

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

June 5, 2024

[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: 814 4231 6532
- 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 May 1, 2024 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Public Hearing on Proposed Major Amendment to 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) Project
6. MPO 2024 Resolution No. 8 Approving Amendment No. 4 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
7. MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO
8. Presentation on 2022-2023 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative
9. Report on MPO Strategic Planning
10. Status Report on Capital Area RPC Activities
11. Staff Reports & Announcements
  - Anticipation of 2025 budget
  - WisDOT Solicitation for the Carbon Reduction Program (CRP) program
  - Engagement trends
  - Other
12. Adjournment

Next MPO Board Meeting: **Wednesday, July 3, 2024 at 6:30 p.m.**

**Greater Madison Metropolitan Planning Organization (MPO)**  
**May 1, 2024, DRAFT Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:31 p.m.

**1. Roll Call and Introductions**

**Members present:** Kristi Williams, Liz Callin, Tom Lynch, Paul Esser, Doug Wood, Phil Caravello, Charles Myadze, Steve Flottmeyer, Richelle Andrae, and Pam Dunphy

**Members excused:** Derek Field, Barbara Harrington-McKinney, and John Duncan

**MPO staff present:** Alex Andros, Colleen Hoesly, Ben Lyman

**Others present in an official capacity:** none

**2. Approval of April 3, 2024, Meeting Minutes**

Williams moved in approval with one edit underneath item 11. Wood seconded, to approve the April 3, 2024, meeting minutes with the suggested edit. Motion carried.

**3. Communications**

Mayor O'Connor of Monona sent a letter to the MPO regarding the Nichols Avenue project, requesting the project be moved to a later date.

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

Kristi Williams asked if other board members receive a stipend for attending MPO Policy Board meetings. Opitz says people don't receive a stipend for attending policy board meetings.

**5. Approval to Release for Public Review and Comment Proposed Major Amendment to 2024-2028 Transportation Improvement Program and to add a new federally funded Safe Streets and Roads for All (SS4A) project.**

Andros explained that the Transportation Improvement Program (TIP) needs to be amended to add a project sponsored by the City of Madison. The City of Madison was awarded over \$60 million in Safe Streets and Roads for All (SS4A) funding. The TIP needs to be amended whenever a project over \$7 million is added.

Staff recommends sending out a notice for a public hearing notice regarding the TIP Amendment. Kristi Williams moved, Esser seconded, to send the public hearing notice. Motion carried.

**6. MPO 2024 Resolution No. 5 Approving Transportation Improvement Program (TIP) Amendment No. 3 to the 2024-2028 TIP for the Madison Metropolitan Area & Dane County**

- Revise the City of Madison’s East Rusk Shared-Use Path Project, advancing funding obligation from 2028 to 2027.
- Revise the City of Madison’s Moorland Road Shared-Use Path Project, advancing funding obligation from 2028 to 2027.
- Revise the City of Madison’s West Beltline Frontage Road Shared-Use Path Project, moving funding obligation from 2028 to 2029, with the potential to advance it to 2028 if obligation authority exists.

Ben Lyman explained that after all three projects received funding, City of Madison staff came back and said they could not complete these projects at the same time due to staffing capacity. After looking at our obligation and expenditure authority and working with the Wisconsin Department of Transportation and City of Madison staff, we created a schedule that worked for both the City of Madison and the MPO.

Wood moved, Caravello seconded, to adopt MPO 2024 Resolution No. 5 approving TIP Amendment No. 3 to the 2024-2024 TIP for the Madison Metropolitan Area and Dane County. Motion carried.

**7. MPO 2024 Resolution No. 6 Amendment to the 2024 Unified Planning Work Program (UPWP)**

Lyman said that Metro applied and received a grant under the Areas of Persistent Poverty Program. However, we were not specific enough in our Work Program according to the Federal Transit Administration (FTA). The FTA wants this Metro grant to be in our Work Program, which will allow Metro to access those funds.

Tom Lynch says that the City of Madison is using some of this funding in our North-South BRT project.

Myadze moved, Williams seconded, to adopt MPO Resolution No. 6 Amendment to the 2024 Unified Planning Work Program (UPWP). Motion carried.

**8. Presentation on Draft Regional Safety Action Plan and Approval to Release for Public Comment**

Hoesly provided a presentation on the Draft Regional Safety Action Plan. She gave an overview of the plan, as well as the Safe Systems Approach, which is the holistic strategy that aims to reduce death and serious injury on roads. The contents of the plan focus on the “Safe Roads” element of the Safe Systems Approach, which says roads are designed to accommodate human mistakes, encourage safe behavior, and reduce crash severity and frequency.

In September, the Board concluded that our Vision Zero goal is to have zero roadway fatalities and serious injuries on regional roadways by 2040. The plan aims to help us meet this goal and focuses on vulnerable roadway users, especially bicyclists and pedestrians. The goals of the plan are to (1) elevate the need to address safety improvements for all users across the regional transportation system, (2) collaborate with partner agencies in a shared mission to improve transportation safety and create a culture of safe driving behavior, and (3) invest in equitable transportation safety improvements.

Hoesly also shared the feedback the MPO received on the Regional Transportation Plan, along with the City of Madison’s feedback on Vision Zero programming and Dane County Traffic Safety Commission’s focus group and survey results.



Lynch asked if the MPO's high-injury network aligns with the City of Madison's. Hoesly explained that the MPO's high-injury network includes a few more black-box contextual details than Madison's, but they are relatively similar.

Hoesley explained the process of prioritizing investment locations. Equity areas will be prioritized over other areas.

Myadze asked if the plan considers areas that might have high crashes in the future. Hoesley explained this data analysis is primarily focused on the crashes that occurred from 2017 to 2020.

Hoesley outlined the next steps following the plan's adoption, including developing a regional application for funding for the Safe Streets and Roads for All Program. Tom Lynch mentions communities are beginning to create their budgets, so now is the time to start thinking about this since the funding may not be around forever. Andros says the MPO could consider creating a matching fund for these sorts of opportunities in the future. Lynch likes this idea and says that communities struggle with creating their operating budgets. Communities may be able to contribute capital dollars more easily than operating dollars.

Opitz asks for presentation to be shared with Board members via email. Esser makes the motion to release the plan for public comment. Williams seconded. Motion carried.

#### **9. Discussion and Possible Action: MPO 2024 Resolution No. 7 MPO Comments on WisDOT's I-39/90/94 Project Concurrence Point 2- Recommended Preferred Alternative**

Andros says the MPO's recommendation is to remain neutral on WisDOT's recommendation for I-39/90/94 freeway modernization and the added general-purpose lane. We concur with all other WisDOT recommendations. The MPO supports bike and pedestrian connectivity in DeForest and Madison's identified priority bike and pedestrian connectivity, as well as the use of noise mitigation wherever appropriate. Andros also encourages Travel Demand Madison and Transportation System Management strategies to be included during project construction.

Hoesley says the MPO took into account the organization's goals for the region, as well as other communities' comments when making these decisions.

Esser moved, Myadze seconded, to approve these recommendations. Motion carried.

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

Andros says CARPC approved two urban service area amendments in DeForest. CARPC received bronze-level recognition from SolSmart for their efforts in promoting solar energy in Dane County.

#### **11. Staff Reports**

Andros says that we have more engagement on Facebook following the release of the MPO's Annual Report.

The MPO is continuing to work on the organization's strategic plan. The strategic plan is more staff-focused but includes a survey from the MPO Policy Board.

## **12. Adjournment**

Next MPO Board Meeting: Wednesday, June 5, 2024, at 6:30 p.m. (Remote meeting via Zoom)

Williams moved, Lynch seconded, to adjourn. Motion carried. Meeting adjourned at 7:51 p.m.

**MPO Agenda Cover Sheet**  
**June 5, 2024**

**Item No. 5**

**Re:**

Public Hearing on Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Safe Streets and Roads for All (SS4A) project.

**Staff Comments on Item:**

After receiving approval from the board at the May meeting, the notice of the hearing and opportunity to comment on the TIP amendment for the Safe Streets and Roads for All (SS4A) project was sent out to our contact list and the memo sent to chief elected officials posted on the MPO website (see link to memo below).

Staff has not received any comments to date on the amendments for the project. Written comments may be submitted until June 5 at 4pm, the day of the MPO Board meeting. Staff will share any comments received at the meeting.

**Materials Presented on Item:**

1. [Memo providing notice of the public hearing on the Major TIP Amendment](#)

**Staff Recommendation/Rationale:** N/A

## Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive

FROM: Alexandra Andros, Director & Transportation Planning Manager



DATE: May 6, 2024

RE: Notice of Public Hearing on Proposed Amendment to the 2024-2028 Transportation Improvement Program (TIP) to add a new federally funded Safe Streets and Roads for All (SS4A) project.

The City of Madison was awarded \$6.267 million dollars in federal funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant to fund Forward to Vision Zero: Safe System for Vulnerable Roadway Users projects. The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Madison is one of 48 communities selected to receive a SS4A implementation grant from hundreds of applications.

A major amendment is required to add the \$7.835 million dollar project (\$6.267 million in federal SS4A funding; \$1.568 million in local funding) to the Greater Madison MPO's 2024-2028 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Because the total cost of the project is more than \$7 million, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing.

Projects and activities funded include:

- Safety improvements along E Washington Ave (US Hwy 30 to Annamark), Schroeder Rd, 21 intersections along transit routes and six shared-use path crossings.
- Road safety audits, community engagement and testing of safety improvements will be conducted and evaluated for four corridors – Regent St (Monroe St to W Washington Ave), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks Ave (E Washington Ave to Commercial Ave) and Winnebago St (Thornton to 2<sup>nd</sup>)/Atwood Ave (1<sup>st</sup> St to 2<sup>nd</sup> St).
- Design plans for Regent St (Monroe St to W Washington Ave).
- Update to the High Injury Network, refinement of the Vision Zero progress report, and development of an equitable engagement plan.
- Four demonstration projects to include an Asphalt Art project, School Street project, a Ped/Bike Friendly 65+ driver pilot project and a Teen Crashes pilot project.



ph: 608.266.4336  
greatermadisonmpo.org

GREATER MADISON  
METROPOLITAN  
PLANNING ORGANIZATION

100 State St #400  
Madison, WI 53703

- An impaired driving program to include launching a Madison Safe Ride program and programming to ensure compliance with regulations and best practices for online alcohol sales.

You can review the full Safe Streets and Roads for All application here:

[https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative\\_Madison\\_Final.pdf](https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative_Madison_Final.pdf)

The Greater Madison MPO's 2024-2028 TIP is available here:

<https://greatermadisonmpo.org/planning/improvementprogram.cfm>

The following is the date of the public hearing on the amendment to the 2024-2028 TIP that would add the federally funded Safe Streets and Roads for All (SS4A) project, which provides an opportunity to provide oral comments to the board.

### **Public Hearing**

Wednesday, June 5 at 6:30 p.m.

at MPO Policy Board Virtual Meeting hosted via Zoom

[Note: See agenda when posted on the Greater Madison MPO Policy Board Meeting page (<https://www.greatermadisonmpo.org/meetings/tpb.cfm>) and on city of Madison and Dane County websites for information on how to register to speak] Written comments or concerns regarding the amendment to the 2024-2028 TIP for the addition of the federally funded Safe Streets and Roads for All (SS4A) project must be submitted in writing by 4:00 p.m. on Wednesday, June 5. Please email comments to MPO staff at [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com) or mail them to the Greater Madison MPO office at 100 State Street, #400, Madison, WI 53703.

The MPO anticipates taking action on TIP amendment following the public hearing unless the board receives comments expressing concerns prior to or at the hearing in which case action could be delayed.

Cc (via email):

Matthew Sorensen, WisDOT Planning  
 Scott Korth, Metro (Transit projects)  
 State Historical Society (email)  
 Dane Co. PW & Transp. Committee (email)  
 Dane Co. Supervisors (email)  
 City of Madison Transp. Commission (email)  
 City of Madison Transp. Policy & Planning Board (email)  
 Local Transp. / Public Works Committees (email)  
 City of Madison Neighborhood Associations (email)  
 Private Transp. Providers (Transit projects) (email)  
 MPO Policy Board (email)  
 MPO Technical Committee (email)

Arthur Sommerfield, WisDOT Southwest Region (email)  
 Robert Winterton, WisDOT Southwest Region (email)  
 Tom Koprowski, WisDOT Southwest Region (email)  
 Brandi Workman, WisDOT Southwest Region (email)  
 Chris Petykowski, City of Madison Engineering (email)  
 Eric Heggelund, WisDNR S Central Region (email)  
 Dreux Watermolen, Cami Peterson, David Bizot, WisDNR (email)  
 Zach Zopp & Katy Smith, WisDATCP (email)  
 Rebecca Graser & Simone Kolb, U.S. ACE (email)  
 Kenneth Westlake, Michael Sedlacek, Mike Leslie U.S. EPA (email)  
 Michael J Rave, Darcy Funmaker, Dan Brown, Ho-Chunk Nation (email)  
 Jason Valerius, CARPC (email)

**SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT LISTING FOR MAJOR  
AMENDMENT TO THE 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028 <sup>1</sup>				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>DISCRETIONARY PROGRAM (FHWA ADMINISTERED)</b>																								
DISCRETIONARY PROGRAM (FHWA ADMINISTERED): projects that are not administered by WisDOT																								
CITY OF MADISON  *  NEW          111-24-023	<b>SAFE STREETS FOR ALL (SS4A)</b>	Const																					Five-year award, projects may continue through 2029	
	Projects and activities funded include: •Safety improvements along E Washington Ave. (US Hwy 30 to Annamark), Schorder Rd, 21 intersections along transit routes and 6 shared-use path crossings. •Road safety audits, community engagement and testing of safety improvements will be conducted and evaluated for four corridors – Regent St (Monroe St to W Washington Ave), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks (E Washington to Commercial Ave) and Winnebago St (Thornton to 2nd)/Atwood Ave (1st St to 2nd St) •Design plans for Regent St (Monroe St to W Washington Ave) •Update to the High Injury Network, refinement of the Vision Zero progress report, and development of an equitable engagement plan. •Four demonstration projects to include an Asphalt Art project, School Street project, a Ped/Bike Friendly 65+ driver pilot project and a Teen Crashes pilot project. •An impaired driving program to include launching a Madison Safe Ride program and programming to ensure compliance with regulations and best practices for online alcohol sales.		6,267	1,568	7,835	Cont.	Cont.	Cont.	Cont.															
	TOTAL		6,267	1,568	7,835																			
			SS4A	M																				





### Legend

**Implementation Projects**

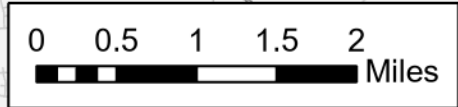
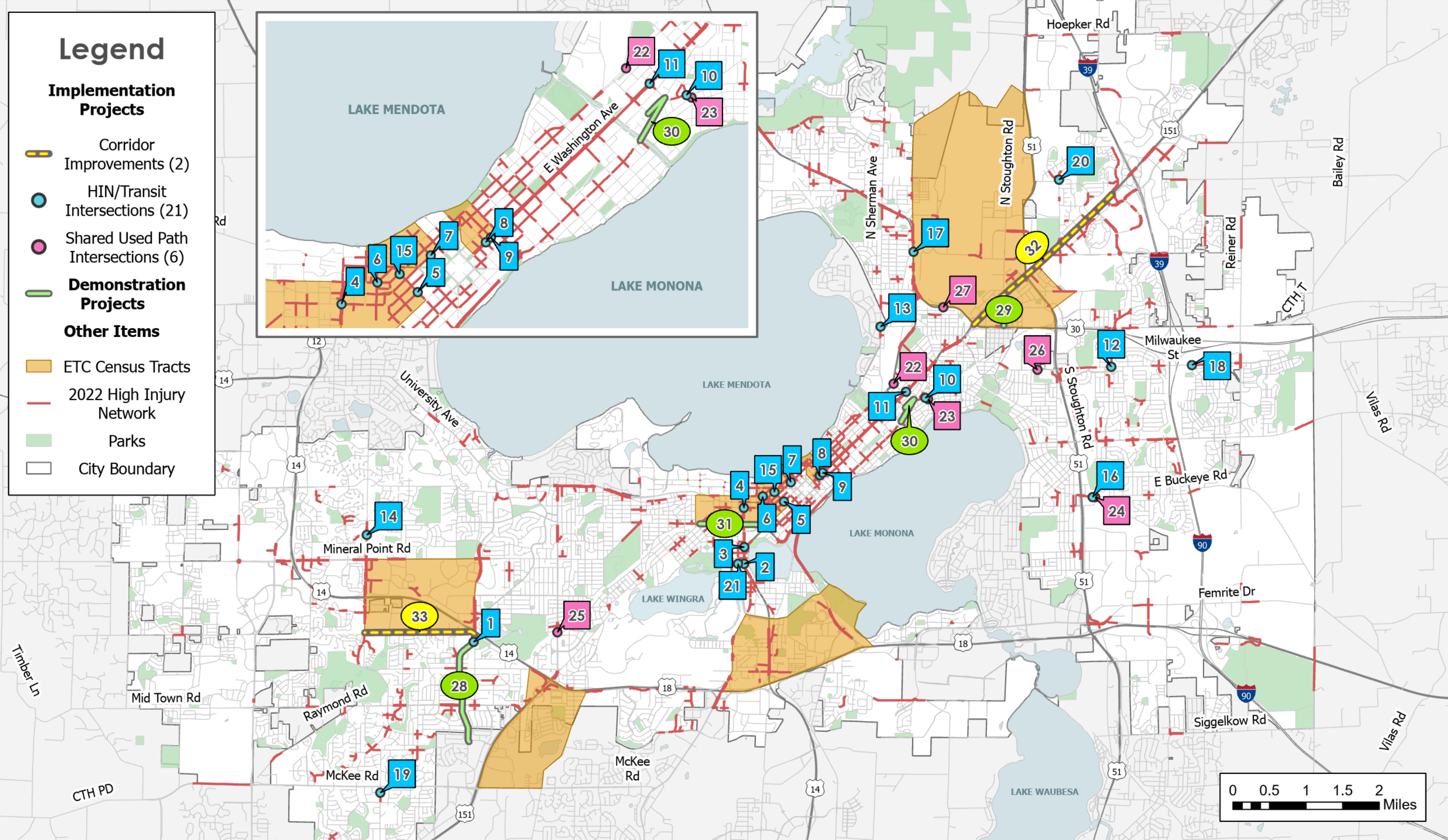
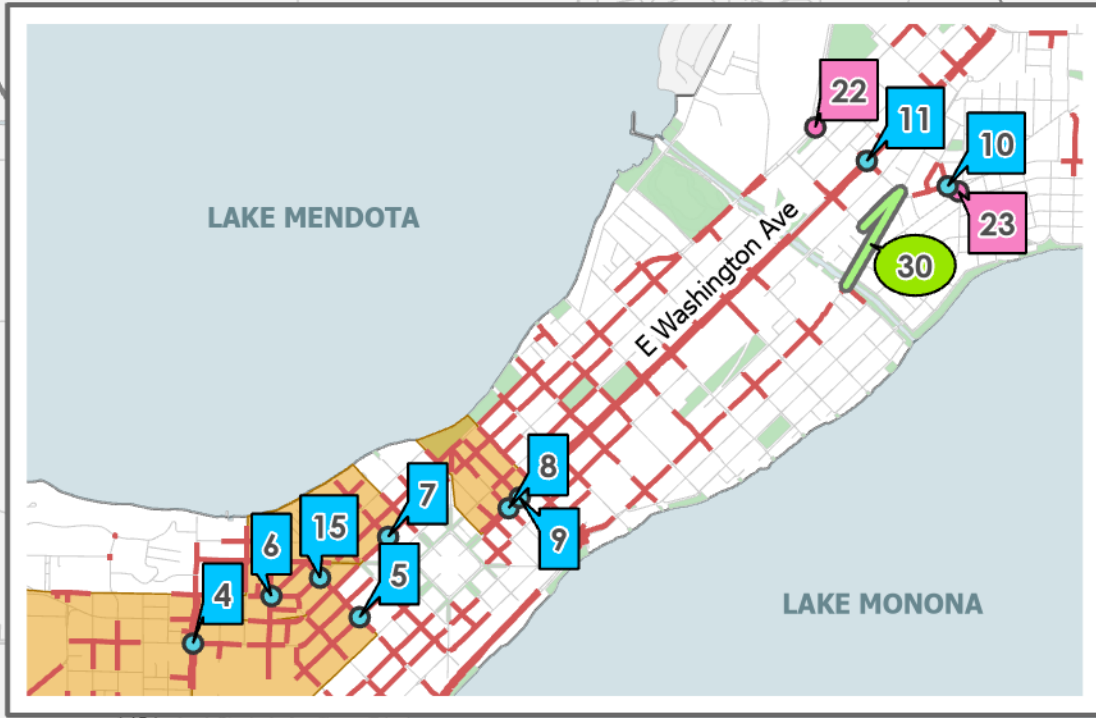
- Corridor Improvements (2)
- HIN/Transit Intersections (21)
- Shared Used Path Intersections (6)

**Demonstration Projects**

- 

**Other Items**

- ETC Census Tracts
- 2022 High Injury Network
- Parks
- City Boundary



# MPO Agenda Cover Sheet

## June 5, 2024

# Item No. 6

**Re:**

MPO 2024 Resolution No. 8 Approving Amendment No. 4 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

The TIP Amendment adds multiple new projects.

First, the amendment adds four new projects sponsored by the City of Madison. Madison is requesting TAP redistribution funding for each project, and it is a requirement that these projects be listed in the TIP before they are awarded funding. The projects will be shown as locally funded until TAP redistribution funding is awarded, at which time a second TIP amendment will be required.

The TAP redistribution projects include:

- Bicycle Count Program: Visual bike counters to include new counters at Southwest Path at Monroe St and Capital City Path at John Nolen/North Shore and addition of new counters on new facilities.
- Bicycle Facility Design Guide Training: Staff training on bicycle design guides.
- Safe Routes to School Plan: School-specific SRTS Plans for approximately 18 schools, additional equity and youth focused engagement, school travel mode data collection, review of crossing guard placement locations and development of school traffic safety campaign.
- Safe School Crossing Equipment: Purchase of MUTCD compliant stop paddles with LED lighting functionality.

Second, the amendment adds an electric vehicle charging facility project that was awarded Wisconsin Electric Vehicle Infrastructure Program (WEVI) funding. Level 3 electric vehicle charging infrastructure will be installed at the Shell Fueling Station located at 6162 USH 51 in DeForest.

WEVI funding was also awarded to a project located in the Village of Edgerton (Edgerton Travel Plaza, 568 Haugen Road) and a project located in the Village of Mount Horeb (Kwik Trip, 9255 Ridgeview Rd). These locations are outside of the existing MPO planning area and do not need to be added to the TIP.

The award comes from funding established under the Bipartisan Infrastructure Law (BIL). A total of 53 locations were awarded funding in the state of Wisconsin. The following website contains information about the WEVI program and other locations that were awarded funding in the state:

<https://wisconsin.gov/Pages/projects/multimodal/electrification.aspx>

Lastly, the amendment adds a \$7.835 million-dollar Safe Streets and Roads for All (SS4A) project (\$6.267 million in federal SS4A funding; \$1.568 million in local funding) to the TIP. The City of Madison was awarded federal funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant to fund Forward to Vision Zero: Safe System for Vulnerable Roadway Users projects. The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Madison is



one of 48 communities selected to receive a SS4A implementation grant from hundreds of applications. This is a major amendment to the TIP; the MPO Policy Board approved the initiation of the required 30-day public notice period at their May 1, 2024 meeting. After receiving approval from the board at the May meeting, the notice of the hearing and opportunity to comment on the TIP amendment for the Safe Streets and Roads for All (SS4A) project was sent out to our contact list and the memo sent to chief elected officials posted on the MPO website.

SS4A Projects and activities funded include:

- Safety improvements along E Washington Ave (US Hwy 30 to Annamark), Schroeder Rd, 21 intersections along transit routes and six shared-use path crossings.
- Road safety audits, community engagement and testing of safety improvements will be conducted and evaluated for four corridors – Regent St (Monroe St to W Washington Ave), S Whitney Way (Schroeder Rd to Williamsburg Way), N Fair Oaks Ave (E Washington Ave to Commercial Ave) and Winnebago St (Thornton to 2<sup>nd</sup>)/Atwood Ave (1<sup>st</sup> St to 2<sup>nd</sup> St).
- Design plans for Regent St (Monroe St to W Washington Ave).
- Update to the High Injury Network, refinement of the Vision Zero progress report, and development of an equitable engagement plan.
- Four demonstration projects to include an Asphalt Art project, School Street project, a Ped/Bike Friendly 65+ driver pilot project and a Teen Crashes pilot project.
- An impaired driving program to include launching a Madison Safe Ride program and programming to ensure compliance with regulations and best practices for online alcohol sales.

You can review the full Safe Streets and Roads for All application here:

[https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative\\_Madison\\_Final.pdf](https://www.cityofmadison.com/transportation/documents/vision-zero/Narrative_Madison_Final.pdf)

**Materials Presented on Item:**

1. MPO 2024 Resolution No. 8 (with attachments)

**Staff Recommendation/Rationale:** Staff recommends approval.

## **MPO 2024 Resolution No. 8**

### **Amendment No. 4 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2023; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 16 on December 6, 2023, approving Amendment No. 1; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 4 on April 3, 2024, approving Amendment No. 2; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2023 Resolution No. 5 on May 1, 2024, approving Amendment No. 3; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2024–2027 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to add four new locally funded projects sponsored by the City of Madison that may become eligible for future federal Transportation Alternatives redistribution funding; and

**WHEREAS**, an amendment is needed to add the federally funded Wisconsin Electric Vehicle Infrastructure (WEVI) project located in the Village of DeForest; and

**WHEREAS**, an amendment is needed to add the federally funded Safe Streets and Roads for All (SS4A) project sponsored by the City of Madison; and

**WHEREAS**, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

**WHEREAS**, the MPO’s public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on June 5, 2024 for the Safe Streets and Roads for All (SS4A) project, which constitutes a major amendment, and listing the projects on the board agenda for the other projects; and

**WHEREAS**, the new projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves Amendment No. 4 to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions as shown on the attached project listing table:

1. **ADD** the City of Madison’s Bicycle Count Program to page 17 of the of the Pedestrian/Bicycle Projects section, thereby making it eligible for future Transportation Alternatives Redistribution funding.
2. **ADD** the City of Madison’s Bicycle Facility Design Guide Training Project to page 17 of the of the Pedestrian/Bicycle Projects section, thereby making it eligible for future Transportation Alternatives Redistribution funding.
3. **ADD** the City of Madison’s Safe Routes to School Plan to page 19 of the of the Pedestrian/Bicycle Projects section, thereby making it eligible for future Transportation Alternatives Redistribution funding.
4. **ADD** the City of Madison’s Safe School Crossing Equipment program to page 19 of the of the Pedestrian/Bicycle Projects section, thereby making it eligible for future Transportation Alternatives Redistribution funding.
5. **ADD** the Wisconsin Electric Vehicle Infrastructure (WEVI) Program Project to page 34 of the Streets/Roadway Projects section.
6. **ADD** the City of Madison’s Safe Streets and Roads for All (SS4A) Project to page 56 of the new Discretionary Program Projects section.

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Date Adopted

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Mark Opitz, Chair, Greater Madison MPO



PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

6/5/24

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028 <sup>1</sup>				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF MADISON</b> <b>NEW</b>	<b>BICYCLE COUNT PROGRAM</b> Visual bike counters to include new counters at Southwest Path at Monroe St and Capital City Path at John Nolen/North Shore and addition of new counters on new facilities.	PL			160	160				Continuing												Seeking 2024 TAP Redistribution funding.	
		TOTAL			160	160																	
<b>NEW</b>	<b>BICYCLE FACILITY DESIGN GUIDE TRAINING</b> Staff training on bicycle design guides.	PL			30	30				Continuing												Seeking 2024 TAP Redistribution funding.	
		TOTAL			30	30																	
<b>NEW</b>	<b>SAFE ROUTES TO SCHOOL PLAN</b> School specific SRTS Plans for approximately 18 schools, additional equity and youth focused engagement, school travel mode data collection, review of crossing guard placement locations and development of school traffic safety campaign.	PL			222	222				Continuing			Continuing									Plan to be led by the Traffic Engineering Division. Seeking 2024 TAP Redistribution funding.	
		TOTAL			222	222																	
<b>NEW</b>	<b>SAFE SCHOOL CROSSING EQUIPMENT</b> Purchase of MUTCD compliant stop paddles with LED lighting functionality.	PL			15	15																Seeking 2024 TAP Redistribution funding.	
		TOTAL			15	15																	
<b>ROADWAY PROJECTS</b>																							
<b>NEW</b>  111-24-024	<b>WISCONSIN ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM (WEVI)</b> Install level 3 electric vehicle charging infrastructure at the Shell Fueling Station located at 6162 USH 51 in DeForest.	PL	533		239	772																	
		TOTAL	533		239	772																	
<b>DISCRETIONARY PROGRAM (FHWA ADMINISTERED)</b>																							

**Table B-2**  
**Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars**  
**in the Madison Metropolitan Planning Area**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	National Highway Performance Program	37,281	34,951	51,293	35,919	10,768	37,281	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	1,032	8,238	18,973	12,341	2,925	1,032	8,238	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,200	4,545	3,352	0	5,956	2,200	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,368	1,437	1,191	1,802	1,402	2,368	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	<b>Safe Streets and Roads for All (Projects may be completed through 2029)</b>	<b>6,267</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,267</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Wisconsin Electric Vehicle Infrastructure Program</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Carbon Reduction Program	1,100	unknown	unknown	unknown	unknown	1,100	unknown	unknown	unknown	unknown
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

\* Fifth year of funding (2028) is informational only.

\*\* Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @

2.48% per year applied to expenses, except for the STBG-Urban program.

# MPO Agenda Cover Sheet

## June 5, 2024

# Item No. 7

**Re:** MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO

**Staff Comments on Item:**

The draft Greater Madison MPO Regional Safety Action Plan (RSAP) provides a strategic blueprint using a data-informed approach for creating a safer environment for all roadway users. It includes strategies such as prioritized infrastructure improvements, outreach and education campaigns, and policy changes aimed at reducing traffic-related fatalities and serious injuries, with a goal of zero roadway fatalities by 2040.

Following the Board’s approval to release the draft Greater Madison MPO Regional Safety Action Plan, the draft plan was posted to the MPO with an accompanying 30-day notice for public comment. The public comment period for the draft plan goes through May 31<sup>st</sup>; so far no public comments have been received.

**Materials Presented on Item:**

- 1: Draft Greater Madison MPO Regional Safety Action Plan:  
[https://www.greatermadisonmpo.org/planning/otherplans.cfm#Safety\\_Plan](https://www.greatermadisonmpo.org/planning/otherplans.cfm#Safety_Plan)
- 2: MPO 2024 Resolution No. 9 Adopting the Regional Safety Action Plan for the Greater Madison MPO
- 3: Draft Regional Safety Action Plan slide overview from 5/1/2024 Policy Board meeting

**Staff Recommendation/Rationale:** Staff recommend approval of MPO 2024 Resolution No. 9, adopting the Regional Safety Action Plan for the Greater Madison MPO and formally adopting a goal of zero roadway fatalities and serious injuries by 2040.



**Greater Madison MPO 2024 Resolution No. 9**  
**Adopting the Regional Safety Action Plan for the Greater Madison MPO**

**WHEREAS**, the Greater Madison MPO is the designated Metropolitan Planning Organization for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Wisconsin Department of Transportation and Metro Transit, the major transit operator; and

**WHEREAS**, one of the primary responsibilities of the MPO is to prepare and approve a long-range regional transportation plan in accordance with the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

**WHEREAS**, one of the primary goals of the *Connect Greater Madison 2050 Regional Transportation Plan* is to ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries; and

**WHEREAS**, the Greater Madison MPO has developed a Regional Safety Action Plan (RSAP) to provide a comprehensive framework using the Safe System Approach to reduce traffic fatalities and serious injuries on the regional transportation network with a goal of zero roadway fatalities and serious injuries by 2040; and

**WHEREAS**, the RSAP was developed through a collaborative process that included input from regional stakeholders, public agencies, community organizations, and the general public; and

**WHEREAS**, the RSAP identifies key safety concerns, sets performance targets, and outlines strategies and actions to improve transportation safety across the MPO metropolitan planning area; and

**WHEREAS**, the implementation of the RSAP will help support the Wisconsin Strategic Highway Safety Plan (SHSP), and align with national performance measure goals and National Roadway Safety Strategy set forth by the U.S. Department of Transportation (USDOT), supported by the Safe Streets and Roadway for All (SS4A) program; and

**WHEREAS**, the MPO will collaborate with local, regional, and state partners to implement the strategies and actions identified in the RSAP, leveraging available funding sources and seeking new opportunities to enhance transportation safety; and

**WHEREAS**, the MPO will monitor and report on progress towards achieving the safety performance targets outlined in the RSAP and will periodically update the RSAP as necessary to address emerging safety issues and reflect best practices:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO hereby adopts the Regional Safety Action Plan as the guiding document for transportation safety improvements in the Madison metropolitan planning area.


**BE IT FURTHER RESOLVED** that the Greater Madison MPO hereby adopts a goal of zero roadway fatalities and serious injuries on regional roadways by 2040, and encourages all municipalities and transportation agencies within its jurisdiction to align their local safety initiatives with the RSAP and work collectively towards the shared vision of zero roadway fatalities and serious injuries.

---

Mark Opitz, Board Chair  
Greater Madison MPO


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Date Adopted



## Greater Madison MPO Draft Regional Transportation Safety Action Plan

Colleen Hooley



1

## Plan Overview

Why a Safety Action Plan?

Roadway Safety in the Greater Madison MPO

State of Practice

Engaging the MPO's Communities

Data Evaluation

Taking Action – Toolbox


Road to Zero – How to Move Forward

### Safe Systems Approach

- 1 **SAFE ROAD USERS**  
All road users, including those walking, biking, riding, and driving, should always operate in a safe and responsible manner when on the roadway.
- 2 **SAFE SPEEDS**  
Safer speed setting, education, and enforcement are promoted across all road environments to reduce kinetic forces associated with crashes to a tolerable level on the human body.
- 3 **SAFE VEHICLES**  
Vehicles are designed incorporating the latest technology and used in appropriate ways such as always wearing seat belts to minimize crash severity and frequency.
- 4 **SAFE ROADS**  
Roads are designed to accommodate human mistakes, encourage safe behavior, and reduce crash severity and frequency.
- 5 **POST-CRASH CARE**  
Receiving quick emergency medical care following a crash is essential to assist those who have been injured and to reduce fatalities.


2

## Goal: Zero Roadway Fatalities and Serious Injuries on Regional Roadways by 2040




**Vulnerable Road User Severe Crashes in Greater Madison MPO**

23% of vehicular crashes result in injury (KABC), whereas more than 90% of crashes involving a bicyclist or pedestrian result in injury (KABC).



3

Goal 1: Elevate the need to address safety improvements for all users across the regional transportation system.	Goal 2: Collaborate with partner agencies in a shared mission to improve transportation safety and create a culture of safe driving behavior.	Goal 3: Invest in equitable transportation safety improvements.
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>A. All street crossings are compliant with the American with Disabilities Act.</li> <li>B. Enhance protection for vulnerable roadway users to ensure that all people can get to where there need to go safely.</li> <li>C. Identify sidewalk and trail gaps to help connect existing sidewalks and paths and keep vulnerable users off the roadway.</li> <li>D. Close lighting gaps across the transportation system.</li> </ul>	<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>A. Partner with city, village, and town staff to systematically improve safe driving, cycling, walking and rolling.</li> <li>B. Partner with agencies and their school districts to systematically improve the safety of routes to schools within the region.</li> <li>C. Continue to partner with the state Department of Transportation to improve the safety of state routes and federal aid-eligible routes in the region.</li> <li>D. Closely monitor driver behavior in HIN areas.</li> <li>E. Provide special focus on enforcement and education efforts.</li> <li>F. Promote awareness of traffic rules.</li> </ul>	<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>A. In order to provide a safe alternate mode for vulnerable users, support existing transit service and efforts to expand transit service.</li> <li>B. Provide convenient, affordable transportation options that enable all people access to where they would like to go.</li> <li>C. Engage traditionally underrepresented groups to ensure that the benefits from the regional transportation system are fairly distributed.</li> </ul>



4

## Plan Overview

Why a Safety Action Plan?

Roadway Safety in the Greater Madison MPO

State of Practice

Engaging the MPO's Communities


Data Evaluation

Taking Action – Toolbox

Road to Zero – How to Move Forward

### What Was Heard?

Vehicle and Roadway	Active Transportation	Education and Enforcement
<ul style="list-style-type: none"> <li>• Improve pavement conditions</li> <li>• Roadway changes to improve safety (examples include updating pavement markings, adding designated turn lanes, building roundabouts).</li> <li>• Decrease vehicles miles traveled.</li> <li>• Reduce roadway speeds.</li> <li>• Increase transportation options for seniors, youth, and people with mobility limitations.</li> </ul>	<ul style="list-style-type: none"> <li>• Unsafe to bike on the street.</li> <li>• More bike paths desired.</li> <li>• More sidewalks are desired, especially in residential areas.</li> <li>• More snow and ice removal on paths.</li> <li>• Improves bike and pedestrian crossing infrastructure, including protected intersections.</li> <li>• Poor driver compliance at pedestrian crossings.</li> <li>• Increase visibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce impaired driving.</li> <li>• Prevent drag racing</li> <li>• Prevent or reduce reckless driving (speed/aggressive driving)</li> <li>• Red light running enforcement.</li> <li>• Reduce distracted driving, including using cell phones.</li> <li>• Reduce racial disparities.</li> </ul>



5

## Plan Overview

Why a Safety Action Plan?

Roadway Safety in the Greater Madison MPO

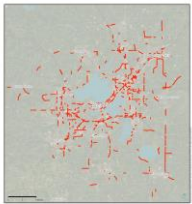
State of Practice

Engaging the MPO's Communities


Data Evaluation

Taking Action – Toolbox

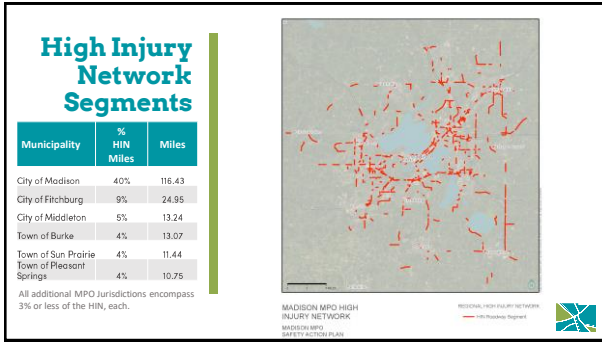
Road to Zero – How to Move Forward



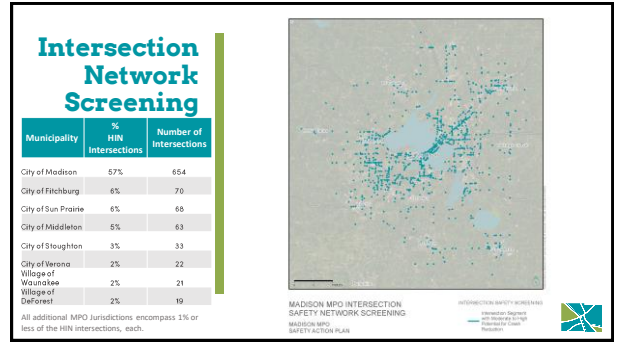
- HIN Results
- Summary of Crash Profiles
- Equity



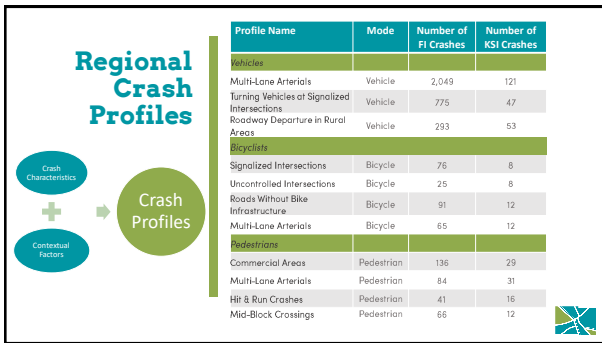
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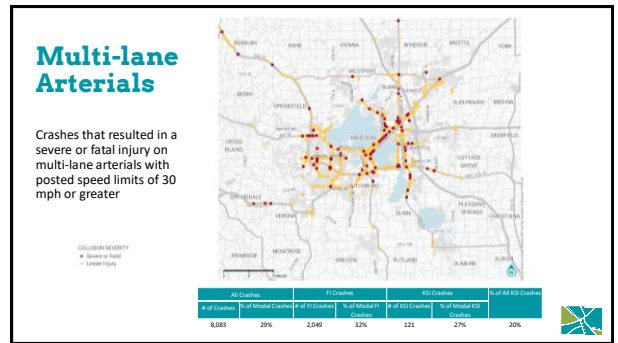
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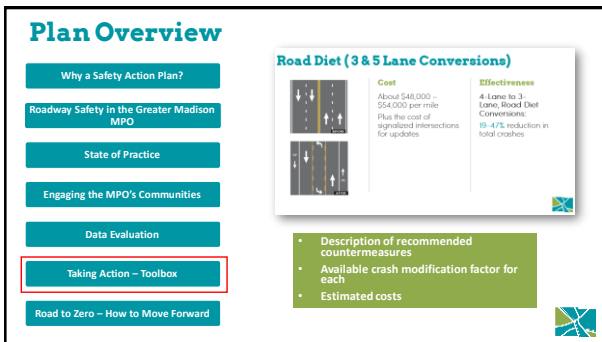
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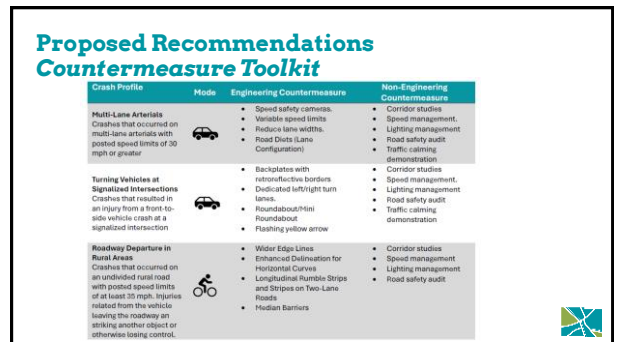
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10




11



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### Plan Overview

- Why a Safety Action Plan?
- Roadway Safety in the Greater Madison MPO
- State of Practice
- Engaging the MPO's Communities
- Data Evaluation
- Taking Action – Toolbox
- Road to Zero – How to Move Forward**




- Results of systemic analysis with prioritization
- Guidance on how to use the results/mapping
- Roles and responsibilities for implementation

13

### Systemic Analysis - Prioritization

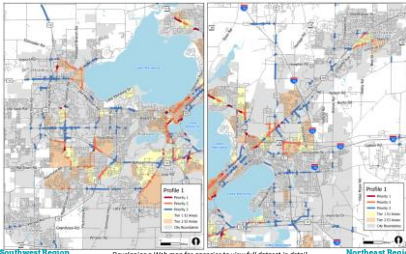
To prioritize the investment locations, the following criteria was used:

- Priority 1 (Highest)**
  - HIN that is
  - Within Equity Area AND
  - Intersects a fatal/severe(KA) Crash Profile
- Priority 2**
  - HIN that is
  - Within Equity Area AND
  - Intersects a lesser injury (minor/non-incapacitating injury or possible injury &C) Crash Profile
- Priority 3**
  - HIN that is
  - Outside of Equity Area AND
  - Intersects with any Crash Profile
- Priority 4**
  - Includes all other HIN locations that
  - Does not intersect with any Crash Profiles



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### Results: Multi-Lane Arterials - Crashes that occurred on multi-lane arterials with posted speed limits of 30 mph or greater



Southwest Region      Northeast Region

Developing a Web map for agencies to view full dataset in detail

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### Recommendations And Strategies

#	Action	Timeline
CA.1	MPO Policy Board adopts this Safety Action and vision zero goal.	Q3 2024
CA.2	Share the RMAP analysis including GIS data to all local agencies within the region for local analysis and identification of opportunities for implementation.	Q4 2024
CA.3	Continue to engage the MPO's Technical Coordinating Committee serving as the Regional Safety Action Plan planning vehicles to monitor progress.	Continuous
CA.4	Maintain open-source data and historical such as Streetlight data so local agencies can continue to request and conduct analysis.	Continuous
CA.5	Coordinate joint regional applications to address regional roadway safety priorities to include an application for the Safe Streets and Roads for All Grant Program.	Q4 2026
CA.6	Identify existing considerations to incorporate the prioritization from the RMAP and other local vision zero plans as a consideration to grant programs and project funding sources such as RMAP and STIP.	Q1 2025
CA.7	Incorporate the HIN, Crash Profiles, and results of the prioritization results into future plan updates.	Continuous
CA.8	Continue to evaluate emphasis areas and behavioral crash data into future RMAP updates.	Continuous

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### Recommendations And Strategies

Table 3. Implementation Action

#	Goal	Action	Responsibility	Key Partners	Timeline	Investment Level
G1.1	1	Support the work of the Dane County Traffic Safety Commission and Local Safety Initiatives	MPO	Dane County Traffic Safety Commission and Local Agencies	Ongoing	\$
G1.2	1	Develop and Implement Regional Active Transportation Plan	MPO	Local Agencies	Ongoing	\$\$

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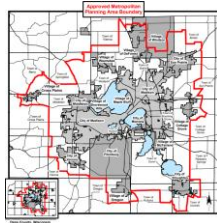
# Next Steps and Regional Application

18

## SS4A Round 3 Regional Application

### What does a regional application look like?

- Opportunity for two or more local agencies to partner with the MPO and submit regional application for supplemental planning and demonstration funding
  - Not eligible for implementation funds this year
  - Application due August 29<sup>th</sup>
  - 20% local match requirement
- Eligible applicants:
  - Political subdivisions of a State, which includes counties, cities, towns, transit agencies, and other special districts.
  - Metropolitan planning organizations (MPOs).
  - Federally recognized Tribal governments



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## Eligible Supplemental Planning And Demonstration Activities

### Supplemental Activities

- Road Safety Audits
- Corridor Studies
- MUTCD Signage Studies
- Speed Studies
- Access Management Studies
- Safe Routes to School Planning
- Safety Analysis and Data Collection
- Targeted Equity Assessments
- Stakeholder Engagement and Collaboration
- Follow-up data collection
- Progress reporting

### Demonstration Activities

- Feasibility studies using Quick Build Strategies
- Pilot projects – behavioral/operational
- MUTCD Engineering Studies
- Pilot projects – new technologies

#### Demonstration activities in support of an Action Plan (A).

- Temporary in nature
- Pilots and testing, finite period
- Small scale
- Informs the list of projects and strategies in an Action Plan
- Assesses the benefits of an approach



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**MPO Agenda Cover Sheet**  
**June 5, 2024**

**Item No. 8**

**Re:**

Presentation on 2022-2023 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

**Staff Comments on Item:**

Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. In an effort to prevent these tragedies, in 1971 the legislature created traffic safety commissions (TSC) in every county. These commissions are intended to bring local and state expertise to minimize the incidence and severity of traffic crashes. The Dane County TSC meets quarterly to review the fatal and injury crashes that occurred in the county and discuss traffic safety issues. The Dane County TSC is made up of representatives from local law enforcement, engineering, public health and community advocates, representing a diverse range of expertise to address the complexity of traffic safety. MPO staff assists the TSC by providing data analysis support.

The attached presentation provides an overview of crashes that occurred in Dane County in 2022-2023, organized by the WI Strategic Highway Safety Plan (SHSP) Safety Priority areas, and was presented at the Dane County TSC annual data review meeting in May. This data is used to identify priority emphasis areas and develop working groups within the TSC to improve traffic safety in the county.

**Materials Presented on Item:**

1. Presentation slides for the 2022-2023 Traffic Safety Snapshot for Dane County

**Staff Recommendation/Rationale:**

For information and discussion purposes only.





# 2022-2023 ANNUAL TRAFFIC SAFETY REPORT

FOR DANE COUNTY



# Total Crashes 2022-2023

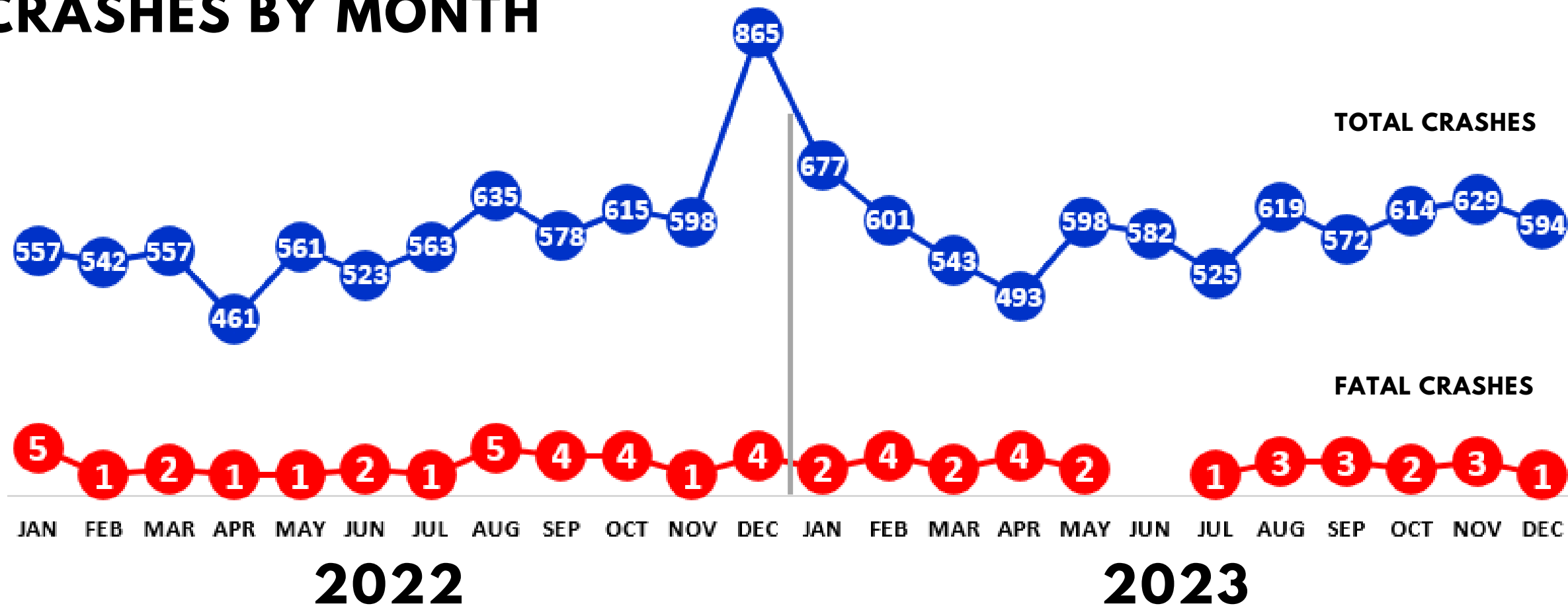
**14,102**  
TOTAL CRASHES

**341**  
SERIOUS INJURIES

**76**  
FATALITIES

**3,940**  
MINOR OR SUSPECTED INJURIES

## CRASHES BY MONTH

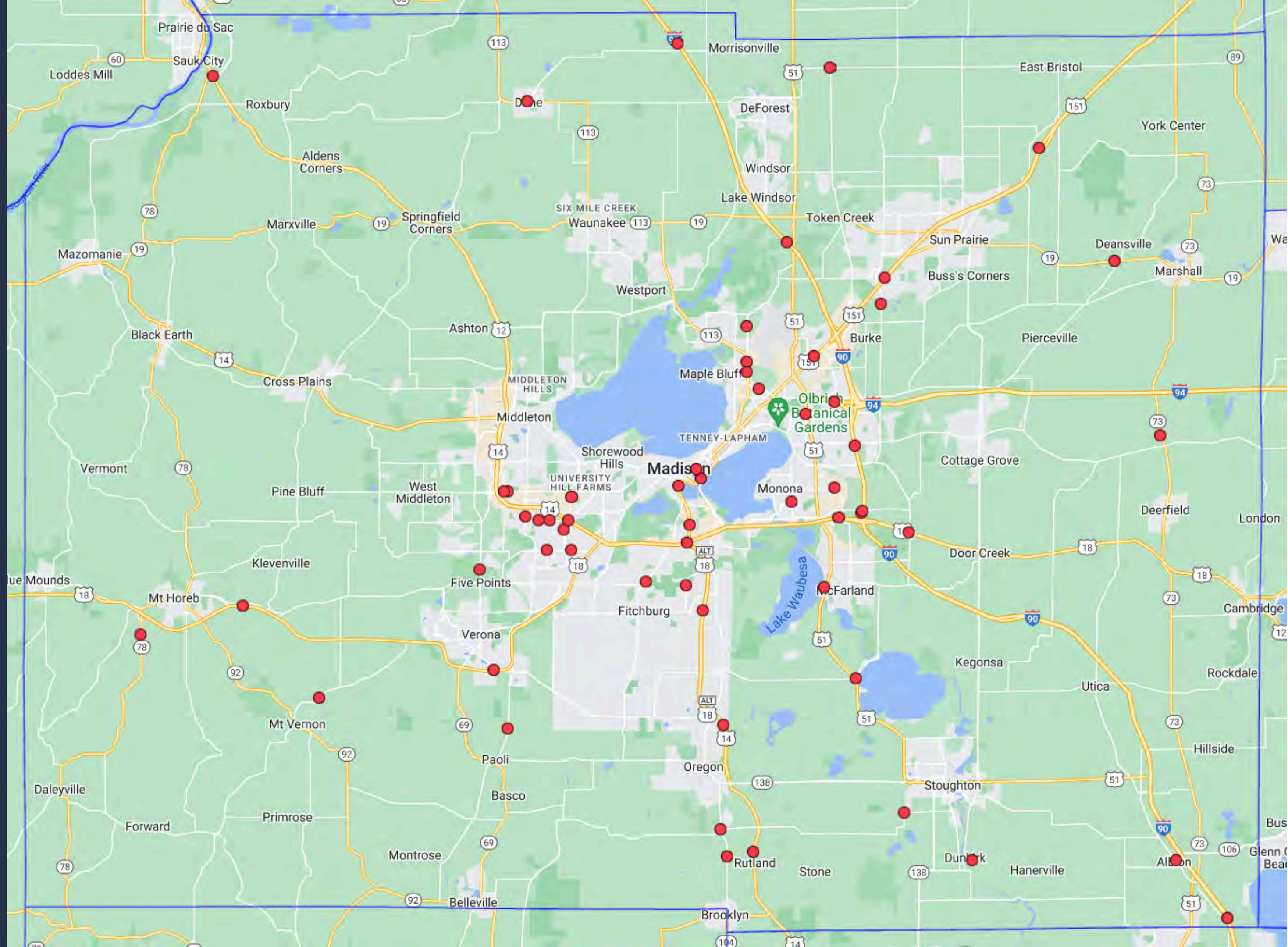


**27,671**  
UNINJURED VEHICLE OCCUPANTS, BICYCLISTS AND/OR PEDESTRIANS INVOLVED IN A CRASH



# Dane County Fatal Crashes

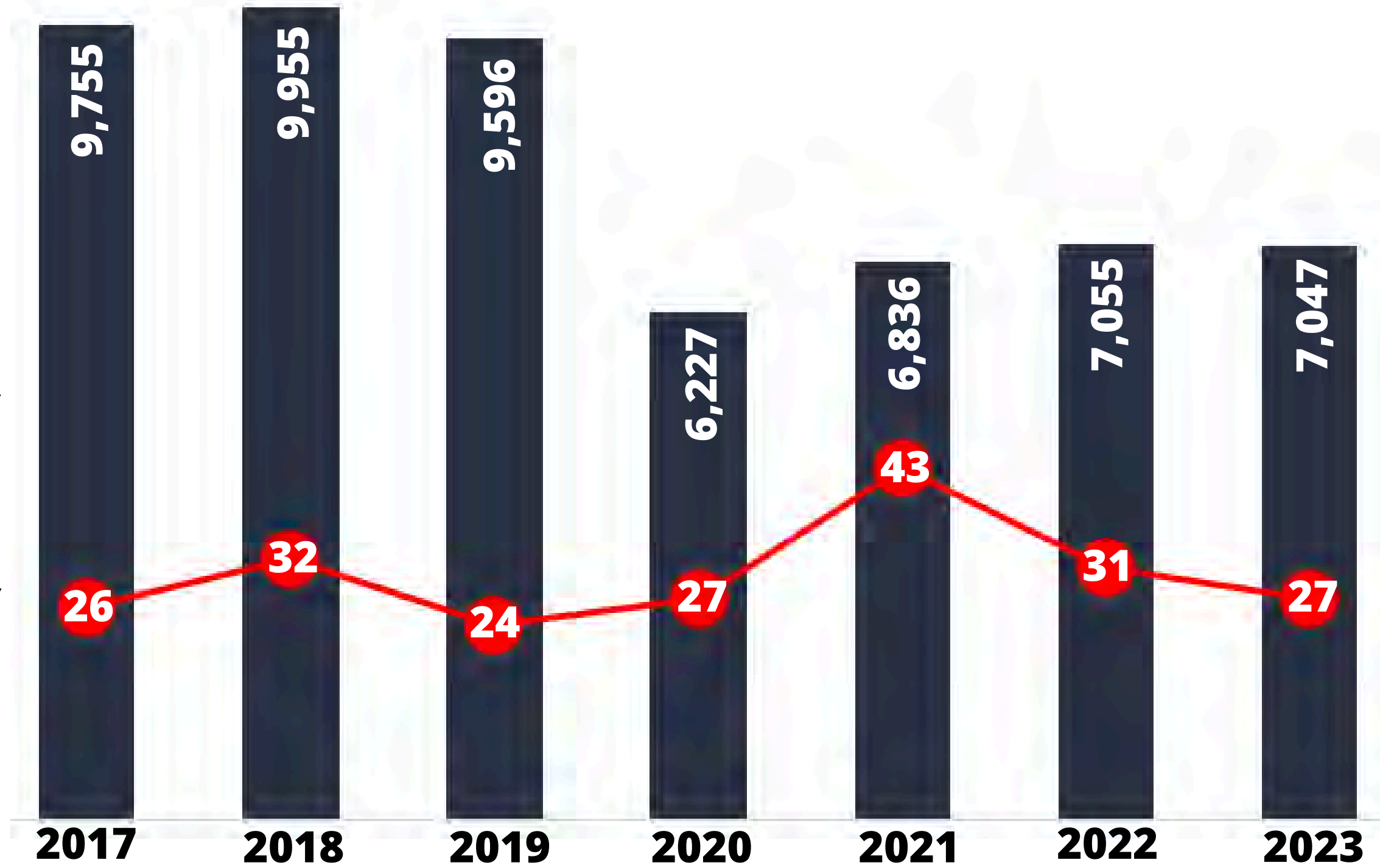
2022-2023





# Dane County Crashes 2017-2023

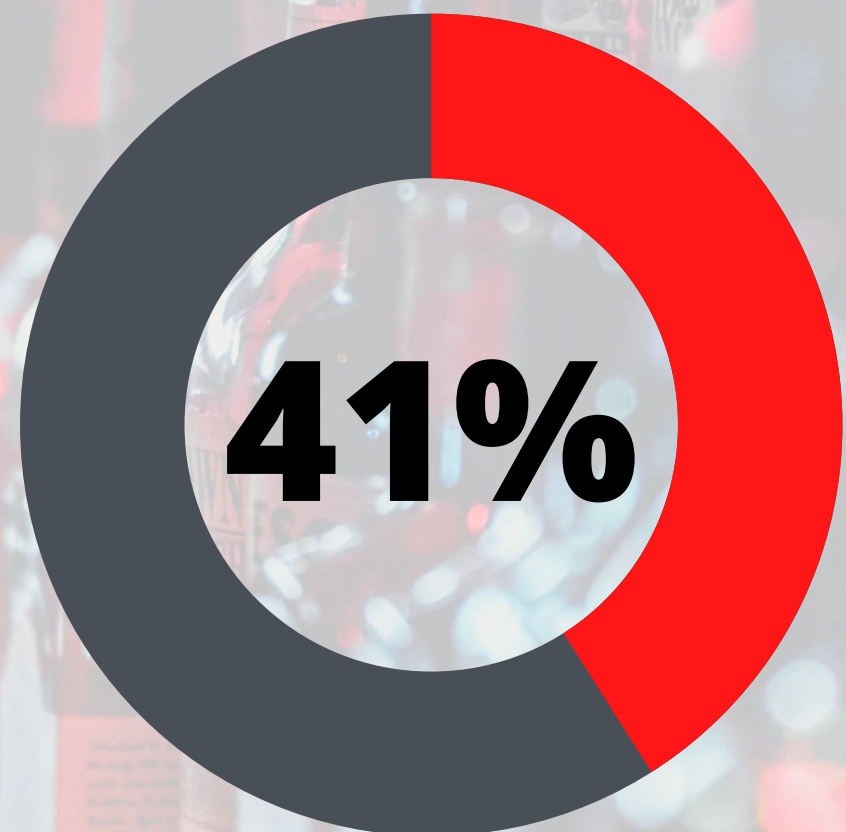
**2019**  
**Was The**  
**Safest** Year  
**on Dane**  
**County**  
**Roads**



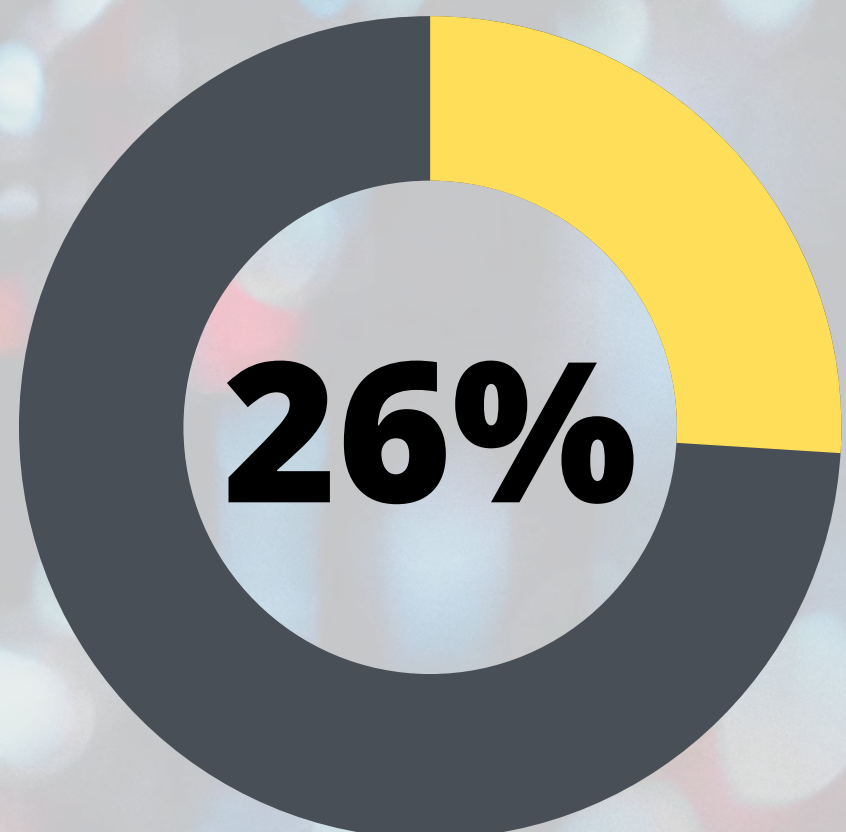
**2021**  
**Was The**  
**Deadliest**  
**Year on**  
**Dane**  
**County**  
**Roads Since**  
**2007**



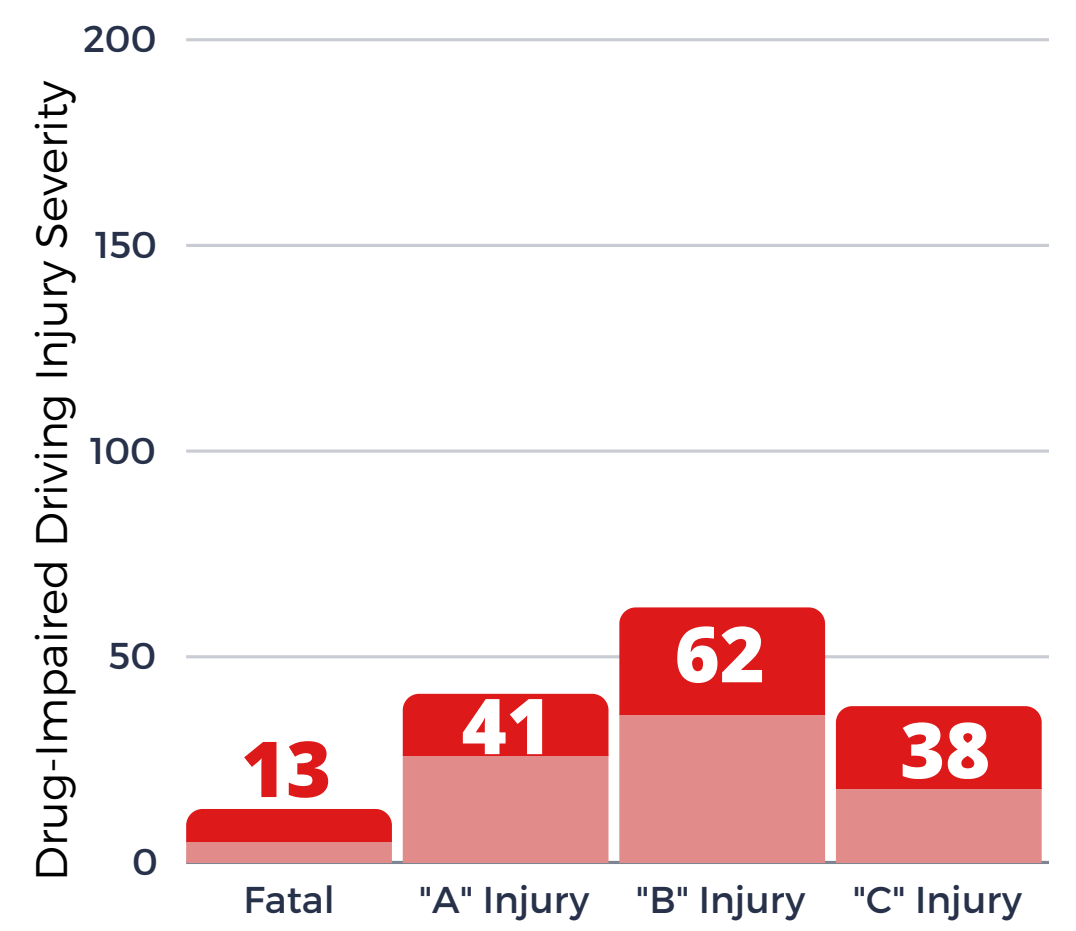
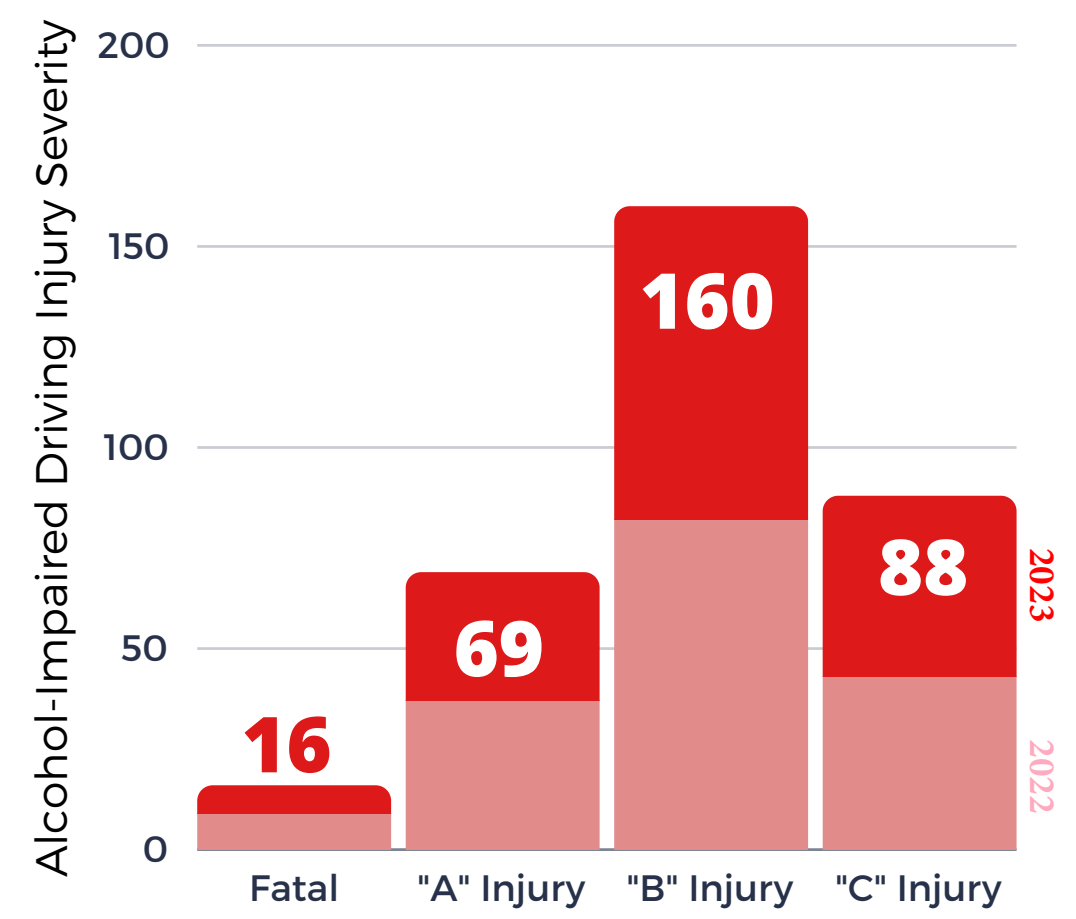
# IMPAIRED DRIVING WAS A FACTOR IN:



**FATAL CRASHES**



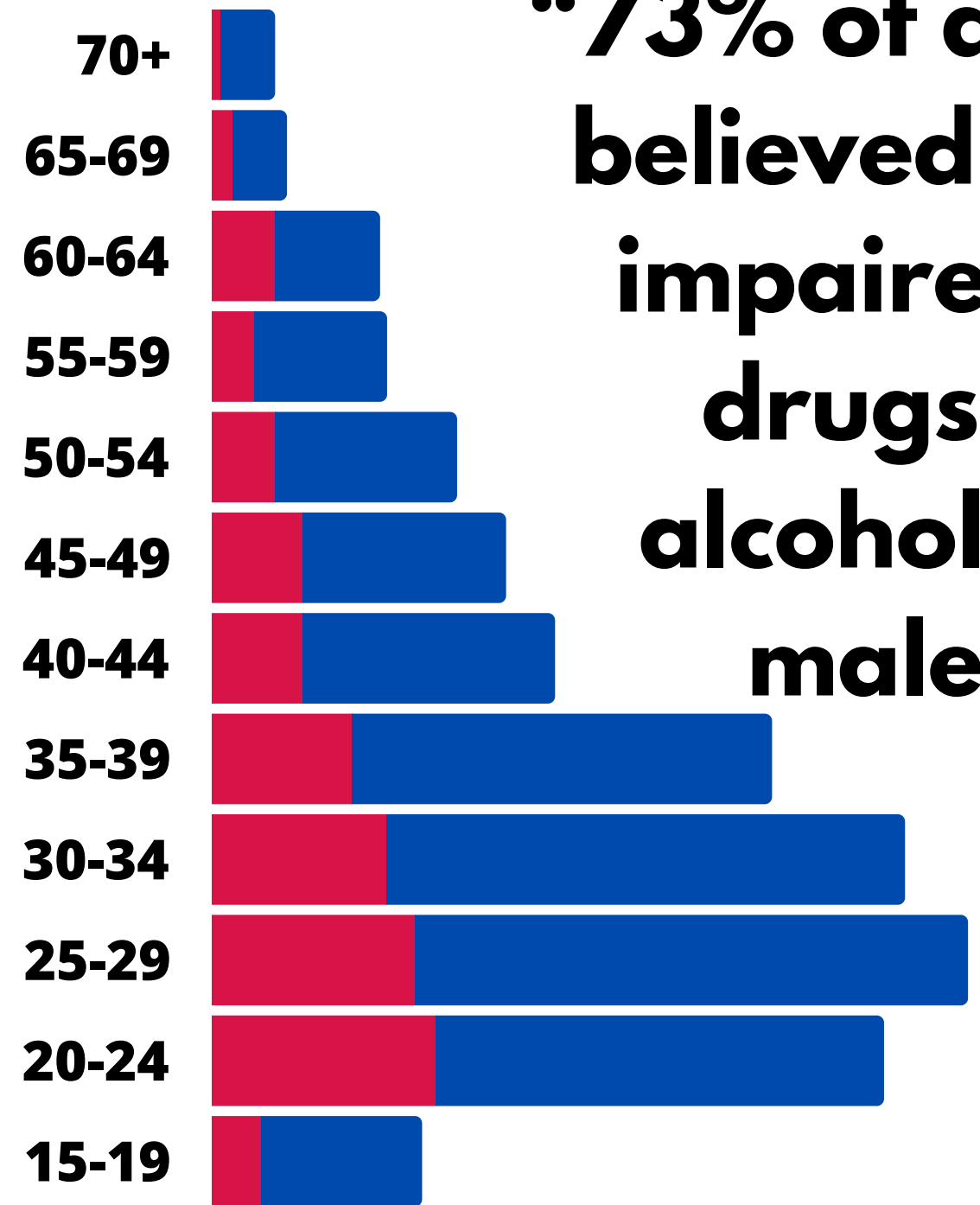
**SERIOUS INJURY CRASHES**







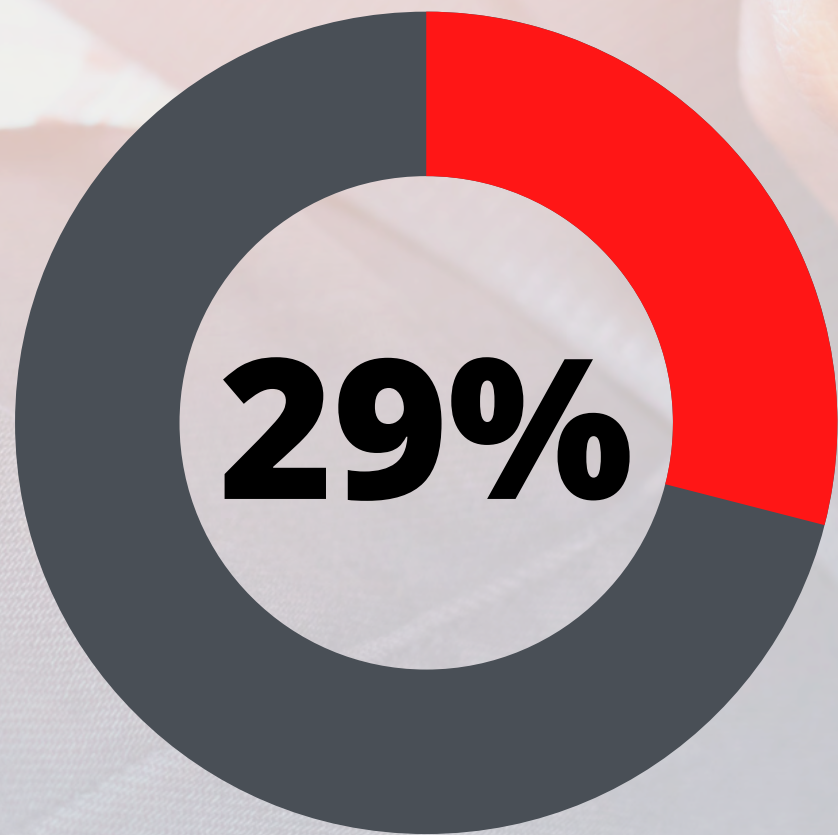
**“73% of drivers  
believed to be  
impaired by  
drugs or  
alcohol are  
male.”**



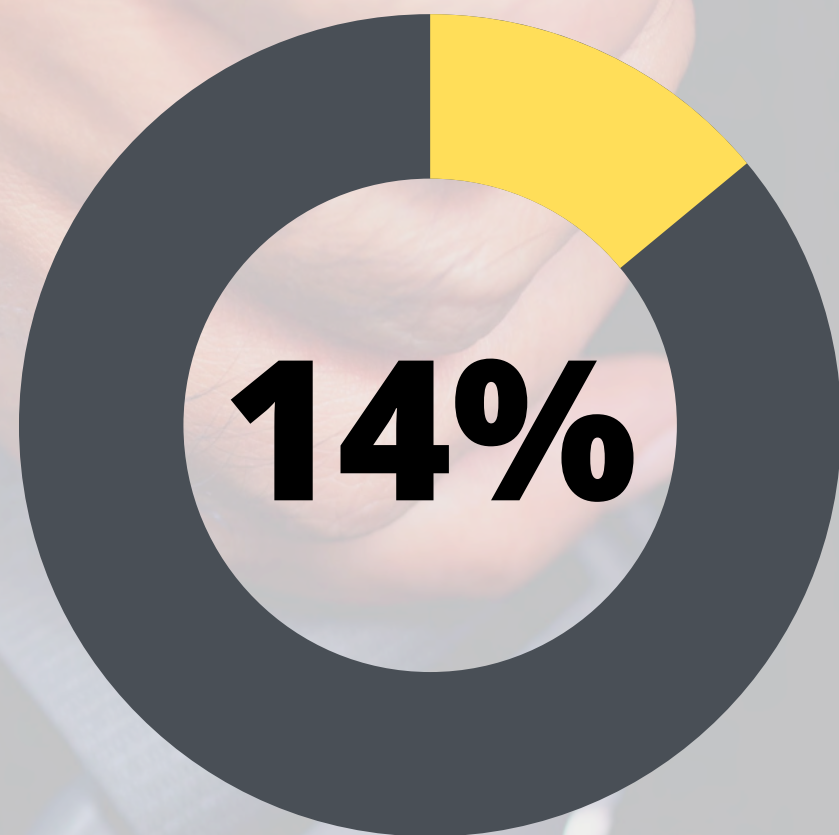
**31%**  
2017-2021  
Trend



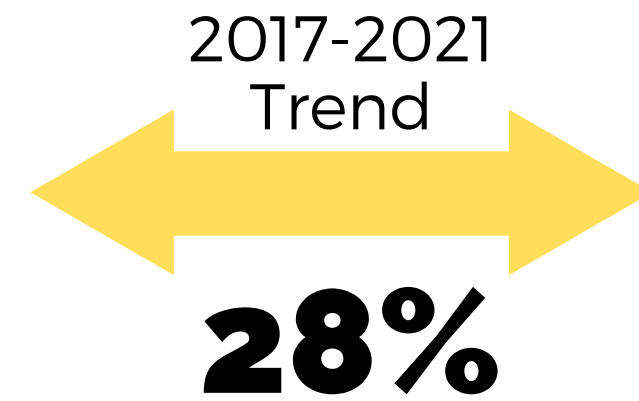
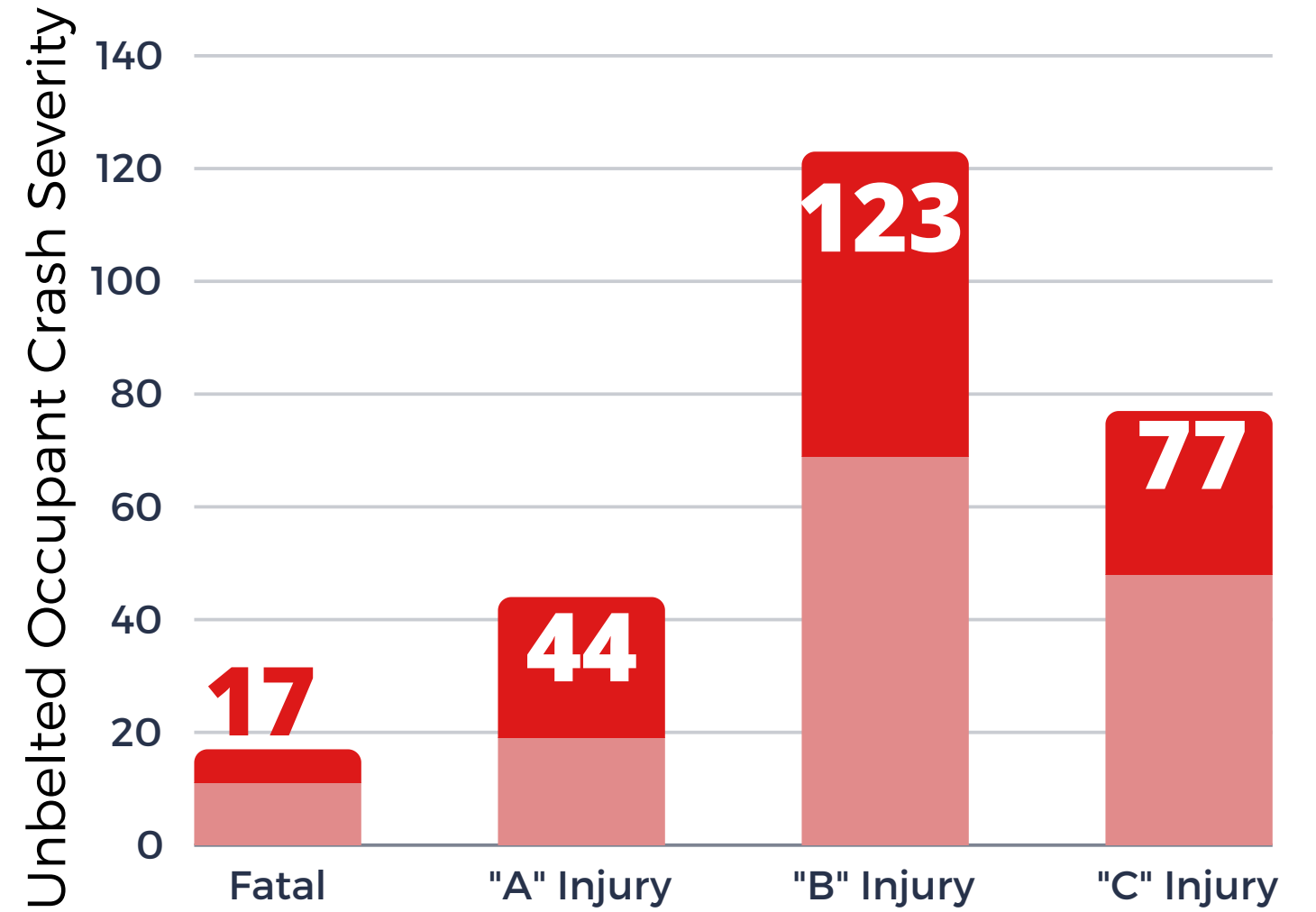
# SEATBELTS WERE NOT WORN IN:



FATAL CRASHES



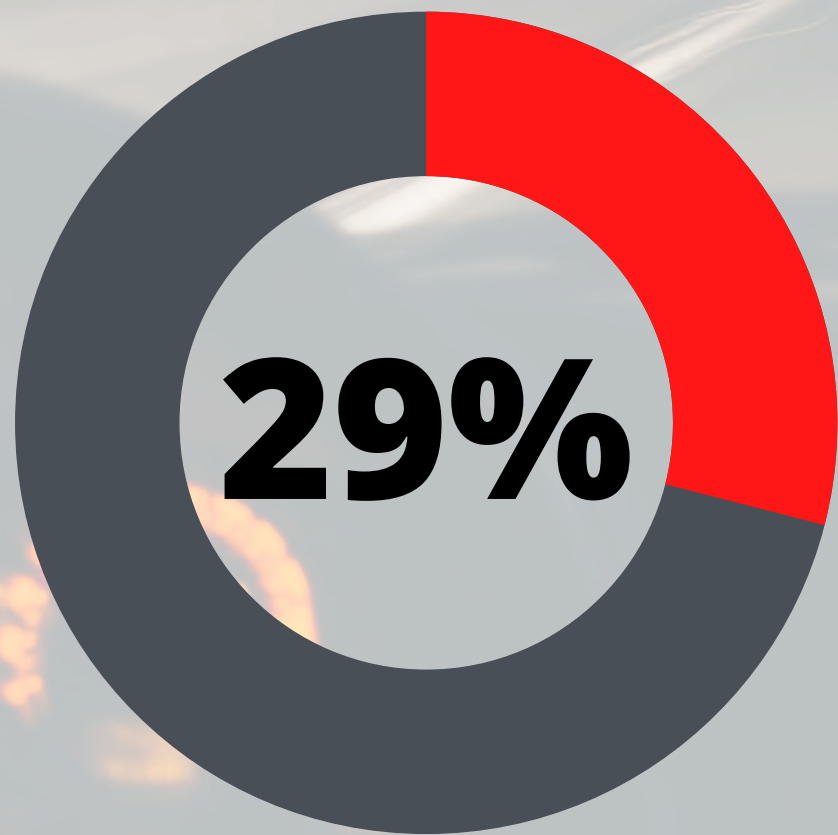
SERIOUS INJURY CRASHES



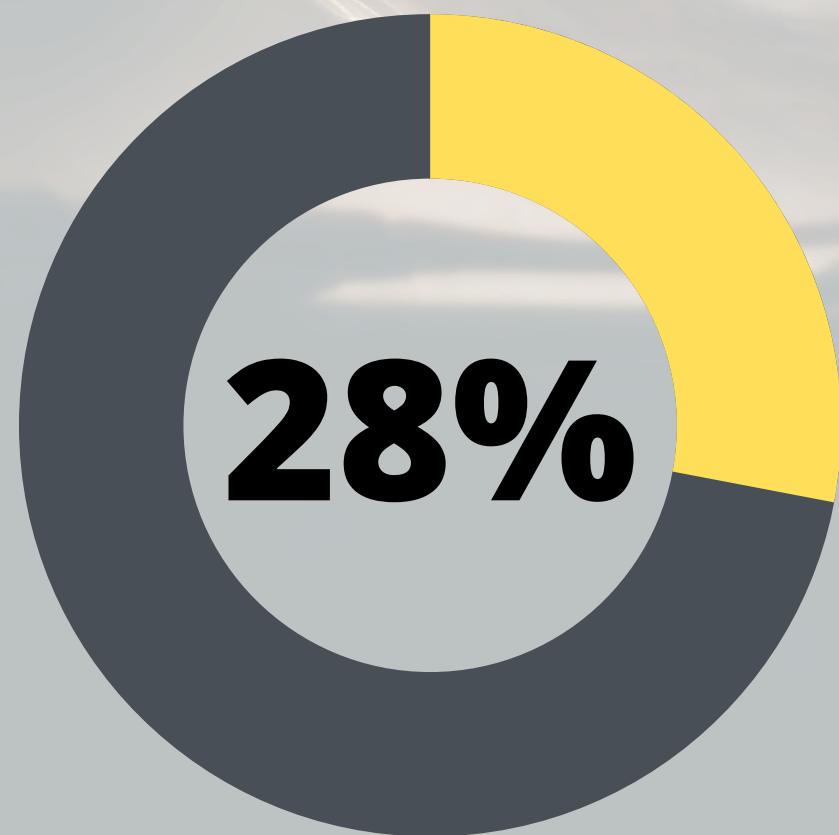
**“Statewide seat belt usage was 87.5% for 2022.”**



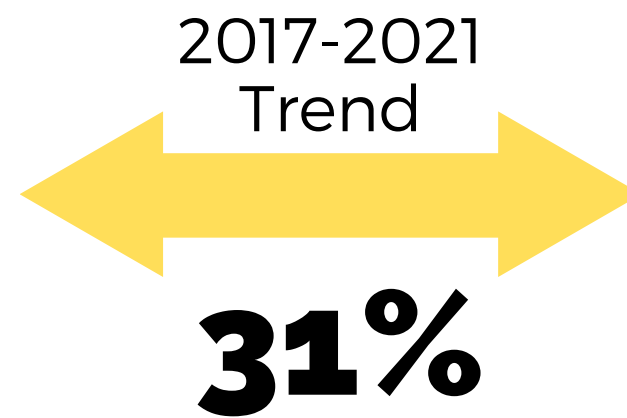
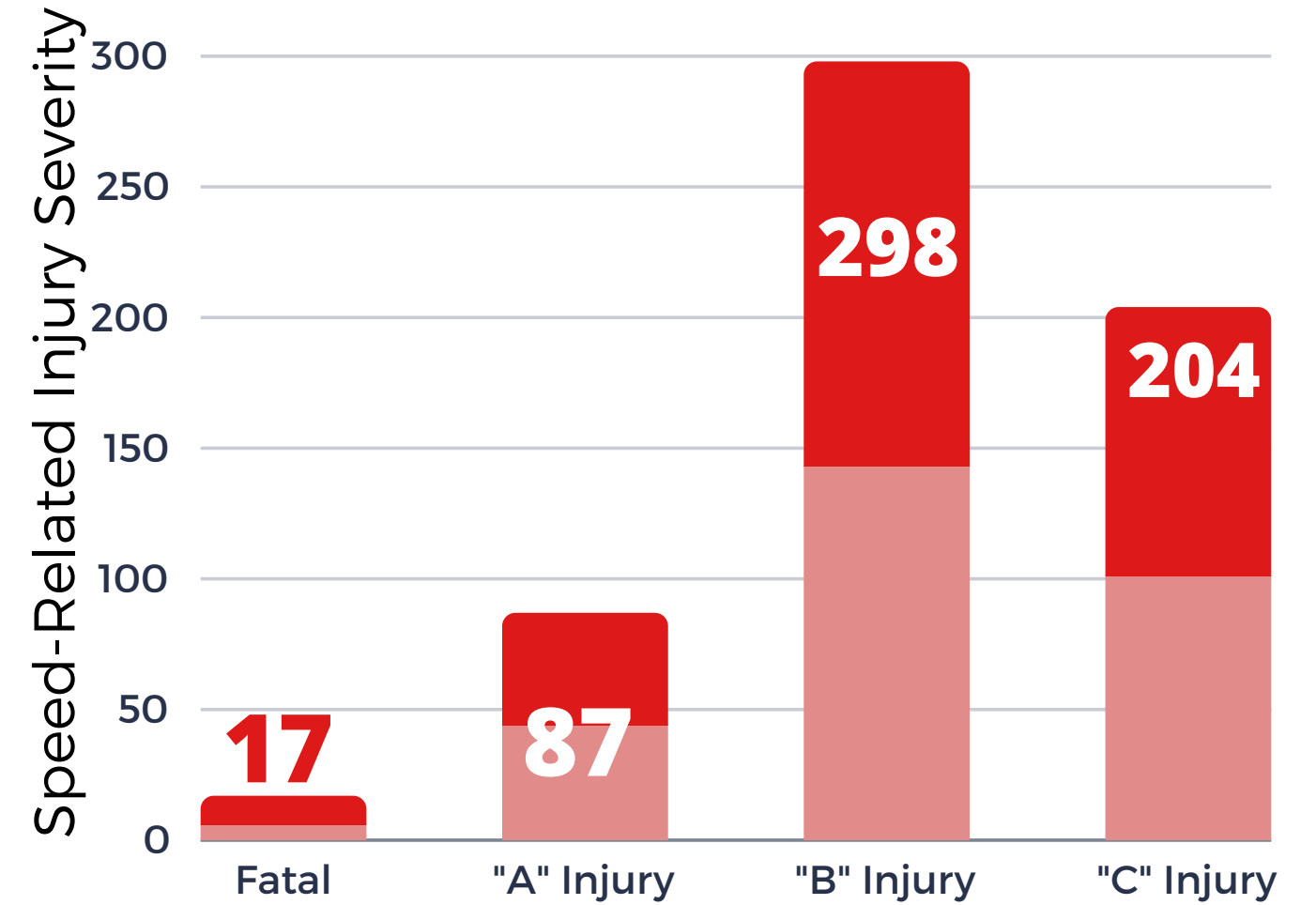
# SPEEDING WAS A FACTOR IN:



FATAL CRASHES



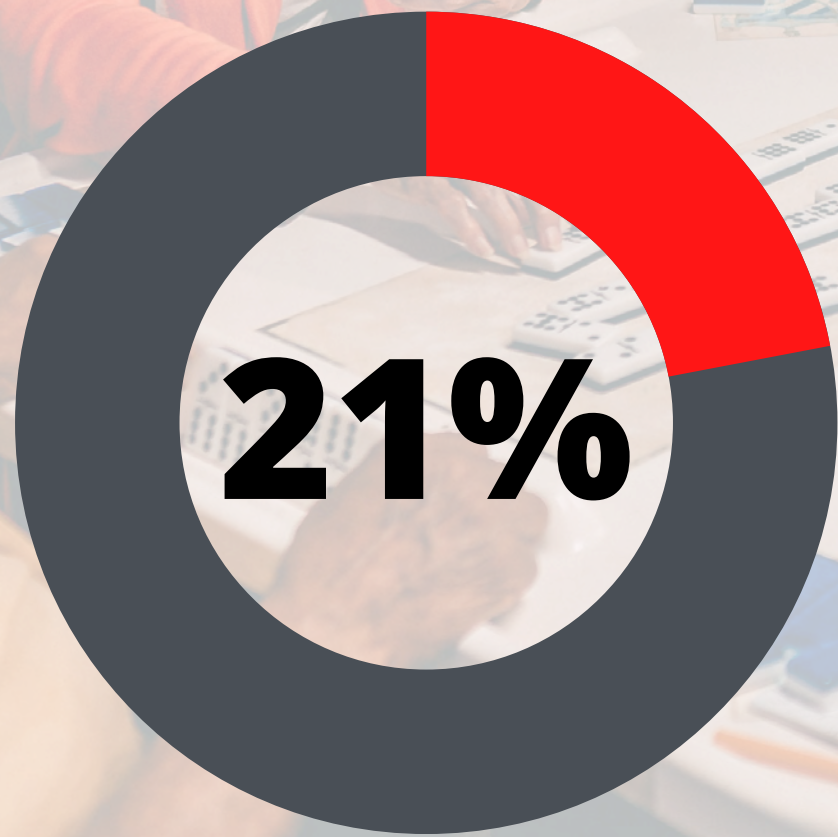
SERIOUS INJURY CRASHES



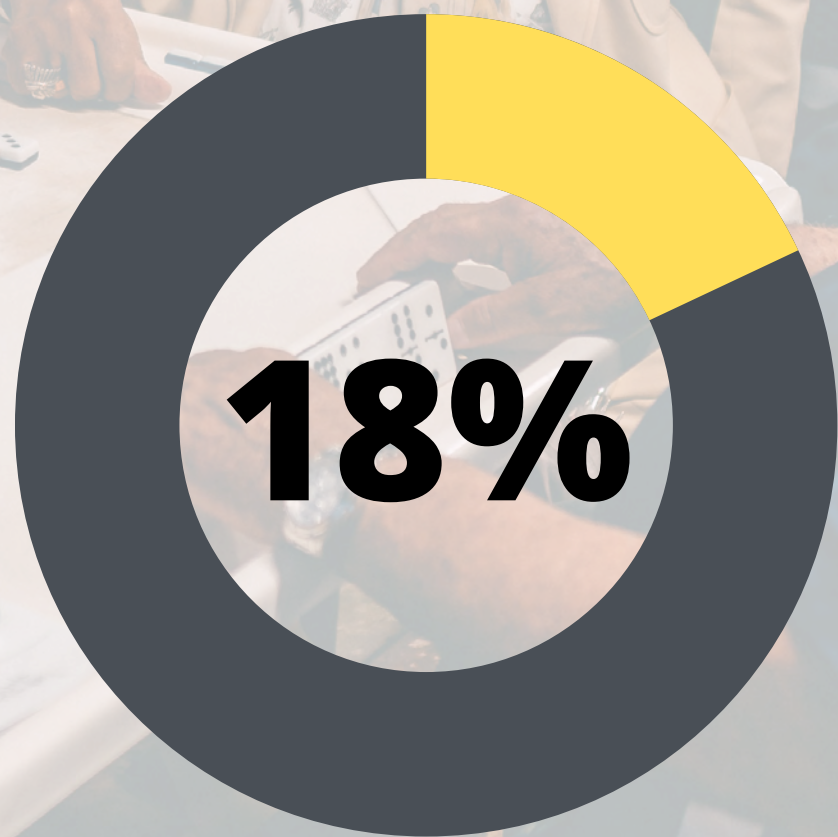
**“1 out of 4 of all crashes where speed is a factor involves a young driver”**



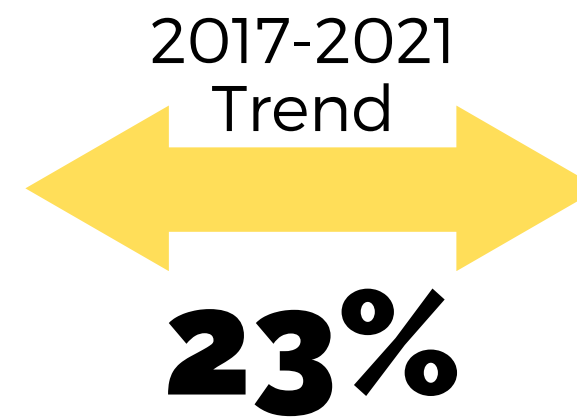
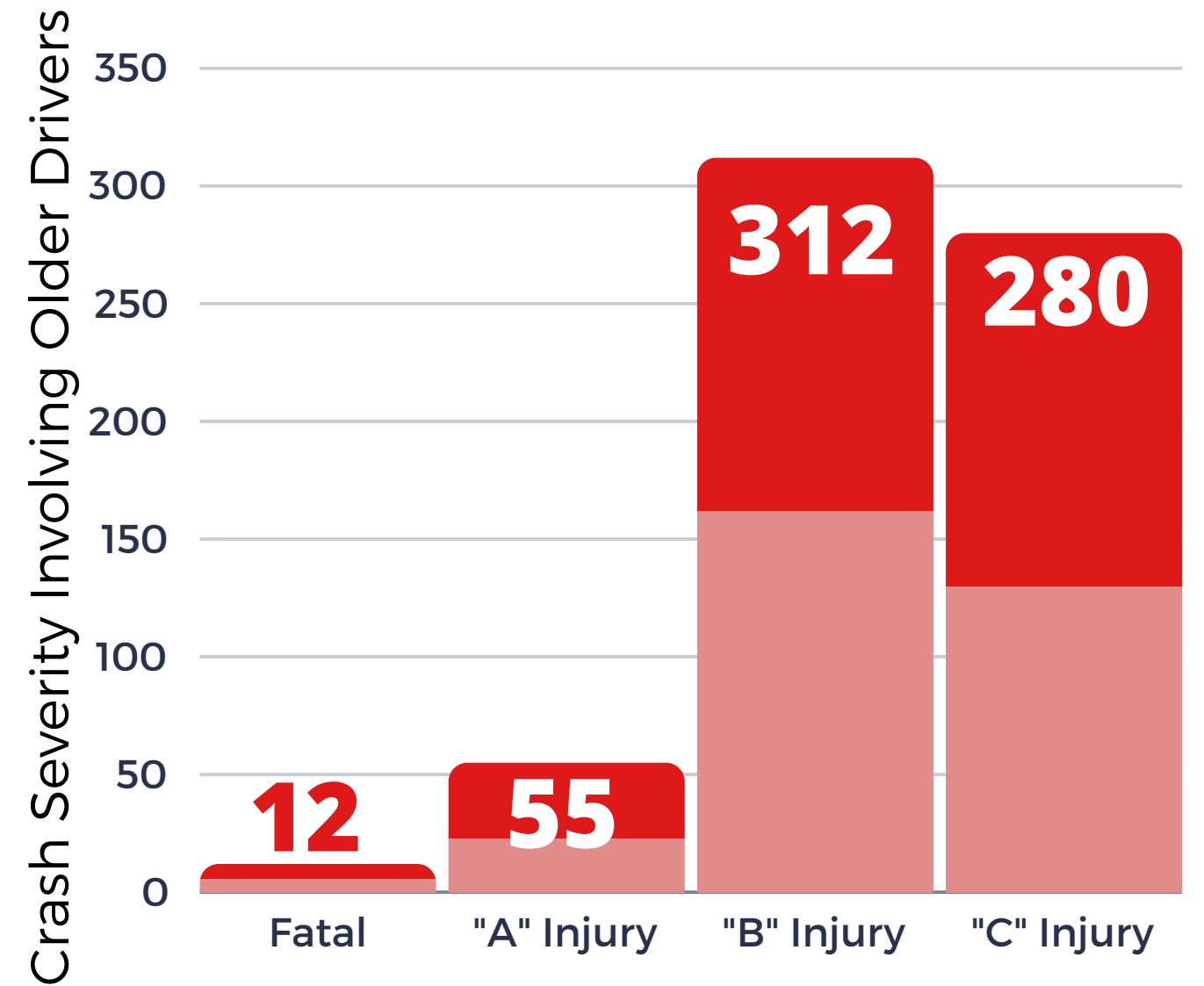
# OLDER DRIVERS (65+) WERE INVOLVED IN:



FATAL CRASHES



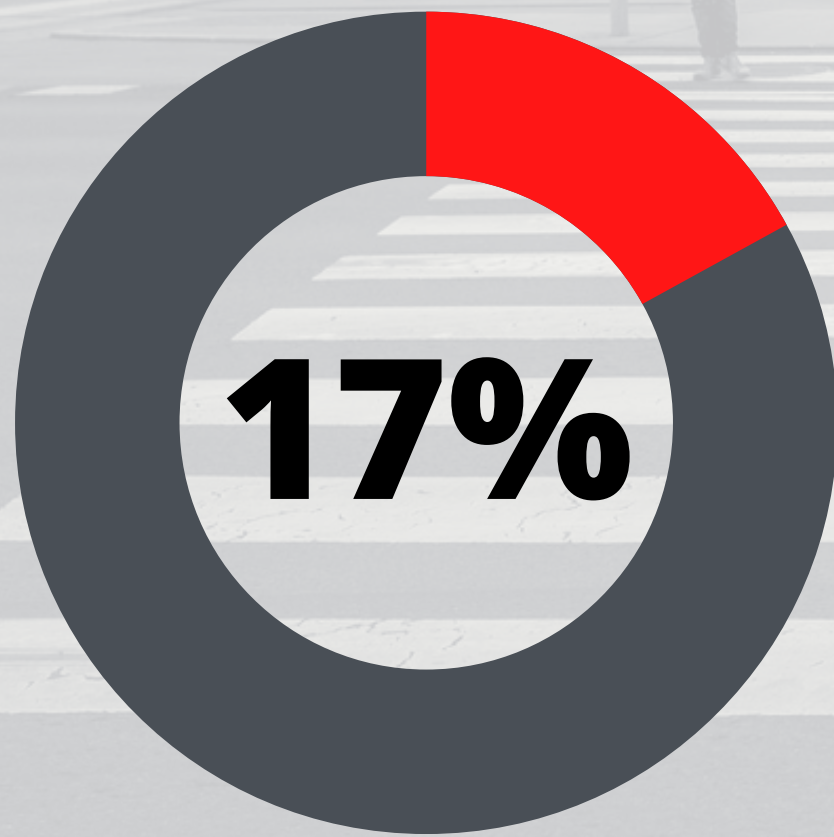
SERIOUS INJURY CRASHES



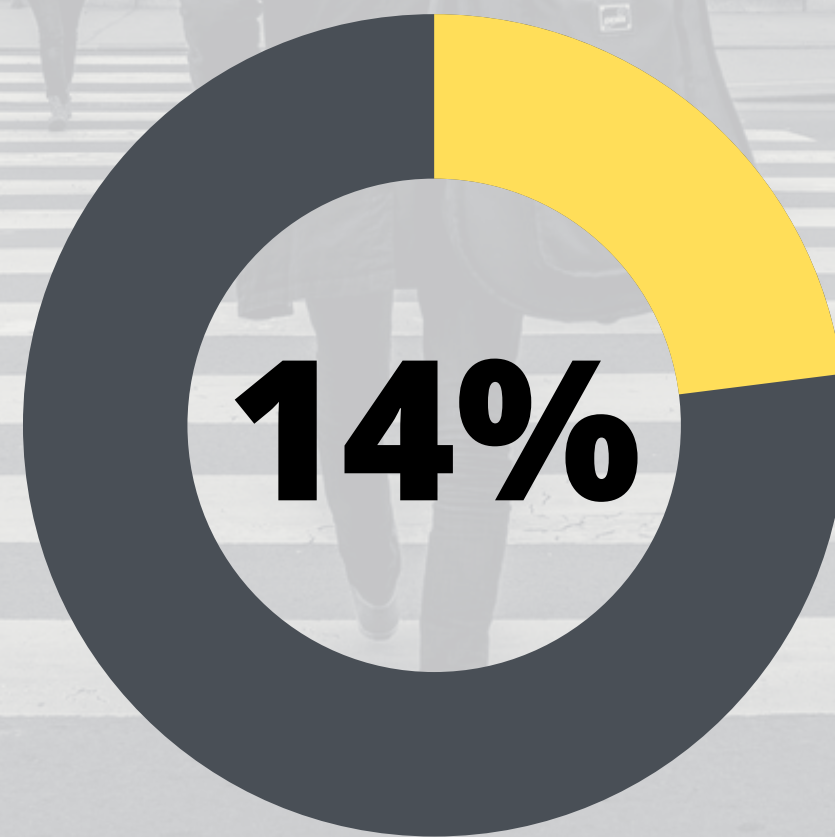
**“Older drivers make up 17% of drivers involved in a crash and make up 17% of licensed drivers”**



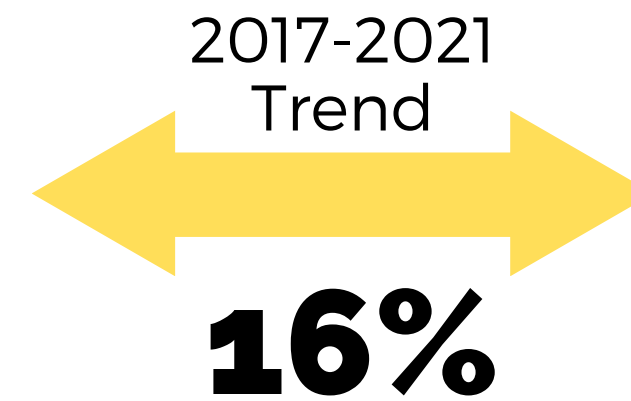
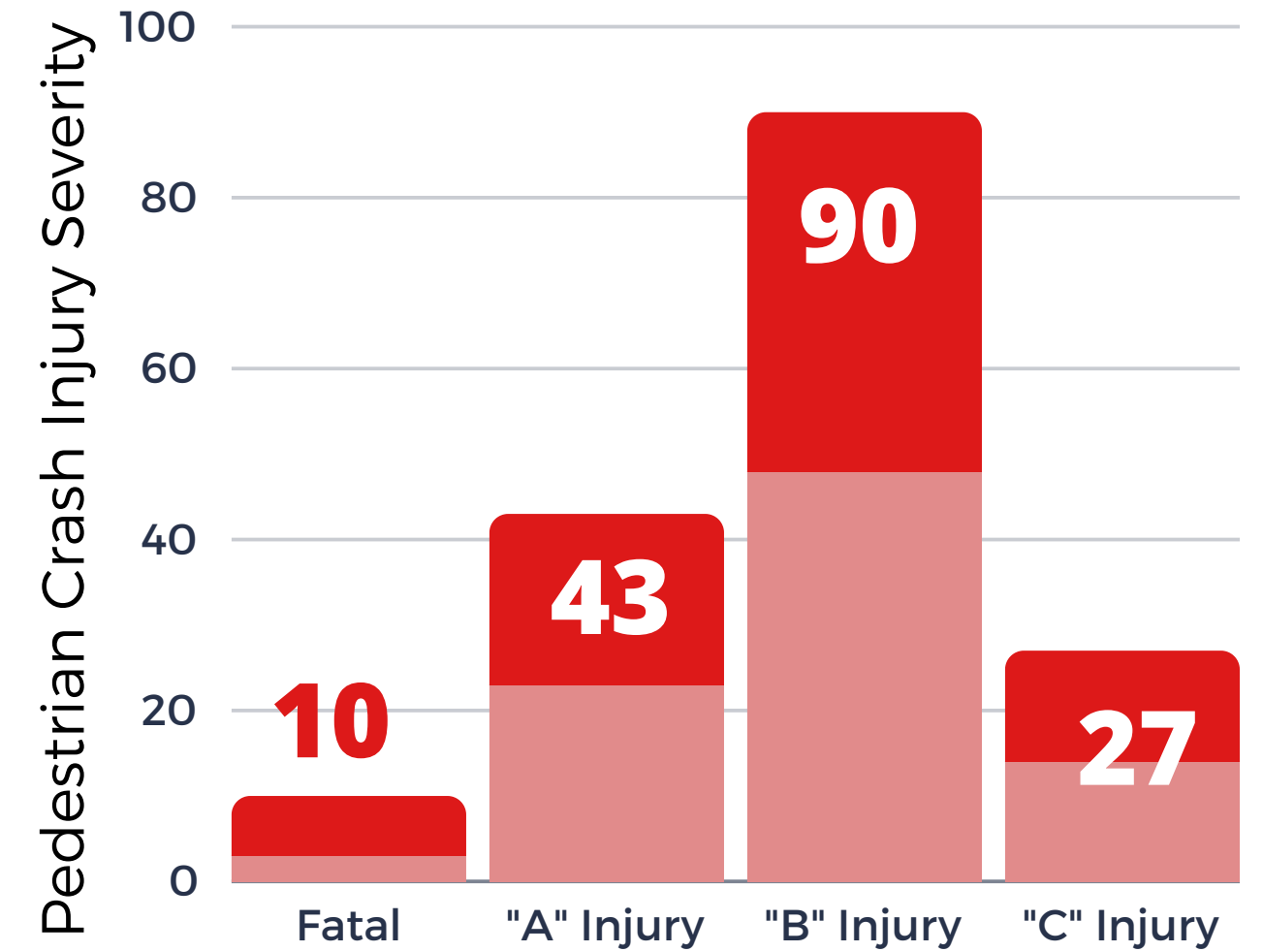
# PEDESTRIANS WERE INVOLVED IN:



**FATAL CRASHES**



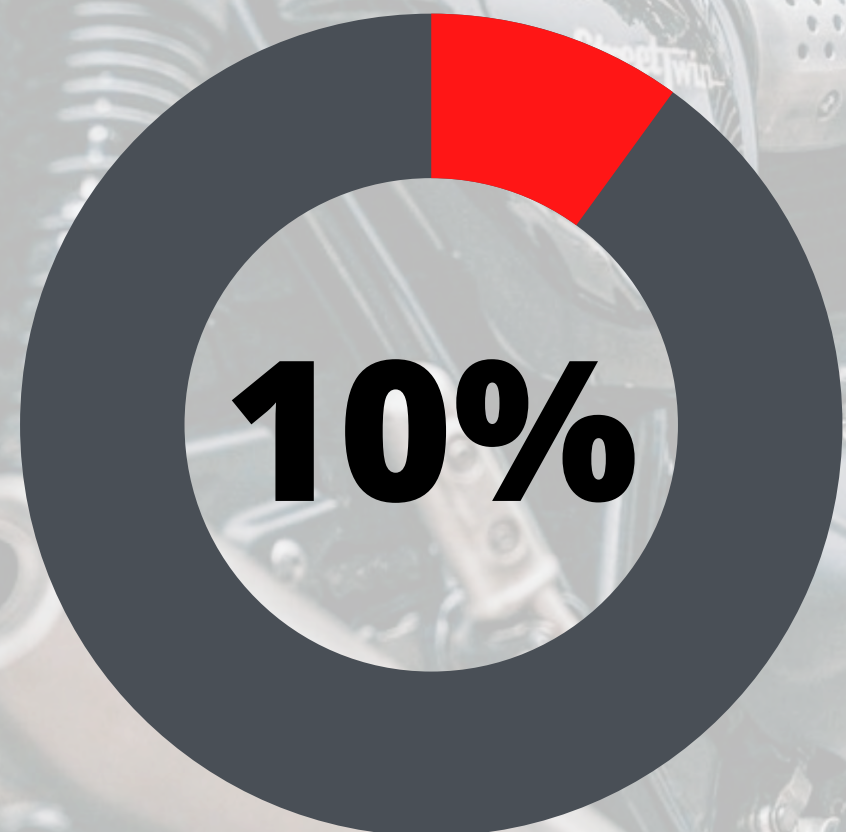
**SERIOUS INJURY CRASHES**



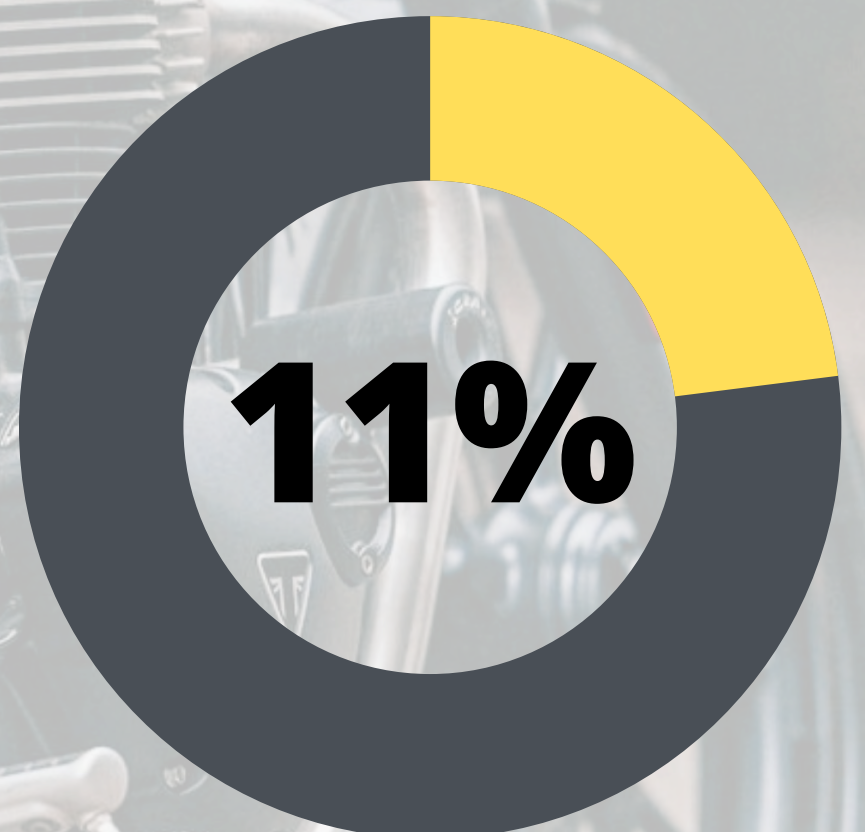
**57% of pedestrian crashes occurred at intersections**



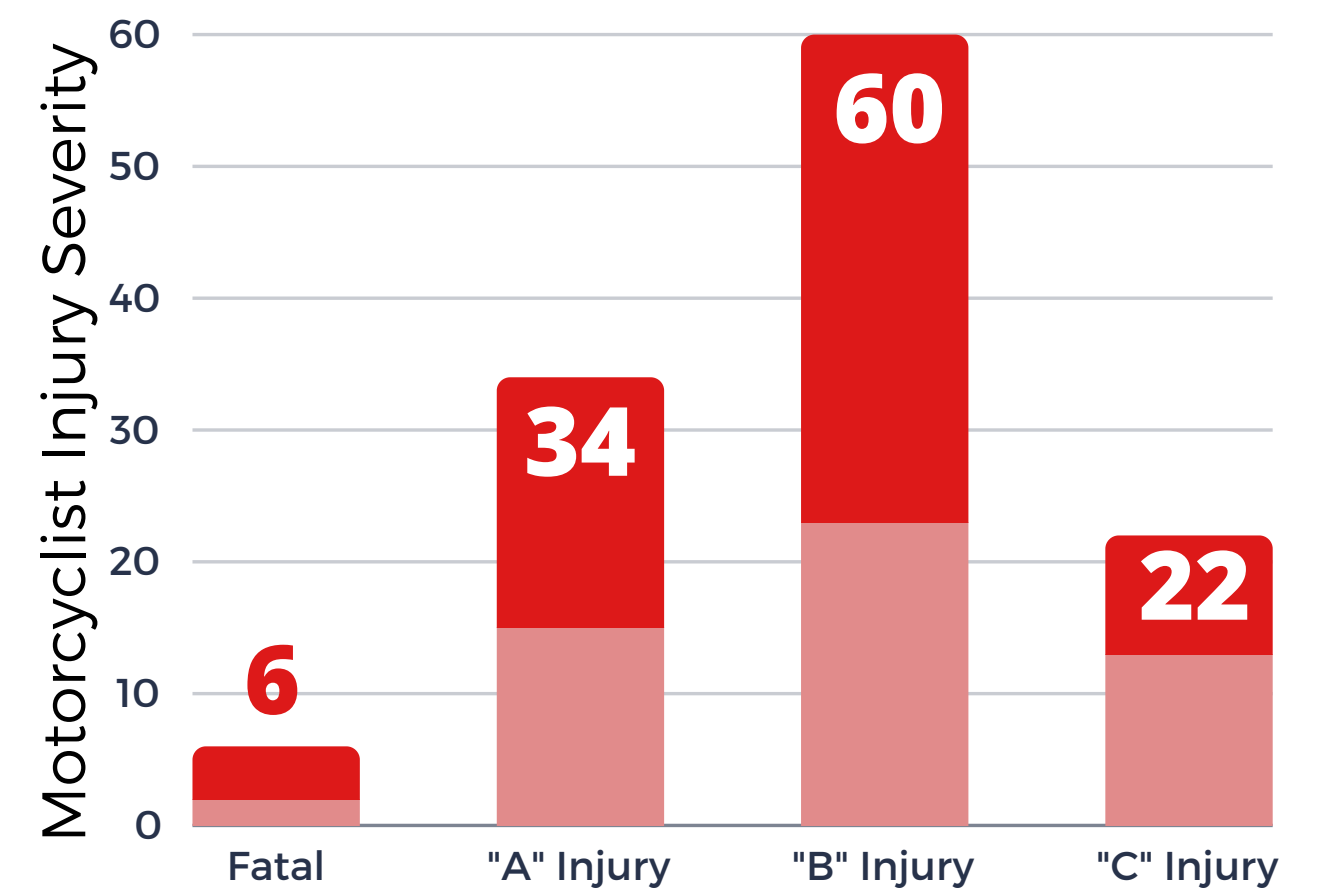
# PEOPLE ON MOTORCYCLES WERE INVOLVED IN:



FATAL CRASHES



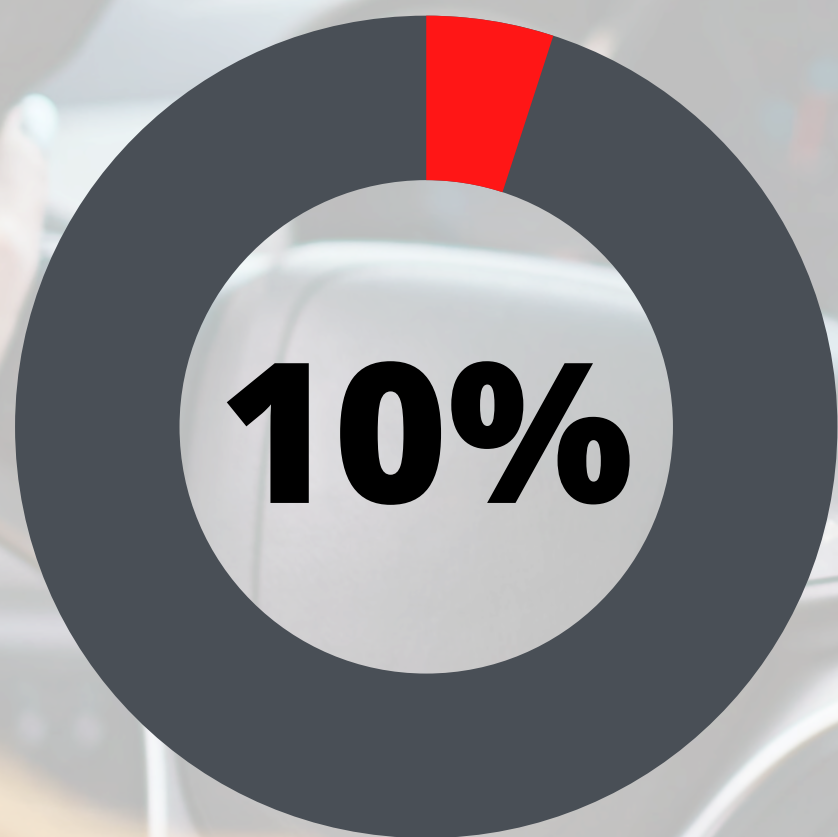
SERIOUS INJURY CRASHES



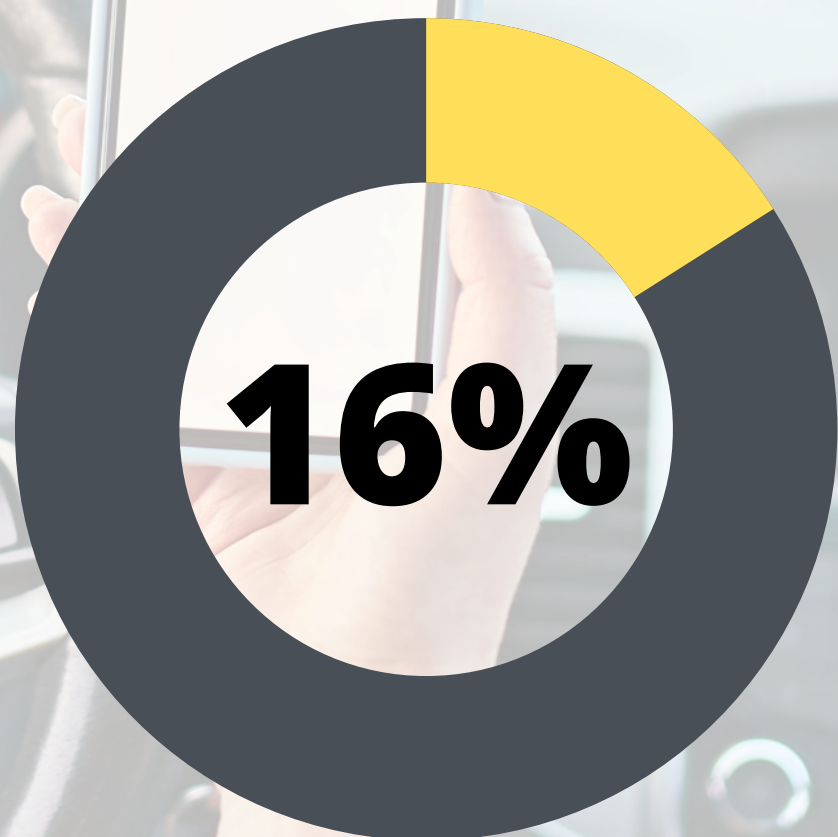
**“39% of motorcyclists killed or injured were not wearing a helmet. 12% were believed to be impaired.”**



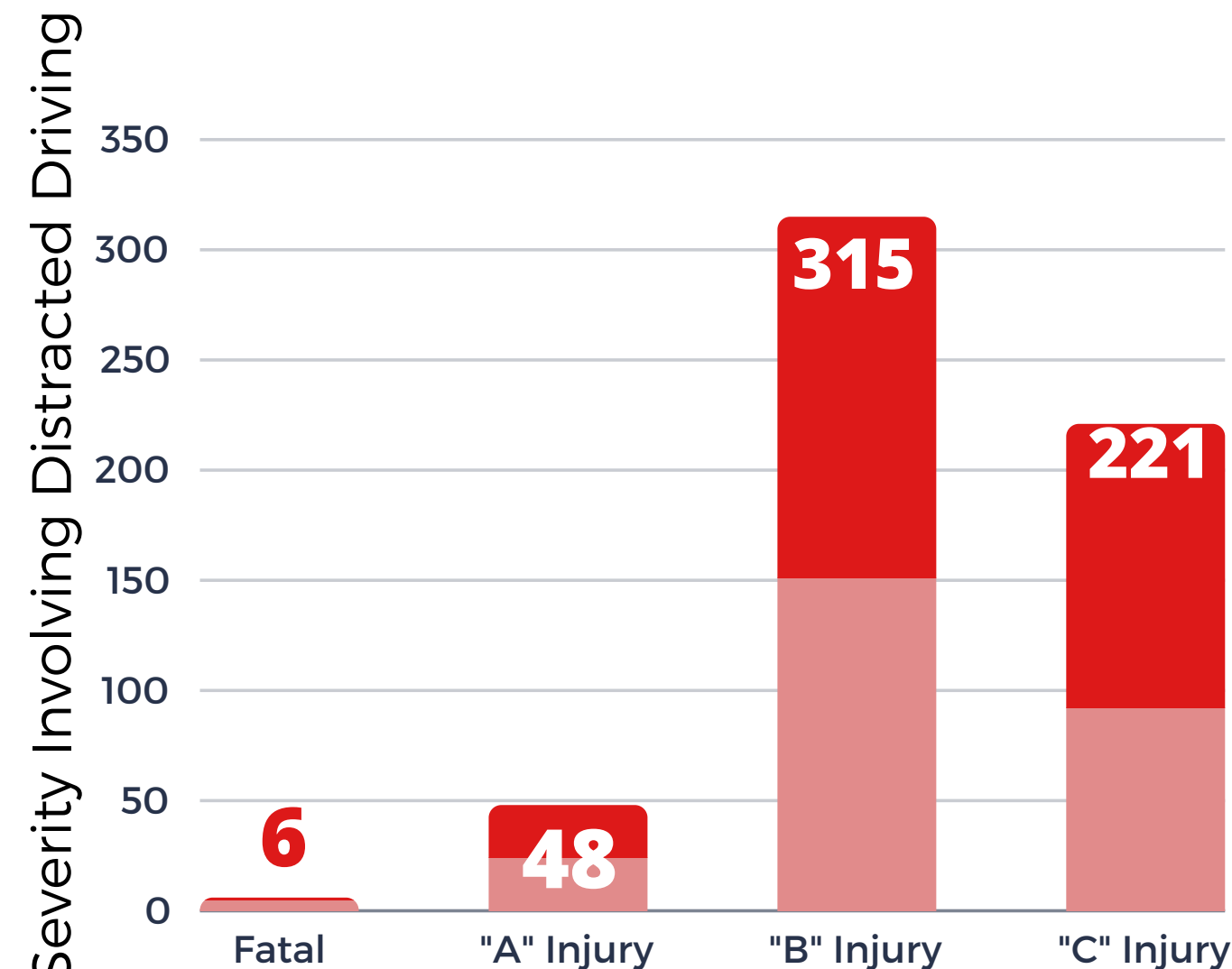
# DISTRACTED DRIVING WAS INVOLVED IN:



FATAL CRASHES



SERIOUS INJURY CRASHES

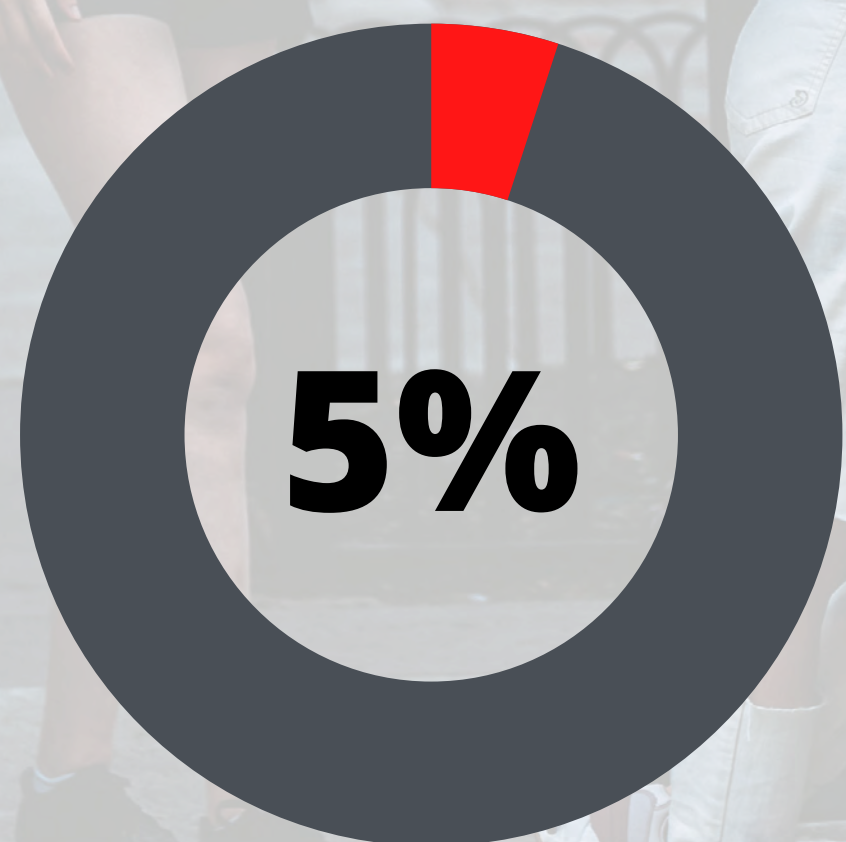


2017-2021 Trend  
**12%**

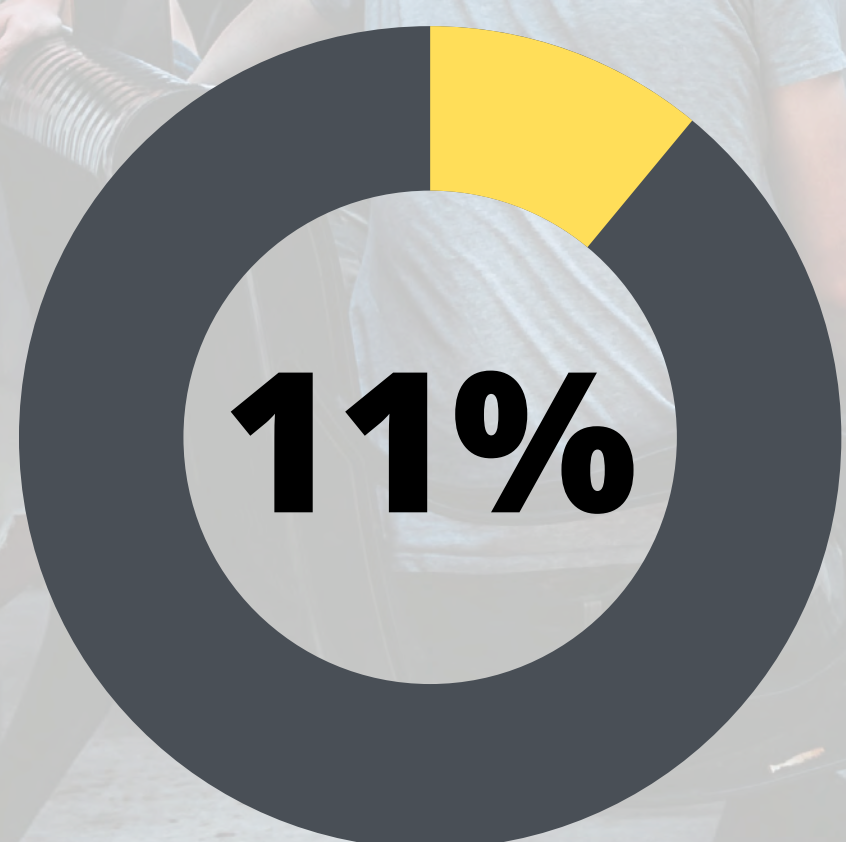
**“Hand-Held Mobile Phone account for 12% of distracted driving crashes”**



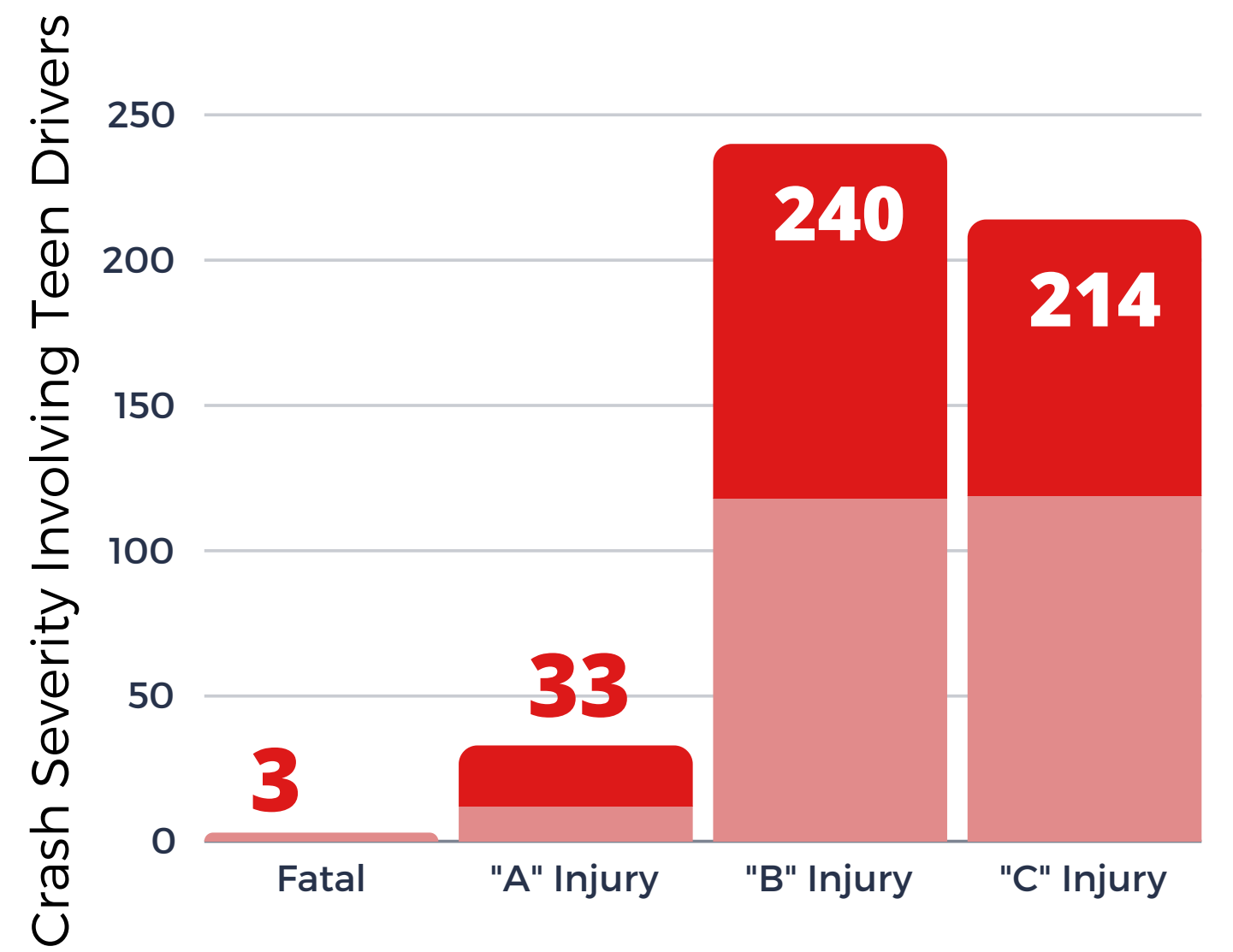
# TEEN DRIVERS WERE INVOLVED IN:



**FATAL CRASHES**



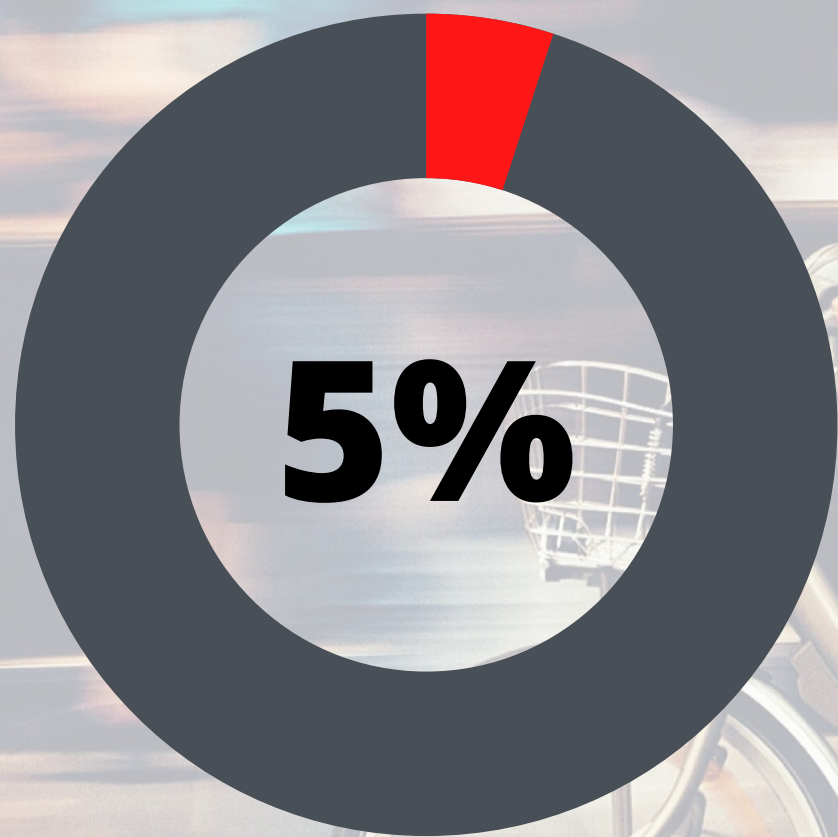
**SERIOUS INJURY CRASHES**



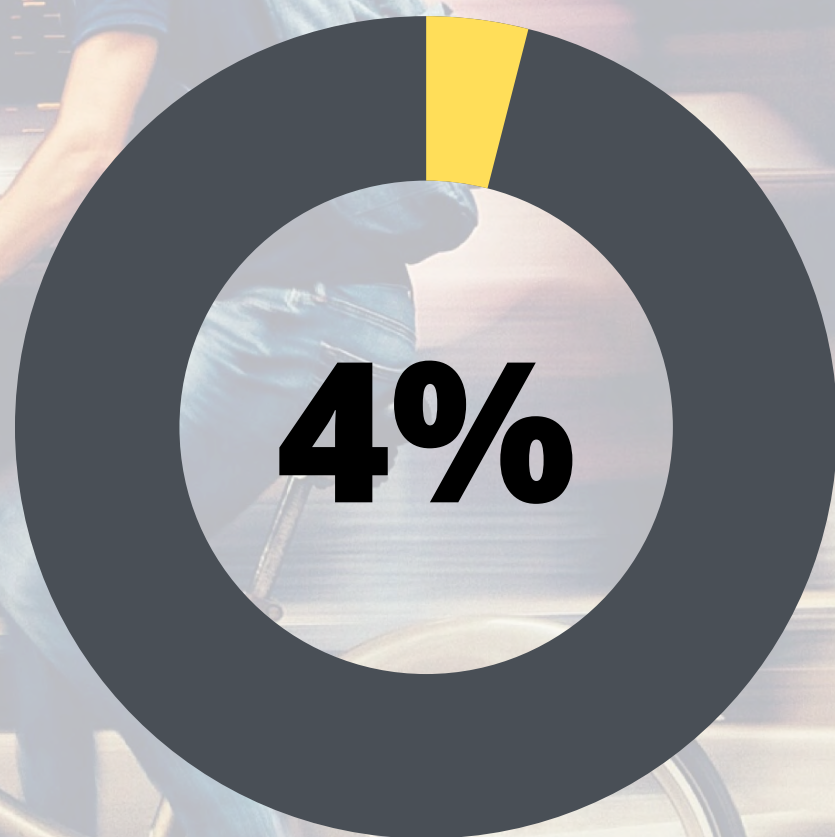
**“Teen drivers make up 15% of drivers involved in a crash and make up 4% of licensed drivers”**



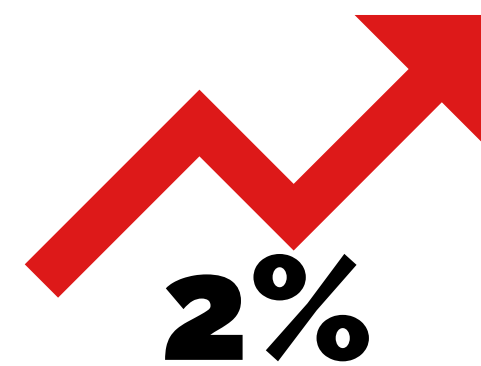
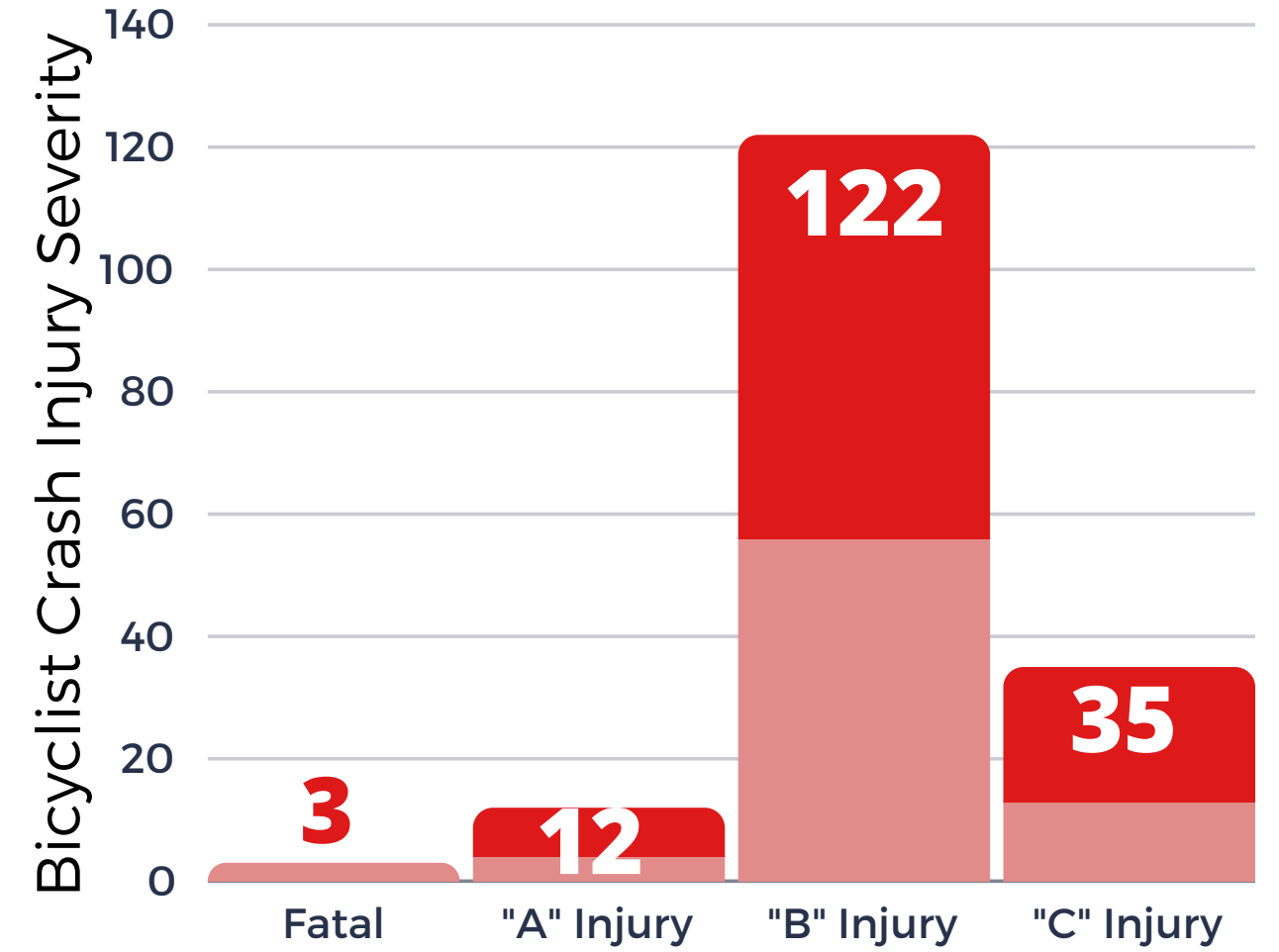
# PEOPLE ON BICYCLES WERE INVOLVED IN:



**FATAL CRASHES**



**SERIOUS INJURY CRASHES**

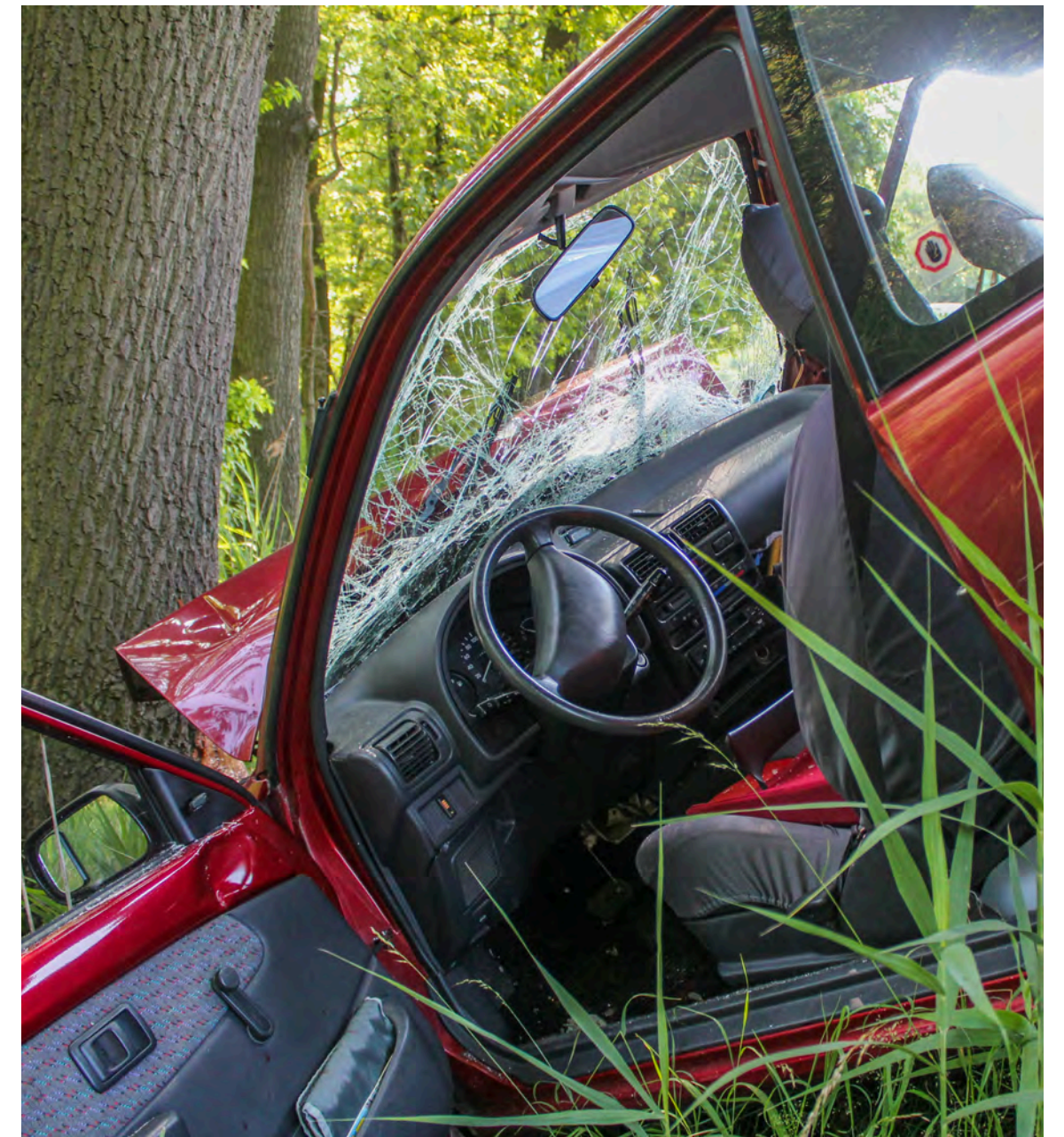
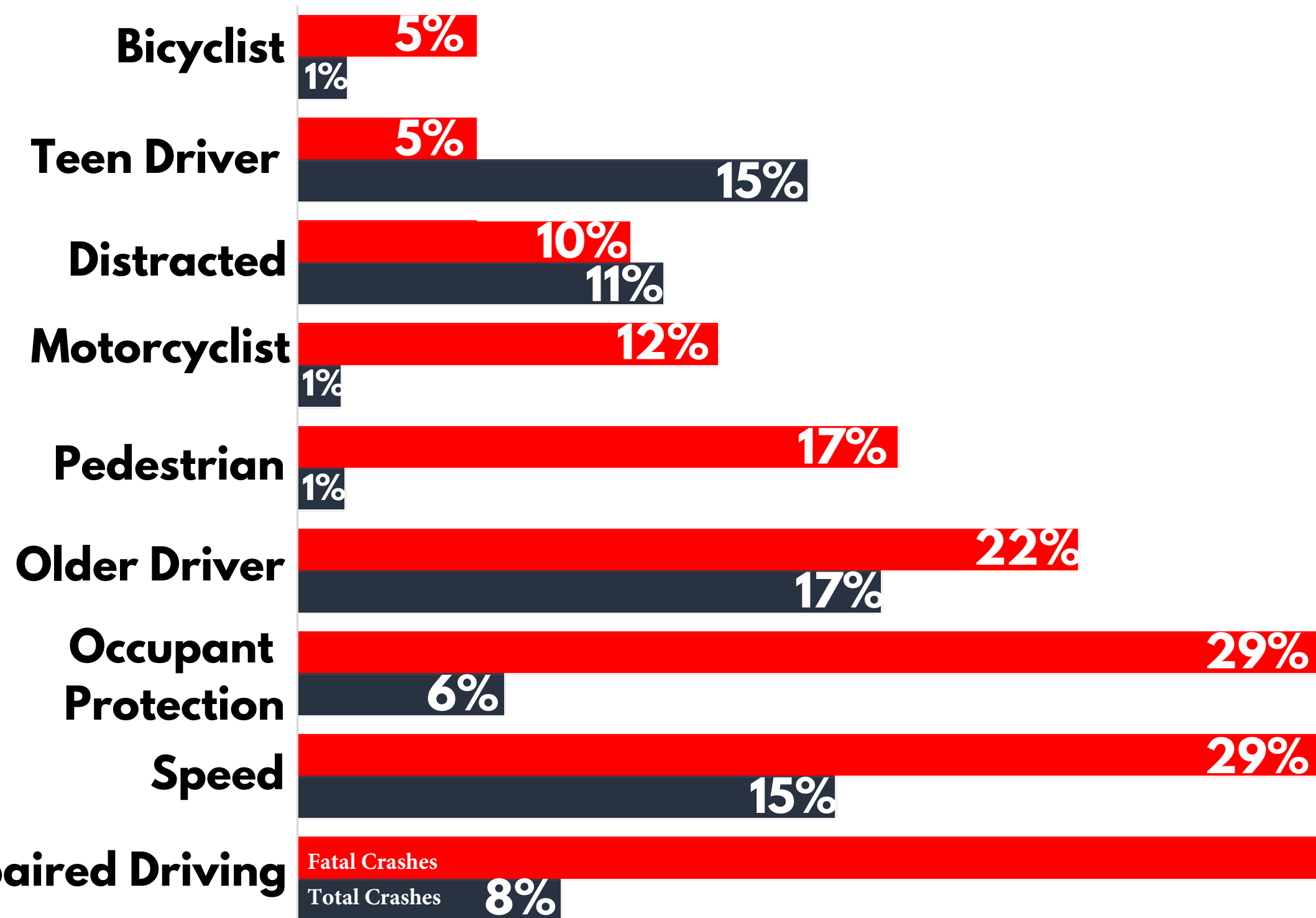


2017-2021  
Trend

**60% of bicycle crashes occurred at intersections**



# CRASHES BY EMPHASIS AREA



**MPO Agenda Cover Sheet**  
**June 5, 2024**

**Item No. 9**

<p><b>Re:</b></p> <p>Strategic Planning Results</p>
<p><b>Staff Comments on Item:</b></p> <p>This effort included 2 surveys, one for the Policy Board and Technical Coordinating Committee (TCC), and one for staff, and three 2.5 hour facilitated meetings with staff. This effort provided the opportunity to strengthen the organization’s culture and expand opportunities for staff to focus and innovate in meeting the agency’s critical responsibilities. The survey results provided insights that were useful for conversation during the facilitated meetings. This internally focused strategic planning effort revealed themes emerging from the work, identified a few initial projects (all to be conducted in June), and considerations for evaluating programs, services and MPO projects.</p> <p>We received 14 responses to the Board and TCC survey. Overall, respondents were very supportive of the effort and curiosity was expressed about the purpose and outcome. A recent change in the agency Director and interest from staff provided a natural opportunity, and the results are very encouraging.</p> <p>Themes emerging from this work include:</p> <ol style="list-style-type: none"><li>1. One of the MPO’s greatest strengths is the depth and range of employees’ skills and experiences.</li><li>2. Employees value community, collaboration, and contribution.</li><li>3. They are eager for increased collaboration and communication to support excellence, improvement, learning, creativity, and connection. They want tools and opportunities to evaluate and strengthen the effectiveness and efficiency of their work. They want their individual skills, experiences, and communications preferences to be known and honored.</li></ol> <p>Initial projects identified include work on a project management process and improved management of electronic files, a high-level review of all programs/services, and telling the MPO story using the Transportation Improvement Program (TIP) as pilot. One of the longer-term projects identified was an onboarding process for incoming Policy Board and TCC members.</p>
<p><b>Materials Presented on Item:</b> none</p>
<p><b>Staff Recommendation/Rationale:</b> NA</p>

**MPO Agenda Cover Sheet**  
**June 5, 2024**

**Item No. 10**

<p><b>Re:</b></p> <p>Status Report on Capital Area Regional Planning Commission (CARPC) Activities</p>
<ul style="list-style-type: none"><li>• Held a webinar on Canopy Cover, featuring the work of Jay Weiss, founder of the Cambridge Tree Project, which has planted over 1,100 trees since 2006 without the use of municipal funds.</li><li>• Collaborating with the Dane County Tree Board on a grant application to develop a model tree preservation ordinance.</li><li>• Working on a grant application with Dane County Land and Water Resources to set up a GIS lab with Operation Fresh Start.</li><li>• Released the Growing Shade Tool. <a href="https://capital-area-rpc.shinyapps.io/growing_shade-main/">https://capital-area-rpc.shinyapps.io/growing_shade-main/</a> - It is a resource, including a mapping tool, for enhancing and preserving tree canopy cover.</li><li>• Providing intergovernmental agreement assistance to City and Town of Sun Prairie including creating draft maps.</li><li>• Saltwise partnership presented at various events, including the American Public Works Association conference held in Madison.</li><li>• Working with MPO staff in designing a potential mobile workshop for the 2024 Wisconsin American Planning Association conference taking place in Madison in September.</li><li>• Participating in ongoing effort to revisit population and household projection methodology for the region, in collaboration with staff from the MPO, Dane County, City of Madison, and UW-Madison. We are also collaborating with County and MPO staff on a set of geospatial data challenges and initiatives.</li><li>• 2 water quality plan amendments and 9 sewer extension reviews.</li></ul>
<p><b>Materials Presented on Item:</b></p> <p>1. None</p>
<p><b>Staff Recommendation/Rationale:</b> NA</p>