minneapolis, Milwaukee etc. Sure would be nice to have kinetic pavement in high traffic areas in Madison. So cool.

Close State Street and make it a Pedestrian walkway

I really wish there was a way to convince drivers to take public transportation.

The condition of streets a safety hazard for drivers and bikers

I have not liked the changes at all to the PD/Verona Road intersection and access to Verona Road, and access from Verona to the Home Depot area. The design is confusing, complex, and a mess.

Reduce vehicle capacity on urban arterials which are killing people and creating a barrier, replace with transit and separated bike facilities.

We need a rail system in Madison. How there isn't a train from Sun Prairie to MSN to the Capitol to Campus to the Hospitals to Middleton to Verona to Epic is beyond me, but we have to commit to something better than the Belt line.

Electric bicycles expanded to connect with Madison system

Build North Mondata Parkway and Build a new South Beltline corridor.

We need more roundabouts. Specifically, on Sigglekow Rd where intersecting with: 1) Valle Rd/Freedom Ring Dr, 2) Autumn Ln/Freeze Ln, 3) Marsh Rd, and 4) Holsher Rd. It would slow down traffic naturally and let folks out of subdivisions where it's hard to get out of with the current four way stops (Freedom Ring/Valley) and Holsher Rd intersections. PLEASE consider putting in roundabouts.

Many work zones are confusing to drive through and some work zones exist for multiple years. Improved winter maintenance of streets.

Bus and other services to/from McFarland are a MUST!!!

When we have a battery the size of a gas tank that holds a charge for a 1000 miles and will fully charge in two hrs the technology and resources are here for a green world.

Discourage single passenger trips

North Mendota Parkway is long over due

We live in Fitchburg and bike to Verona for work. Verona has the worst biking infrastructure, please prioritize Verona here.

It'd be great if amenities (grocery stores, schools, libraries, and jobs) were spaced out among residential zones so that you'd never have to work/go to school/shop outside of reasonable walking distance. I don't like how the city seems to be set up \*for cars\* rather than \*for people\*

Work with city planners to \*\*reduce the need for transportation\*\*, by ensuring that all urban and suburban residents are within walking and/or biking distance of popular retail destinations (grocery stores, restaurants, etc), and don't have to cross any dangerous roads to get there.

Add sidewalks to residential areas in Cross Plains.

## Connect Greater Madison RTP 2050 Public Survey

Primary issue for not using other transportation to other cities is combination of cost and time. pretty much HAVE to drive to a place to get on mass transit to go anywhere outside the city.

North Mendota Parkway

na

Would like to see rail projects to help service surround areas of Madison, and to service outside of Dane county

More non-stop cities from DCRA

Enforcing all traffic laws against sociopathic drivers, of which we have tons

Who is to pay for these improvements? This should be a three part question, i.e., between now and 2030 and then from 2030 to 2040 then 2040 to 2050.

Electric vehicle charging will be important in the future, but I think will be handled by private business. Government needs to make public transit, biking, and walking convenient, affordable, and safe.

I would love to see passenger trains in Madison. I would love to electric buses, including school buses. Focus on fixing the streets and bridges we have, not on adding more.

make developers pay for expansion for future traffic they cause (impact fees)

Stop the drag racing on E Washington Ave - it's a loud and continual hazard for those living within a mile of it.

Build the northern beltline that has been on the maps since 1970. Stop attempting bandaid solutions in residential corridors and county roads that waste money and will never solve the real problem of getting people where they need to go.

North Mendota Parkway is way overdue!

Plan for greater use of autonomous electric vehicles. Perhaps consider support for autonomous vehicle sharing services.

Build the North Mendota Parkway

instead of expanding ways for people to get to work...encourage at a minimum work at home options. The one good thing about Covid---shows it can work. Maybe not fulltime but part time would greatly reduce work related traffic.

Some speed limits should be raised, to relieve congestion, i.e. beltline speed limit should be 65, same for hwy 12 to Sauk City. No speed limit should be lowered, that only increases congestion, roads design should be changed to improve safety NOT lower speeds.

Make public transit more attractive by subsidizing or eliminating fares.

The number of people running red lights is absolutely shocking! It's really ramped up. Camera's, traffic cops, whatever can be done SHOULD be done, stat!

Favor rail transportation to destinations outside of Dane County. Particularly Chicago.

I like the idea of bikeshare and such, but it is notoriously implemented in a way that doesn't serve lower-income areas of cities. And, as a person without a smartphone, I find that in other cities I visit I am unable to use the scooter systems they have there. I do use BCycle in Madison and like it very much but if it were expanded I'd hope we could be intentional about equitable access.

## Connect Greater Madison RTP 2050 Public Survey

This entire survey is pointless. Whoever wrote it and whoever approved it should go to college. These questions directly lead the people taking the survey to answer exactly as the department wants to. It's honestly embarrassing that you're even sending this out.

Add way finding signs along bike routes.

Yes rail, please!

Eliminate creating high speed corridors like Monroe St. etc. at special hours of the day. Slow this down, tie it up, I don't care....instead give people park & ride lots. Get the traffic out of our neighborhoods.

rail access to other cities!!!

More educational outreach to all users of the system, especially drivers.

Glowing side walks/bike trails for safety/visibility at night without contributing to light pollution. More protected bike lanes. Stop signs rather than yield signs for roads intersecting bike paths. Signs indicating "look out for bikes and pedestrians". High speed rail to Minneapolis!

More folks on good public transportation, walking& biking= less traffic congestion

Trolley or Light rail from East Towne to West Towne

Nothing to add.

I live on the corner of S. Mills St and Drake St. A very dangerous intersection. Cars (and bikes) running the stop sign constantly!

prioritize rapid transit options within the city and between cities.

improve traffic flow on bike paths at intersections: better-timed lights for bike traffic, accomodation for bikes with a larger turning radius (cargo bikes, bikes with trailers), accomodations for more bikes merging on to bike path from intersection and for more bikes on traffic islands.

Bike paths are recreational, they are not transportation. Please pay attention to Madison's North Side, which needs safe bicycle transportation. Rail is key for regional transportation.

Removing freeways/urban highways like Stoughton Road, Highway 30, or Campus Drive and turning them into surface streets

1. Build North Mendota Parkway.

The city needs to focus on mass transit as a primary transportation method instead of focusing on comuter needs. It is impossible to take a bus across town or to any of the hospitals during off hours without several transfers and at least an hour of time

Shared streets where driving is at pedestrian speeds.

Non-auto transportation method/supports which are visually attractive, e.g. attractive bus stops and buses (or rail if that's feasible), and separated bike paths in leu of car lanes which are lined with vegetation, and city/county owned rain gardens in leu of parking spaces

Expand BRT and feeder buses to BRT. Dramatically increase gas costs so people take the bus (we've seen that work before, and people are healthier and happier). Penalize large cars.

Light rail

## Connect Greater Madison RTP 2050 Public Survey

Prioritize walking, biking then local and intercity bus and rail, and only after that EVs. Give transportation equity and accessibility priority.

Install Bike Cages, Park and Ride Lots and High Speed Trains

Improve rail to cities and destinations outside of Madison, for example the Dells, Chciago, Milwaukee, and other local areas.

Include options for Cottage Grove either by freeway or county road

## Question 4: In your opinion, what are the most important transportation issues facing the Madison region over the next 30 years?



| Answer Choices   | Not important | Slightly important | Very important | Somewhat important | Extremely important | Grand Total |
|--|---------------|--------------------|----------------|--------------------|---------------------|-------------|
| Reducing the impacts of our transportation system on climate change, and improving its long-term resiliency      | 9%, (25)      | 7%, (18)           | 13%, (35)      | 25%, (69)          | 46%, (125)          | 271         |
| Expanding and improving public transportation such as bus, rail, vanpool, taxi, other shared ride transportation | 7%, (20)      | 6%, (17)           | 15%, (40)      | 35%, (94)          | 37%, (100)          | 271         |

## Connect Greater Madison RTP 2050 Public Survey

|   |           |           |           |            |           |     |
|---|-----------|-----------|-----------|------------|-----------|-----|
| <b>Addressing inequities in our transportation system, such as differences in who has access to more transportation options to access jobs, and services from different residential areas</b> | 9%, (24)  | 8%, (21)  | 19%, (51) | 35%, (95)  | 30%, (80) | 269 |
| <b>Improving the walkability of our communities</b>   | 6%, (17)  | 10%, (28) | 20%, (55) | 34%, (91)  | 30%, (80) | 271 |
| <b>Expanding and connecting bikeways suitable for people of all ages and abilities</b>  | 8%, (23)  | 8%, (23)  | 21%, (56) | 28%, (77)  | 34%, (94) | 271 |
| <b>Maintaining and improving existing infrastructure (roadways, bridges, paths, sidewalks)</b>  | 2%, (5)   | 6%, (17)  | 28%, (75) | 41%, (112) | 23%, (62) | 270 |
| <b>Developing new ways to close the funding gap for important transportation improvements as gas tax revenue decreases</b>  | 6%, (15)  | 10%, (27) | 30%, (81) | 38%, (101) | 17%, (45) | 271 |
| <b>Improving safety through roadway design changes, technology, and reduced speed limits</b>  | 6%, (17)  | 15%, (39) | 29%, (78) | 28%, (76)  | 22%, (58) | 272 |
| <b>Dealing with current and future traffic congestion as the region grows</b>   | 10%, (28) | 11%, (31) | 27%, (72) | 30%, (82)  | 21%, (58) | 273 |
| <b>Developing technologies to improve traffic flow and safety, and support transportation options, such as e-scooters and on-demand ride services (taxis, Uber, Lyft, etc.)</b>               | 13%, (36) | 26%, (70) | 35%, (96) | 21%, (56)  | 5%, (13)  | 271 |
| <b>Accommodating automated/driverless vehicles in a way that improves safety and minimizes traffic congestion</b>   | 33%, (88) | 27%, (72) | 20%, (53) | 14%, (39)  | 7%, (18)  | 268 |

### Other (please specify)

#### 34 Responses Received:

Intersection safety! Protected intersections are a must. Current MUTCD recommendations for bike lanes at intersections is terrible. Our best bike paths are only safe as the intersections they meet.

Many people who use electric and Hybrid vehicles are now paying a disproportionately high share of road costs with the current excessive wheel taxes. Road costs must be based on miles driven and vehicle weight, along with the mass of pollutants emitted.



## Connect Greater Madison RTP 2050 Public Survey

Providing regional inter-city rail connections (e.g., Chicago, Milwaukee, Green Bay, Dubuque, Minneapolis, etc.)

Abort the BRT bus system plan. It's beyond stupid

We must deal with growth through improved public transit, not more cars and more roads.

Close State Street and make it a Pedestrian walkway

We spend a lot of time driving and not with our families and lives in this town. Until technology moves us to the next things, cars are the thing that allows us quality time in our lives. Please don't make it worse.

Safety over everything. And not using the word safety to expand vehicle lanes, or use the word to justify elaborate technologies with questionable returns. Geometric changes to roadways which improve safety.

When it comes to roads, maintaining is far more important than expanding

Increase affordable housing on the Isthmus and in Downtown areas of suburban cities so lower-wage workers can afford to live closer to their place of employment, reducing the need for vehicles or even mass transit.

Suburban sprawl (including affordable multi-family housing being built on formerly agricultural land on city outskirts is a major source of emissions and also forces low and middle-income residents to travel by car. Housing policy needs to restrict these developments. City parking policies and practices need to be restructures so as to discourage single-occupancy car travel and encourage alternatives to that kind of travel.

Remember a fiscal budget.

Madison is a great size for biking. Encourage this through all sorts of means, like more e-bike stations, paying people to bike, educating people on how they can save money by biking more and driving less, etc.

Reducing speed limits is of limited value. Much more important is street design and signage. And no distracted driving.

Roads are expensive (\$30M for 1.5 miles of Fish Hatchery Rd?!?). Bike & Pedestrian paths are far greener and cheaper. Concentrate on transitioning urban and suburban residents to biking and walking.

na

Lower speed limits in urban areas!

If public transit, biking, and walking are convenient traffic and congestion will not be issues. We know from 50 years experience that building bigger roads just draws more cars.

Electric charging stations for bicycles and other vehicles. Bring back passenger trains.

We need to incentivise biking/walking/public transport and disincentivise car usage.

We have taken care of bikers And it's time to create the proper roadways for the growing traffic in this county. Most communities our size and many even smaller have loops around the city

Allow for the best transportation option--right now that is the automobile and probably will be into the future--so that people can go where they want to go when they want to go for maximum productivity.

reduced speed limits increases congestion and should not be done, roadway designs should be made to accommodate the currant or higher speeds and maintain safety.

Please do not write questions that confound safety (extr. important) with reducing congestion (not important)!

More on focus on livable communities! Access to essential services and ways to access them beyond a car.

## Connect Greater Madison RTP 2050 Public Survey

Institute a toll system for Illinois and out of state drivers

Every single transportation decision should focus on 2 things: VMT and safety. If it does not decrease VMT or increase safety (ideally both) then back to the drawing board.

Electric cars and automated driving cars are not the future. Cars are a very inefficient use of space, one that an isthmus city cannot afford.

Driving must be made less convenient. Regional transit could help change land use.

Plan the city as so it is not depend upon cars anywhere, and can be adapted to not have cars

De-incentivize single passenger private car use and ownership

The possibility of using smaller buses when economically feasible to expand coverage area.

Enforcing Weight Limits on Trucks as they are the real road Destroyers

Increase passenger rail to regional destinations, for example Chicago, Dells, and Milwaukee

Question 5: What else should we consider in long-range transportation planning, that you think will have a big impact on transportation and how people choose to get around over the next 30 years? (examples include changes in technology, roadway tolling, preferences for where people live and how they get around, expanded broadband wireless access, more remote work, etc.)

**Open-Ended Response**

**182 responses:**

Pathways and facilities for electric bikes

Change development practices to better allow more people to live, work, and recreate without having to travel great distances.

n/a

Putting public transportation, bicycle, and walking above all else. We cannot fix congestion with cars and car infrastructure. There's simply not enough space. And even if there was, it's dangerous and polluting.

More flexible parking structure passes for workers working a hybrid mix of in-office and remote employment (e.g. only in office two days a week)

More remote workers will drive the need for broad back accessibility

An intermodal station. It's insane that Dubuque has a fantastic one and we've got - a bus stop at Dutch Mill Park and Ride.

Expanded broadband access.

Urban design needs to continue to require greater density close to transit routes and bike paths. Then there need to be transit options that appeal to everyone living in those corridors. We need fewer acres of parking at office and campus destinations, and incentives for workers and students to get to their destinations without driving any kind of motor vehicle.

Train or metro system for Madison and vicinities. Free public transportation in the city. STOP building in the Isthmus area PLEASE!!!

Sprawl

Change zoning ordinances to allow more flexibility for single family property owners to construct and rent additional dwelling space in order to increase neighborhood population density.

Tram or light rail system. Something faster and more predictable than the bus system so people aren't relying on cars and can live and work in two different communities.

## Connect Greater Madison RTP 2050 Public Survey

Ideally, we could reduce transportation needs by providing the internet access necessary for people to work from home. Ride-sharing should be promoted more. Flex hours should be encouraged more. Both would reduce traffic congestion. Better bus routes/service would also reduce traffic congestion. Along with that, though, we need on-line access to the information on bus routes - i.e. fastest way to get from point A to point B and where and when to catch the bus.

Focusing on improvements that mean fewer individual vehicles are on roadways and so fewer roadways are needed and used - how can roadways be used, maintained, and reclaimed as valuable public space?

### USE THE EXISTING RAIL NETWORK

Raise taxes on gas, create or utilize taxes on new car purchases to fund infrastructure, implement smart traffic signaling that preferences buses, bikes, and pedestrians, provide lower cost housing options spread over a broad area to make it easier for lower income people to live closer to their jobs

Add sidewalks in communities that have none to encourage walking over driving. Prioritize public transit and bike/foot travel over cars. My neighborhood has no sidewalks. It's very dangerous.

Driverless cars will increase congestion and VMT unless something is actively done to keep that from happening...do something to keep that from happening.

If people working in Madison don't want to live in Madison then I'm not concerned about how they get to their job. I've grown frustrated with out of townworkers complaining about how long it takes them to get to work, or their schools are closed because of the weather so they have to stay home.

Reward people who use low-carbon means of transportation or tax those who don't.

regional rail

encourage driverless cars as technology allows

Safety of vulnerable road users from larger vehicles, especially as personal vehicles continue to get larger and larger.

Parking spaces are bad and don't need to be everywhere. Parking spot policy is a transportation issue. They make neighborhoods unwalkable and unbikeable.

Kinetic sidewalks and rail. Way overdue.

Madison will need to build a lot more housing. That housing needs to be dense and densely served by public transit to avoid more cars and more congestion.

Education about how to use transportation options to reduce personal footprint/climate change. Many people who know that climate change is a real thing have not stepped up to make changes in their personal lives. For instance, how to use the Metro system and the benefits of taking the extra time that that may require.

I'd like to see the business community engage in the health of our transportation system as critical to their resiliency.

Kinetic sidewalks and rail. Way overdue.

Denser living to help support public transport needs.

Expanding broadband is very important and I would add that having faster internet in Madison with different providers to keep the cost down would be very helpful as well. I would VERY much like to have regional light rail for transportation between other areas in WI and surrounding states.

Close State Street and make it a Pedestrian walkway. This city does not need Buses down state street. Short sightedness is causing tax loss by the powerful lobby group that is advocating for buses that no one will use on State Street.

## Connect Greater Madison RTP 2050 Public Survey

Emphasize development of RAIL between major cities (MKE, MSP, CHI) and BRT within our city. Anything to reduce cars.

Mitigating and adapting to climate change should be THE No. 1 priority from here on out.

not an expert

North Beltline.

Greater options for public transportation to major cities, eg Twin cities/Chicago

Socioeconomic impacts on transportation needs based on where lower income people are able to live and need to work. Needs for expansion of broadband wireless access. Use of greener technologies.

The fundamental goal of the Long-range transportation plan should be to reduce overall VMT in private automobiles (regardless of the fuel source) and the reduce every year the total lane miles of paved roads. The LRTP should self-consciously be designed to reduce automobile usage overall.

connecting the Burbs to Madison proper

Telework, carbon tax

Regional transit network and regional bike networks. Cities should be connected by transit and bike facilities as well as they are for people driving

More support for broadband for low income households, encouraging employers to shift to workers to one day remote work per week to reduce traffic congestion, increase gas taxes and return the revenues to households.

Smart growth, incentives to bike/walk/bus to work/school, allocating funds specifically for bike/ped projects (Minneapolis does this), make it more challenging/expensive for driving single person cars and easier to bike/work/bus.

None

Easier access to transit in urban, suburban and rural areas, make parking downtown less of a priority so that people choose transit instead of driving. Connecting transit lines to intercity stops and actually having rail as an option for travel.

I would like to see on street parking removed on a broad scale, and the cost of parking increased. It's practically free to park in a ramp downtown. Why are we footing the bill for people to store their property in public facilities.

Na

Embrace new technology early

Housing affordability directs where people live and this where people have to commute to work from. The transportation plan should also take this into consideration.

I think more will come to the area and bring diversity, especially as remote work becomes more common. The schools are important to keep highly ranked, which would be improved by expanded wireless access, public transportation, ride share, etc.

Expand high speed internet access

Build the north Mendota Bypass and the new new south belting corridor.

High-speed rail service to Milwaukee, Minneapolis, Chicago. Expand broadband wireless and make it more affordable (it should be like electricity). Encourage/reward businesses that allow remote work. Significantly increase tax

## Connect Greater Madison RTP 2050 Public Survey

incentives/rebates for electric vehicle purchases and other green alternatives like solar panels. Incentives/rebates for e-bike purchases (many drive because they can't bike that far to work but could bike if they had the boost an e-bike provides, eliminating another car from the road).

I've turned down jobs in areas outside of Madison solely based on transportation. Would be nice to have public transport (RAILWAY) to areas. I love that we can drive to Milwaukee and take the rail to Chicago. We know lots of people that do that often. Wish we had that from Madison.

Vehicle technology, especially electrification of vehicles and connected and automated vehicles

No tollways! Increase fees on electric vehicles - they are heavier and take a bigger toll on roads per vehicle and do not currently pay any gas taxes

Expand wireless access; Encourage remote work; Add roadway tolling for inter-city car travel; Increase the number of EV charging stations; Add dedicated bike and e-bike lanes on highways; Prioritize bike and scooter parking over car parking; Reduce the amount of city-owned land dedicated to car parking and increase the cost of car parking; Prohibit car travel on an increasing % of main corridors and offer free shuttles in these corridors; Stop building on agricultural land on the outskirts of town and continue the push toward thriving and dense city centers; Foster EV car sharing businesses; Establish and expand EV van services; Establish better rules for ensuring the safety of bicyclists, scooter-riders, and pedestrians; Establish a transportation safety corps that is not the police which is charged with enforcing safety for travelers; Require Traffic Demand Management Policies for all large buildings

Finding ways to reduce VMT (or minimize VMT growth) as the region grows.

A balance budget bipartisan government election integrity.

Make it less convenient to drive, more convenient to bike/bus/train, etc.

Open road tolling

increased telework

ConsiderShweeb: <https://en.wikipedia.org/wiki/Shweeb>

Better educate bicyclists on the rules of the road. Keep E-Bikes and all bikes, off the sidewalks!!!!

Finally accept that induced demand is a real problem and stop expanding freeways and multi lane highways throughout the region.

Should enact policies that increase the cost of driving and incentivize methods of transportation that do not rely on fossil fuels.

Prioritize accessibility to the most environmentally friendly transportation such as walking, biking, and public buses. Also, lowering prices of public transportation, and increasing infrastructure that isn't designed only around cars.

Again, ideally things should be set up in such a way that people can easily walk anywhere they need to go.

By de-funding car infrastructure in favor of enabling easy access to the city's destinations via (e)bikes, (e)scooters, and walking, we can save enormous amounts of money while also significantly reducing our contribution to a worsening global climate. We can also re-claim half or more of our parking lots for new businesses to increase our tax base.

Making it affordable and desirable to live close to work and needed services, as well as increasing remote work.

## Connect Greater Madison RTP 2050 Public Survey

residential costs are pushing more people outwards causing increase traffic. There's a lot more people commuting towards madison or across madison because of housing pressures. Managing the housing situation could help relief the growing commuting issues

No one uses buses here - improve car transport

Changing demographics in family structure, age, economic means, of citizens.

Cars aren't going away. People outside of Madison are actively choosing to get away from things like buses, and bikes are not viable for long distances. Stop trying to push people out of cars!

na

Expand capacity

Rail service to address roadway congestion

My husband has worked in paving for 26 years and said a huge problem is that they desperately need people to learn how to pave roads. Since we live in Wisconsin, their season of work is usually from May to November. The hours are long and the work is serious, but a lot if drivers are retiring and they can't find people to work on road construction anymore. The roads in Dane County are terrible, especially Hwy V in DeForest and 113 into Waunakee. I think we need to understand that Dane County will always continue to grow and expand and we need to have a forward vision. Trains or light rail are great options and are economical friendly. I think Madison gets a little too caught up on their image and that inadvertently hurts the lower income folks of the city. We need better bus service and more reliable transportation for this group of people. They're not the ones biking around the lake on their Trek bikes. I grew up in Madison, rode the city busses from middle school through high school and biked around the lake. I remember when the "new" belt line opened in 1989. I think the city has outgrown a lot of their roads and needs to double down on that again. It's hard to have a city on an Isthmus, but we need forward thinking now.

Public transportation options from surrounding communities into Madison proper

N/A

Expanded broadband for remote working. Improving a route along the North side of the region.

Prepare for automated/autonomous vehicles

Carbon tax on gasoline. Per-mile-driven registration fess.

Definitely broadband access. It allows companies the options to let worker work remotely thus less cars and congestion on the roads.

Madison is consistently known at a bicycling hub, and this is what attracts young people and encourages a healthy & sustainable life/transport. I would love to continue to see the path infrastructure grow to increase ridership.

Forget tolling. On arterial streets and highways forget lowering speed limits. Reasonable speeds are needed for arterials to function as they should. Minimize use of highway funds for non-highway uses. We already don't have enough highway funds to properly maintain our highways. Don't divert them!

Issues related to aging populations and expansion of transportation resources aligned with geographic areas of population growth

Green space is very important

Not sure

## Connect Greater Madison RTP 2050 Public Survey

Prepare for much more electric auto & truck movements, parking, and recharging vehicles

Promote and encourage and reward remote work. Have the people who drive alone and park alone pay for what that REALLY costs. Privilege costs.

Public bathrooms, safe ones. Safe places for bicyclists and pedestrians when storms arise.

Voluntary work from home days to reduce traffic strategically

Midwest rail! -- get connected to Chicago, MKE, Twin Cities, Fox Valley.

I think there will be a rise in personal electric transportation (electric scooters, skateboards, bikes etc.)

The Loop around Madison is most important

More urban fill in with full service communities--housing, retail, work--to decrease vehicular commuting

Add more bike-shared roads. Add more bicycle paths. Add back street parking in downtown Madison.

With an aging population, consideration of transportation options that encourage independence, safety, and ease of use for seniors no longer able to drive is important in supporting normal activities.

Add more electric charging areas. Expand bicycle/walking paths. Add a commuter train to/from Milwaukee and Madison. Add free parking to downtown Madison.

biggest change needed is a transit system within Fitchburg to cover more areas with a greater frequency than the Madison Metro System

Implement technologies such as driverless cars especially for long-distance and heavily traveled routes using current roadways. New roads built with such capacity. Recognize that the majority of people want their own vehicles which give maximum flexibility and allows for maximum productivity.

definitely more and cheaper broadband access; work at home incentives or shared office spaces in apartments/public buildings if parents can't work at home but could work from a location close to home.

Railroad availability and connections/service.

Broadband access for rural areas.

Do not reduce speed limits, that increases congestion. Redesign roads for safety and higher speeds.

We need a better bikeway to get to the UW campus from Fitchburg and other points south.

Remote work and automotive technology

shortening public transit time-to-destination for major routes increase park-n-ride locations and public transit service to park-n-ride locations

Definitely need a second Beltline at Co Rd M for all the great expanse of the suburbs south of downtown

Better options for transport to local airport

Trying to "fix congestion" by adding more capacity to the highway system and road network is a losing game and a giant waste of taxpayer dollars. By adding more capacity you will only encourage more people to drive more miles and still end up with a similar or worse situation with regards to congestion. For examples of this phenomenon in the wild consider Washington DC and Los Angeles.



## Connect Greater Madison RTP 2050 Public Survey

Promote zoning to reduce urban sprawl that contributes to transportation problems

How congestion is addressed has a big impact on my answers. If it's be expanding roads, forget it. Getting businesses to stagger work hours and rely on remote work then yes please. Also make traffic lights smarter to reduce fuel usage.

Climate change is causing road buckling in other areas. Should reduce reliance on roads (and also reduce emissions)

Looking at the big picture when addressing traffic. Don't just look at one section and improve that without looking at what it connects to and if your spending money expanding one roadway to just cause an issue somewhere else. Think about avoiding adding more impervious surfaces near the lakes. There are much better ways to handle things AWAY from the lakes!

Support greater housing density and oppose new sprawling developments.

Less free parking, more room for kids to play in the streets, rail options from/to Madison from/to Sun Prairie/Verona/Fitchburg/Milwaukee/etc

Induced demand - if the city is constantly making infrastructure improvements that cater to greater and greater numbers of car drivers, people have no incentive to explore other transportation options. So far, Madison has made it so that driving a car is the safest and most reliable transportation method, so most people with the means to choose will choose to drive a car.

Making sure any new development or redevelopment includes good access to public transportation and alternatives to personal vehicles. Designing infrastructure for a post-fossil fuels future and building communities that are not car-dependent. Expanded broadband wireless access, particularly in rural and lower socioeconomic areas, is imperative.

n/a

Na

nothing to add

north beltline local rail service other cities rail service A Darn greyhound station for bus service to Milwaukee etc.

After Vision Zero, climate protection is job one! We must stay home, if necessary, to protect it. Active transportation, not EVs!

more low income housing in accessible areas, so if the land is too expensive build the infrastructure to support residents to get fast to employment, food purchases, etc

As our neighborhoods become more dense and traffic increases we need to make our streets safe for all types of transportation. Especially biking and walking. The number of cars speeding and running red lights as traffic increases pushes these safety hazards onto bikes and ped. Aggressive driving needs to be mitigated by better road design and enforcement

Getting younger generations and people of color involved in the discussion. Senior citizens should not be the only voices in the room or transportation professionals. Stay away from tolling that is an income barrier. Post covid, keep in person public involvement. Virtual should be an add on, not the new way of doing business.

Building to promote biking and public transit

Stop inducing demand; no more expansion. Focus on transportation alternatives - continued expansion only encourages (subsidizes) sprawl in the metro area.

## Connect Greater Madison RTP 2050 Public Survey

People who live a distance from work need to accept what that choice means. Don't put costs of roads on those who don't commute or live driving cars. Wheel tax is not fair. Tax the parking spaces used by commuters

Safety and accessibility during the winter months and inclement weather

Change zoning to encourage density. The fifteen minute city can be a reasonable goal.

Increased density as people seek out walkable communities creates opportunities to prioritize pedestrians and de-prioritize single-occupant vehicles.

Expanded wireless broadband, more remote work, subsidies for fuel efficient vehicles, subsidies for solar or other sustainable energy infrastructure, free gifts/incentives for citizens to bike commute, glowing bike paths, free bike lights/helmets for low income families

Light rail, rapid bus service and expanded broadband

High speed and commuter rail

Use of cell phones while driving. Look at drivers nowadays, everyone's on their phone. It's dangerous to be on on the roads or sidewalks these days.

I like tolls as a user-tax to generate funds to improve bike paths/roads/walkability/public transit/etc.

Public transit, non motorized transit, and toll roads for Illinois drivers

I support bus transportation to outside of city but not at the expense of ever-expanding paving and suburb building on farm land

The biggest impacts on transportation would seem to be (1) how it's planned (people will tend to adapt to what's easiest for them), and (2) growing inequities in income and transportation mode options.

better land use

Climate change is already here, so everything should keep that as the focus. We need to decrease VMT, and decrease paved surfaces that increase the heat island effect.

Cars should become less central in urban design

Payment methods - implementing some sort of vehicle fee based on miles driven and weight would better fund road work by those who use it most and cause more wear (eg big trucks) and incentive vehicle owners to drive less (hopefully walk or bike or carpool or bus more).

likelihood of increased flooding, limiting impermeable surfaces

make transportation planning just one part of a larger systemic, holistic planning process that includes housing, jobs, entertainment, equity, etc.

Inter-city mass transit.

Rail. Regional rail.

Improve rural internet access.

Land use policy to support transit, walking, and biking.

Congestion pricing for the isthmus; creating car-free corridors in Madison

# Connect Greater Madison RTP 2050 Public Survey

Building complete neighborhoods with access to goods and services by foot and by bike.

1. Build a North Mendota Parkway corridor that addresses many issues on the north side of Lake Mendota besides connecting communities, like protecting agricultural lands, bike and ped facility links, stormwater quality and quantity reduction and lake runoff effecting lake levels, and transit options across the north side from DeFo/Waunakee/Northeast Madison/Sun Prairie/American Family to West Madison/Middleton/Verona/Epic.

environmental impacts of types of transportation

aging populations and desire for continued mobility. autonomous vehicles

Making walking and bike riding safer--more bike and pedestrian corridors that are safe and pleasant to use and less catering to speeding automobiles. Make city driving the least appealing option--getting people out of their cars for their commutes is essential.

Reduce reliance upon single occupancy vehicles through increased mass transit and non-car options, and encourage greater residential density in madison and surrounding areas.

A congestion charge would be great. Electric cars are still cars that kill people and neighborhoods (via parking lots), so don't focus too much on those.

Focus on both commuter and non-commuter public transport use, because if a non-commuter can easily use the system to get where they want it should be sufficient for a commuter

Use transport as a mechanism to control future population growth in ways in which prevents/heavily disincentives sprawl, and encourages increased density. Make the city fully functional without cars.

Redesign neighborhoods so people can get to retail, food, work, etc. without a personal car. Use zoning or etc. to demand basic services be available within 1-2 miles of most every home, or easily accessed with BRT. Encourage infill and penalize monoculture housing developments.

Expanded Broadband access to support more remote work and decrease car traffic

Expanded broadband access, more remote work, more public transit, electric charging stations to encourage electric vehicles.

Transit or railway possibilities

considering the needs of older adults--you act like everyone in Madison is young and most are not, try to get some reality orientation will you? like: you think older adults need better bicycle pathways? your question about says improve bicycle pathways for all ages and abilities--you don't realize that many people older and with disabilities CANNOT AND DO NOT RIDE BICYCLES?!?!?!?!?!?!?!?

Incorporate possible bus stops in new neighborhood construction.

Top priority: make sure all city and county roads are well maintained and not like they are today. Make sure hybrid and electric vehicles are paying their fair share for road maintenance.

The number of companies allowing employees to work remotely (and sizes of each)

Believe that there is something called 'induced demand' and act accordingly. That is, do not deny reality. Believe in data, evidence and science.

Self Driving Vehicles need to be accommodated. They will be saver, more efficient, take up less parking space, permit narrowing of traffic lanes and far less a generator of pollutants.

## Connect Greater Madison RTP 2050 Public Survey

Make the roadways ready for automated vehicles when they come onto the roads. That is going to be needed in the future. Improve passenger rail to nearby regional destination. With automated cars, people may use these to get from city to city and have automated vehicles take them to their local destination.

With the increase transition to autonomous vehicles, this will likely have many ripple effects to society, in addition to the obvious safety and efficiency benefits. For example, this may lend itself to vehicles being owned by private fleets rather than individuals, which could need for less need for parking where people live, but parking facilities to park the vehicles in off-peak travel times. In addition, if private autonomous vehicles are readily available this could also lead to a decrease need for traditional transit.

Roadway tolling will capture the external costs of driving. Climate change is an existential threat and should have top priority. Should be reflected in you planning documents and future agenda!

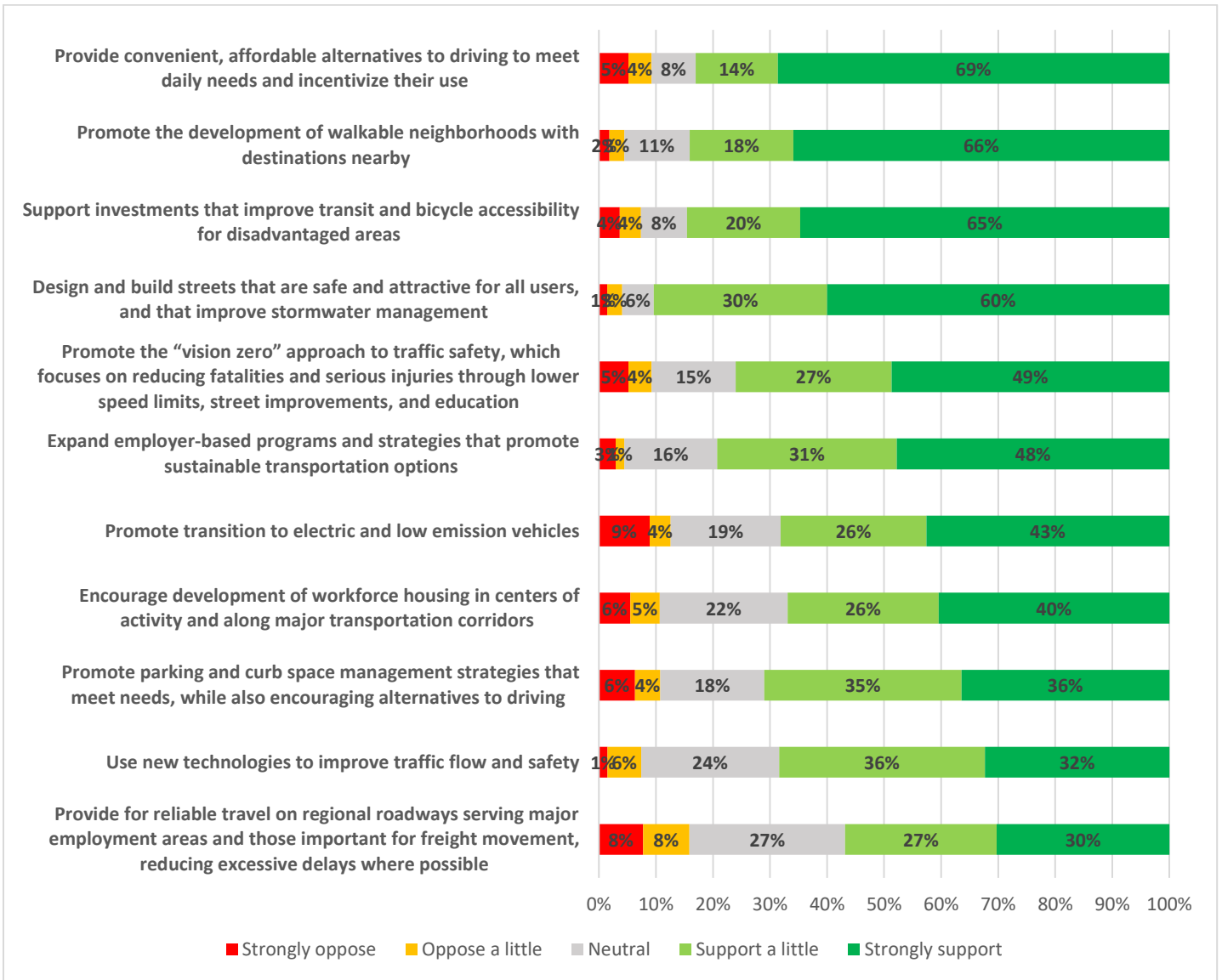
Remote work incentives, parking availability and costs in the downtown area for commuters

Eliminate vehicles using gas and more emphasis on electric vehicles, expand broadband wireless access and control its current high expense. Hybrid work & higher education. Improve city Parks.

None

It looks like you have it covered

## Question 6: How strongly do you support the following policies and strategies for improving the region’s transportation system?

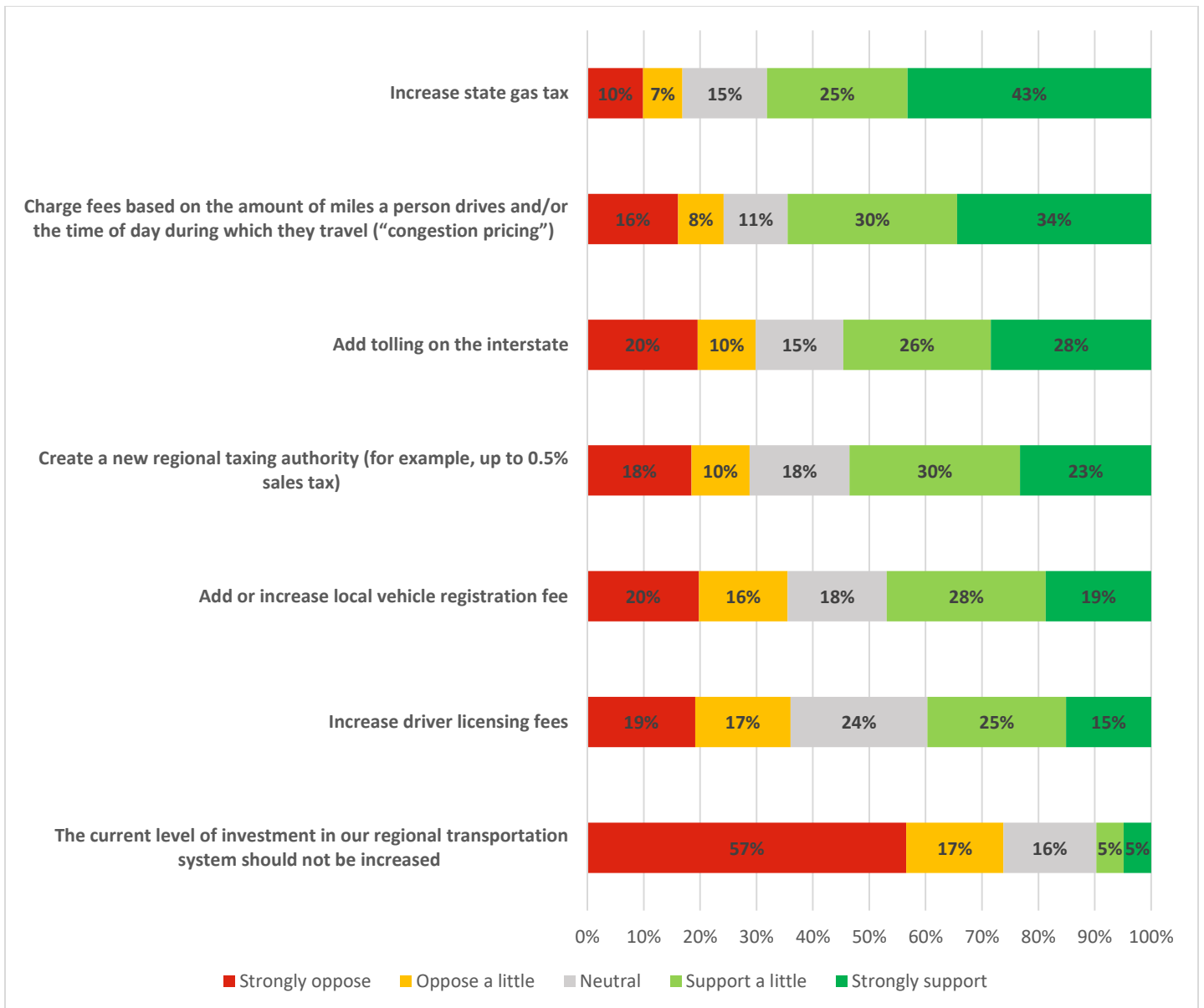


|  | Strongly oppose | Oppose a little | Neutral   | Support a little | Strongly support | Grand Total |
|--|-----------------|-----------------|-----------|------------------|------------------|-------------|
| <b>Provide convenient, affordable alternatives to driving to meet daily needs and incentivize their use</b>        | 5%, (14)        | 4%, (11)        | 8%, (21)  | 14%, (39)        | 69%, (186)       | 270         |
| <b>Promote the development of walkable neighborhoods with destinations nearby</b>                                  | 2%, (5)         | 3%, (7)         | 11%, (31) | 18%, (49)        | 66%, (178)       | 272         |
| <b>Support investments that improve transit and bicycle accessibility for disadvantaged areas</b>                  | 4%, (10)        | 4%, (10)        | 8%, (22)  | 20%, (54)        | 65%, (176)       | 272         |
| <b>Design and build streets that are safe and attractive for all users, and that improve stormwater management</b> | 1%, (4)         | 3%, (7)         | 6%, (15)  | 30%, (82)        | 60%, (162)       | 271         |

## Connect Greater Madison RTP 2050 Public Survey

|   |          |          |              |              |               |     |
|---|----------|----------|--------------|--------------|---------------|-----|
| <b>Promote the “vision zero” approach to traffic safety, which focuses on reducing fatalities and serious injuries through lower speed limits, street improvements, and education</b> | 5%, (14) | 4%, (11) | 15%,<br>(40) | 27%,<br>(74) | 49%,<br>(132) | 269 |
| <b>Expand employer-based programs and strategies that promote sustainable transportation options</b>  | 3%, (8)  | 1%, (4)  | 16%,<br>(44) | 31%,<br>(85) | 48%,<br>(129) | 270 |
| <b>Promote transition to electric and low emission vehicles</b>   | 9%, (24) | 4%, (10) | 19%,<br>(52) | 26%,<br>(69) | 43%,<br>(115) | 270 |
| <b>Encourage development of workforce housing in centers of activity and along major transportation corridors</b>   | 6%, (15) | 5%, (14) | 22%,<br>(61) | 26%,<br>(72) | 40%,<br>(110) | 270 |
| <b>Promote parking and curb space management strategies that meet needs, while also encouraging alternatives to driving</b>   | 6%, (17) | 4%, (12) | 18%,<br>(49) | 35%,<br>(93) | 36%,<br>(98)  | 269 |
| <b>Use new technologies to improve traffic flow and safety</b>  | 1%, (4)  | 6%, (16) | 24%,<br>(65) | 36%,<br>(97) | 32%,<br>(87)  | 271 |
| <b>Provide for reliable travel on regional roadways serving major employment areas and those important for freight movement, reducing excessive delays where possible</b>             | 8%, (21) | 8%, (22) | 27%,<br>(74) | 27%,<br>(72) | 30%,<br>(82)  | 271 |

## Question 7: How strongly do you support the following options to increase funding for the transportation priorities that matter most to you?



**Answer Choices:**

**Strongly oppose    Oppose a little    Neutral    Support a little    Strongly support    Grand Total**

|                               |           |          |           |           |            |     |
|-------------------------------|-----------|----------|-----------|-----------|------------|-----|
| <b>Increase state gas tax</b> | 10%, (27) | 7%, (19) | 15%, (41) | 25%, (68) | 43%, (118) | 273 |
|-------------------------------|-----------|----------|-----------|-----------|------------|-----|

## Connect Greater Madison RTP 2050 Public Survey

|  |            |           |           |           |           |     |
|--|------------|-----------|-----------|-----------|-----------|-----|
| <b>Charge fees based on the amount of miles a person drives and/or the time of day during which they travel (“congestion pricing”)</b> | 16%, (44)  | 8%, (22)  | 11%, (31) | 30%, (82) | 34%, (94) | 273 |
| <b>Add tolling on the interstate</b>   | 20%, (53)  | 10%, (28) | 15%, (42) | 26%, (71) | 28%, (77) | 271 |
| <b>Create a new regional taxing authority (for example, up to 0.5% sales tax)</b>  | 18%, (50)  | 10%, (28) | 18%, (48) | 30%, (82) | 23%, (63) | 271 |
| <b>Add or increase local vehicle registration fee</b>  | 20%, (54)  | 16%, (43) | 18%, (48) | 28%, (77) | 19%, (51) | 273 |
| <b>Increase driver licensing fees</b>  | 19%, (52)  | 17%, (46) | 24%, (66) | 25%, (67) | 15%, (41) | 272 |
| <b>The current level of investment in our regional transportation system should not be increased</b>                                   | 57%, (151) | 17%, (46) | 16%, (44) | 5%, (13)  | 5%, (13)  | 267 |
| <b>Increase local property tax</b>   | 26%, (98)  | 21%, (56) | 20%, (53) | 19%, (50) | 4%, (12)  | 269 |

### Other (please specify)

#### 61 responses:

With the current local wheel taxes (city and county), combined with the penalty against hybrids, I am already being overcharged for vehicle registration. The VMT concept is flawed because (1) it doesn't distinguish between in-state and out-of-state travel (i.e., as a Wisconsin resident, I would get charged extra for miles I drove in Minnesota rather than Wisconsin, yet a Minnesota resident could add to the wear and tear on Wisconsin roads without paying through the odometer, and (2) odometer surveillance is a civil liberties violation against a person's fundamental human right to privacy. Funding should instead be through a higher fuel tax and a WEIGHT based registration fee to reflect that less efficient and heavier motor vehicles inflict more damage to the roads and air quality.

Stop raising taxes and fees.

We need regional, equitable funding that ideally places the burden of cost on the most inefficient road users (cars).

I don't mind paying taxes, but increasing taxes in the cities just pushes people out who hate "gubmint" - and they end up using our roadways anyway.

A late work colleague of mine promoted mileage fees and congestion pricing for many years, and was derided by WISDOT, WDNR and legislators. I'm glad to see that you are including this option as a means to discourage lots of the wasteful driving we are suffering from today.

The people who use the roads and the vehicles who wear down the roads the most should pay the most for road maintenance/improvements. I'm not sure how that is easily accomplished.



## Connect Greater Madison RTP 2050 Public Survey

Tax new car sales? Wheel tax? Tax electric vehicle charging (but not nearly as much as gas)?

Should be able to charge market rate for curb side parking.

Wisconsin needs to produce electricity in climate-friendly ways soon.

The vast majority of current infrastructure is roads, so therefore all tax increases should be placed on operators who place burdens on the road system (ie - cars and trucks)

Honestly, if our property taxes are increased any more, I would consider leaving Madison entirely. We have a HUGE property tax burden as is.

Close State Street to busses and make it a Pedestrian walkway and then stores will come back and therefore an increase in Tax revenue will be realized and can be used for this.

Find solutions that do not disproportionately affect persons who must drive (due to low access or low quality public transport) with greater burden on commercial traffic.

This is all killing off middle-class people who just want to work and go home. Don't PROMOTE things. Provide city services and let us decide what features we use.

There is a real cost to driving cars. That cost should be passed on to drivers, not subsidized by the state.

I think that road infrastructure for private cars should receive less subsidization from other revenue sources and be fully supported by users. This will require massive increases in tolls, gas tax, registration fees, or other user fees. I would like to see this happen in a manner that is not regressive or onerous towards poor people, e.g. registration fees graduated based on vehicle value or exempted below a certain vehicle value or personal income, etc...

This area is insanely expensive to live in and we keep getting slammed with increases in pricing. I find it hard to want to support further increases, even though they clearly need improvement over time.

Use current dollars to maintain system and don't spend on fringe items.

Increase the cost of parking; single occupancy home owners should pay a LOT in order to park their vehicles on city property (the street\_ instead of in their garages/driveways.

Strongly support a good teen center built into a deserted fire station in Fitchburg.

Increase income tax. To address inequity, transportation funding should be based on ability to pay. To address climate change, gas tax should be increased. Oppose tolling unless toll collected only at entry to State of WI. Also oppose tolling near metro areas because it diverts traffic to local roads.

Stop dis-incentivizing people who choose a more sustainable transportation option (e-car).

It's important for me to clarify that I support raising property taxes specifically on very wealthy homes. I think people living in Shorewood or the person in the huge mansion across from Dunn's Marsh on Seminole Highway should absolutely pay more property taxes. Normal people in regular and reasonable houses are paying a fine amount. It's the rich people we should tax because they not only have the funds, but will also only hoard that money if untaxed rather than putting it back into the local economy.

By removing the need for transportation by car within our urban and suburban areas, and re-claiming parking lots for new businesses, we will simultaneously decrease our need for transportation-related funding while increasing our tax base.

na

## Connect Greater Madison RTP 2050 Public Survey

Tax the wealthy in this state!! Also, toll roads at the Illinois border! Every weekend our interstate is clogged with Illinois drivers!!

Shift funding to transportation from other parts of the budget. Local taxes are already too high and revenue is already sufficient to do the necessary work of local government. Eliminating Public Health of Madison & Dane County would be a good start to fully funding needed transportation.

Tax the rich!

Personal opinion is strongly favoring a gas/fuel tax to incentivize sustainable alternatives and reduce congestion. It is a proven solution that meets multiple initiatives and taxes the root of the issue (high usage of gas powered cars).

Insufficient data and context

Add revenues from persons receiving tickets from transportation processes, e.g., driving type (speeding) tickets, illegal parking tickets, etc. Also, encourage park-n-ride lots near main traffic corridors.

All of these options are somewhat regressive. I would like to see a progressive tax option, like vehicle fees based on vehicle value, or income tax. Even property tax can be regressive because it gets passed on to renters.

Environmentally friendly transportation should be taxed less than environmentally destructive transportation.

Make bikes pay for registration. How much has been spent on bike paths that come out of the transportation budget while bikes pay nothing!

Income tax based funding, where higher income bracketed indivs pay more. A lot more.

Most people travel by car please accommodate the increased traffic

Transportation and infrastructure cost money. We should be willing to support the benefits through collective actions to include following traffic laws.

The last statement on not increasing investment in RTS is confusing and should be extracted - previous statements are better

Simply increasing local property taxes in Madison will likely make housing in the city even more unaffordable for low and middle income people and encourage migration to the suburbs while increasing overall commuter miles driven. I would strongly support Madison repealing local property taxes and replacing them with a land value tax. Switching to a land value tax would incentivize more efficient land-use decisions on a micro-level by encouraging individual property owners (from large developers to single-family home owners) to make the most productive and efficient use of their property, thereby increasing the housing affordability and reducing transportation infrastructure costs on a per-capita basis.

I don't know enough about tax policies to know which are least regressive, but I support taxes that impact low-income residents less. I have read that sales taxes are regressive, and maybe gas taxes? I support increasing taxes to spend on transportation infrastructure. That's what governments are there for.

Tighten the belt by eliminating administrative bureaucracy. Take a pay cut. Eliminate feel good do nothing positions.

Support increased fees on drivers, taxes, etc. - but not confident the money will be appropriately spent (e.g. our wheel tax dollars apparently helping to induce further demand on the Beltline with current project under construction).

Increase fees and taxes on trucking businesses and heavy automobiles, as it is their heavier weight that is contributing to road deterioration.

Tax or fees based on size of vehicle

## Connect Greater Madison RTP 2050 Public Survey

We need revenue to accomplish all the above. How to raise fees above and not disadvantage lower income workers?

charge fees based on vehicle weight.

we should charge people not just based on how much they drive but alternately, how heavy their vehicle is. Massive SUVs and F-150s have much more wear and tear on roads than lighter sedans.

Distributors and freight companies should pay more to travel through Wisconsin

Use of advertisements to offset cost

Any flat tax or fee disproportionately affects lower income people. This needs to be avoided.

Don't use a sales tax.

Create a surcharge area in downtown madison in which you are charged for driving in, as per London, Copenhagen(?), and the other european cities with similar schemes

Increase price of gas by whatever means possible to at least European prices. Have owners/drivers of private cars really bear the costs of their driving.

Get rid of waivers for farm and other heavy equipment users of roadways, vehicles doing the most damage to the roadways should pay the most for upkeep, like question 6 here.

stop the big spending, I strongly oppose this kind of so-called "regional planning"--the legislature should make the decisions about money that is spent on transportation, not planners!

Tolling specifically for non-Wisconsin plate vehicles on interstate and Beltline. WI plates are exempt.

Parking cashout can benefit everyone

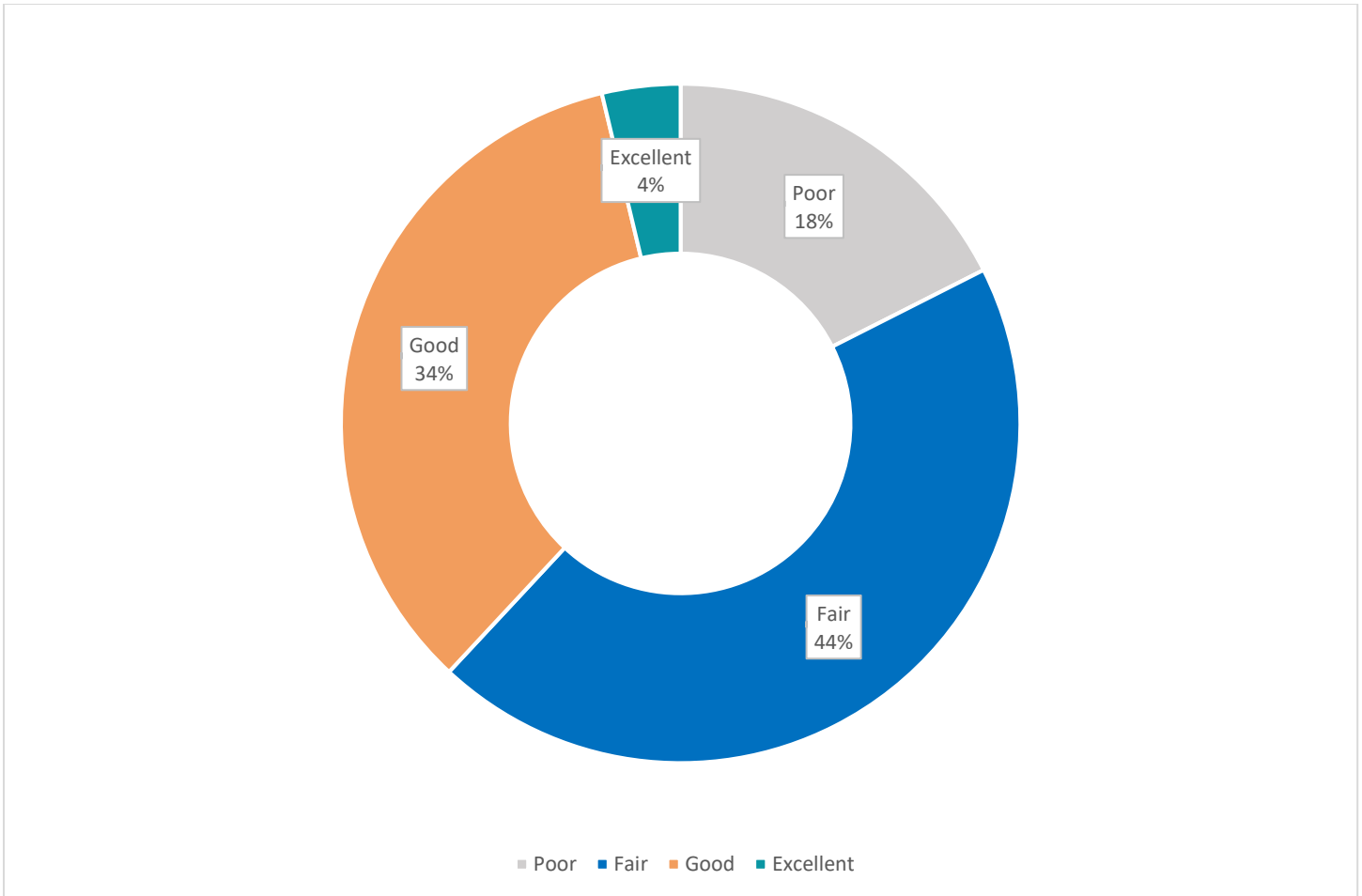
What we don't need are \$750 million or more spent on highway improvements (Verona Road). What we do need is a mind reset from auto centric to all forms being equal including bring in scooters, bike cages, BRT, high speed trains, and maybe commuter rail. WE need to thank TREK for the electric bikes.

The cost must be aligned with usage and we can't mix in incentives for the types of vehicles (ie lower costs for electric or hybrid vehicles) as part of the plan. It may actually be that these alternative vehicles are not "paying their share" currently through the gas tax, so increased registration for these vehicles to balance out the usage costs may be necessary. Also consider increased registration fees for Autonomous vehicles before they become popular, so that as there is equal potential for them to potential reduce OR increase congestion, that we can capture revenue from them accordingly.

Need to find a way to increase revenue for transportation needs that do not decrease travel for people.

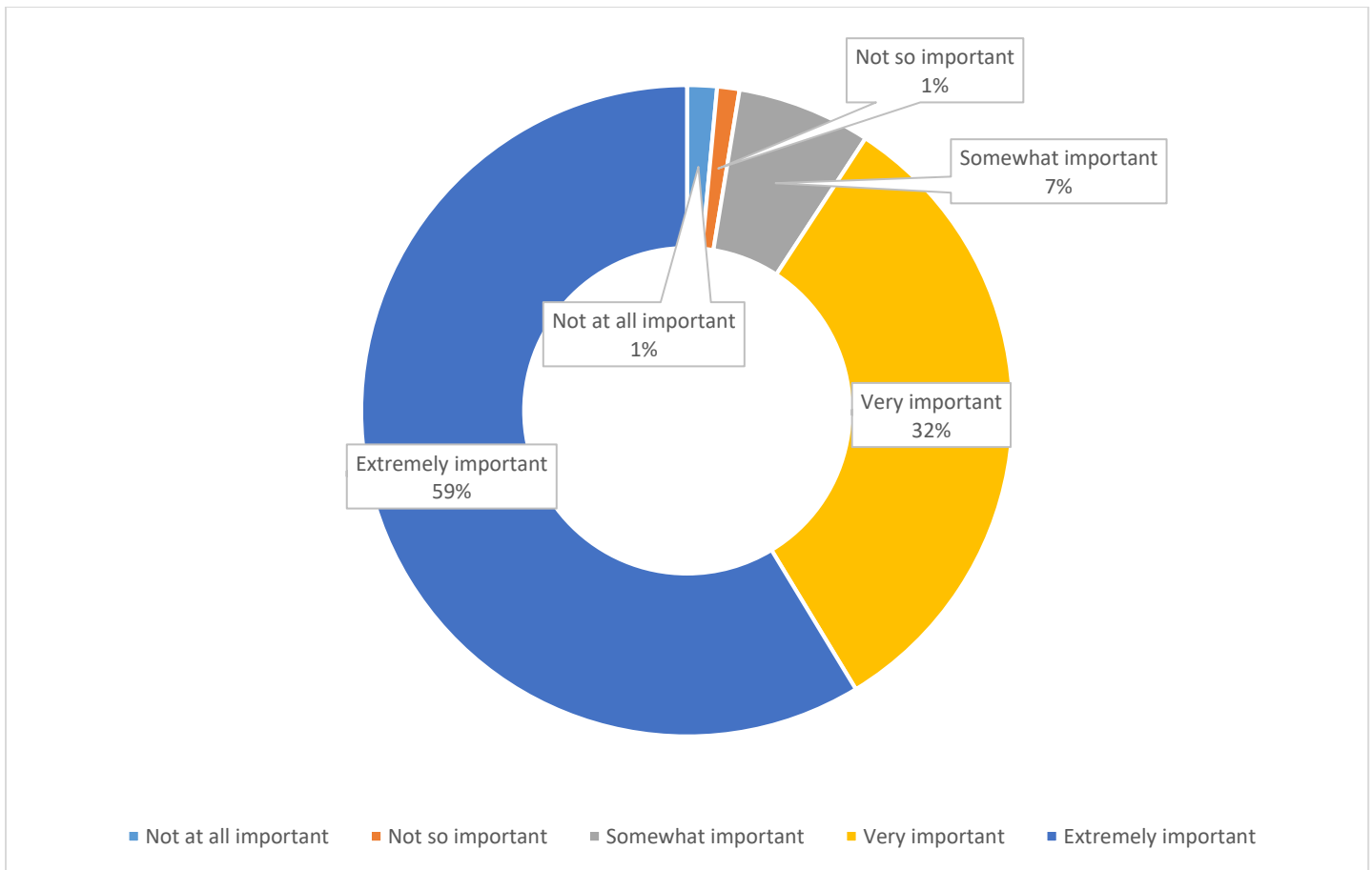
Just a comment: The last question appears poorly worded considering the answers.

Question 8: How would you rate the performance of the greater Madison region when it comes to planning and preparing for growth in the region?



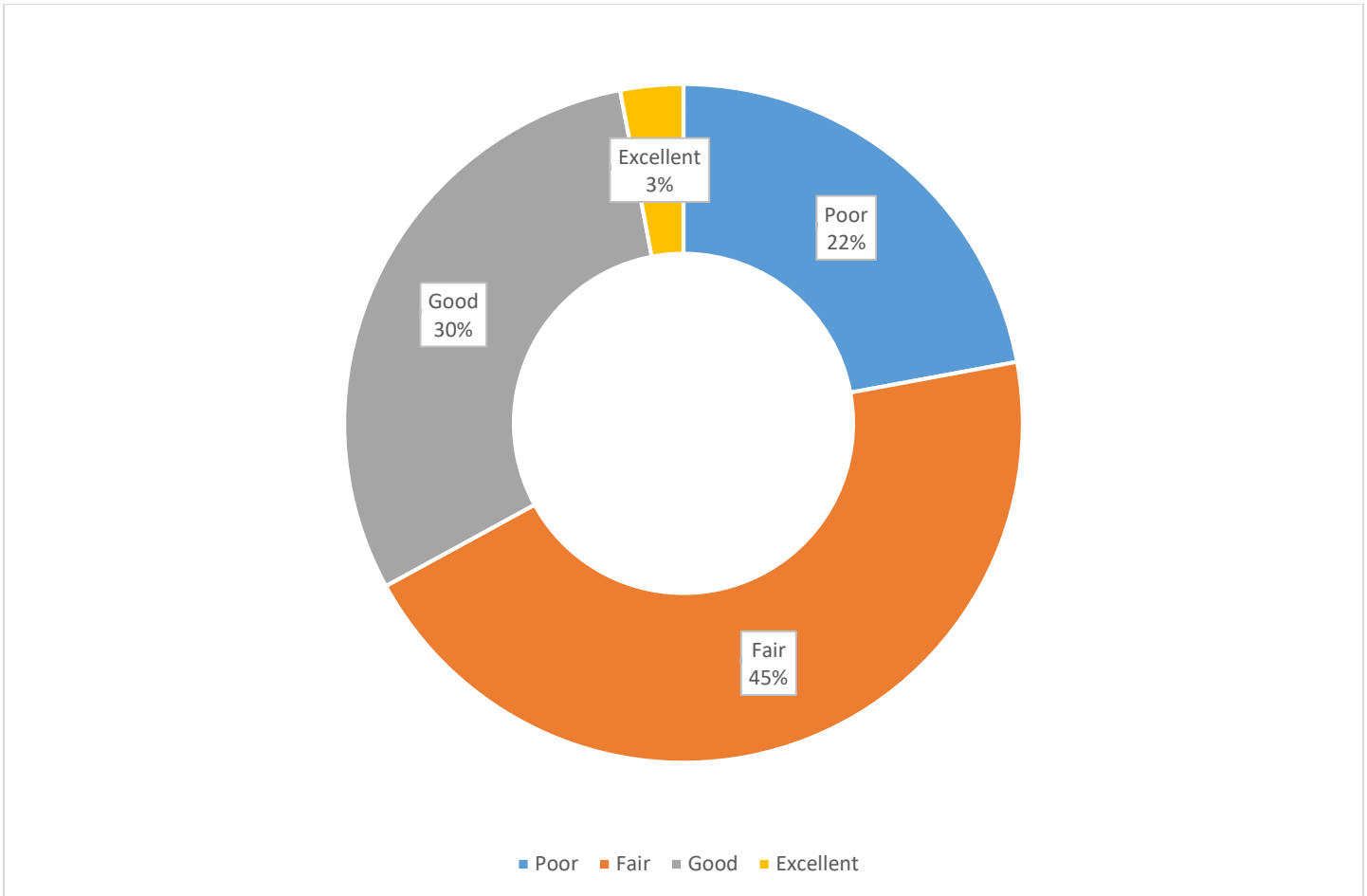
| Answer choices | Responses  |
|----------------|------------|
| Poor           | 18%, (47)  |
| Fair           | 44%, (119) |
| Good           | 34%, (92)  |
| Excellent      | 4%, (10)   |
| Grand Total    | 268        |

### Question 9: How important is it that the greater Madison region has a vision or a long-range plan to deal with transportation issues?



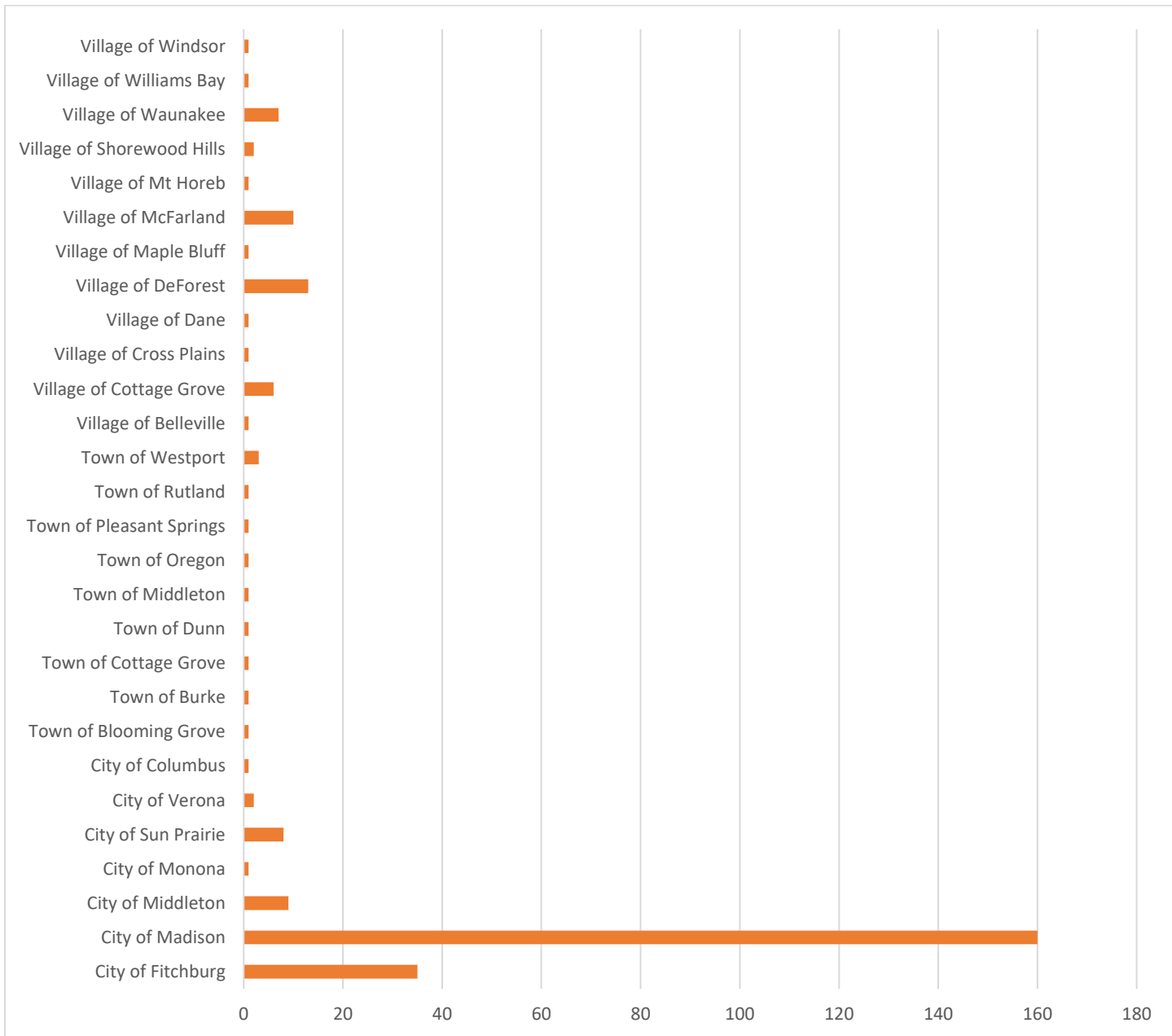
| Answer Choices       | Response   |
|----------------------|------------|
| Not at all important | 1%, (4)    |
| Not so important     | 1%, (3)    |
| Somewhat important   | 7%, (18)   |
| Very important       | 32%, (87)  |
| Extremely important  | 58%, (159) |
| <b>Grand Total</b>   | <b>272</b> |

### Question 10: How would you rate the performance of the greater Madison region when it comes to planning and implementing transportation solutions?



| Answer Choices     | Response   |
|--------------------|------------|
| Poor               | 22%, (59)  |
| Fair               | 45%, (120) |
| Good               | 30%, (80)  |
| Excellent          | 3%, (8)    |
| <b>Grand Total</b> | <b>268</b> |

## Question 11: What community do you live in?



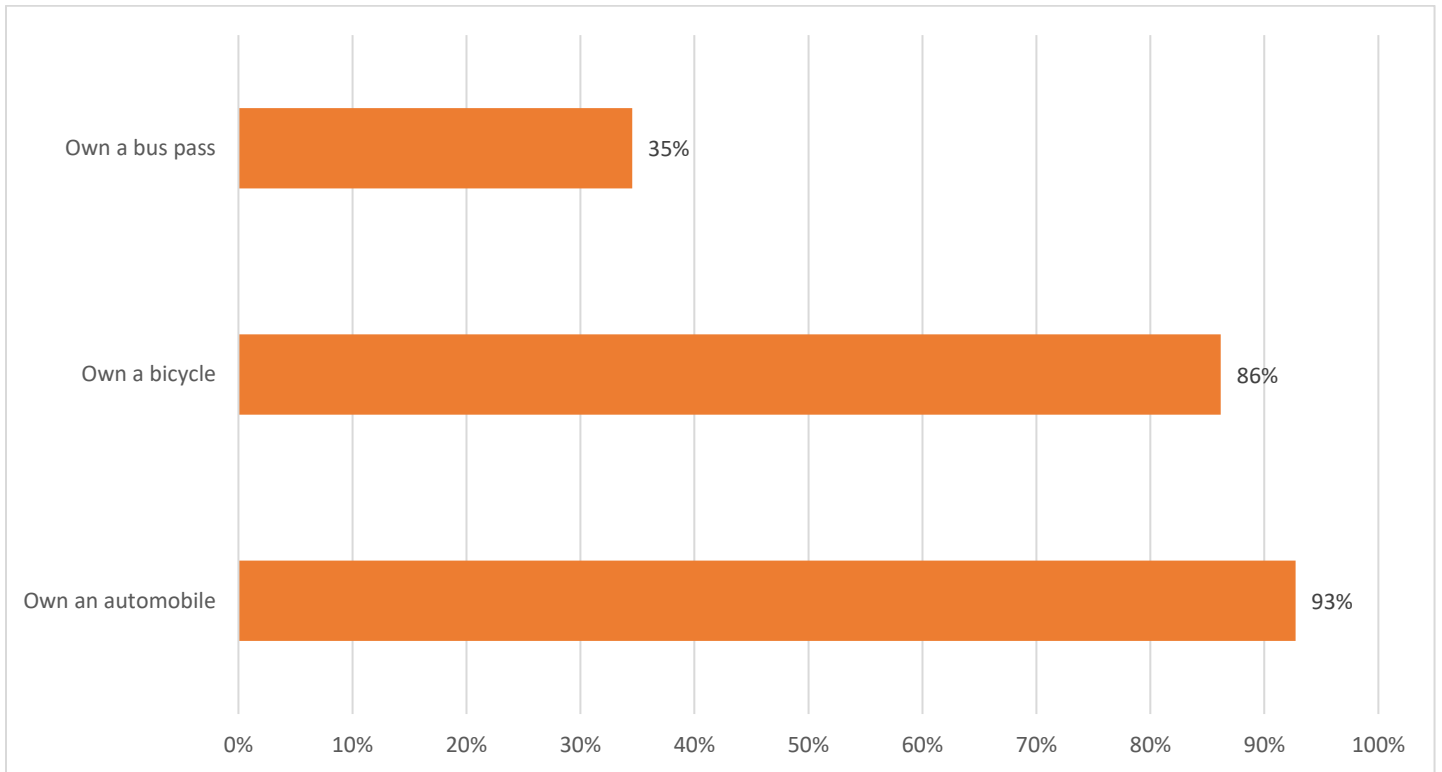
| Answer Choices         | Response   |
|------------------------|------------|
| City of Fitchburg      | 13%, (35)  |
| City of Madison        | 59%, (160) |
| City of Middleton      | 3%, (9)    |
| City of Monona         | 0%, (1)    |
| City of Sun Prairie    | 3%, (8)    |
| City of Verona         | 1%, (2)    |
| Columbus               | 0%, (1)    |
| Town of Blooming Grove | 0%, (1)    |
| Town of Burke          | 0%, (1)    |

## Connect Greater Madison RTP 2050 Public Survey

|                                   |          |
|-----------------------------------|----------|
| <b>Town of Cottage Grove</b>      | 0%, (1)  |
| <b>Town of Dunn</b>               | 0%, (1)  |
| <b>Town of Middleton</b>          | 0%, (1)  |
| <b>Town of Oregon</b>             | 0%, (1)  |
| <b>Town of Pleasant Springs</b>   | 0%, (1)  |
| <b>Town of Rutland</b>            | 0%, (1)  |
| <b>Town of Westport</b>           | 1%, (3)  |
| <b>Village of Belleville</b>      | 0%, (1)  |
| <b>Village of Cottage Grove</b>   | 2%, (6)  |
| <b>Village of Cross Plains</b>    | 0%, (1)  |
| <b>Village of Dane</b>            | 0%, (1)  |
| <b>Village of DeForest</b>        | 5%, (13) |
| <b>Village of Maple Bluff</b>     | 0%, (1)  |
| <b>Village of McFarland</b>       | 4%, (10) |
| <b>Village of Mt Horeb</b>        | 0%, (1)  |
| <b>Village of Shorewood Hills</b> | 1%, (2)  |
| <b>Village of Waunakee</b>        | 3%, (7)  |
| <b>Village of Williams Bay</b>    | 0%, (1)  |
| <b>Village of Windsor</b>         | 0%, (1)  |

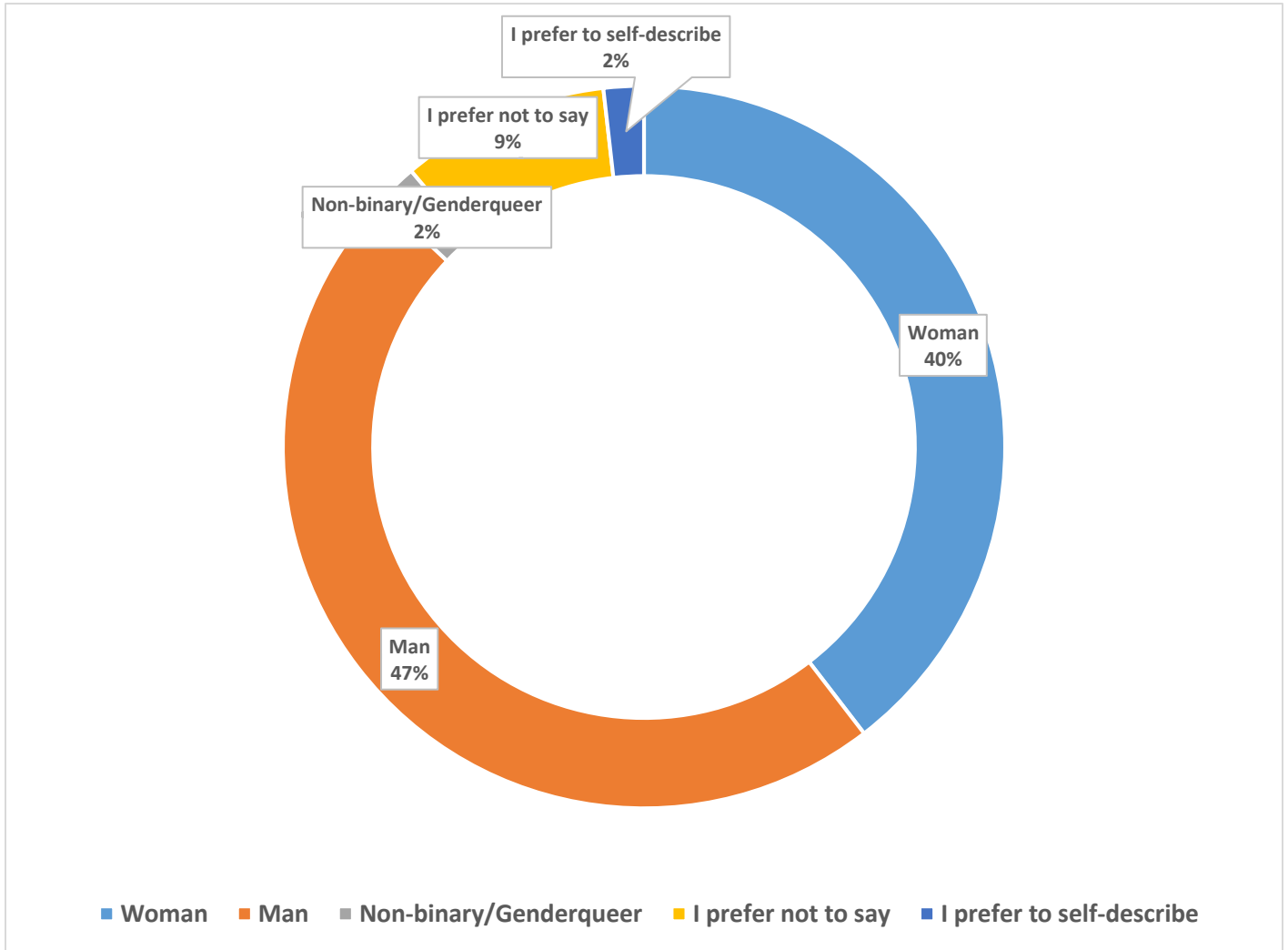


## Question 12: Do you or a member of your household: (check all that apply)



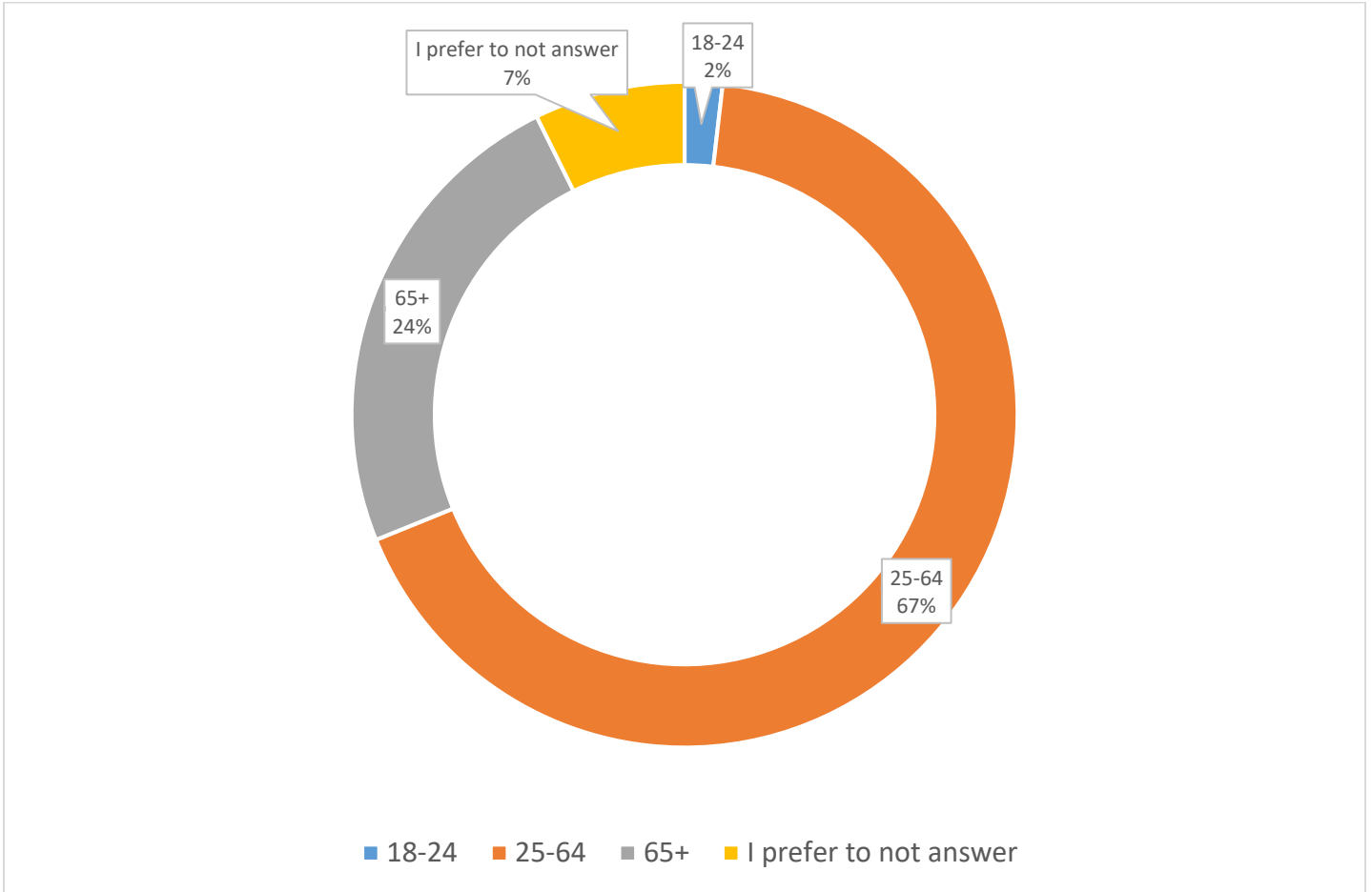
| Answer Choices    | Response   |
|-------------------|------------|
| Own an automobile | 93%, (255) |
| Own a bicycle     | 86%, (237) |
| Own a bus pass    | 35%, (95)  |

Question 13: What is your gender? (please select any that apply)



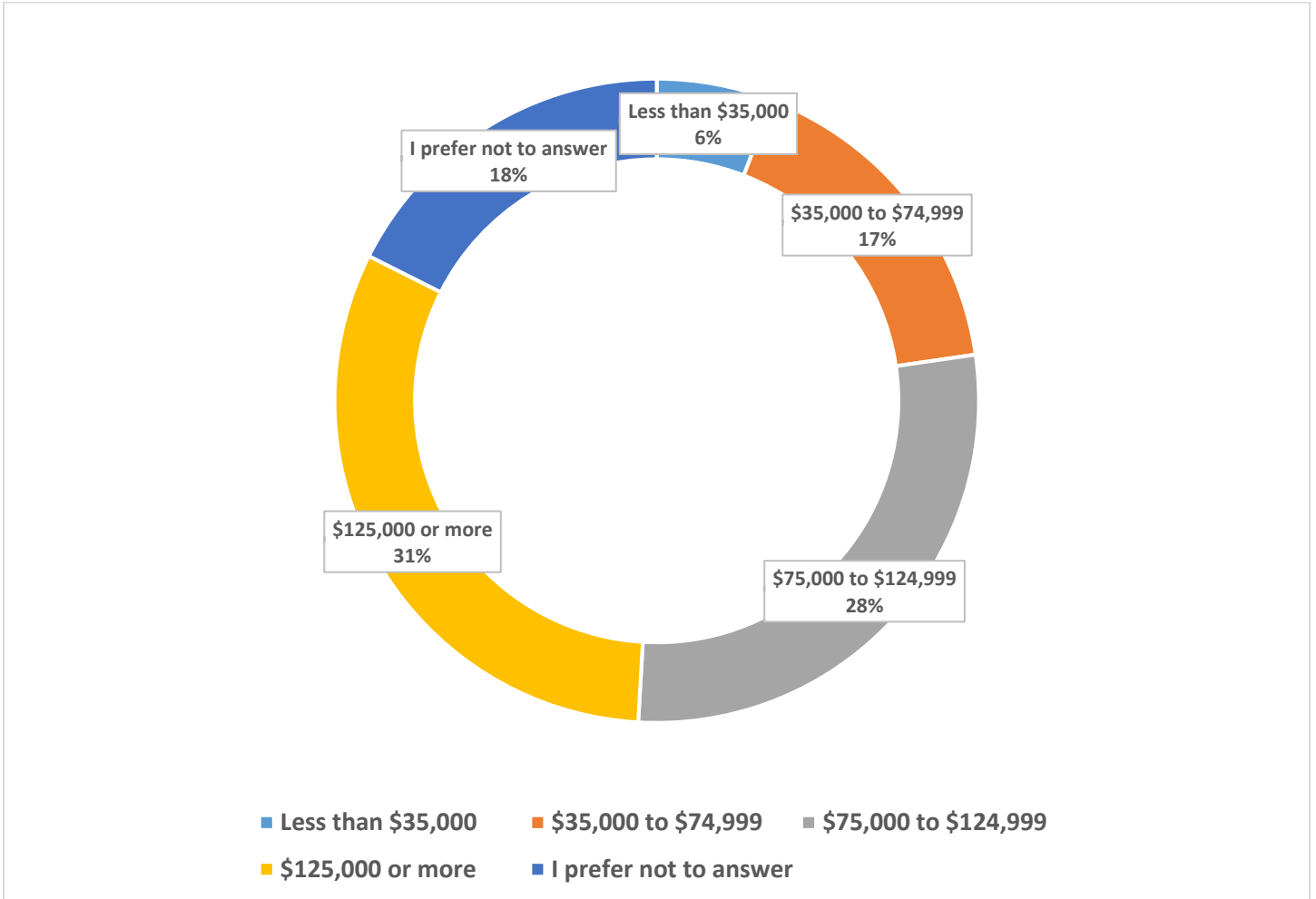
| Answer Choice             | Response   |
|---------------------------|------------|
| Woman                     | 40%, (110) |
| Man                       | 47%, (132) |
| Non-binary/Genderqueer    | 2%, (5)    |
| I prefer not to say       | 9%, (26)   |
| I prefer to self-describe | 2%, (5)    |
| <b>Grand Total</b>        | <b>278</b> |

## Question 14: What is your age?



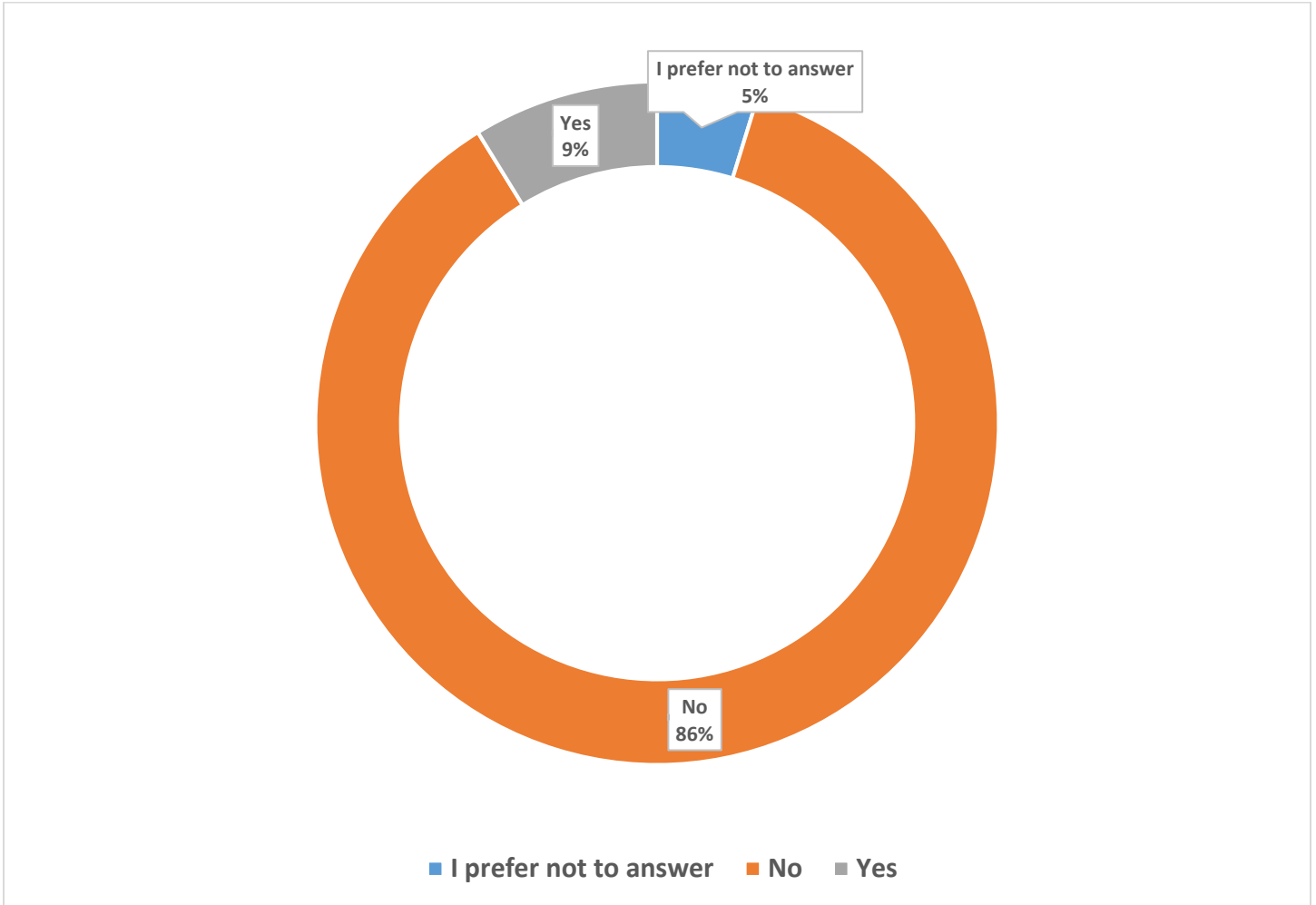
| Answer Choices         | Response   |
|------------------------|------------|
| 18-24                  | 2%, (5)    |
| 25-64                  | 67%, (183) |
| 65+                    | 24%, (65)  |
| I prefer to not answer | 7%, (20)   |
| <b>Grand Total</b>     | <b>273</b> |

## Question 15: What is your annual household income?



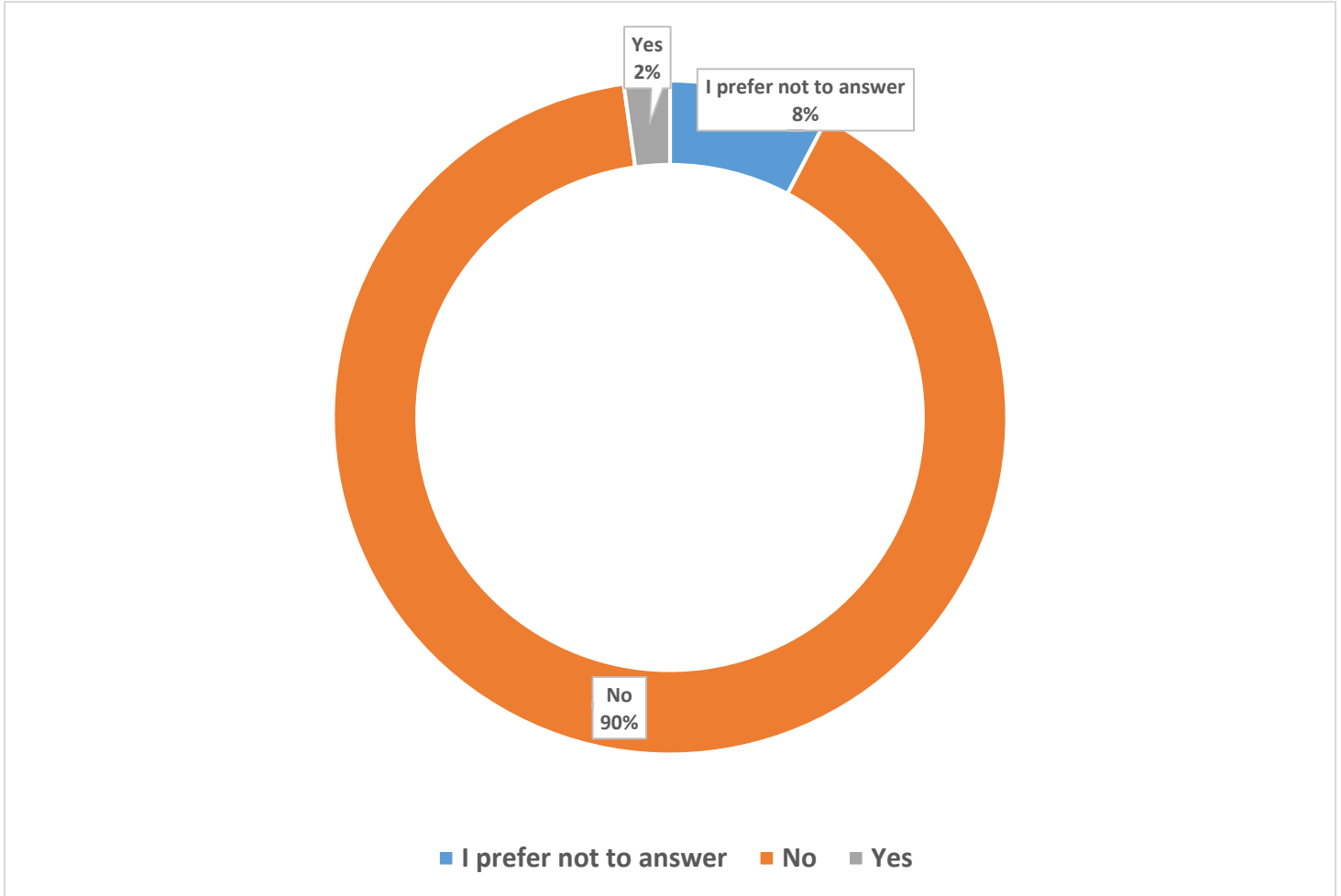
| Answer Choices         | Response   |
|------------------------|------------|
| \$125,000 or more      | 32%, (86)  |
| \$35,000 to \$74,999   | 17%, (46)  |
| \$75,000 to \$124,999  | 27%, (77)  |
| I prefer not to answer | 18%, (48)  |
| Less than \$35,000     | 6%, (16)   |
| <b>Grand Total</b>     | <b>273</b> |

## Question 16: Do you have a mobility limitation?



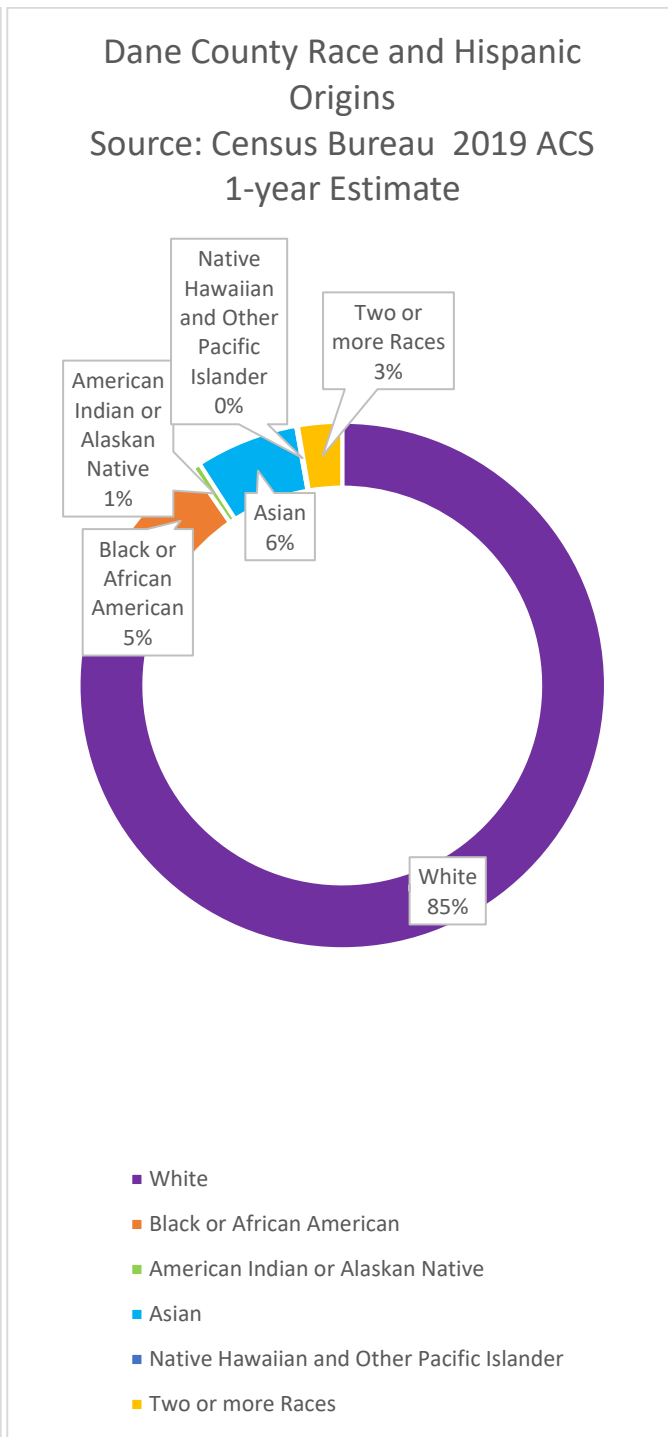
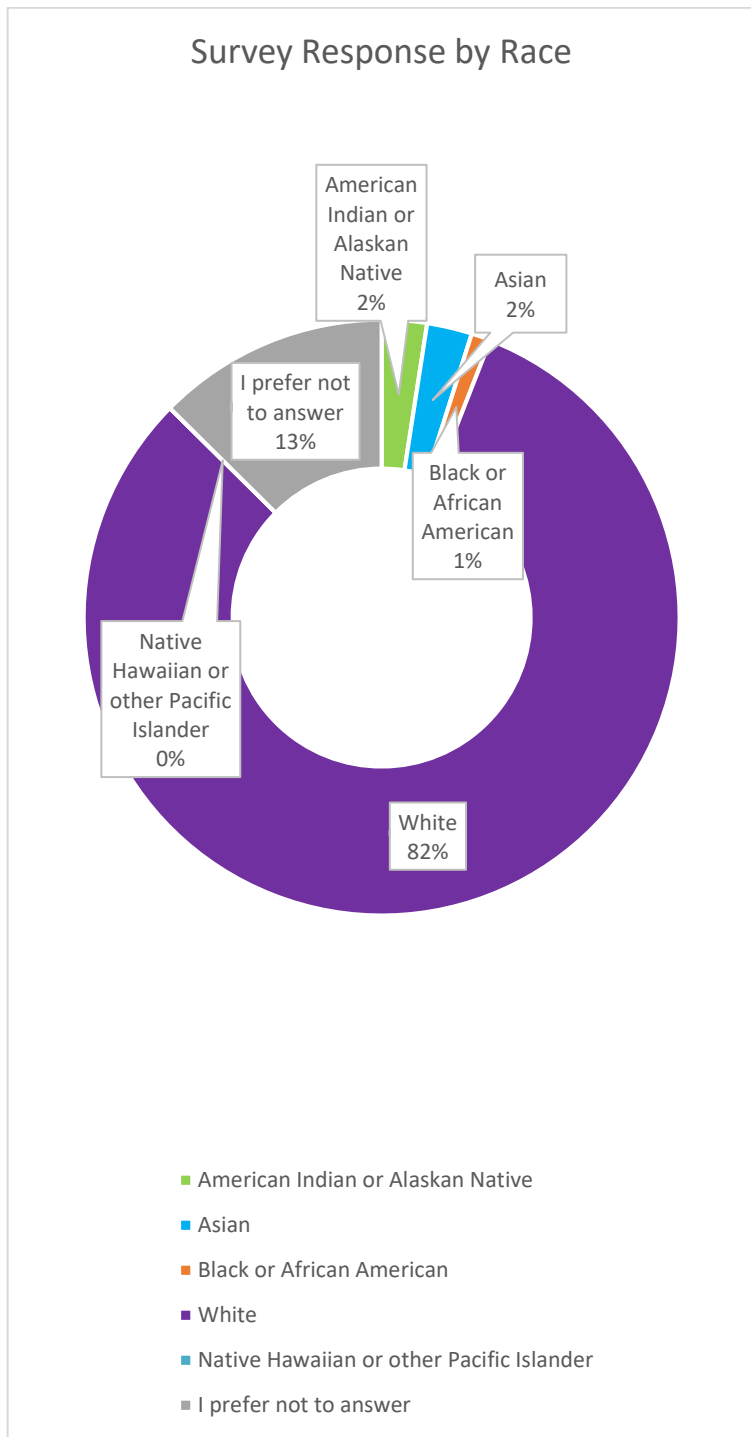
| Answer Choices         | Response   |
|------------------------|------------|
| I prefer not to answer | 5%, (13)   |
| No                     | 86%, (236) |
| Yes                    | 9%, (24)   |
| <b>Grand Total</b>     | <b>273</b> |

### Question 17: Do you identify as Hispanic or Latinx?



| Answer Choices         | Response   |
|------------------------|------------|
| I prefer not to answer | 8%, (21)   |
| No                     | 90%, (246) |
| Yes                    | 2%, (6)    |
| <b>Grand Total</b>     | <b>273</b> |

# Question 18: Please check all of the following that describe your race:



Answer Choices

Response

American Indian or Alaskan Native

2%, (7)

## Connect Greater Madison RTP 2050 Public Survey

|  |            |
|--|------------|
| <b>Asian</b>                                     | 2%, (7)    |
| <b>Black or African American</b>                 | 1%, (3)    |
| <b>White</b>                                     | 81%, (233) |
| <b>Native Hawaiian or other Pacific Islander</b> | 0%, (0)    |
| <b>I prefer not to answer</b>                    | 13%, (36)  |
| <b>Grand Total</b>                               | 286        |



**MPO Agenda Cover Sheet**  
**August 4, 2021**

**Item No. 11**

**Re:**

Brief Update on Responses to Letter Sent Seeking Financial Contribution to Support the 2022 MPO Budget

**Staff Comments on Item:**

MPO staff made edits to the draft letter to chief elected officials seeking contributions for the MPO's 2022 budget based on comments by board members at the last meeting. The letters were then sent out via email. An example of the final letter is attached. Prior to being sent out, the letter was mentioned at the last DCCVA meeting.

Staff has received the following responses:

- City of Monona confirmed their plan to continue to provide support, increasing the amount to the full proportionate amount.
- Village of McFarland confirmed their plan to continue to provide support, increasing the amount to the full proportionate amount.
- City of Sun Prairie Administrator indicated the city would increase its partial contribution from \$3,000 to \$4,000 next year.
- Town of Westport Clerk/Treasurer indicated the town planned to provide support next year for the first time.
- Village of Maple Bluff indicated the village planned to provide support next year for the first time.
- Village of Waunakee Administrator indicated he planned to submit a request to the board to provide contribution, but contingent on other cities/villages also contributing due to equity concerns.
- City of Verona Mayor indicated he valued the MPO's work, but due to tight budget next year didn't think the city would be able to contribute.
- Village of Shorewood Hills President indicated he doubted a contribution would gain support of the board due to budget issues and the voluntary nature of the contribution.

The additional roughly \$4,175 in support will leverage an additional \$16,700 in federal funding. Staff will send a follow up email to those who have not responded.

**Materials Presented on Item:**

1. Example of final letter sent to all chief elected officials asking for financial contribution to the MPO's 2022 budget

**Staff Recommendation/Rationale:** For information and discussion purposes only.

July 14, 2021

Paul Esser, Mayor  
City of Sun Prairie  
300 E. Main Street  
Sun Prairie, WI 53590

Dear Mayor Esser:

I am writing to respectfully request the city of Sun Prairie's continued participation in financially supporting the work of the Greater Madison MPO in 2022.

The agreement designating the current MPO as the regional transportation planning agency for the Madison metro area – approved in 2007 by municipalities making up over 75% of the population within the MPO planning area – maintains the same structure for staffing and funding the MPO as that outlined in the original 1999 redesignation agreement, which separated the MPO from the Regional Planning Commission. The MPO agreement calls for the City of Madison to be responsible for staffing the MPO and also for providing the local match funding generating the Federal and state funding the MPO receives, which covers around 84% of its budget. However, while the City of Madison is ultimately made responsible for the local share funding, the agreement states that “other local units of government are strongly encouraged to make proportionate contributions [based on their population] to cover a share of the local costs in support of the MPO.”

Over the years, three communities (Fitchburg, McFarland, Monona) have consistently contributed to support the MPO, and that support is greatly appreciated. The City of Sun Prairie has made a partial contribution the past three years, and the City of Middleton has contributed in the past, but does not do so currently. The MPO has not sent out a request for support for quite some time, but is renewing this request again. Your municipality's requested contribution is based on population. For example, a community with 10,000 population is asked to contribute around \$3,800 per year.

Please consider the positive impact the MPO has on the region and the services the MPO does and can provide as you weigh whether to make a contribution in support of the MPO:

- The work of the MPO benefits all communities within the MPO planning area. The MPO leads the collaborative planning and funding of the regional transportation system, providing an important forum for decision making on regional transportation issues. Maintaining an MPO to lead regional transportation planning and programming of projects is a condition of receiving federal transportation funding. This includes the direct allocation to the MPO of \$7 million per year in STBG-Urban funding and \$600,000 in Transportation Alternatives Program funding for local projects within the Madison area. In 2021, a total of \$60 million in federal funding is programmed for transportation projects in the MPO Planning Area. These transportation projects foster economic development and improve the quality of life for all of the region's residents. MPO staff are also available to provide data and planning assistance to local communities, such as providing traffic forecasts for roadway projects and neighborhood development plans and assisting with planning for potential transit service. See this [link](#) to presentation on the MPO and the data and services the MPO can provide. The slides on the MPO start on page 41.



GREATER MADISON  
**m**po

ph: 608.266.4336  
madisonareampo.org

GREATER MADISON  
METROPOLITAN  
PLANNING ORGANIZATION

100 State St #400  
Madison, WI 53703


- The 2007 MPO redesignation agreement modified the composition of the MPO Policy Board to increase the representation of smaller cities and villages to reflect the expansion of the MPO planning area following the 2000 Census. Excluding the county, WisDOT, and transit agency appointments, communities within the MPO planning area are represented on the policy board in proportion to population. The board includes five (5) city of Madison representatives, three (3) from other cities and villages, and one representative from towns. Almost all of the cities and villages also have staff representatives on the MPO's Technical Coordinating Committee (TCC), and staff from all communities are welcome to attend and participate in TCC meetings.

As part of preparation of the 2022 budget, **the MPO Policy Board respectfully requests each local unit of government within the metropolitan planning area to contribute a portion of the local share financing based on the community's proportionate share of the population within the Planning Area.** The proportionate share is based on the estimated 2020 population, but will be updated following the release of the 2020 Census population numbers. The estimated local share of the 2022 MPO budget is \$179,665, not counting \$5,000 the MPO receives from the county each year to support specialization transportation coordination activities. This is a high level estimate based on the MPO's anticipated 2022 federal Planning funding. The MPO may not utilize all of the available funding. Attached is a table, which shows the population of each unit of government within the planning area and the proportionate share of the local match funding which would be attributed to the municipality. It also shows the anticipated contribution being made this year.

The MPO Policy Board would very much appreciate your including funding in your 2022 operating budget to support the MPO. **Even if not the full proportionate share, any partial funding would be helpful as it will leverage additional federal funding.** Just as important as the funding is the commitment that it signifies to working collaboratively with the MPO, other communities, and WisDOT in addressing regional transportation challenges. Thank you in advance for your consideration of this request. **It would be helpful to know by August 16 if you will support its inclusion in your budget so that the MPO can indicate by that time its intent to WisDOT with regards to accepting all of its allocated funding.** For those municipalities that indicate their support for making a contribution an invoice will be submitted next summer.

If you have any questions, please contact Bill Schaefer, the MPO's Director/Planning Manager (PH: 266-9115; Email: [wschaefer@cityofmadison.com](mailto:wschaefer@cityofmadison.com)).

Sincerely,



Mark Opitz, Chair  
Greater Madison MPO

Enclosure

Cc: Aaron Oppenheimer, Administrator  
Scott Kugler, Community Development Director