

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

March 2, 2022

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually.

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 880 1863 5294

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 February 2, 2022 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2022 Resolution No. 3 Approving Amendment #3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County
 - South Beltline (USH 12/18) (Yahara River Bridge), Box Culvert Bridge Replacement (NEW, Const. in '27)
 - STH 138 (W. Milwaukee St. to STH 59), Pavement Replacement (NEW, Const. in '28)
6. Review of Draft Scoring and Preliminary Funding Recommendations for Transportation Alternatives Program Grant Applications for FY 2022-2026
7. Review of Draft MPO Staff Responses to Beltline Study Survey
8. Update on *Connect Greater Madison* Regional Transportation Plan 2050 – Review Roadway and other Draft Recommendations
9. Update on Federal Certification Review of the MPO
10. Status Report on Capital Area RPC Activities
11. Announcements and Schedule of Future Meetings
12. Adjournment

Next MPO Board Meeting:

Wednesday, April 6, 2022 at 6:30 p.m.

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

[Virtual Meeting hosted via Zoom](#)

Opitz called the meeting to order at 6:30 PM.

1. Roll Call and Introductions

Members present: Paul Esser, Steve Flottmeyer, Dorothy Krause, Barbara Harrington-McKinney, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood, Tom Lynch, Margaret Bergamini, Jerry Mandli (joined during item 5), Grant Foster (joined during item 5), Gary Halverson (joined during item 5)

Members absent: Yogesh Chawla

MPO staff present: Bill Schaefer, Colleen Hoesly, Ben Lyman

Others present in an official capacity: Diane Paoni (WisDOT Planning), Philip Gritzmacher (City of Madison Transportation)

2. Approval of January 5, 2022 Meeting Minutes

Esser moved, Williams seconded, to approve January 5, 2022 meeting minutes. Motion carried.

3. Communications

- January 18, 2022 memo from WisDOT staff, and approved by FHWA staff, approving the 2022 UPWP Amendment approved by the MPO to include new federal funding
- January 25, 2022 letter from WisDOT approving the TIP Amendment approved by the MPO at the January meeting

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

None

5. Presentation on Draft Metro Transit Network Redesign Plan and Update on BRT Project

Schaefer said that Mike Cechvala was not able to attend, and that Philip Gritzmacher would be presenting on this item, and indicated that Ben Lyman from MPO staff, who has been working with the project team on the Network Redesign, was also available to answer questions. Schaefer reported that the City of Madison Transportation Policy and Planning Board (TPPB) had voted to release the draft plan for public comment on Monday, January 31, 2022.

Gritzmacher provided project background and context, including a review of the pre-Covid transit network, the need for re-evaluating service post-pandemic, its relationship to BRT, and the planning process to date. He then described the direction given by the TPPB after the Alternatives phase of the project, and the areas targeted for adjustment based on that feedback. He then provided an overview of public feedback received to date, and discussed the next steps for engaging the public, developing a modified service plan map, adoption, and implementation.

Alder Wehelie asked for information on the following: (1) feedback regarding desire for pre-Covid routes and likelihood of those routes being restored; and (2) how survey groups were identified, which did not include the west side. She also commented that the proposed elimination of service on much of Odana Road will create barriers for immigrant-owned businesses in that area. Gritzmacher began by responding

to the second question, and clarified that area meetings were still being scheduled, and he had only provided examples of areas where the meetings were already confirmed. On the question of pre-Covid route restoration, he clarified that one of the purposes of the upcoming public engagement is to receive feedback on whether or not the proposed routes would provide the desired service. Lynch provided information regarding the operational restraints posed by a driver shortage, and explained steps being taken to improve the hiring process to ensure that sufficient drivers are available to increase service hours in 2023. He then reiterated the tradeoffs between a longer walk to more frequent service with fewer transfers required, and a shorter walk to less frequent service with more transfers required. He how the Network Redesign to improve access for low-income individuals and people of color. Alder Wehelie asked about the source of the poverty data using for analysis. Gritzmacher responded that it was US Census data. Wehelie asked if Metro was open to adjusting the proposed draft system based on public feedback, and Gritzmacher responded that was the purpose of the public engagement.

Krause requested that the focus of messaging be twofold: (1) transit is not just for poor people; and (2) people can leave their car at home and use the bus for most transportation needs. She then asked how the project had involved the Dane County Specialized Transportation Commission (STC), Metro, and Public Works. Gritzmacher referred to the City of Madison's Travel Demand Management (TDM) initiative, which will address the messaging aspect of her request. Lyman stated that two presentations on the network redesign had been given to the STC, and he is on the STC and able to pass on relevant information between that body and the network redesign team. He then described how the county transportation programs and Metro service area are generally exclusive of each other, so changes to Metro service do not affect county programming or services. He then referred back to Alder Wehelie's question about public engagement meetings and offered to put her in contact with project sub-consultant Urban Assets, which is scheduling those meetings. Krause clarified that she was wondering about how the redesign would affect the Bus Buddies program. Lyman indicated that he would follow up with them directly, but that the redesign should give them more potential destinations within a given time period and that they should be able to adapt to the new system.

Opitz asked about the level of detail of information to be presented to the public during the upcoming meetings. Gritzmacher indicated that the general public meetings would have more content than what he had presented tonight, and that the small area meetings would focus more on the network in that area.

6. Update on *Connect Greater Madison Regional Transportation Plan 2050*

Schaefer provided an update on the RTP schedule, and asked the board to provide feedback on the timeline for adoption after his presentation. He reviewed the draft plan goals, which have been revised slightly but are substantially the same as the goals in the current plan, and the performance measures to be used for evaluation of the plan. Schaefer then reviewed the travel modeling scenario that serves as the foundation for the plan recommendations. It includes the future planned bike and transit networks and roadway capacity projected programmed in the TIP. He then reviewed travel model forecast statistics for some of the performance measures, comparing the 2016 base year and 2050 forecast year.

Hoesly described the update to the Congestion Management Process (CMP). It was developed in 2011 and is being updated as part of the RTP update. She provided an overview of the CMP network, CMP objectives, and CMP performance measures and targets. Wood asked how a roadway with Level of Service (LOS) "Mid E" would function. Schaefer described the LOS D and E categories and explained that the line between E and F represents the capacity of a roadway. He said Mid E targets were set because it is not practical or desirable to achieve LOS D on many major arterial roadways in question. Lynch confirmed that this is a change, but an acknowledgement that the community is willing to live with a little more congestion, given the trade-offs (cost, ROW, impacts to other modes, etc.) required to expand

facilities and ameliorate congestion during peak periods. Hoesly continued her presentation of proposed performance measures, and then turned to congestion management strategies.

Schaefer raised the question of changing the May meeting date in order to allow the required 30 day comment period on the draft plan following the board approval to release it following the April meeting. Opitz stated that the May meeting could be moved from the 4th to the 11th unless other concerns or conflicts were raised.

7. Report on Federal Certification Review to Be Held on February 16-17

Schaefer explained that USDOT is conducting its required 4-year review of the MPO to ensure the MPO is meeting federal planning requirements. The reviews result in recommendations to the MPO on best practices and opportunities for improvement. He described the series of staff and public meetings scheduled for this review. USDOT will present to the board when the report is complete. Schaefer reviewed the Disposition of 2017 Federal Certification Review Recommendations and noted that no corrective actions were identified during the 2017 review. He pointed out that changes to the relationship between the MPO and City of Madison were not pursued, but staff believed things were working well. However, if the board wanted to pursue this that could be done.

Lynch noted that many aspects of how the MPO was established were political products of their time, and that it is unlikely that the MPO agreement would be revisited. Schaefer provided background on the MPO/ RPC relationship. He acknowledged the concern expressed by some that the MPO is biased toward the City of Madison due to the city serving as the MPO's fiscal agent and providing staff. Opitz stated that aside from occasional situations where language does not acknowledge other communities, he thinks that the MPO does a good job of operating in an unbiased manner.

8. Report on Draft WisDOT Plan for Soliciting New Local Program Projects to Utilize Funding in the Bipartisan Infrastructure Bill

Schaefer provided an overview of WisDOT's plan for soliciting project applications, which includes a solicitation for projects to be constructed next year and another solicitation for projects in 2024-2027. Schaefer indicated that given the short time frame involved, the MPO may decide to move up a project that has been awarded funding in a future year, and then use that future year funding for a new project. Lynch asked if projects that are already in line for funding need to re-submit applications; Schaefer stated that approved projects do not need to re-apply, but if approved projects could be let by this fall to let him know. Schaefer said scheduled projects that are currently short on funding could potentially be awarded some or all of this funding. Options for use of the funding will be presented to the board. Mandli clarified that although the IIJA has been signed into law, there is no appropriation to fund the law yet.

9. Status Report on Capital Area RPC Activities

Schaefer noted that staff are working to plan a joint MPO/CARPC meeting this spring/summer.

10. Announcements and Schedule of Future Meetings

The next meeting is March 2, 2022 at 6:30 PM.

11. Adjournment

Moved by Lynch, seconded by Krause, to adjourn. Meeting adjourned at 8:28.



Mr. Tom Lynch, PE, PTOE, PTP, AICP, Director of Transportation

The purpose of this letter is to provide the City of Madison with an update and summary of the process, schedule, and responsibilities for the evaluation of potentially adding new interstate access at IH 39/90/94 and Hoepker Road and IH 94 and Milwaukee Street. Based on previous communication between the City and WisDOT we understand the City would like to pursue an evaluation to determine if adding new interchanges at the aforementioned locations, would be acceptable to both WisDOT and FHWA. We also understand that the potential interchange needs have been identified in the City of Madison's Pumpkin Hollow and Sprecher Road Neighborhood Plans. WisDOT is beginning the preliminary engineering and environmental study process for the IH 39/90/94 Corridor Project between US 12 (Beltline Highway) in Madison and US 12/WIS 16 in the Wisconsin Dells. The preliminary engineering and environmental study phase of the project provides an excellent opportunity to perform the required evaluation for potential new interchanges.

The evaluation of new interchanges on the interstate highway system is guided by the FHWA Policy on Access to the Interstate System. WisDOT's preliminary engineering and environmental study will be evaluating potential improvements to interchanges along the IH 39/90/94 Corridor and WisDOT is planning for the need to complete an Interstate Access Justification Report (IAJR) to document geometric and operational changes. Based on the proposed location of the Hoepker Road and Milwaukee Street Interchanges and their operational relationship to adjacent interchanges, it will be most appropriate and efficient to perform all the evaluation in one coordinated process and document.

WisDOT will include the evaluation of the proposed Hoepker Road and Milwaukee Street Interchanges in our preliminary engineering and environmental study.

As part of the evaluation process:

- WisDOT will coordinate with the City on the engineering and operational analysis to ensure that adequate and proper documentation be included in the IAJR.
- WisDOT will coordinate with the City on the preliminary engineering and alternatives development process to best define potential interchange geometry and connections with local streets.
- WisDOT will coordinate with the City in identifying and mitigating possible real estate, utility, and environmental impacts.
- WisDOT will coordinate with the City on the public involvement aspects of the study and will look to the City for leadership of public involvement and stakeholder outreach related to both interchanges.

At the conclusion of the preliminary engineering and environmental study, WisDOT will have determined whether the proposed interchanges meet state and federal requirements; WisDOT will determine whether either proposed interchange will be allowed; WisDOT will have defined the preliminary interchange layouts and cost estimates; and WisDOT will have defined potential benefits to the state road system due to the addition of new interchange/s. WisDOT anticipates these milestones being complete in the Spring of 2024 and that is when WisDOT will need a financial commitment and cost share from the City that will cover subsequent work. At that time, WisDOT will provide the City of Madison a State Municipal Financial Agreement (SMFA) that will define final design, real estate, utility relocation and construction cost responsibilities.

Based on WisDOT's Local Participation Policy for State Improvement Programs:

- The State can only participate if there is a state trunk highway project. Projects are dependent upon inclusion in WisDOT's Six-Year Highway Improvement Program.
- The project limits for a cost-shared access project shall be defined as follows: the point of touchdown (where the new grade meets the existing grade), the end of the ramp tapers, match point, radius, or right-of-way line, or whichever is pertinent as necessitated by the improvement.

- Any improvements beyond the points listed above on the state road are state responsibility and subject to other cost share policies if applicable. Local road improvements beyond those points listed above are the responsibility of the local jurisdiction.
- New access (either intersections or interchanges) is 50 percent funded by the municipality and/or developer if the access being created for a local road with a state road provides a local public benefit (e.g., to more than a single development).
- An alternative proportionate share can be negotiated if the municipality and/or developer prove an access project is deemed to provide some benefit to the state road system as well as to the local jurisdiction
- Specific project cost sharing will be subject to any changes in WisDOT policy between now and the development of a final SMFA between the City and WisDOT.

Provided that the IH 39/90/94 Corridor is enumerated and approved in a subsequent state budget, the local cost share maximum based on current WisDOT policy will be 50% of the total final design, real estate, utility relocation and construction costs. The local cost share may be reduced based on potential benefits to the adjacent state road system, including credit for avoided replacement overpass costs, and reduction of scope and cost at adjacent interchanges due to improved safety and operations contributed to the new interchange.

Upon execution of the SMFA between WisDOT and the City, project enumeration, and state budget approval additional coordination will begin to initiate final design and move the new interchanges from concept to construction. The construction schedule for the new interchanges will be dependent on WisDOT's future construction staging, scheduling, and traffic management planning. WisDOT will continue to coordinate with the City throughout all phases of the project.

Please let me know if you have any questions or thoughts on WisDOT's proposed process, schedule, and responsibilities for the evaluation of potentially adding new interstate access at IH 39/90/94 and Hoepker Road and IH 94 and Milwaukee Street.

WisDOT looks forward to the ongoing partnership and cooperation with the City to successfully work together to make important, timely and transformative transportation decisions on the IH 39/90/94 Corridor Project.

Regards,

Brett A. Wallace, P.E.

Brett A. Wallace, PE
Wisconsin Department of Transportation
Southwest Region Director

Cc: Mr. Bill Schaefer, Greater Madison MPO

**NOTICE OF PUBLIC HEARING
ON THE LOCATION ASPECTS AND
NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL REPORT FOR
THE PROPOSED IMPROVEMENT OF
COUNTY HIGHWAY M
BETWEEN ONCKEN ROAD AND STATE HIGHWAY 113
DANE COUNTY**

ALL INTERESTED PERSONS are advised that the Wisconsin Department of Transportation (WisDOT) will be holding a public hearing as provided by law to consider the general location and design aspects of the proposed improvement of County Trunk Highway (County) M, including those aspects that may require application to the US Army Corps of Engineers for the placement of fill materials into waters of the United States.

The proposed improvement would include:

- Expansion of the roadway from the two-lane section to a four-lane section with an urban median from Willow Road to Oncken Road.
- Resurfacing of the roadway from Willow Road to Wisconsin State Highway (WIS) 113
- Improvements to intersections.
- An additional bridge over Six Mile Creek and reconstruction of the existing bridge.
- An off-road, multi-use trail connecting Governor Nelson State Park to WIS 113.
- The relocation of one commercial structure.

Further information including exhibits, a statement about the project and other hearing materials are available on the study website for review:

<https://highway-projects-countyofdane.hub.arcgis.com/pages/cth-m> Information is also available for viewing, by appointment only, at the KL Engineering Office in Madison, Wisconsin at the address given below. Please contact Gerry Schmitt, the Project Manager, to schedule an appointment.

Gerry Schmitt, P.E. Project Manager
(608) 663-1218
gschmitt@klengineering.com

KL Engineering, Inc.
5400 King James Way, Suite 200
Madison, WI 53719

There will be two opportunities to attend the public hearing for this project—one component held virtually online, and one component held in-person. In consideration of the COVID-19 pandemic, it is encouraged that the public participate in the process through the virtual public hearing component to the extent possible. Both opportunities will allow for recording of public and private testimony. All interested persons are invited to attend one or both public hearing components to present relevant verbal and/or written testimony concerning the general location and design aspects of the proposed improvement of County M, including those aspects that may require application to the US Army Corps of Engineers for the placement of fill materials into waters of the United States.

Virtual Public Hearing Component

The virtual public hearing component will be held on Tuesday, March 15, 2022, via YouTube Live from 6:00 p.m. to 8:00 p.m. (Link: <https://youtu.be/bLCeAbc4epE>). Interested persons may attend to learn about the project and provide testimony. If interested parties do not have internet access, they may call 1-872-240-1858, followed by access code 6969016# to listen to the virtual public hearing component. A recording of the virtual public hearing component will be available on the project website shortly after the hearing.

The virtual public hearing component will begin at 6:00 p.m. and will end when all interested persons have provided testimony or 8:00 p.m., whichever occurs first. The virtual public hearing will begin with an informational project presentation prior to accepting verbal public testimony. Instructions on how to give verbal testimony publicly through YouTube Live or privately by phone to a court reporter will be provided at the virtual public hearing. Instructions are also available on the study website.

In Person Public Hearing Component

The in-person public hearing component will be held Wednesday, March 16, 2022, at the Holy Wisdom Monastery, 4200 Co Hwy M, Middleton, WI 53562. The in-person public hearing will be conducted from 5:00 p.m. to 8:00 p.m.

Attendance

Attendance at the in-person hearing will be by appointment only. Prior to the public hearing, please call the Project Manager Gerry Schmitt, at (608) 663-1218, extension 806, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday, to make an appointment and receive further instructions regarding the in-person option. Interested persons that have made an appointment may attend the in-person component public hearing to review displays and other hearing materials, ask questions, and provide testimony. Information provided when making an appointment (including names, addresses, phone numbers, and email addresses) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

Due to the COVID-19 pandemic, enhanced safety measures will be applied to the in-person public hearing. Guidelines from the Centers for Disease Control and Protection and the Wisconsin Department of Health Services will be followed, including the request for attendees to wear a face mask and physically distance while in attendance at the in-person public hearing. If anyone arrives without an appointment, they may be asked to wait outside until space is available to accommodate their attendance to ensure occupancy restrictions are maintained.

At the in-person public hearing component, project staff will be available for informal discussion to explain the project and answer questions. Exhibits will be on display and a statement about the project will be available for review.

Special Accommodations

If you require special accommodations to participate in the public hearing, please contact the project manager (listed below) no later than three working days prior to the public hearing. The meeting facility is wheelchair accessible. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

Provisions have been made for the submission of written statements or other exhibits in place of, or in addition to, the testimony presented at the virtual and in-person public hearing components. This additional testimony will be included in the hearing record if postmarked/received no later than Tuesday, April 12, 2022. Testimony should be sent via phone, email, or US Mail to the Project Manager at:

Gerry Schmitt, P.E. Project Manager
(608) 663-1218
gschmitt@klengineering.com

KL Engineering, Inc.
5400 King James Way, Suite 200
Madison, WI 53719

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Report (ER) of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts (NEPA). This document indicates that no significant environmental impacts are anticipated to occur as a result of the proposed improvement. An electronic copy of the ER is available and can be viewed online at:

<https://highway-projects-countyofdane.hub.arcgis.com/pages/cth-m>

Additionally, paper copies of the ER are available for inspection and potential copying (please note, a fee may be required for copying service). Contact the person listed and set up an appointment at the following locations:

Southwest Region Office Wisconsin Dept. of Transportation (8:00 AM to 4:00 PM)
2101 Wright Street
Madison, WI 53704
Zachary Pearson, P.E.
(608) 246-5319
Zachary.Pearson@dot.wi.gov

Town of Westport – Kennedy Administration Building
(Monday - Thursday: 8:00 AM to 4:30 PM, Friday: 7:30 AM to 12:00 PM)
5387 Mary Lake Road
Wauunakee, WI 53597
Jessica Duffrin
(608) 849-4372
jduffrin@townofwestport.org

Dane County Highway and Transportation Department (7 AM to 3:30 PM)
2302 Fish Hatchery Road
Madison, WI 53713
Pam Dunphy, P.E., Deputy Commissioner
(608) 266-4036
dunphy@countyofdane.com

Comments regarding the environmental impacts and effects of the proposed improvements will be addressed in the final environmental document if postmarked/received no later than Tuesday, April 5, 2022. Written comments on the Environmental Assessment should be sent via US mail or email to:

Gerry Schmitt, P.E. Project Manager
(608) 663-1218
gschmitt@klengineering.com

KL Engineering, Inc.
5400 King James Way, Suite 200
Madison, WI 53719

The Wisconsin Department of Transportation will review all comments and testimony presented as part of this public hearing process and reserves the right to make a final determination on the proposed improvements as described in this notice.

WisDOT Project ID 5954-00-02

Wisconsin Department of Transportation
Division of Transportation System Development

MPO Agenda Cover Sheet
March 2, 2022

Item No. 5

Re:

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

Staff Comments on Item:

The TIP amendment adds two new projects at the request of WisDOT SW Region. The first is the S. Beltline (Yahara River Bridge) and involves replacing the box culvert bridge. That is scheduled for construction in 2027. The second is State Trunk Highway (STH) 138 (W. Milwaukee St. to STH 59) south of Stoughton and is a pavement replacement project.

Materials Presented on Item:

1. MPO 2022 Resolution No. 3 approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval

MPO 2022 Resolution No. 3

Amendment No. 3 to the 2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2022-2026 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 6, 2021; and

WHEREAS, the Greater Madison MPO adopted MPO 2021 Resolution No. 13 on November 3, 2021, approving Amendment No. 1, and adopted MPO 2022 Resolution No. 1 on January 5, 2022, approving Amendment No. 2; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2022–2025 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT SW Region to add the USH 12/18 (Madison to Cambridge) box culvert bridge replacement over Yahara River project and the STH 138 (Cooksville to Stoughton) (STH 59 to Milwaukee Street) pavement replacement project, both of which have proposed federal funding; 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 minor TIP amendments such as this have been followed, including listing the projects on the MPO policy board meeting agenda; and

WHEREAS, the new projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted in April 2017 and amended in December 2019, August 2020, and March 2021:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 3 to the *2022-2026 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 USH 12/18 (Madison to Cambridge) box culvert bridge replacement over Yahara River project to page 31 of the Street/Roadway Projects section.
2. **ADD** the STH 138 (Cooksville to Stoughton) (STH 59 to Milwaukee Street) project to page 35 of the Street/Roadway Projects section.

March 2, 2022

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

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	2022	2023	2024	2025	2026*	2022	2023	2024	2025	2026*
Federal Highway Administration	National Highway Performance Program	23,764	19,221	2,134	38,839	0	23,764	19,221	2,134	38,839	0
	Bridge Replacement and Rehabilitation	1,328	846	0	0	0	1,328	846	0	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	24,361	12,629	4,171	7,173	11,301	24,361	12,629	4,171	7,173	11,301
	Surface Transp. Block Grant Program - State Flexibility	366	6,734	2,958	8,290	0	366	6,734	2,958	8,290	0
	Surface Transp. Block Grant Program - Transp. Alternatives	607	597	0	0	0	607	597	0	0	unknown
	Highway Safety Improvement Program	10,834	5,639	731	801	0	10,834	5,639	731	801	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	26,211	13,971	8,417	14,459	14,711	26,211	13,971	8,417	14,459	14,711
	Sec. 5339 Bus & Bus Facilities	7,146	1,485	1,526	2,033	2,068	7,146	1,485	1,526	2,033	2,068
	Sec. 5337 State of Good Repair	2,615	896	912	948	964	2,615	896	912	948	964
	Sec. 5310 E/D Enhanced Mobility Program	327	0	0	0	0	428	323	330	336	343
	Sec. 5311 Rural Area Formula Program	1,477	1,503	1,529	1,555	1,583	1,477	1,503	1,529	1,555	1,583
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

* Fifth year of funding (2025) 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 2026. Local BR, STBG (BR), and STBG Rural projects are programmed through 2026. HSIP (other than annual small HES program) projects are programmed through 2026. Local STBG -Transp. Alternatives projects are programmed through 2026. Local STBG-Urban (Madison Urban Area) projects are programmed through 2027. 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 2022 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.74% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the SW Region Pavement Marking project is being handled at the state level.

MPO Agenda Cover Sheet
March 2, 2022

Item No. 6

Re:

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

Staff Comments on Item:

MPO staff has reviewed and scored the Transportation Alternative Program (TAP) projects recently submitted for the regular TAP application cycle. The MPO will select project(s) to fund with our “base” funding (\$1.443 million) and the additional FFY 2022 funding to be received from the Bipartisan Infrastructure Bill (BIL). The amount of additional funding available through BIL for 2022 and 2023-2026 is not yet known. There will be an opportunity for the submission of additional applications for the additional BIL funding for FFYs 2023-2026.

Staff has made a recommendation for projects to fund with our base funding, and a preliminary recommendation on projects to fund with our best guess on the amount of additional funding that will be available under BIL based on increases in TAP funding nationally. The recommendation for use of the BIL funding is based on the assumed amount of funding and assumes no additional applications are received.

At this time, staff is just looking for comments, not approval, of the project scoring and project funding recommendations. Once we find out the available BIL funding the project funding recommendations for the base year and FFY 2022 BIL funding will be finalized and brought back to the board at the April meeting for approval before submitting to WisDOT. A decision on projects to fund with the FFY 2023-2026 BIL funding will be made as part of the supplemental local program grant applications solicitation involving both STBG Urban and TAP funding. The tentative timeframe for that calls for applications to be submitted by June. We will be reviewing the TAP project scoring and preliminary project funding recommendations with the Technical Committee at their Feb. 23 meeting and will report on discussion at the meeting.

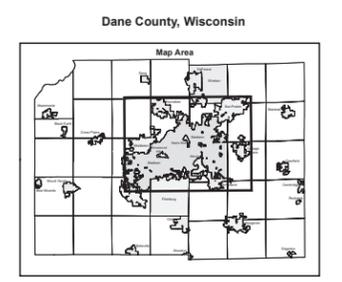
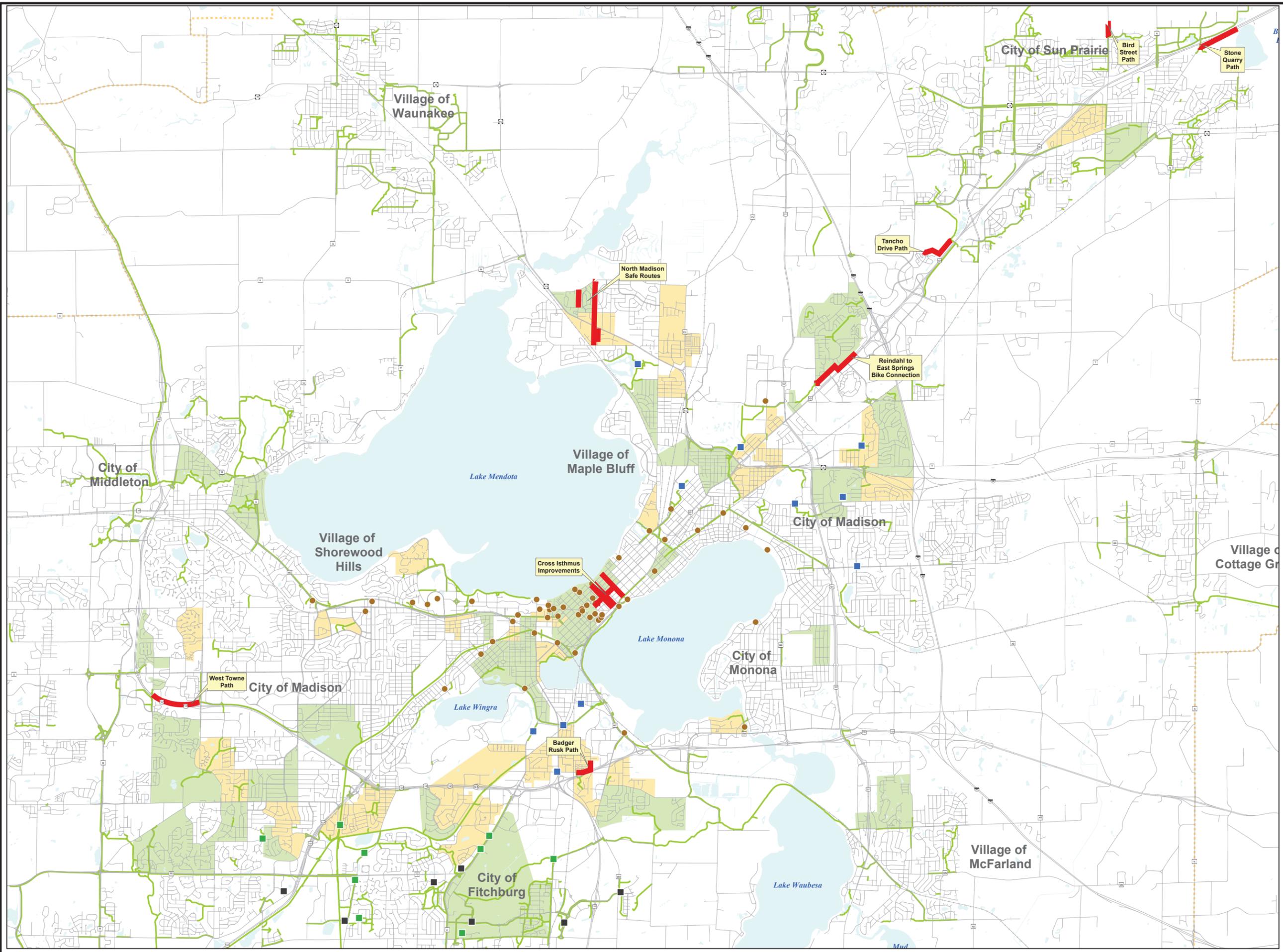
Materials Presented on Item:

1. Description of project applications, staff analysis, and preliminary draft recommendations for funding
2. Preliminary draft project funding tables

Staff Recommendation/Rationale: For discussion purposes only at this time. Staff will bring final recommendation to board for funding of projects using base and FFY 2022 BIL funding at the April meeting. Projects to be funded with FY 2023-2026 BIL funding will be determined this summer.

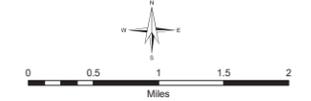
2022 - 2026 Candidate Transportation Alternatives Program Projects

- █ TAP Candidate Projects
- Existing Bike Share Stations
- Madison Bike Share - TAP
- Fitchburg Bike Share - TAP
- Fitchburg Bike Share - 2022
- EJ Areas: Tier 1
- EJ Areas: Tier 2
- Existing Bike Path
- MPO Planning Boundary



Prepared by staff to the:

 Date Revised: 2/14/2022



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

Source Info:
 Street Base: 2022 (MPO, DCLIO)
 Hydrography: 1200, 1:24,000 (WDNR)
 Civil Division Limits: 2022, Annular Records (DCLIO)
 Date: 2/14/2022
 File: \\MPO\GIS\2022\GIS\MapArea\MapArea_2022.mxd

**Greater Madison MPO
Transportation Alternatives (TA) Program
Descriptions of Project Applications
and Recommendations for 2022-2026 Funding
(funds in \$1,000s)**

Sponsor:	Bicycle Federation of Wisconsin Education Foundation, Inc. (Capital Area Regional Planning Commission)
Project:	Safe Routes to School (SRTS) (Two applications: 2023-2024 and 2025-2026)
Requested TAP Amount:	\$180 (2023-2024); \$196 (2025-2026) (80%)
Project Rank:	1 (Recommended for Funding - Base)

Project Description: The SRTS program uses an equity-based tier system to prioritize & steadily grow school-based walking & biking activities within communities most at-risk of adverse health, safety, & environmental outcomes. 1. Coordinate SRTS Programming, Resources, Communication. Provide educational resources, encouragement strategies, technical support, & programmatic support to identified schools. Coordinate the Capital Area Regional Planning Commission SRTS Steering Committee. Develop a communication plan & materials related to safe biking & walking in Spanish & other languages to be disseminated in schools & community centers. 2. Identify Recommended Walk & Bike Routes. Conduct walk/bike audits with students & community members to develop recommended safe biking & walking routes and provide maps of the routes. 3. Improve Facilities for Walking & Biking. Work with government entities to ameliorate identified barriers. 4. Safe Routes Community School Programs. Recruit & provide ongoing assistance to school-based SRTS champions at MMSD community schools. Launch or maintain Walking School Bus routes to increase student active transportation. 5. Bike & Ped Safety Education. Implement bicycle & pedestrian safety education classes at schools and community learning sites during summer months using SRTS curricula. Bike Camps will provide youth safety lessons and engagement in environmental impacts with destinations focused on access to the natural environment and everyday destinations. Deliver professional development for teachers in SRTS curricula and use of the bicycle fleet. Repair and maintain educational bike fleet & storage trailer. Continue professional development for project staff.

Staff Discussion: An effective, county-wide program that focuses resources on priority schools, the SRTS program has far-reaching effects on student health and behavior, as well as identifying physical improvements needed in the vicinity of schools. The highest-scoring and lowest-cost projects for which applications were received. Staff recommend funding these projects with the MPO's base apportionment.

Sponsor:	City of Madison
Project:	BCycle Expansion
Requested TAP Amount:	\$307 (71%)
Project Rank:	3 (Recommended for Funding - Base)

Project Description: The City of Madison proposes to expand the existing bike share system with a focus on building a more equitable program. This project expands bikesharing by adding 11 new stations and 55 electric-assist bikes. This project focuses on neighborhoods on Madison's south, east and north sides. With greater connectivity, the city and BCycle will be able to provide better multimodal access to affordable transportation options. Currently Madison's bike share system has 58 stations and 335 bikes in operation. This expansion will grow the system to 390 bikes and 68+ stations. Locations include: Warner Park, Emerson East, Melvin Ct, East Transfer Point, Hiestad Park, Acewood, Goodman Park, Bowman Park, S Park St, Beld St and Sycamore Park.

Staff Discussion: Added to the City of Madison’s application pool after other projects were ranked by the Common Council, this was the highest-scoring infrastructure project under the MPO’s evaluation metric. This project not only grows the BCycle system into new neighborhoods with high populations of low-income and minority residents, it also helps to close the gap between the existing Madison BCycle system and Fitchburg’s 2022 Phase 1 BCycle system, making the entire system more useful to all while improving geographic equity. Since BCycle stations are generally funded by local sponsors, eliminating this financial barrier to providing stations in lower-income areas is a unique opportunity to provide bikeshare access to these neighborhoods. Staff recommend funding this project through the base apportionment.

Sponsor:	City of Madison
Project:	Badger Rusk Shared-Use Path
Requested TAP Amount:	\$667 (60%)
Project Rank:	4 (Recommended for Funding – BIL, Pending Amount, Other New Applications)

Project Description: W Badger Rd and N Rusk Ave provide an important connection to the already existing Pedestrian Bicycle Overpass of the Beltline Hwy. This project will construct a shared-use path to provide a low-stress option for people on both sides of the beltline to more easily and safely access that important connection.

Staff Discussion: This project will greatly improve the utility of the existing overpass of the Beltline Hwy. by providing a low traffic stress connection between it and the rest of the low traffic stress network. This project will greatly improve accessibility between the north and south sides of the Beltline in this area. Due to project cost and available funding, staff recommend funding this project through the BIL apportionment, pending review and scoring of any additional BIL funding applications.

Sponsor:	City of Fitchburg
Project:	Fitchburg Bike-Share Phase 2 Expansion
Requested TAP Amount:	\$295 (73%)
Project Rank:	5 (Recommended for Funding - Base)

Project Description: The City of Fitchburg, WI is beginning a bike-share program with BCycle, with Phase 1 slated to begin Spring 2022 and a Phase 2 expansion planned for in 2025. As the project sponsor, and on behalf of program partner BCycle and community partner Fitchburg Chamber Business & Visitors Bureau, the City of Fitchburg seeks \$316,212 in grants through the WI Department of Transportation’s Transportation Alternatives Program to help fund the capital expenditure for this expansion, which will comprise 55 e-bikes spread between 100 docks at 8-10 locations around Fitchburg.

Staff Discussion: Fitchburg’s 2022 Phase 1 BCycle system will introduce bikeshare facilities to the community, located primarily in employment, civic, or shopping destinations. The proposed Phase 2 expansion would provide bikeshare facilities in residential areas, improving overall system utility and accessibility. Additionally, Phase 2 sites will help to close the gap between stations in Madison and those in Fitchburg’s Phase 1 installation, making the entire system more useful for more people. Staff recommend funding this project through the MPO’s base apportionment.

Sponsor:	City of Madison
Project:	West Towne Path Extension - S Gammon Rd to South High Point
Requested TAP Amount:	\$2,367 (60%)
Project Rank:	6 (Forward to WisDOT for Consideration)

Project Description: This project completes the West Towne Path with the final segment from the S Gammon Rd underpass to S High Point Rd. It will be built as a 10-ft wide shared-use path. Currently the path extends from Whitney Way to just west of S Gammon Rd and then from S High Pt Rd to Commerce Dr. The segment from Commerce Dr. to the Ice Age Junction Path was previously awarded TAP funding and will be built in 2023.

Staff Discussion: This important missing link would complete the West Towne Path and provide a low-stress route where only high-stress facilities currently exist. The project will, however, cost more than the MPO has available for funding with its base apportionment, and would require nearly all of the MPO's anticipated funding increase from the BIL. Not recommended for funding with MPO apportionment.

Sponsor:	City of Madison
Project:	North Madison Safe Routes to School Improvements
Requested TAP Amount:	\$579 (60%)
Project Rank:	7 (Recommended for Funding – BIL, Pending Amount, Other New Applications)

Project Description: This project focuses on walking and biking improvements to serve Mendota and Lindbergh Elementary Schools. Although this project focuses on improving transportation to and from school it will also provide an improved walking/biking connection to Cherokee Conservation Park and Northland Manor Park, which are both located along the project boundary. This project also will provide better access by walking and biking to the Vera Court Neighborhood Center and the Kennedy Heights Community Center, which are key locations for youth programming and community services. Fortunately, no children have been involved in reported crashes on the streets included in the project but speed and distracted driving are common contributing factors to motor vehicle crashes in this area.

Staff Discussion: Primarily a pedestrian improvement project, the benefits of this project will be largely confined to residents of the project area and students at neighborhood schools. Although this is not the type of regionally significant project that the MPO generally tries to prioritize for funding through the TA program, it was ranked highly by the applicant (#1 priority) and scored well enough that staff recommend funding it with BIL apportionment, pending review and scoring of any additional BIL funding applications.

Sponsor:	City of Madison
Project:	Cross Isthmus Improvements
Requested TAP Amount:	\$484 (60%)
Project Rank:	8 (Forward to WisDOT for Consideration)

Project Description: This project focuses on improving safety and mobility for people biking in the area east of the State Capitol in Madison as well as north/south across the Isthmus. This project includes bike lanes, an extension of a cycletrack, crossing improvements and signing/markings improvements. In the project area, the typical bicycle crash involves attempting to cross high volume streets such as East Washington. Driver failure to yield is a typical crash factor as people biking need to cross a high volume arterial that serves as the main route from the east into Downtown and reach the State Capitol. However, many people choose to avoid bicycling across the Isthmus due to the lack of north/south routes and difficult intersections. Although Lake Mendota and Lake Monona are only a little over ½ mile apart, making the trip by bicycle is not easy for anyone as all the East Washington Ave intersections from Blount to Pinckney St are rated as moderate or high stress for bicycling. Having a high volume road like East Washington Ave (25-47,000 ADT on blocks approaching the Capitol) intersect the Isthmus has a major impact on livability. This project works to increase the mobility within the Downtown and make it easier for people to reach the wide array of jobs, retail establishments and entertainment venues by biking.

Staff Discussion: The proposed project would improve multiple north/south routes across the isthmus for bicyclists, including improved crossing treatments of East Washington Ave. Although the population and number of destinations in the project area are very high, the project scored the same in the MPO metrics as the North Madison SRTS project, which was ranked much higher by the applicant than this project. Not recommended for funding with MPO apportionment.

Sponsor:	City of Madison
Project:	Reindahl Park to East Springs Bike Connection
Requested TAP Amount:	\$826 (60%)
Project Rank:	9 (Recommended for Funding – BIL, Pending Other New Applications)

Project Description: This project focuses on filling the gap in the low stress network between Reindahl Park and East Springs Dr. The project includes improvements to Dwight Dr., Independence Ln and along the East Washington Ave Frontage Rd. The current sidewalk connection to East Washington Ave at East Springs Dr. and crosswalk across East Washington Ave will be improved to allow for a shared-use path connection. East Washington Ave has one of the highest serious and fatal crash rates for any street in the City. The high volumes and high speeds of East Washington Ave serve as a barrier to people walking and biking. This project looks to offer an alternative to biking on East Washington along with improvements to help people cross East Washington at East Springs where they can connect into the bicycle network on the south side of East Washington Ave. The primary focus for this project is to create a protected cycletrack along Independence Ave to bridge between the low volume Dwight Dr. and a new shared-use path in the terrace along the East Washington Ave Frontage Rd. Signage and marking will bring increased visibility to crossings as well as help people biking find this route.

Staff Discussion: The proposed project would extend the low-stress network to the northeast on the northwest side of East Washington Ave., a high-stress and high-injury roadway. The project would not improve any crossings of East Washington Ave., but would set up an intersection for crossing improvement in a separate (unplanned/unprogrammed) project. Although it did not score high under the MPO's application review metrics, it was ranked #2 by the applicant. Staff recommend that this project be selected for funding with the MPO's BIL apportionment, pending the amount of new funding and review and scoring of any additional BIL funding applications.

Sponsor:	City of Madison
Project:	Tancho Drive Path
Requested TAP Amount:	\$391 (60%)
Project Rank:	10 (Forward to WisDOT for Consideration)

Project Description: The Tancho Drive Path provides a connection to the Highway 151 Underpass and on to Sun Prairie from the American Family area of east Madison. It will be a 10-foot wide paved shared-use path. Approximately 20% of the Rattman Neighborhood, where this project is located, is commercial/employment land use and planned future development is general office and commercial. Major employers such as American Family Insurance, UW Hospital and Clinics, and Alliant Energy are all located in this neighborhood. The Madison Area MPO Low Stress Accessibility Analysis shows that this area of Madison would benefit by the addition of low stress bicycle facilities, as currently the number of destinations in this area that are accessible by low stress routes is low. Although this is a short connection, it would increase walking and biking access to an important employment area. It also is one segment of a larger planned bicycle and pedestrian route with connections to this neighborhood from Sun Prairie and other areas of Madison.

Staff Discussion: This important missing link in the low-stress network connects the Cities of Madison and Sun Prairie via a natural area with off-path bicycle facilities (cyclocross). Although the trail does not serve a large population or many destinations directly, it closes the gap between the American Center and the Prairie Lakes

areas, which between them host large employers, health care, shopping, groceries, and other important destinations as well as residential areas. As a project that is located entirely within the City of Madison, but which serves to connect to Sun Prairie, it is unlikely to gain support for entirely local funding. However, given its low ranking by the applicant, low score, and limited funding, this project is not recommended for funding with MPO apportionment.

Sponsor:	City of Sun Prairie
Project:	N Bird Street Multiuse Path and RRFBs
Requested TAP Amount:	\$276 (76%)
Project Rank:	11 (Recommended for Funding - Base)

Project Description: The proposed project would construct a 10'-wide multi-use path and two rectangular rapid flashing beacons (RRFBs) along N. Bird Street, and on N. Bird Street and Egge Road, respectively. These improvements would facilitate a consistent, safe, and convenient connection between Town of Bristol residences and commercial and educational centers in northern Sun Prairie. The path would be completed in roughly the same timeframe as privately developed multi-use paths in a development immediately to the north. The path directly fulfills an MPO-designated Primary Bicycle Route, a north-south corridor creating significantly enhanced multimodal connectivity for both Sun Prairie and Bristol.

Staff Discussion: The proposed project does not serve a large population or many destinations, but is located in a rapidly developing area and will provide an important low-stress route connecting the City of Sun Prairie with suburban development in the Town of Bristol. As a facility that provides little benefit to residents of Sun Prairie, it is unlikely to gain support for entirely local funding. Due to its low cost and in the interest of geographic equity, staff recommends that this project be selected for funding.

Sponsor:	City of Sun Prairie
Project:	Stone Quarry Road Multiuse Path
Requested TAP Amount:	\$310 (71%)
Project Rank:	12 (Forward to WisDOT for Consideration)

Project Description: The proposed project would construct a 10'-wide multiuse path, running parallel to Stone Quarry Road. The path would begin at an existing trail along Columbus Street and connect to the Patrick Marsh Middle School and Wildlife Area at Stein Road. The path would foster immediate benefits for Patrick Marsh Middle School students and Sun Prairie residents immediately upon construction. The project is supported by Greater Madison MPO and City plans and would provide enormous public health and environmental benefits through its connection to the Wildlife Area.

Staff Discussion: The proposed project serves little transportation utility in terms of serving residences or destinations, although it does extend the low-stress network to the east of its current terminus. Not recommended for funding with MPO apportionment.

Greater Madison MPO FY 2022-2026 Transportation Alternatives (TA) Program Projects					
Selected Projects (Base)	Fiscal Year	Total Cost	Federal Share	Percent	Rank
WI Bike Fed - SRTS (2023-2024)	2023	\$ 181	\$ 145	80%	1
WI Bike Fed - SRTS (2025-2026)	2025	\$ 196	\$ 157	80%	1
C. Madison - BCycle Expansion	2024	\$ 433	\$ 307	71%	3
C. Fitchburg - Bike-Share Phase 2 Expansion	2025	\$ 395	\$ 292	74%	5
C. Sun Prairie - N Bird Street Multiuse Path and RRFBs	*2024	\$ 363	\$ 276	76%	11
Total Available Federal Funds			\$ 1,443		
Remaining Available Federal Funds			\$ 266		
Prelim. Rec. Projects (BIL) Pending Other Apps	Fiscal Year	Total Cost	Federal Share	Percent	Rank
C. Madison - Badger Rusk Shared-Use Path	2025	\$ 1,112	\$ 667	60%	4
C. Madison - North Madison Safe Routes to School Improvements	2024	\$ 965	\$ 579	60%	7
C. Madison - Reindahl Park to East Springs Bike Connection	2025	\$ 1,376	\$ 826	60%	9
Estimated Total Available Federal Funds			\$ 2,309		
Estimated Remaining Available Federal Funds			\$ 237		
Projects Forwarded to WisDOT for Consideration	Fiscal Year	Total Cost	Federal Share	Percent	Rank
C. Madison - West Towne Path Extension - S Gammon Rd to South High Point	2026	\$ 3,945	\$ 3,156	80%	6
C. Madison - Cross Isthmus Improvements	2025	\$ 807	\$ 646	80%	7
C. Madison - Tancho Drive Path	2025	\$ 651	\$ 521	80%	10
C. Sun Prairie - Stone Quarry Road Multiuse Path	2024	\$ 436	\$ 349	80%	12
Total Funding Requested from WisDOT			\$ 4,671		

*Project could potentially be moved up, obligated in CY 2022

MPO Agenda Cover Sheet
March 2, 2022

Item No. 7

<p>Re:</p> <p>Review of Draft MPO Staff Responses to Beltline Study Survey</p>
<p>Staff Comments on Item:</p> <p>WisDOT SW Region staff and its consultants recently held meetings with the Beltline Study Technical and Policy Advisory Committees to review comments on the study goals and objectives and the different component concepts of any potential package of improvements, including street and bike/ped crossings, transit priority at interchanges, park-and-ride lots, and mainline improvements.</p> <p>A survey was put together for committee members to fill out. MPO staff discussed the survey and put together its priorities for the different components, but thought it made sense to review these with the board before submitting to WisDOT. WisDOT agreed to extend the time for completing the survey until after the board meeting to allow this. For the mainline, staff is suggesting a priority for the alternative that includes extending the flex lanes west and making improvements to weave movements. Without additional information, no priority is suggested for interchange improvements.</p> <p>The survey with the draft MPO staff responses is attached.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. PDF of Beltline study survey questions with draft staff responses
<p>Staff Recommendation/Rationale: Staff is seeking input from board on the survey responses before submitting to WisDOT SW Region staff.</p>

What we're asking of this group

- Review the components proposed for further refinement/inclusion in strategy packages
- Complete the survey asking for input on the proposed rankings/priorities
- Please provide feedback by **February 17**

*Scan the QR Code or
follow the link to
access the Beltline
PEL Proposed
Component Concepts
Priority Survey!*

[https://forms.office.com/
r/gCeHkn1Q43](https://forms.office.com/r/gCeHkn1Q43)



Madison Beltline PEL Proposed Component Concepts Priority Survey

Welcome to the online survey for the Madison Beltline Planning and Environment Linkages (PEL) Study Proposed Component Concepts Priority!

The Component Concepts consist of possible improvements to various modes of travel that help satisfy Beltline PEL objectives including new roadway crossings and connections, pedestrian and bicycle accommodations, park and ride locations, transit priority, and Beltline mainline and interchange improvements. The PEL study team has given each Component Concept a proposed priority ranking based on screening them against the PEL objectives, considering 2015 Technical Advisory and Policy Advisory Committees (TAC/PAC) feedback, and considering 2021 environmental justice (EJ) Survey feedback. The Component Concept proposed priorities and possible eliminations were presented at TAC/PAC Meeting No. 2. As mentioned in the meeting, you have the opportunity to let us know your thoughts on the proposed Component Concept priorities and possible eliminations by completing this online survey.

With your help, the PEL study team is currently working on selecting the highest priority Component Concepts. Once all feedback has been compiled on the proposed Component Concept priorities and possible eliminations, the team will combine the component concepts with higher priority into draft strategy packages and screen them against the PEL objectives. At the next TAC/PAC meetings, the PEL study team anticipates presenting the draft Strategy Packages for TAC/PAC member review and input before a preferred Strategy Package is chosen for long-term improvements on the Beltline. The preferred Strategy Package is anticipated to include several individual components that will be studied further under the NEPA process. The NEPA process may involve multiple documents rather than one document that cover the entire preferred Strategy Package. The Preferred Alternative(s) would be chosen through the NEPA process with design and construction of the Preferred Alternatives to follow.

The survey will take approximately 10 minutes to complete and is available until February 17, 2022. We appreciate your time and feedback as we work toward a long-term solution for the Madison Beltline!

Participant Information

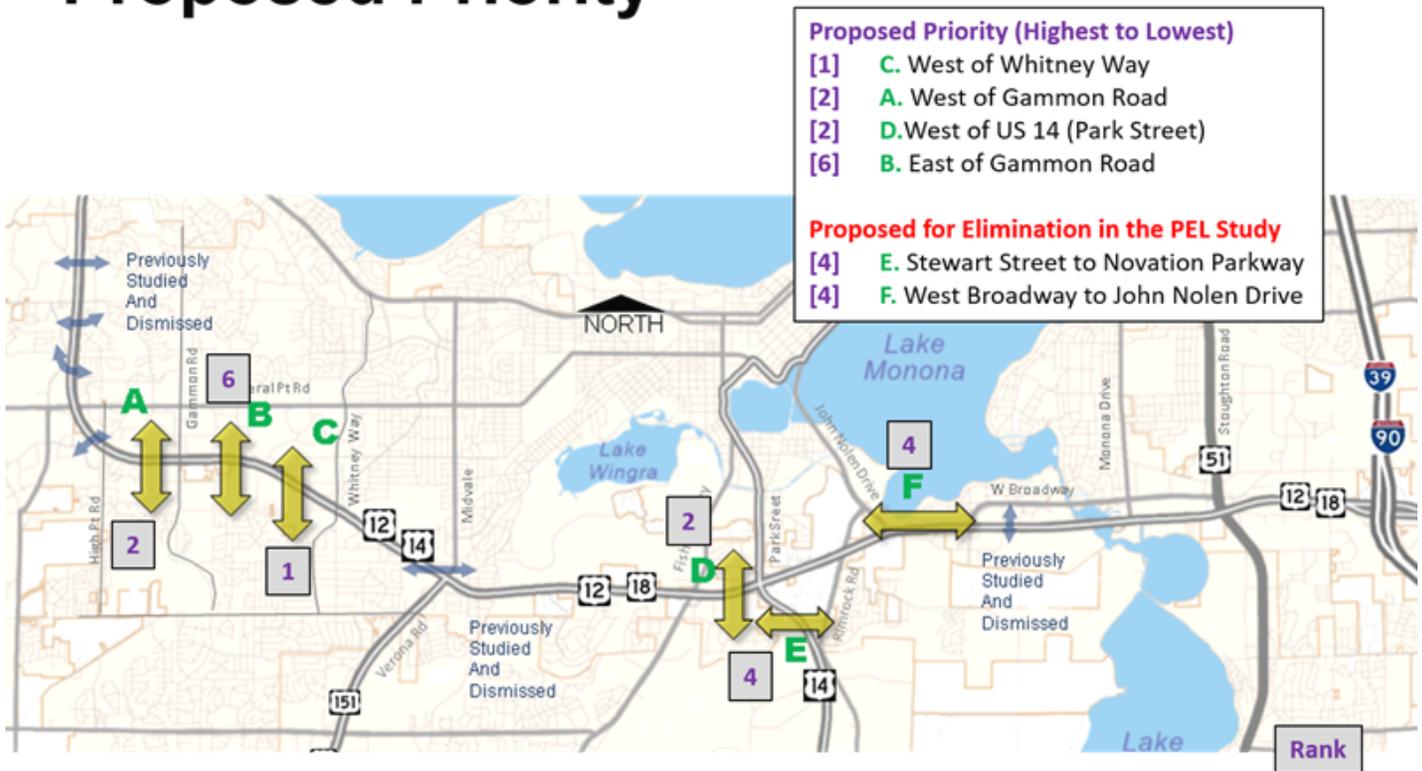
1

Please provide your name and who you are representing.

Roadway Crossings and Connections Component Concepts Priority

The map below shows the Roadway Crossings and Connections Component Concepts considered in the PEL study and the proposed priority list in order of highest priority to lowest priority. These are new roadway connections that would also provide sidewalk and bicycle accommodations, similar to the existing High Point Road crossing. The purple numbers represent the priority order based on screening against the PEL objectives and stakeholder feedback received to date. Because of the challenges and complexity associated with Component Concepts E and F, these particular Component Concepts are proposed for elimination in the PEL study; however, we welcome and will take into consideration any input you may have.

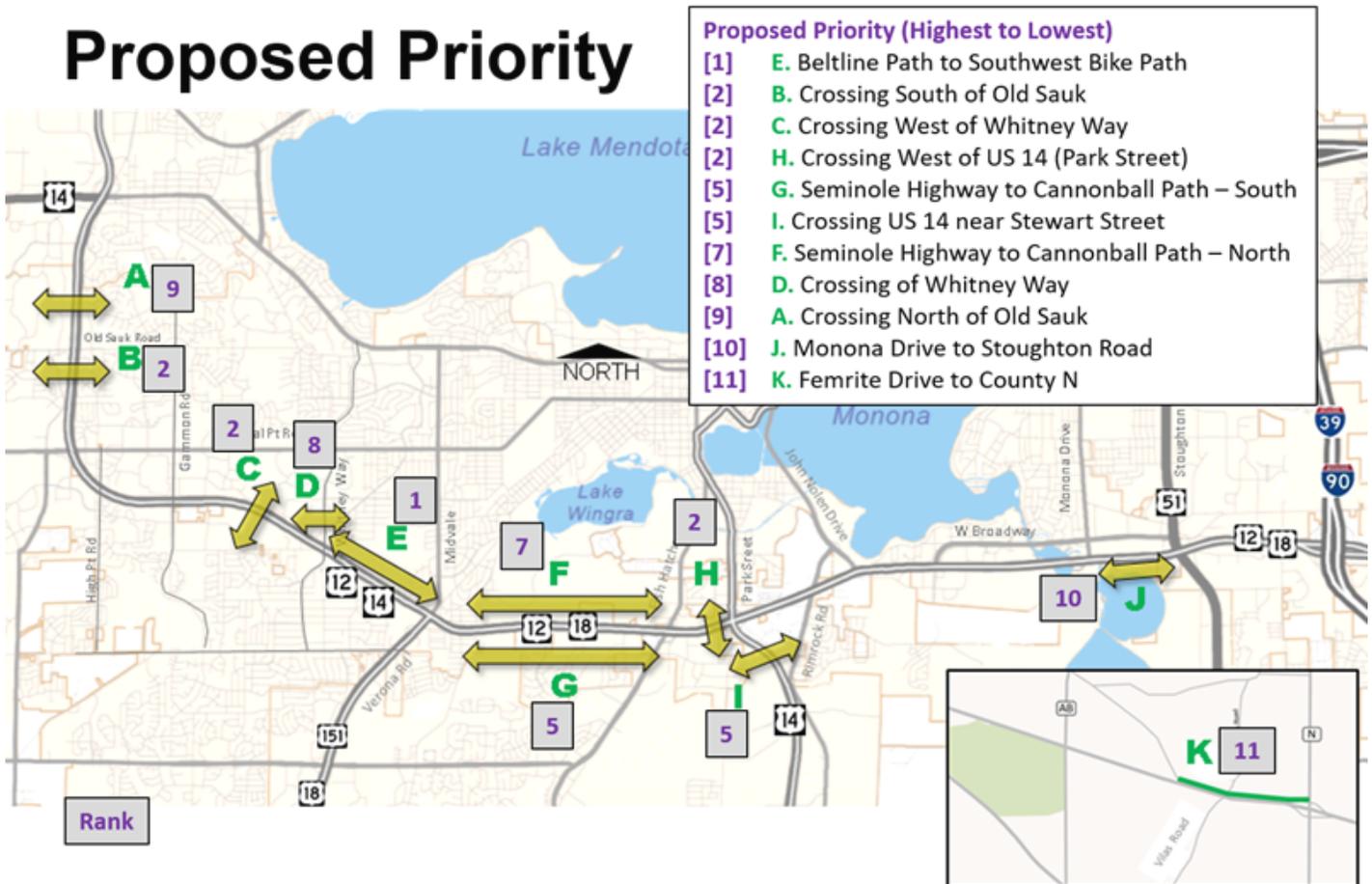
Proposed Priority



MPO Comments: Agree with proposed roadway crossing and connections priorities

Pedestrian and Bicycle Component Concepts Priority

The map below shows the Pedestrian and Bicycle Component Concepts considered in the PEL study and the proposed priority list.



3

Do you agree with the Pedestrian and Bicycle Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that because of the consistently high ranking of Component Concepts B, C, E, and H, these Component Concepts are being advanced for further consideration in the PEL Study as part of the draft Strategy Packages. Only the remaining Pedestrian and Bicycle Component Concepts are listed below. The list is given in order of highest priority to lowest priority beginning with Component Concept G.

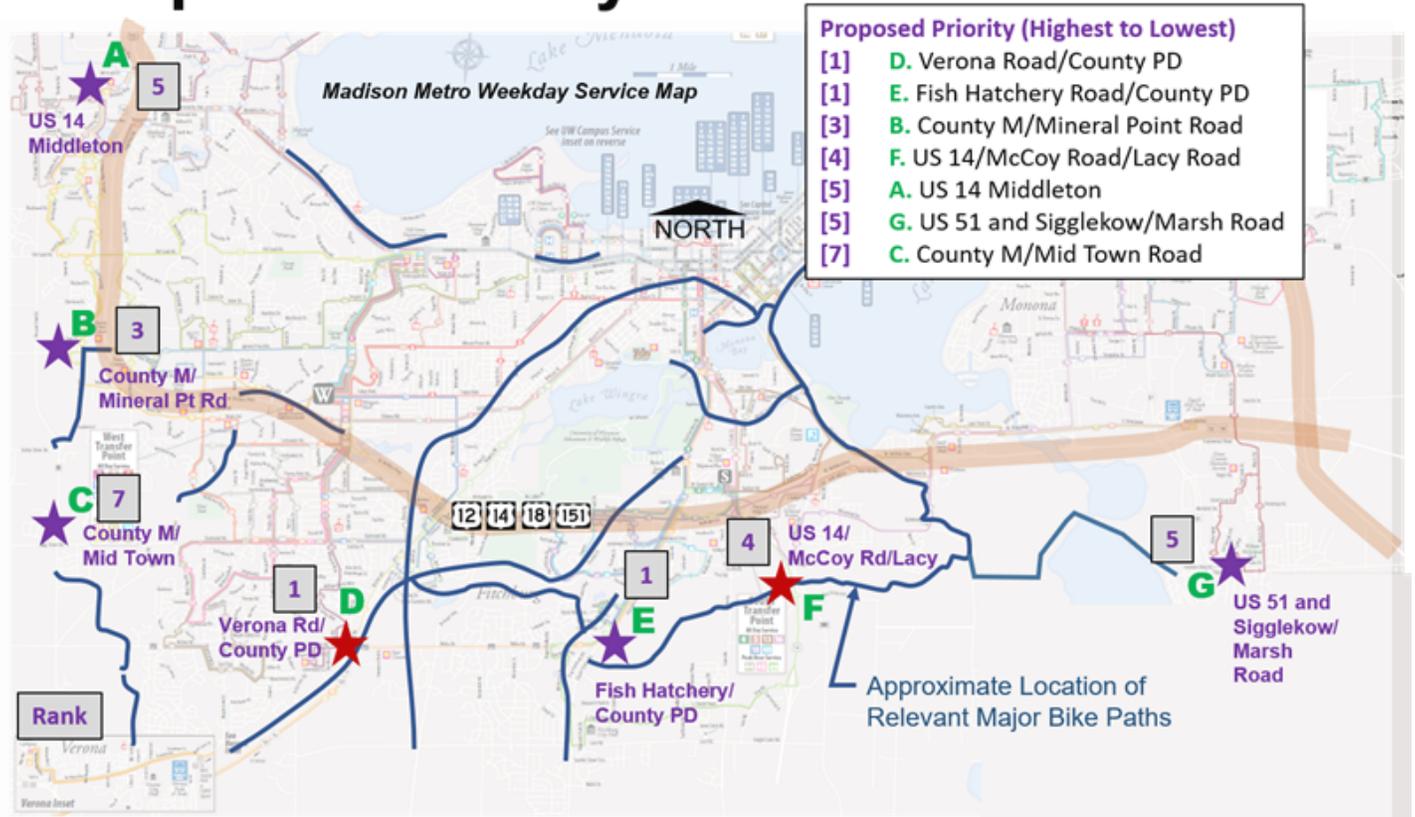
MPO Comments:

- 1- E (if feasible)
- 2- B (A is alternate location)
- 3- H
- 4- D (higher if E not feasible)
- 5- I
- 6- NEW Monona crossing near Bridge Rd.
- 7- G
- 8- C
- 9- F
- 10- J
- 11- K

Park and Ride Component Concepts Priority

The map below shows the Park and Ride Component Concepts considered in the PEL study and the proposed priority list.

Proposed Priority



4

Do you agree with the Park and Ride Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.

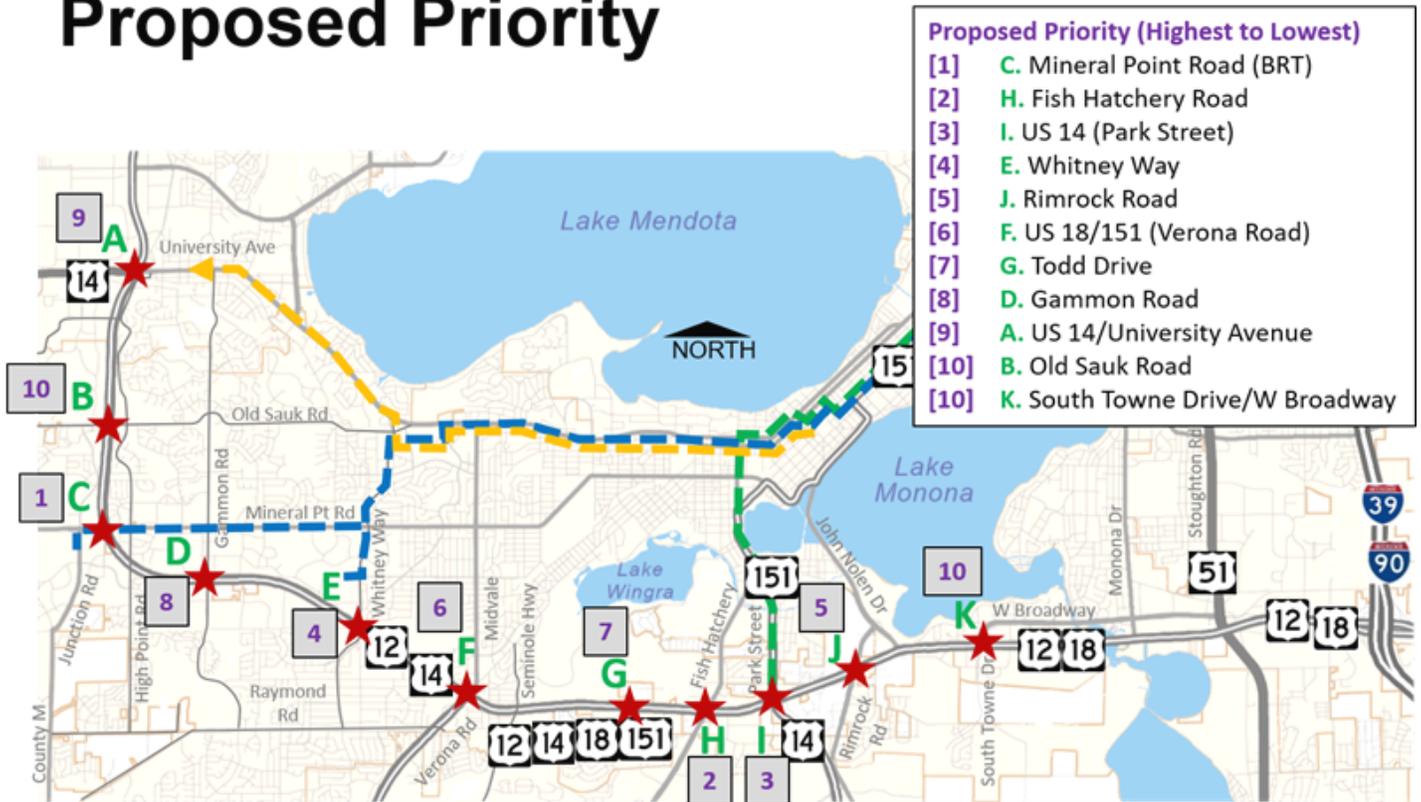
MPO Comments:

- 1- E
- 2- A
- 3- D
- 4- F
- 5- C
- 6- G
- 7- B (duplicative of PnR being built as part of E-W BRT)

Transit Priority Component Concepts Priority

The map below shows the Transit Priority Component Concepts considered in the PEL study and the proposed priority list.

Proposed Priority



MPO Comments:

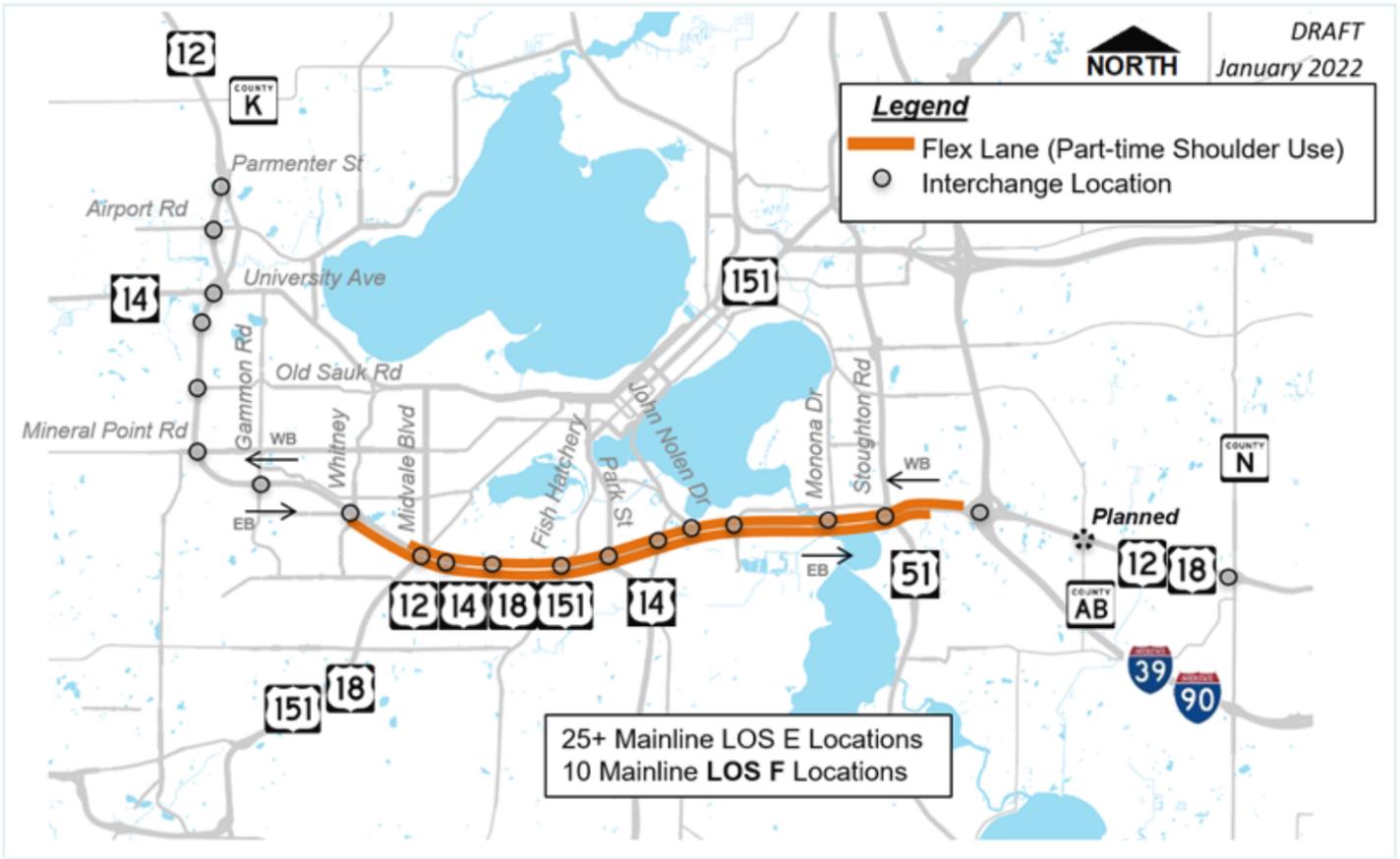
- 1- C
- 2- H
- 3- E
- 4- A
- 5- D
- 6- J
- 7- B
- 8- K
- 9- I
- 10- F
- 11- G

Beltline Mainline Component Concepts

We would like to ask your opinion about possible improvements to the Beltline or nearby transportation features. The following images show each Beltline Mainline Component Concept with Level of Service (LOS) traffic operations in 2050 for the Beltline itself. LOS E is traditionally the upper limit of acceptable regularly recurring congestion, and LOS F is traditionally considered unacceptable. How supportive would you be of the following Beltline Mainline Component Concepts on or near the Beltline?

6

1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graphic below.



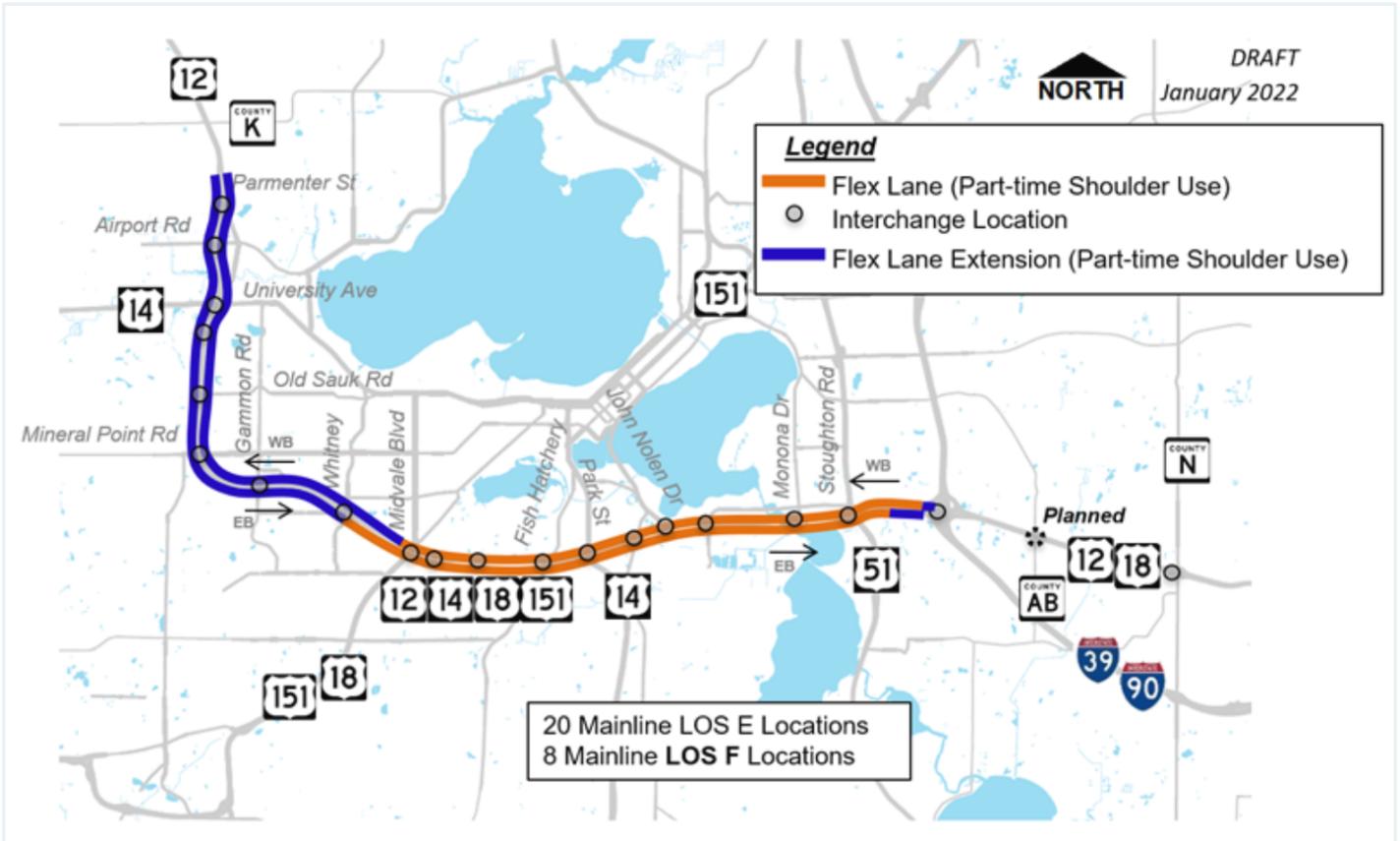
- Not at all
- A little
- Somewhat
- Very
- Extremely

2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.



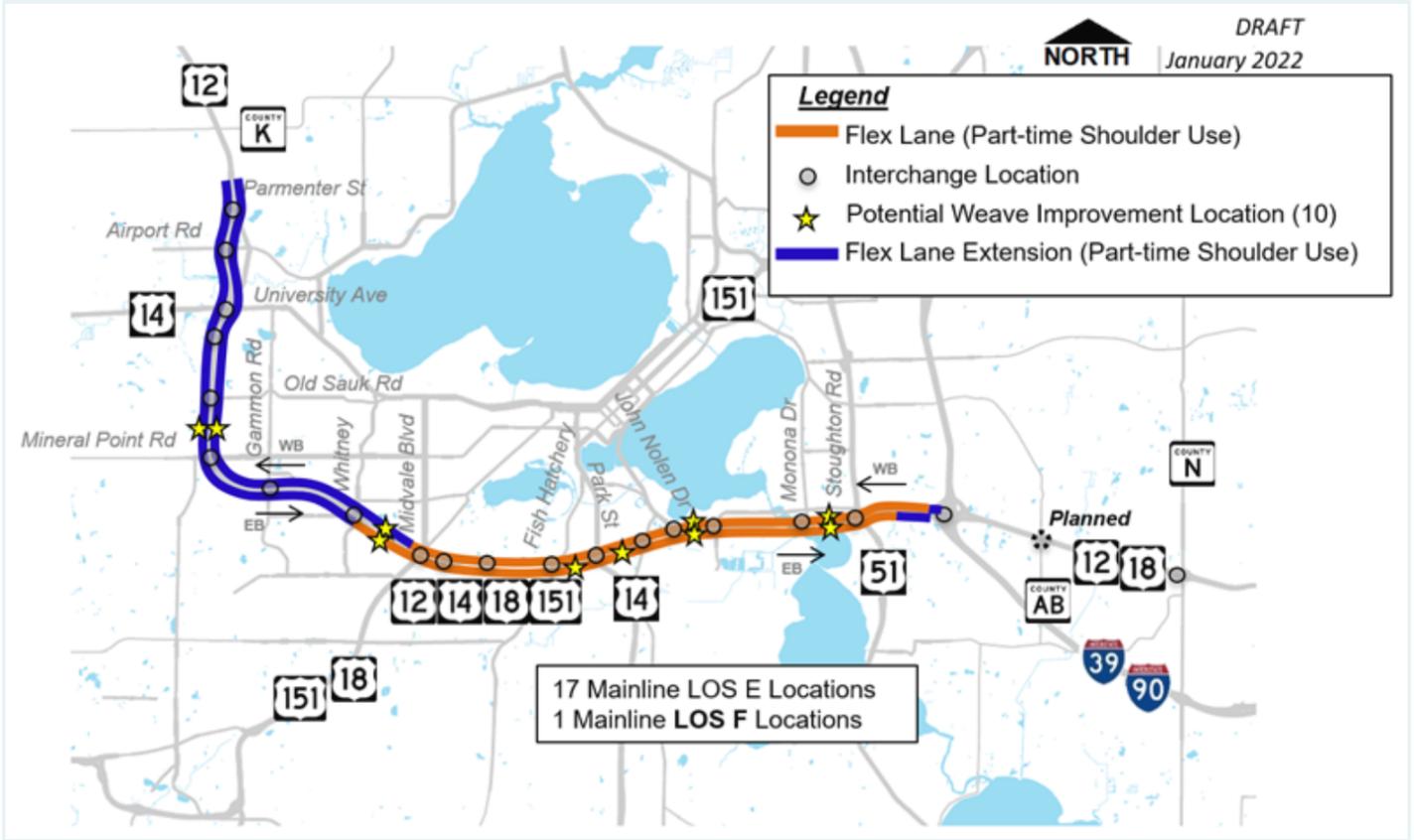
- Not at all
- A little
- Somewhat
- Very
- Extremely

3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.



- Not at all
- A little
- Somewhat
- Very
- Extremely

4. Extend Flex Lane with Weave Improvements - extends the Flex Lane to just west of the I-39/90 Beltline Interchange on the east end and to Parmenter Street on the west end. It would also make improvements to weave locations. Weave improvement locations and operations in design year 2050 are noted in the graphic below.

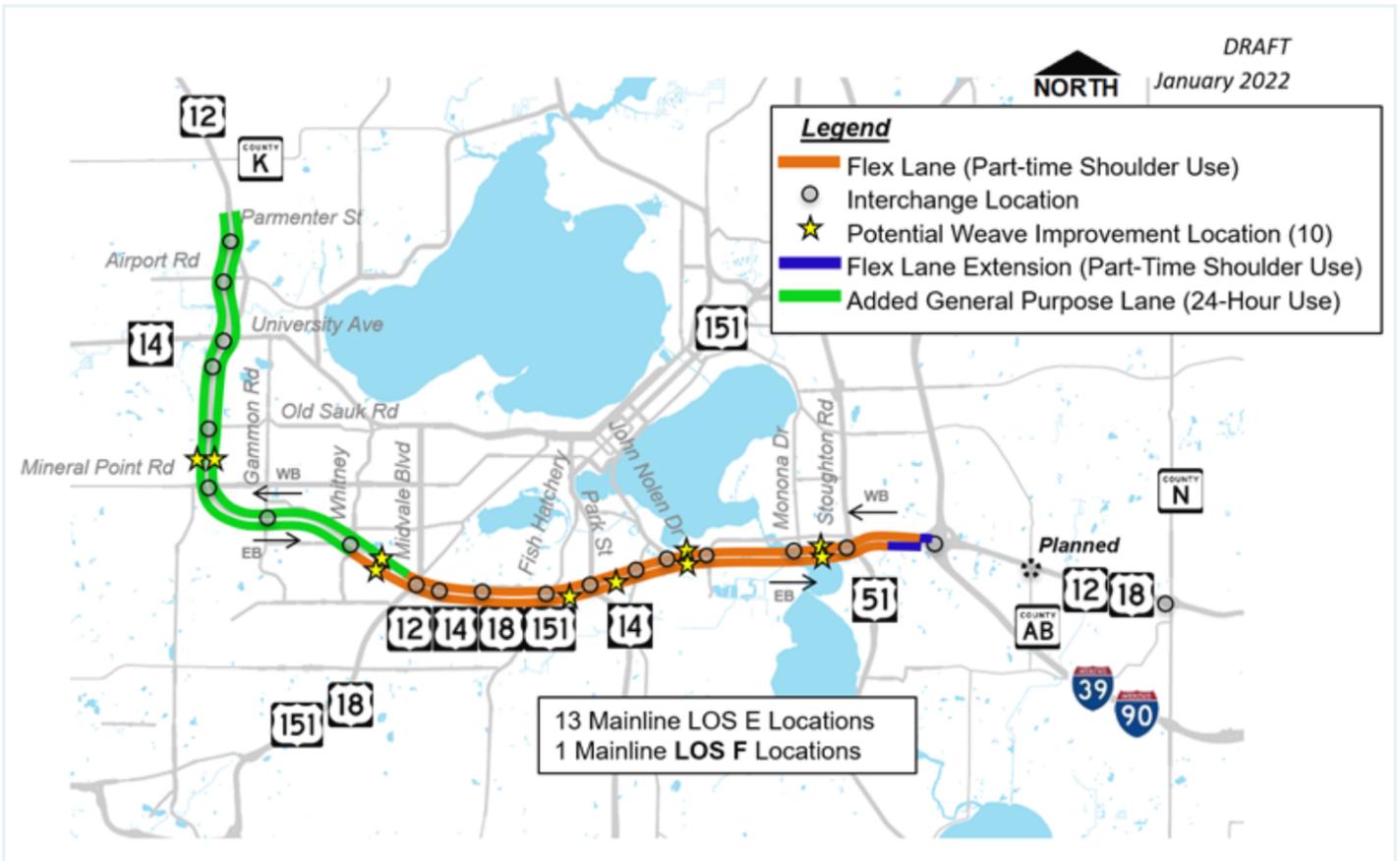


- Not at all
- A little
- Somewhat
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MPO Comments:

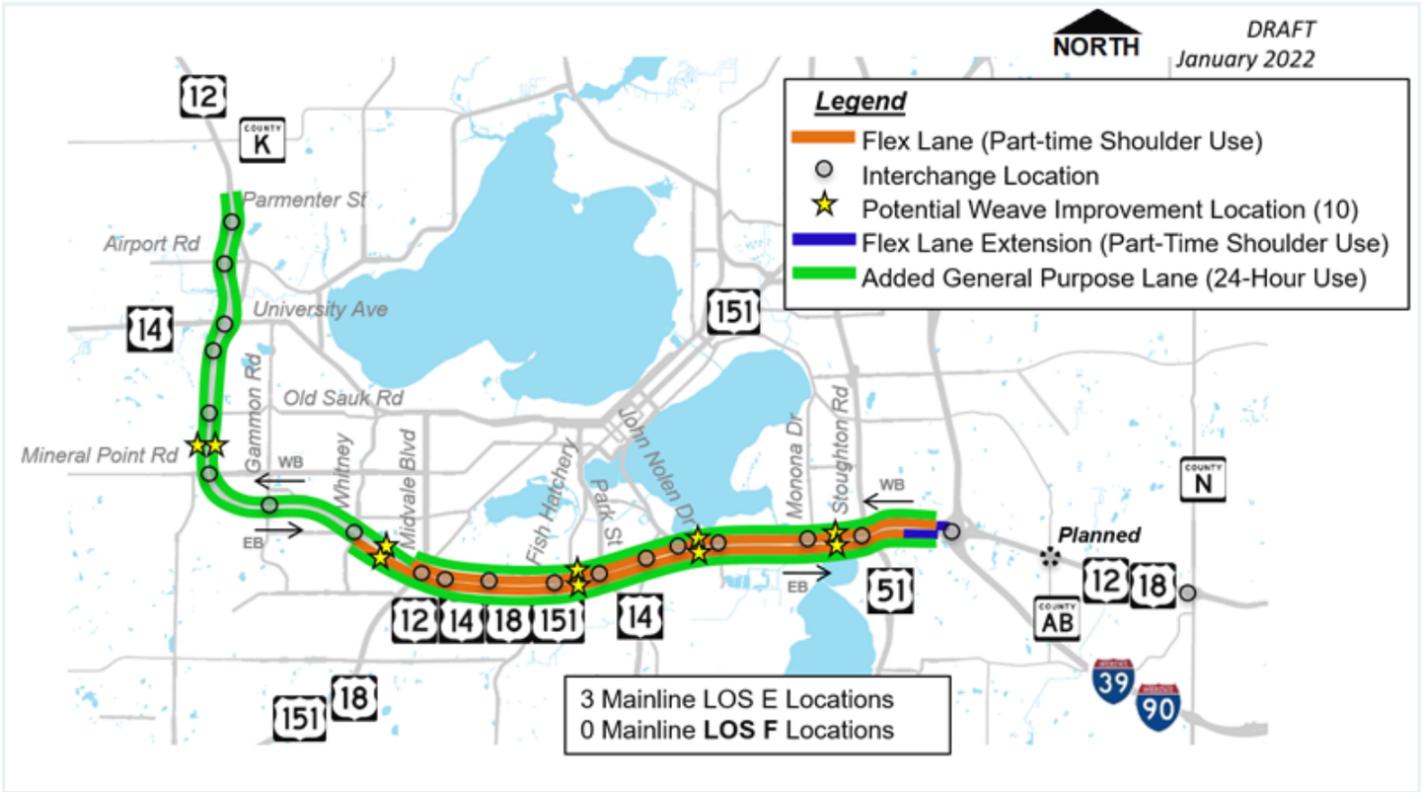
This concept is the MPO's preferred option.

5. Add 1 General Purpose Lane (Parmenter to Verona Road) with Flex Lane Extension and Weave Improvements - extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It would also make improvements to weave locations and add one general purpose lane with 24-hour use to both directions on the Beltline west of Verona Road to Parmenter Street. Weave improvement locations and operations in design year 2050 are noted in the graphic below.



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6. Add 1 General Purpose Lane (Parmenter to the I-39/90 Beltline Interchange) with Flex Lane Extension and Weave Improvements - extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It also makes improvements to weave locations and adds a general purpose lane to the length of the Beltline in both directions between Parmenter Street and the I-39/90 Beltline Interchange. Weave improvement locations and operations in design year 2050 are noted in the graphic below.

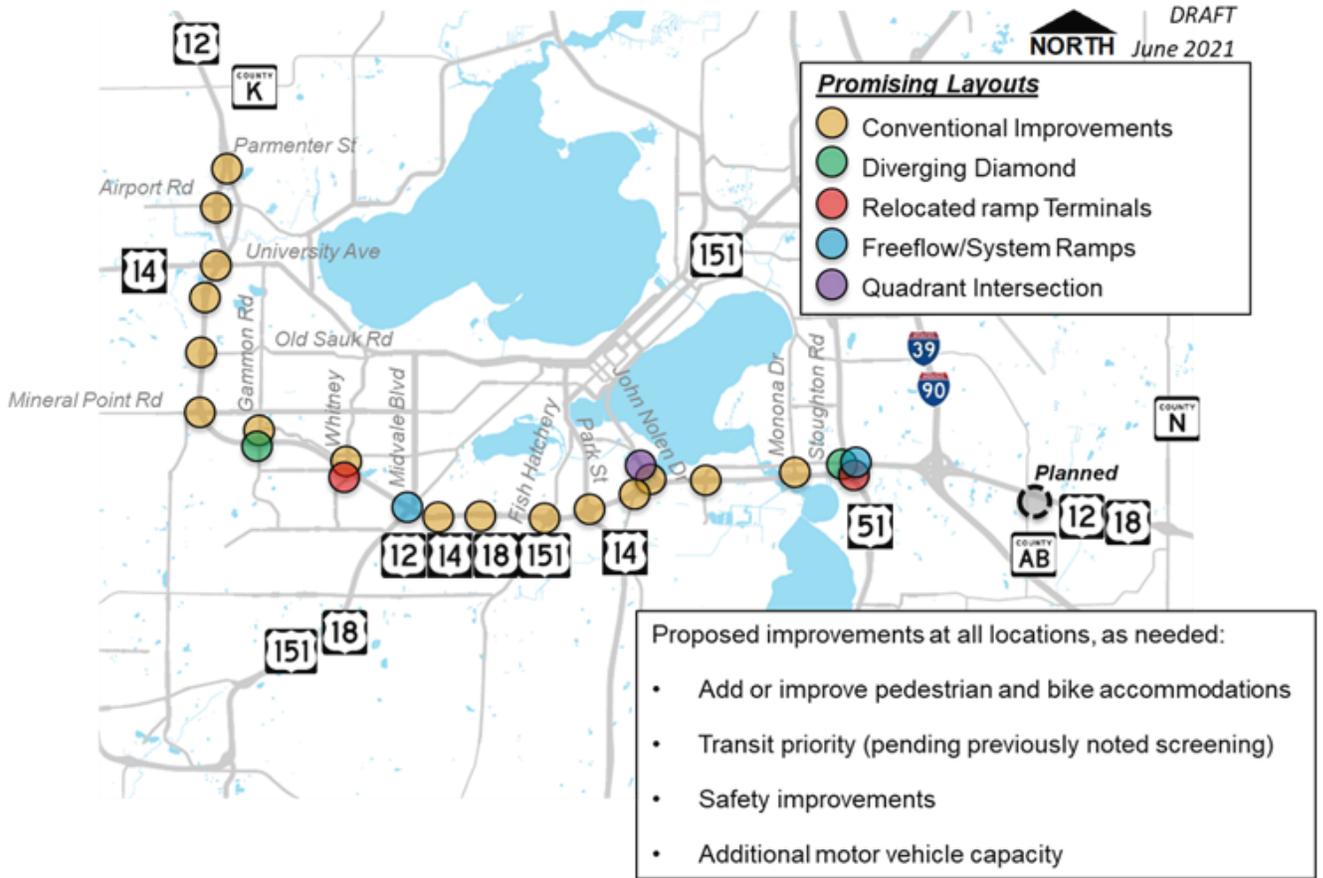


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Interchanges

Please provide your opinion on which Beltline interchanges are higher versus lower priority for improvements.

Interchange Component Concepts



12

Improvements at the Parmenter Street Interchange

- High Priority
- Medium Priority
- Low Priority
- No Opinion

MPO Comments:

The MPO has no comment on the priority of these interchanges at this time.

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Improvements at the Airport Road Interchange

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Improvements at the Fish Hatchery Road Interchange

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29

Improvements at the US 51/Stoughton Road Interchange

- High Priority
- Medium Priority
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- No Opinion

Kyle Hemp, Beltline Study Project Manager
WisDOT SW Region
2101 Wright Street
Madison, WI 53704

DRAFT

March 3, 2022

Dear Mr. Hemp:

The Greater Madison MPO submits these comments in addition to its responses to the Beltline PEL Proposed Component Concepts Priority Survey. Thank you for the opportunity to provide this input. We appreciate the department's efforts to take a comprehensive look at multi-modal needs in the corridor and not focus solely on motor vehicle operations on the highway.

The following recommendations are based on our knowledge of local conditions and how the potential improvements help achieve the draft goals of the MPO's Regional Transportation Plan 2050 Update. These include: livable communities; safety; prosperity; equity; environmental sustainability; and system performance.

Roadway Crossings and Connections Component Concepts Priority

- 1) C – West of Whitney Way
 - This would provide an important alternate route to the Gammon and Whitney Way interchanges for travel between the north and south sides of the Beltline. There are significant challenges, however, with this connection given required property acquisition.
- 2) D – Perry Street
 - We'd rank this as 1B. While this doesn't provide operational improvements to any of the Beltline interchanges, it is a critical connection between an MPO-identified Environmental Justice area and an adjacent employment area, which is isolated by the Beltline and USH 14.
 - This crossing was identified in the South Madison Planning effort as a high priority need for the community.
- 3) A and B - West and East of Gammon Road
 - While there is value in these connections in reducing traffic volumes at the Gammon Road interchange, these are less critical connections than those listed above in terms of other goals.

Any roadway crossing or connection should be designed to provide pedestrian and low traffic stress bicycle facilities.

Bicycle Pedestrian Connections

- 1) Not included as an option in the Survey - West Towne Path (Gammon Rd. to High Point Rd.)



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METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

- This missing link will provide a low traffic stress route where all alternative routes are high-stress, and will complete the West Towne Path. The City of Madison has identified this as a priority project and has submitted an application for funding through the Transportation Alternatives Program (TAP). While the project scores well under the MPO's TAP program criteria, it is difficult to fund due to its high cost and the MPO's relatively small allocation of TAP funding.
- 2) D - Whitney Way Crossing
 - This complex crossing is a major barrier to non-motorized traffic; a grade-separated crossing would connect the east end of the West Towne Path to neighborhoods and low traffic stress routes to the east, including the planned Beltline path connection to SW path and planned protected bike lanes on Odana Road.
 - 3) E - Beltline Path to SW Path
 - This facility would close a major gap in the non-motorized system by connecting the Southwest Commuter Path to the West Towne Path, creating a continuous low traffic stress route between west, southwest, and downtown Madison.
 - 4) B (A as an alternative if B is not feasible) - Beltline Crossings north or south of Old Sauk Road
 - An important connection between an MPO-identified EJ area and an employment area on the opposite side of the Beltline, this connection would provide a low traffic stress route where none currently exists. Old Sauk Road is also a very popular recreational bike route; this would avoid having to travel through the interchange area.
 - 5) H – Crossing West of US 14 (Park Street)
 - The City of Madison's South Madison Plan process identified a full street (with bicycle and pedestrian facilities) as a community need in this location. Roadway Crossing D would eliminate the need for this strictly non-motorized crossing, but if the street wasn't built it would be a high priority ped/bike crossing.
 - 6) G – Seminole Highway to Cannonball Path – South
 - This facility would provide a low traffic stress connection between the Cannonball Path and Seminole Hwy. and an existing bicycle/pedestrian overpass of the Beltline Hwy. It would be relatively low cost compared to many of the other bicycle facility improvements.
 - 7) Not included as an option in the Survey - Beltline crossing near Bridge Rd.
 - A City of Monona concept project, this connection would enable bicyclists and pedestrians to cross the Beltline without traversing the Broadway interchange. It would provide low stress connection for SE Madison/Monona residents, including an MPO Tier 1 EJ area, to the South Towne area and also connect McFarland with SE Madison/Monona via the Lower Yahara River Trail.
 - 8) I – Crossing US 14 near Stewart Street
 - This crossing would connect relatively isolated employment and residential areas, including an MPO-Identified EJ area, that are currently separated by US 14.
 - 9) F – Seminole Highway to Cannonball Path - North
 - This facility would provide a low traffic stress connection between the Cannonball Path and Seminole Hwy. and an existing bicycle/pedestrian overpass of the Beltline Hwy.
 - 10) C – Crossing West of Whitney Way
 - This crossing will not be necessary if either Roadway Crossing B or C are constructed with bicycle and pedestrian facilities.

11) J – Monona Drive to Stoughton Road

- This connection would require users to traverse the high-stress roadways of Monona Drive and Broadway, including their intersection. Recommend new option of Beltline crossing near Bridge Rd., above, instead of this option.

12) K – Femrite Drive to County N

- Not a priority improvement.

Park and Ride Concepts

The MPO offers the following priorities for general PNR lot locations, but notes that partnering with property owners to use underutilized parking through leases or other agreements is preferable to building new facilities where that is possible.

1) B – CTH M/Mineral Point Road

- This location is near the proposed BRT system's west terminal, and will have frequent high-quality transit service. A park and ride facility is proposed to be constructed by the city as part of the BRT project at the Junction Road terminus of east-west BRT, so this project should be closely coordinated with the City of Madison to ensure efficient use of resources and to avoid construction of redundant facilities.

2) E – Fish Hatchery Road/County PD

- This location is near a proposed BRT system station, and will have frequent high-quality transit service.

3) A – USH 14 Middleton

- This location is ideally located to intercept automobile trips from the west and northwest, and is proposed to have regular all-day transit service with a one-seat ride to the UW-Madison and downtown during peak hours.

4) D – Verona Road/County PD

- This location is more likely to be used by commuters who desire to ride bicycles for the last leg of their journey, as it is near the Southwest Commuter and Cannonball Paths, but does not have all-day transit service.

5) F – USH 14/McCoy Road/Lacy Road

- Although this location could serve to intercept automobile trips heading north on US 14, it has relatively low transit service levels and its only current bicycle route connection runs east-west and does not continue directly to downtown Madison.

6) C – CTH M/Mid Town Road

- This location has low levels of transit service compared to other options, and is similarly disconnected from major bicycle routes. It is also in a location where it is unlikely to capture a significant number of vehicle trips.

7) G – USH 51 and Sigglekow/Marsh Road

- This location has low levels of transit service compared to other options, and is proposed to have no direct transit service under the Metro Network Redesign Draft Plan.

Transit Priority

1) C – Mineral Point Road

- This intersection will be used by BRT and would benefit from transit priority treatments.

2) H – Fish Hatchery Road

- This intersection is planned to be used by BRT and would benefit from transit priority treatments.
- 3) A – University Ave/USH 14
 - This intersection will be used by routes in the Metro Network Redesign Draft Plan and would benefit from transit priority treatments.
 - 4) E – Whitney Way
 - This intersection will be used by routes in the Metro Network Redesign Draft Plan and would benefit from transit priority treatments.
 - 5) B, D, F, G, J, K
 - These intersections are used by a small number of bus routes and would benefit from transit priority treatments, but are lower priorities than the intersections specified above.
 - 6) I – USH 14 (Park Street)
 - No transit priority is required at this intersection in the near future, as it is not used by Metro Transit and is not anticipated to do so in the Metro Network Redesign Draft Plan. This intersection would be used by routes in the Future Transit Network in the Draft Regional Transportation Plan 2050, so may benefit from transit priority treatments in the medium- to long-term.

Beltline Mainline Component Concepts

Based on available information at this point in time, the Greater Madison MPO prefers Option 4 – Extend Flex Lane with Weave Improvements. This option balances safety, traffic capacity, travel time reliability, and environmental impacts, realizing the greatest benefit at the lowest cost. Only one segment of the Beltline is forecast to operate at LOS F during the peak period.

In the event that other capacity improvements are warranted in the future, they should strive to maximize the utility of existing infrastructure and avoid adding pavement width except where necessary to improve weaving movements and extend flex lanes.

Beltline Interchange Concepts

The MPO doesn't have adequate information to prioritize interchange improvements from a traffic operations standpoint. Improvements have already been made at a number of them, including Verona Road, and as noted only minor improvements, if any, are needed for most.

What we're asking of this group

- Review the components proposed for further refinement/inclusion in strategy packages
- Complete the survey asking for input on the proposed rankings/priorities
- Please provide feedback by **February 17**

*Scan the QR Code or
follow the link to
access the Beltline
PEL Proposed
Component Concepts
Priority Survey!*

[https://forms.office.com/
r/gCeHkn1Q43](https://forms.office.com/r/gCeHkn1Q43)



Madison Beltline PEL Proposed Component Concepts Priority Survey

Welcome to the online survey for the Madison Beltline Planning and Environment Linkages (PEL) Study Proposed Component Concepts Priority!

The Component Concepts consist of possible improvements to various modes of travel that help satisfy Beltline PEL objectives including new roadway crossings and connections, pedestrian and bicycle accommodations, park and ride locations, transit priority, and Beltline mainline and interchange improvements. The PEL study team has given each Component Concept a proposed priority ranking based on screening them against the PEL objectives, considering 2015 Technical Advisory and Policy Advisory Committees (TAC/PAC) feedback, and considering 2021 environmental justice (EJ) Survey feedback. The Component Concept proposed priorities and possible eliminations were presented at TAC/PAC Meeting No. 2. As mentioned in the meeting, you have the opportunity to let us know your thoughts on the proposed Component Concept priorities and possible eliminations by completing this online survey.

With your help, the PEL study team is currently working on selecting the highest priority Component Concepts. Once all feedback has been compiled on the proposed Component Concept priorities and possible eliminations, the team will combine the component concepts with higher priority into draft strategy packages and screen them against the PEL objectives. At the next TAC/PAC meetings, the PEL study team anticipates presenting the draft Strategy Packages for TAC/PAC member review and input before a preferred Strategy Package is chosen for long-term improvements on the Beltline. The preferred Strategy Package is anticipated to include several individual components that will be studied further under the NEPA process. The NEPA process may involve multiple documents rather than one document that cover the entire preferred Strategy Package. The Preferred Alternative(s) would be chosen through the NEPA process with design and construction of the Preferred Alternatives to follow.

The survey will take approximately 10 minutes to complete and is available until February 17, 2022. We appreciate your time and feedback as we work toward a long-term solution for the Madison Beltline!

Participant Information

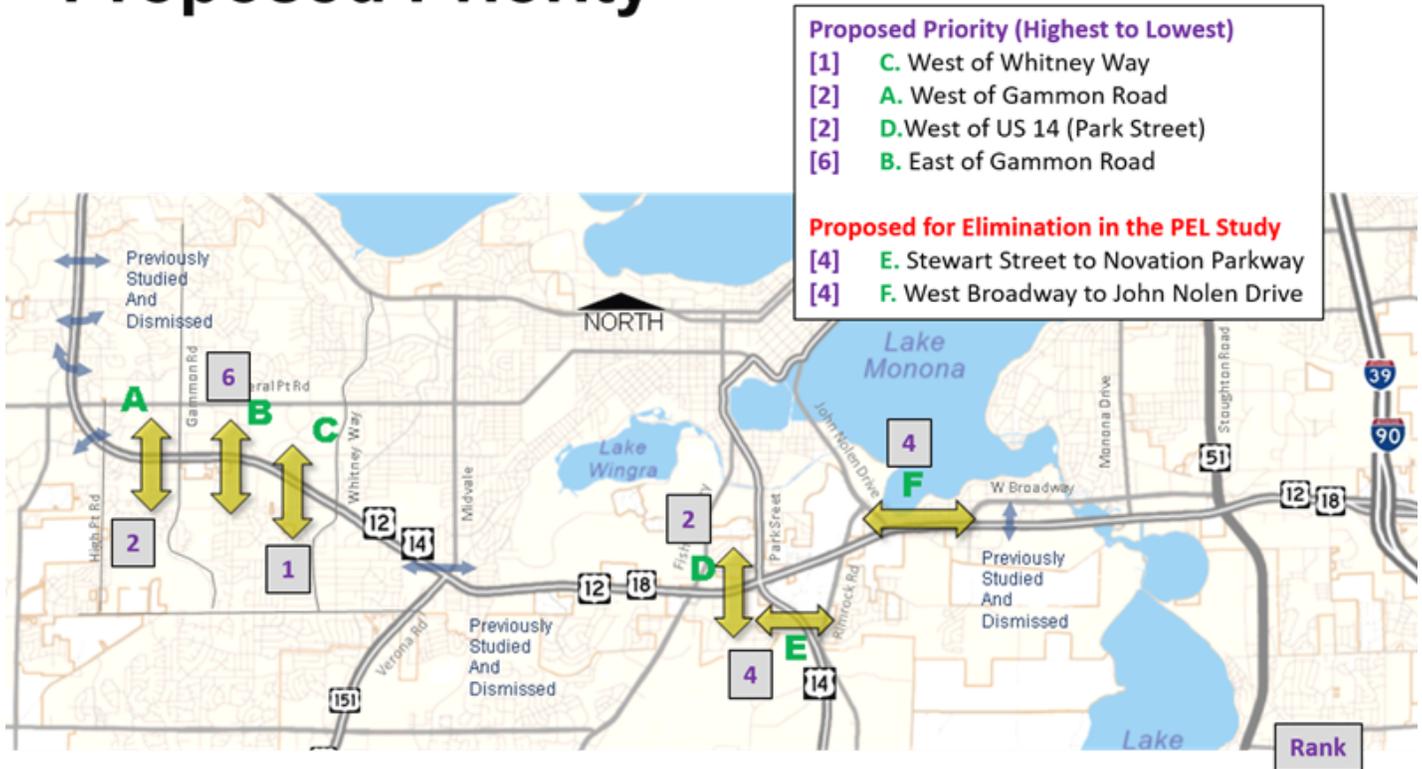
1

Please provide your name and who you are representing.

Roadway Crossings and Connections Component Concepts Priority

The map below shows the Roadway Crossings and Connections Component Concepts considered in the PEL study and the proposed priority list in order of highest priority to lowest priority. These are new roadway connections that would also provide sidewalk and bicycle accommodations, similar to the existing High Point Road crossing. The purple numbers represent the priority order based on screening against the PEL objectives and stakeholder feedback received to date. Because of the challenges and complexity associated with Component Concepts E and F, these particular Component Concepts are proposed for elimination in the PEL study; however, we welcome and will take into consideration any input you may have.

Proposed Priority



MPO Priority:

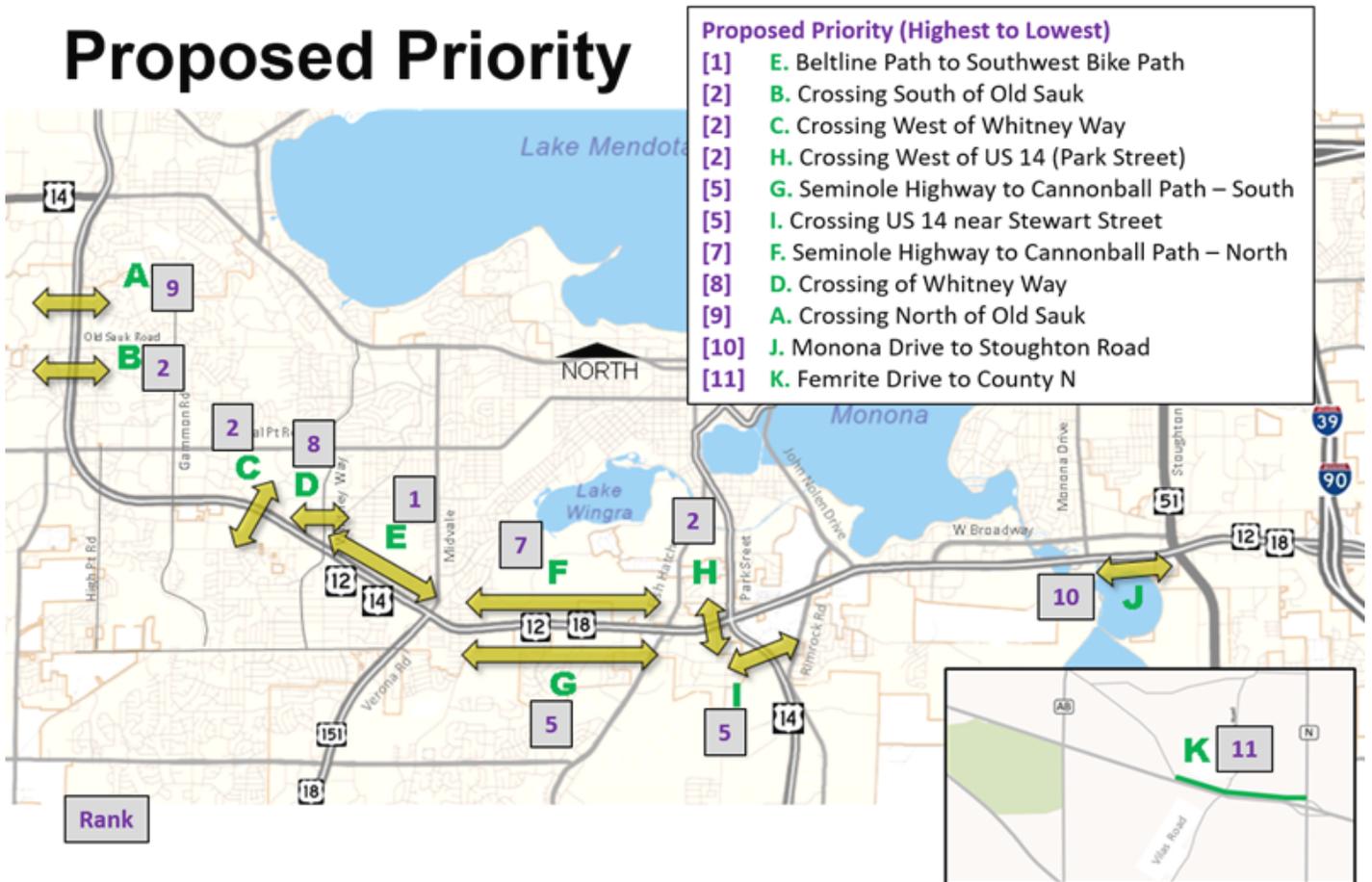
1 - C

2 - D

3 and 4 - A and B (no priority)

Pedestrian and Bicycle Component Concepts Priority

The map below shows the Pedestrian and Bicycle Component Concepts considered in the PEL study and the proposed priority list.



3

Do you agree with the Pedestrian and Bicycle Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that because of the consistently high ranking of Component Concepts B, C, E, and H, these Component Concepts are being advanced for further consideration in the PEL Study as part of the draft Strategy Packages. Only the remaining Pedestrian and Bicycle Component Concepts are listed below. The list is given in order of highest priority to lowest priority beginning with Component Concept G.

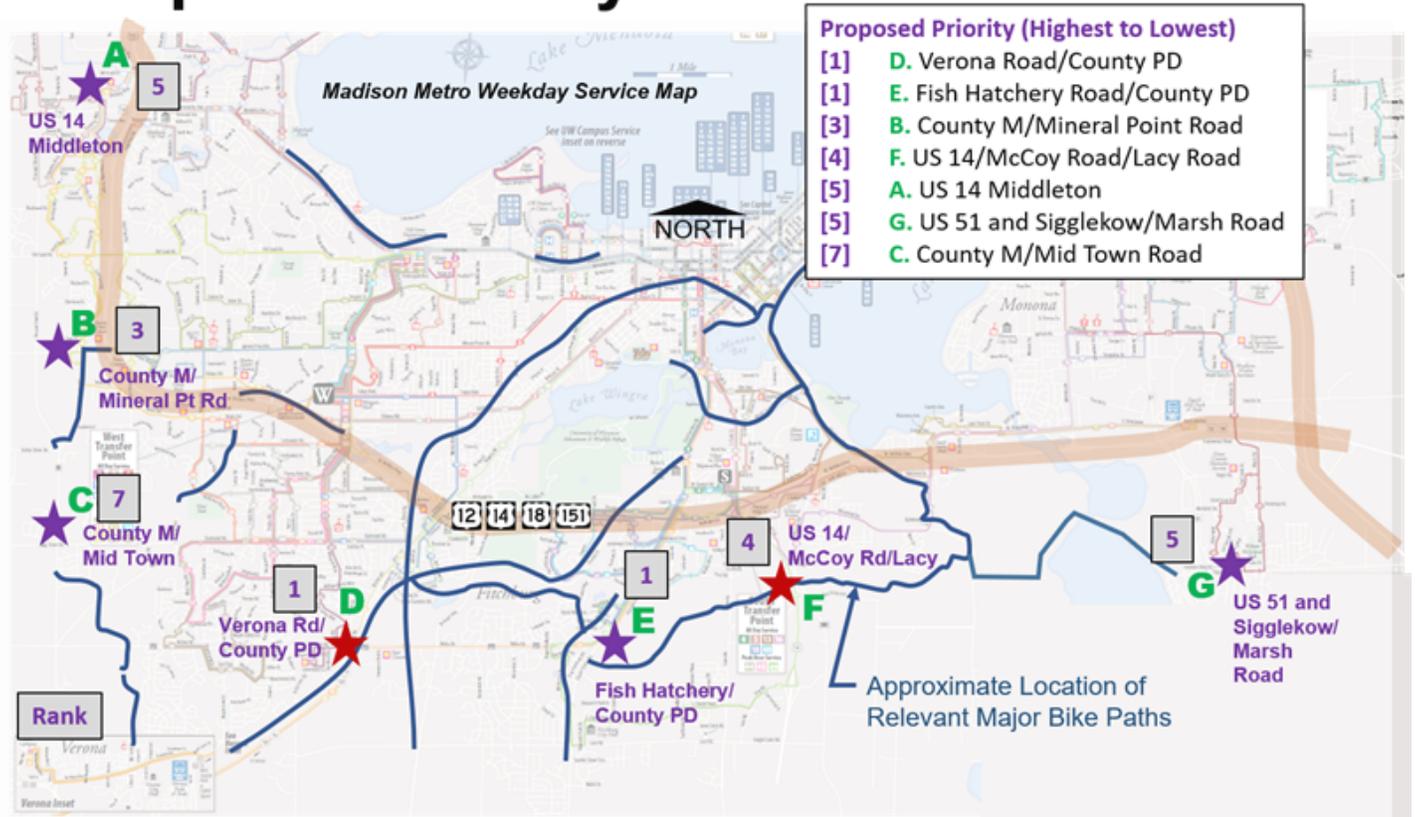
MPO Comments:

- 1- Not included in options: West Towne Path (Gammon Rd. to High Point Rd.)
- 2- D
- 3- E
- 4- B (A as alternate)
- 5- H
- 6- G
- 7- Not included in options: Monona crossing near Bridge Rd.
- 8- I
- 9- F
- 10- C
- 11- J
- 12- K

Park and Ride Component Concepts Priority

The map below shows the Park and Ride Component Concepts considered in the PEL study and the proposed priority list.

Proposed Priority



4

Do you agree with the Park and Ride Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.

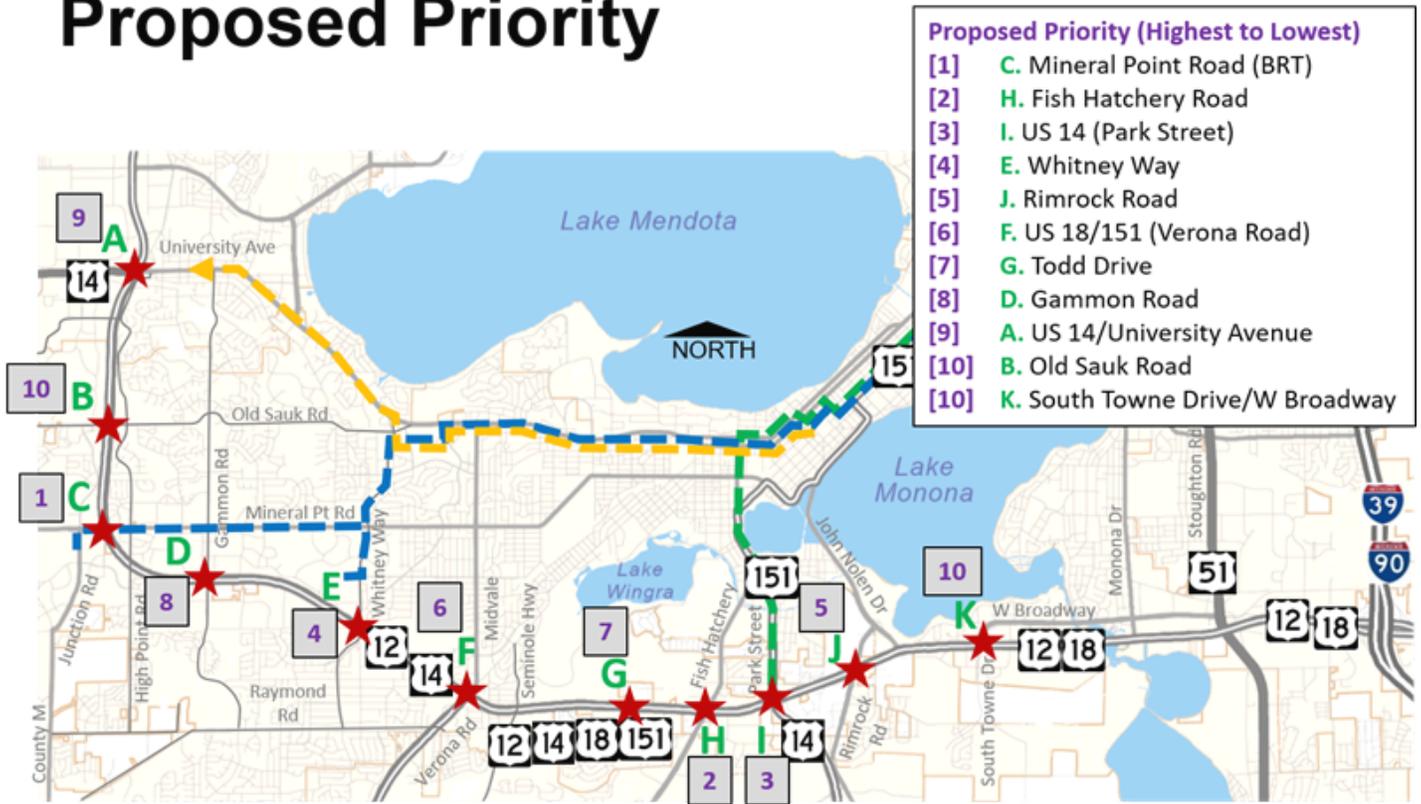
MPO Comments:

- 1- B
- 2- E
- 3- A
- 4- D
- 5- F
- 6- C
- 7- G

Transit Priority Component Concepts Priority

The map below shows the Transit Priority Component Concepts considered in the PEL study and the proposed priority list.

Proposed Priority



MPO Comments:

- 1- C
- 2- H
- 3- A
- 4- E
- 5- B, D, F, G, J, K
- 6- I

Beltline Mainline Component Concepts

We would like to ask your opinion about possible improvements to the Beltline or nearby transportation features. The following images show each Beltline Mainline Component Concept with Level of Service (LOS) traffic operations in 2050 for the Beltline itself. LOS E is traditionally the upper limit of acceptable regularly recurring congestion, and LOS F is traditionally considered unacceptable. How supportive would you be of the following Beltline Mainline Component Concepts on or near the Beltline?

6

1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graphic below.



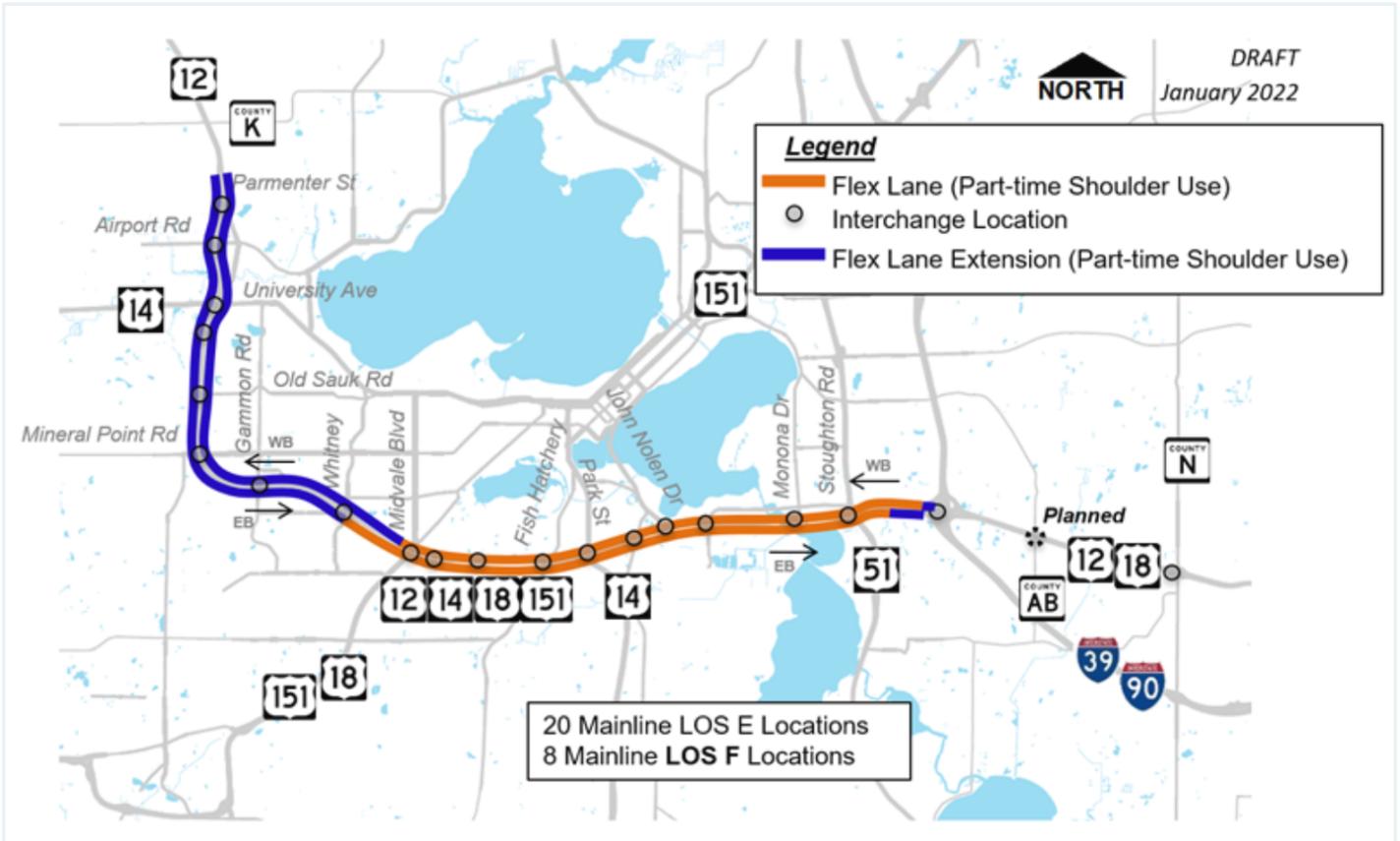
- Not at all
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- Extremely

2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.



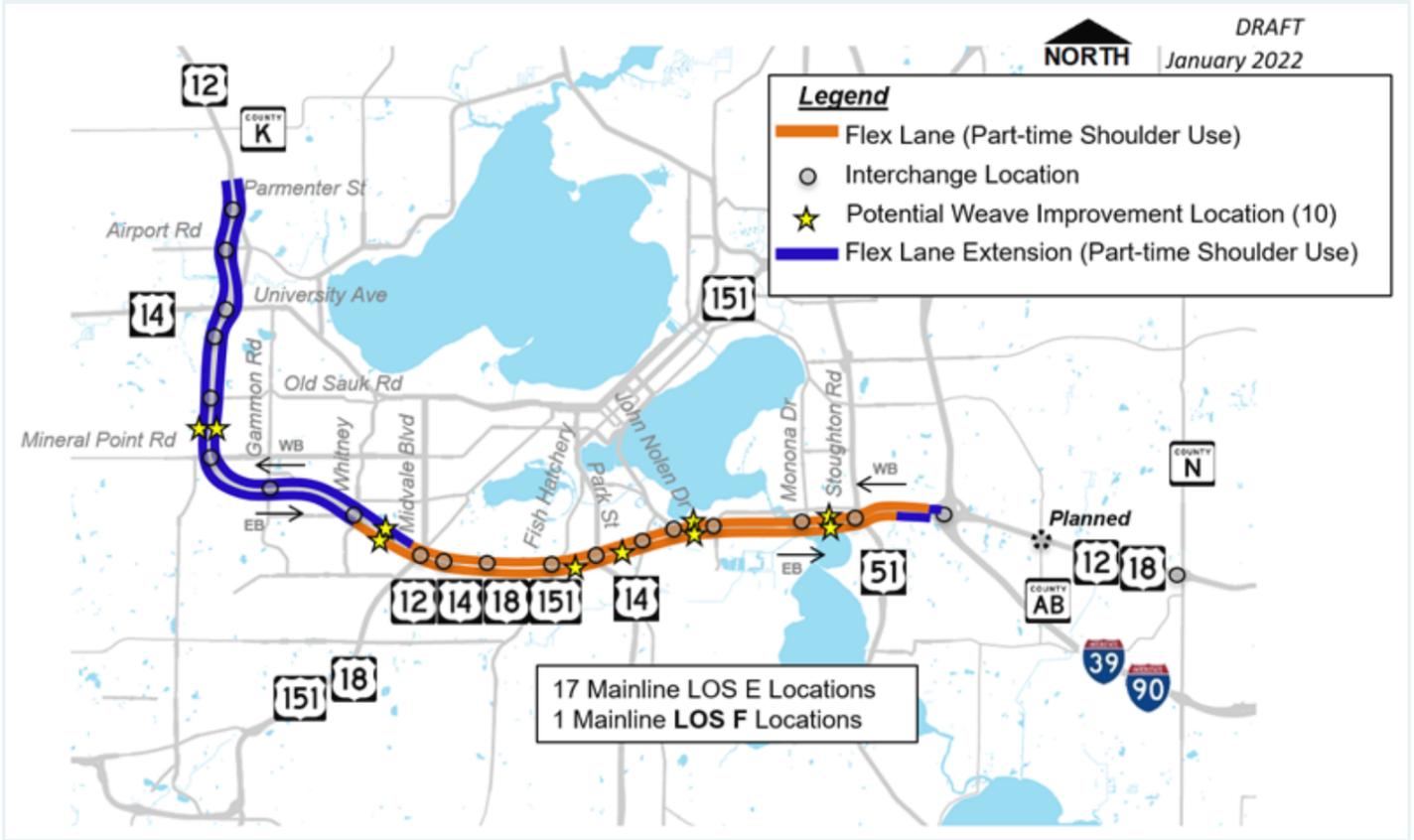
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3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.



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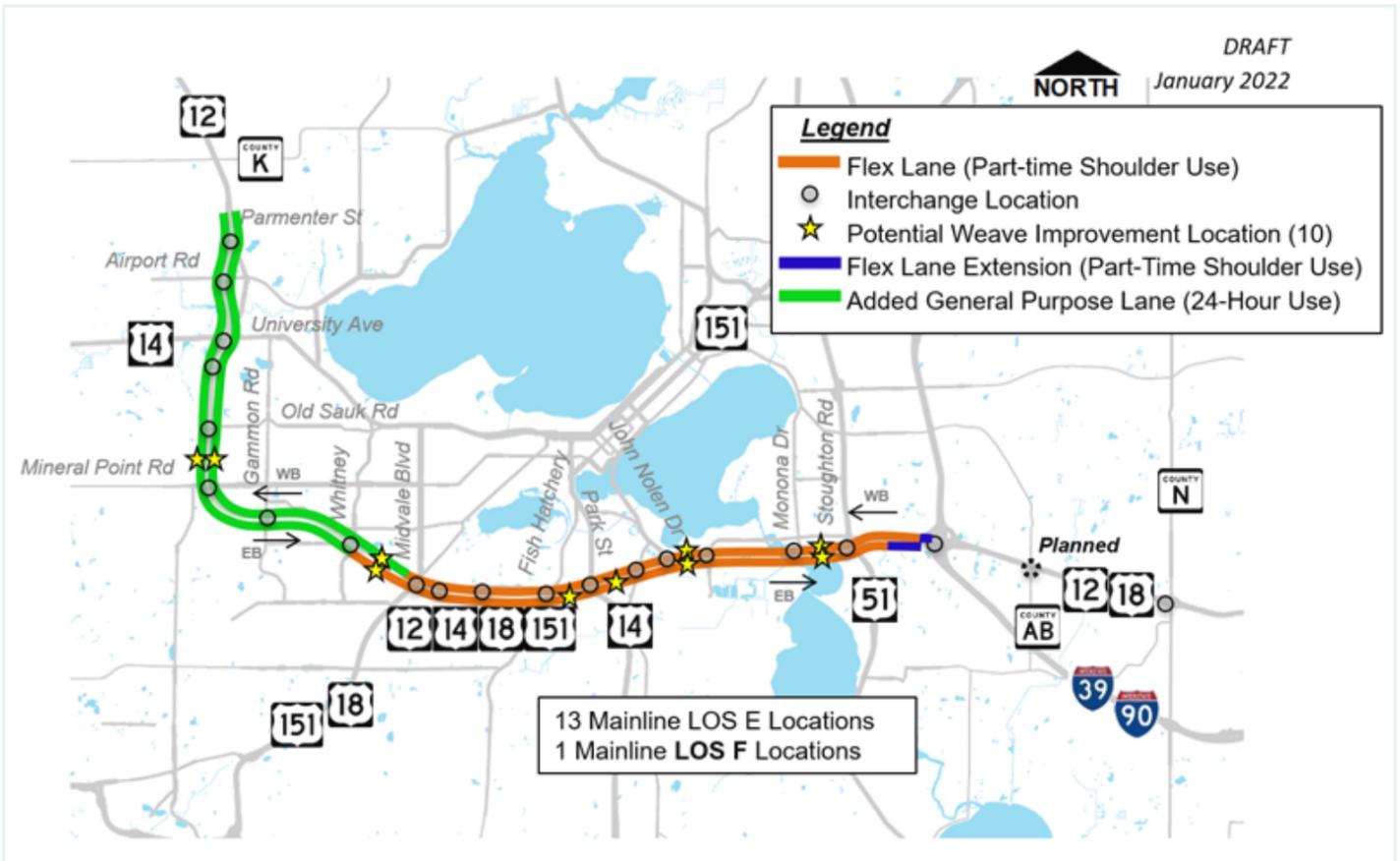
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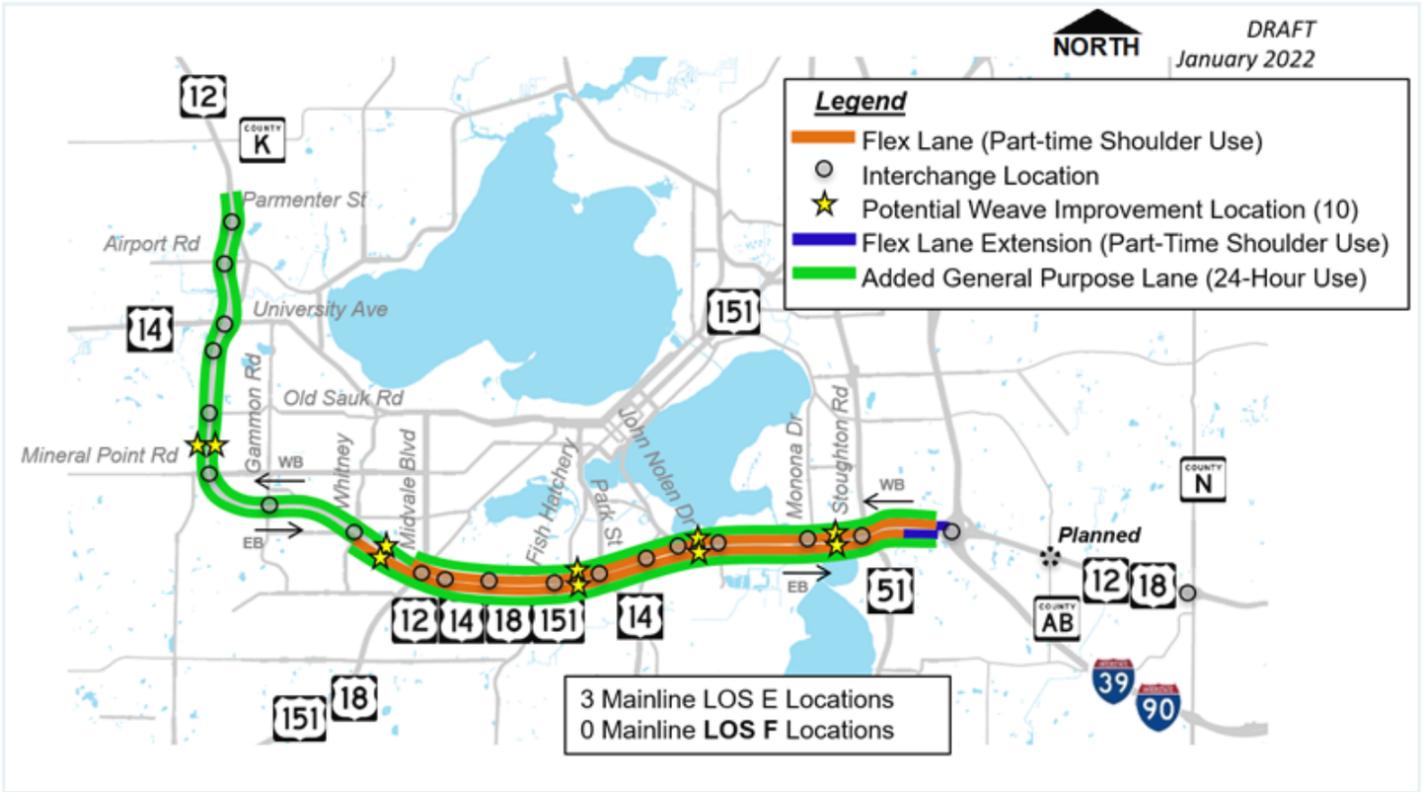
MPO Comments:
This concept is the MPO's preferred option.

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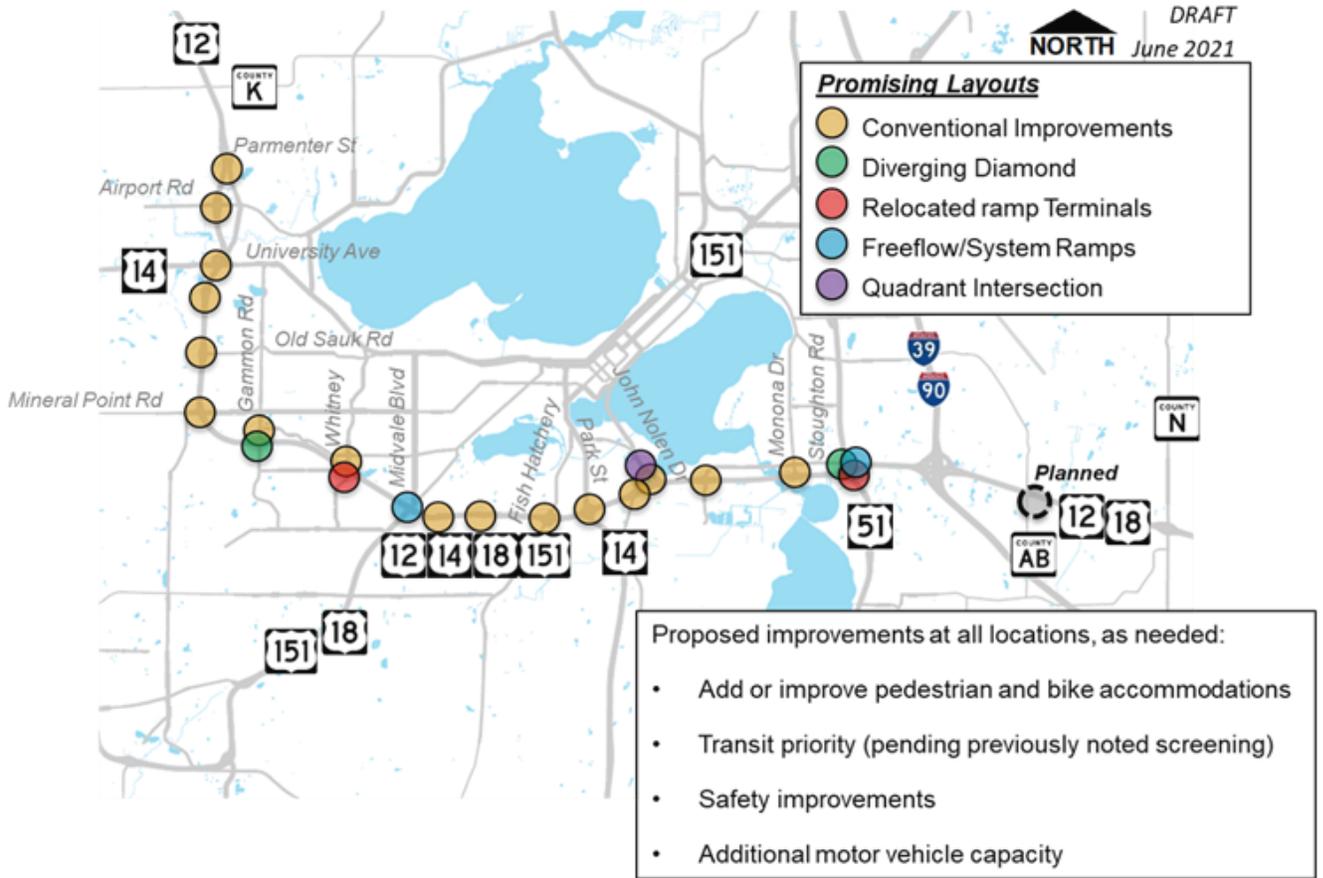


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Interchanges

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Interchange Component Concepts



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MPO Agenda Cover Sheet
March 2, 2022

Item No. 8

<p>Re:</p> <p>Update on <i>Connect Greater Madison</i> Regional Transportation Plan 2050 – Review Roadway and other Draft Recommendations</p>
<p>Staff Comments on Item:</p> <p>Staff has completed drafts of the two major roadway maps for the plan to go along with the other transit and ped/bike facility maps that have been previously reviewed with the board. The most important roadway map is the one showing major roadway and high capacity transit projects and studies. These are the types of projects and studies that must be specifically identified in the plan in order to move forward. Staff has also prepared a full set of draft recommendations. The roadway and other key maps and the recommendations are attached.</p> <p>Staff is looking for approval from the board to release these drafts for comment on the plan website. Interactive versions of the maps will be put into the map commenting tool on the website. As mentioned at the last meeting, staff plans to have the full main plan report for the board to review and approve release of for comment at the April meeting. Staff will be reviewing the maps and recommendations with the MPO technical committee at their 2/23/22 meeting and will report on comments received.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Recommendations with the draft major roadway and high capacity transit projects and studies map, draft planned future roadway functional classification map, and other key maps related to the recommendations.
<p>Staff Recommendation/Rationale: For discussion purposes only at this time. While no official action is requested, staff recommends approval to release the draft plan maps and recommendations on the plan website for comment.</p>



RTP

Recommendations

Land Use and Transportation Integration

Adopt and implement local land use plans and policies that support CARPC's Regional Development Framework goals, objectives, and strategies.

- a) Update land use ordinances and street design and parking standards to remove barriers to mixed-use, pedestrian-oriented development, where appropriate.
- b) Prepare detailed neighborhood development plans in areas slated for growth in order to provide for complete neighborhoods with good street connectivity and multi-modal access to daily needs.
- c) Require pedestrian, bicycle, and transit (where appropriate) facilities in (re)developments.
- d) Plan, zone for, and encourage transit-supportive development in existing and planned transit corridors.

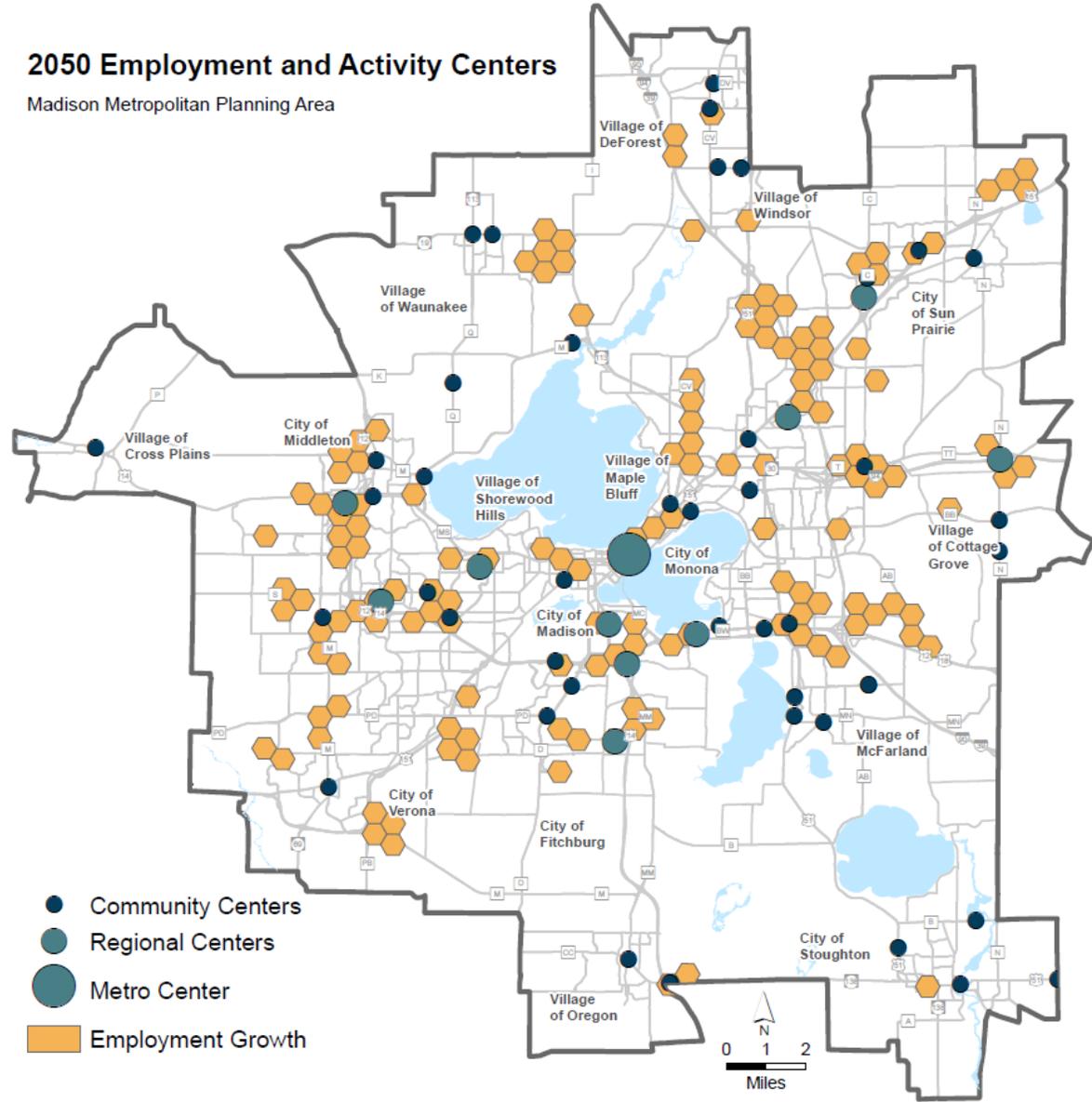
Provide a mix of housing types with higher densities in areas with multi-modal access to jobs and services in order to provide affordable living options in less car dependent neighborhoods.

- a) Plan for and incentivize the location of affordable workforce housing in areas with existing or planned future high-quality transit service and in multi-modal centers and corridors.
- b) Prioritize local subsidies for affordable housing projects in areas with frequent transit service.
- c) Support (re)development in centers and corridors through infrastructure investments and incentives.



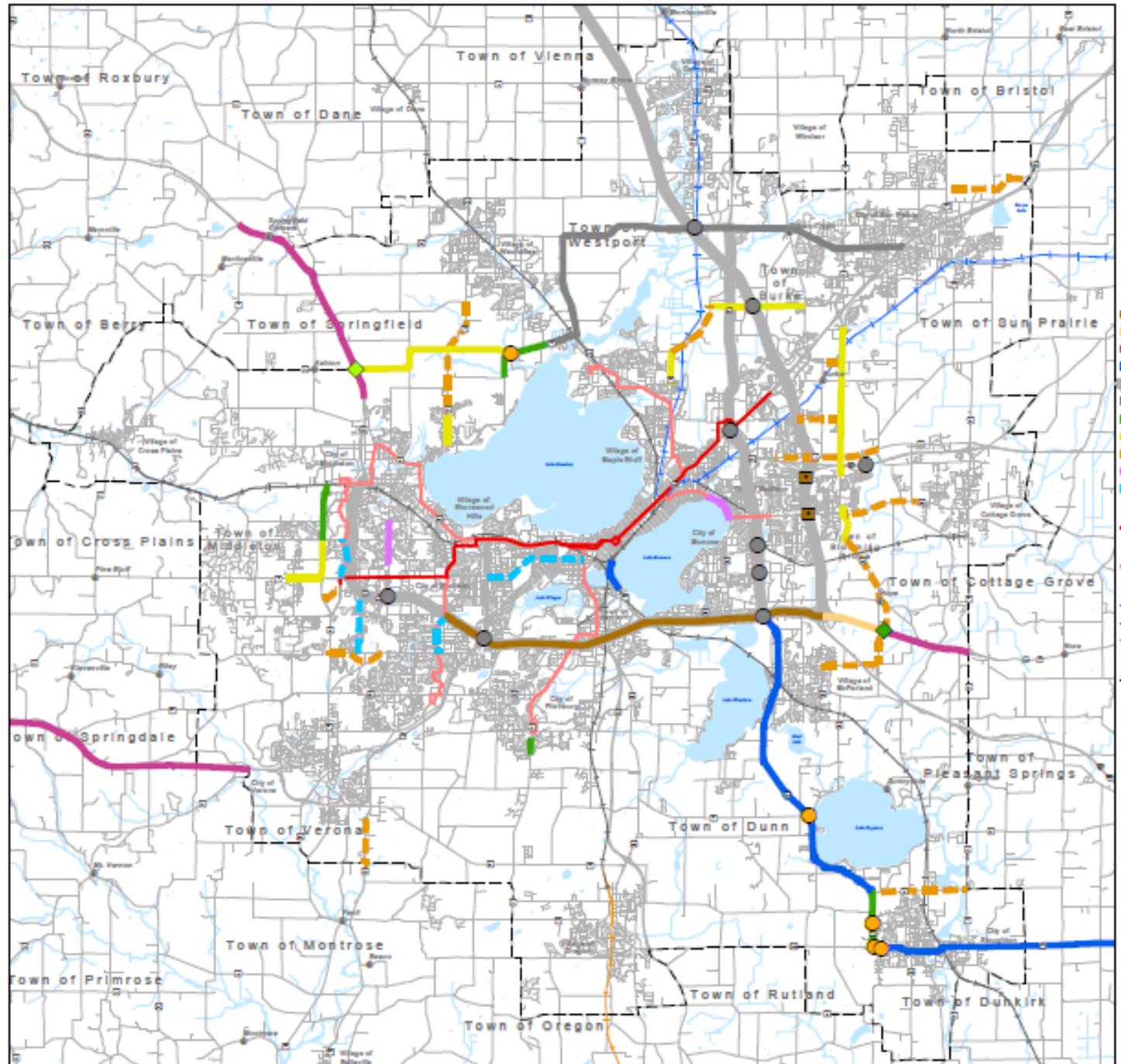
2050 Employment and Activity Centers

2050 Employment and Activity Centers
Madison Metropolitan Planning Area

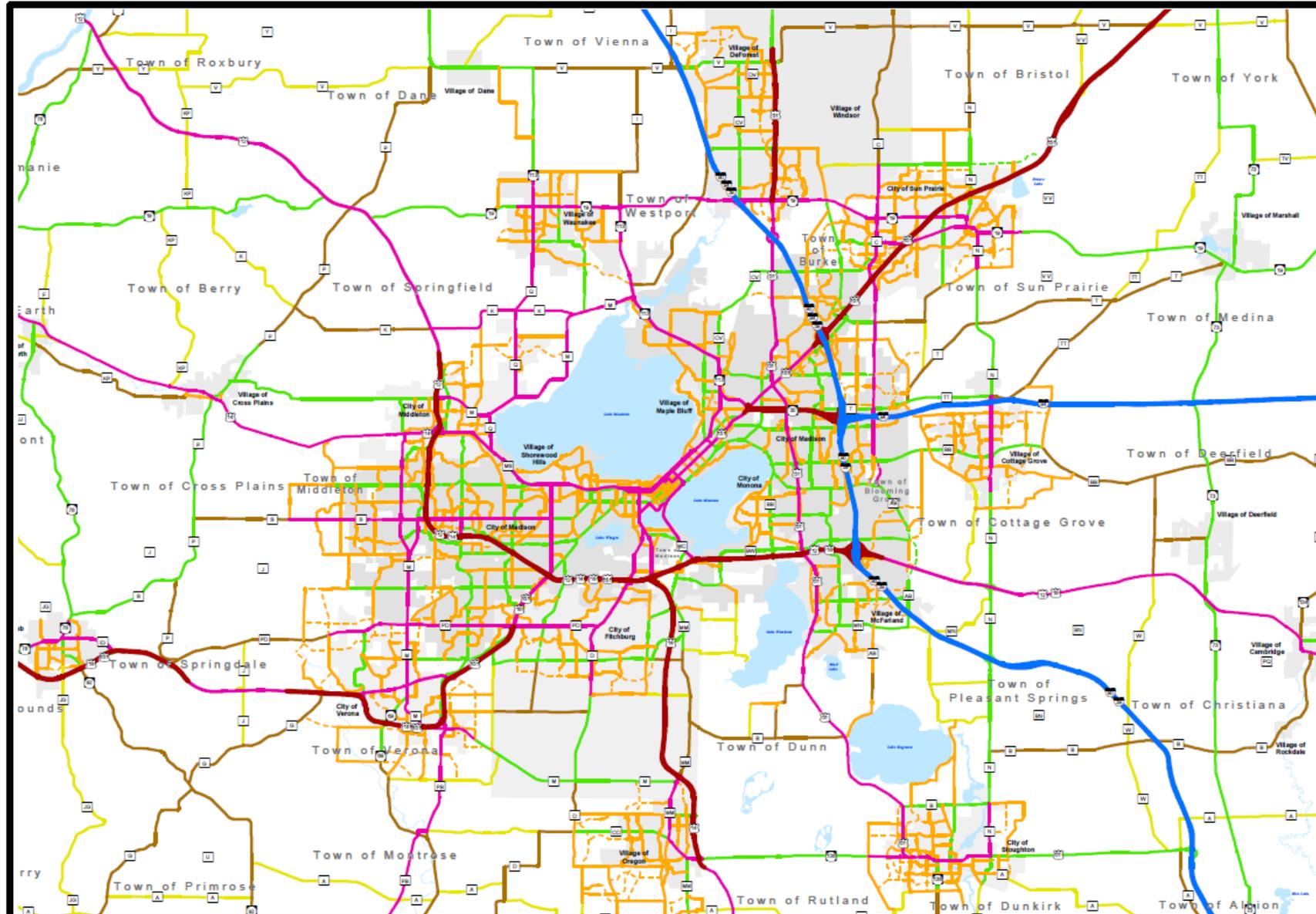


Major Projects and Studies

-  Bridge Capacity Expansion (Planned)
-  Major Intersection Improvement (Programmed)
-  New or Improved Interchange (Programmed)
-  New or Improved Interchange (Planned)
-  Study Potential Interchange or Intersection Improvement
-  Future Intersection Study
-  Freeway Capacity Expansion: Flex Lanes (Programmed)
-  Freeway Conversion (Programmed)
-  Official Map For Potential Freeway Conversion
-  Major Arterial Roadway Reconstruction (Programmed)
-  Major Corridor Studies (Current)*
-  Major Corridor Studies (Recommended)
-  Arterial Roadway Capacity Expansion (Programmed)
-  Arterial Roadway Capacity Expansion (Planned)
-  Reserve ROW Official Map, Manage Access
-  Arterial Roadway Capacity Reduction (Programmed or Planned)
-  Study Potential Capacity Reduction
-  Bus Rapid Transit (Programmed)
-  Bus Rapid Transit (Planned)
-  Intercity Passenger Rail (Planned)
-  Railroad (Preserve Freight and/or Passenger Rail)
-  Local Rail Bank (Out of Service)



Future Functional Classification System

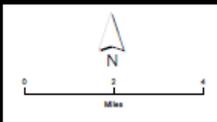


**Future Roadway Functional
Classification System*
Madison Area, Wisconsin (2050)**

- Principal Arterials - Interstate
 - Principal Arterials - Other Freeway
 - Principal Arterials - Others
 - Minor Arterials
 - Collectors - Urban
 - Collectors - Major, Rural
 - Collectors - Minor, Rural
- *Dashed lines indicate future streets and alignments.

Prepared by staff to the:

Date Revised: 2/17/2022



Streets and Roadways

Preserve and maintain the region's street and highway system in a manner that minimizes their life cycle cost, maintains safety, and minimized driver costs while reducing their impact on the environment

- a) Monitor regional roadway system pavement and bridge condition and continue to coordinate with WisDOT on federal performance targets
- b) Develop and implement asset management plans to assist in making cost-effective decisions concerning the maintenance and rehabilitation of roadways, bridges, and associated infrastructure.
- c) Provide for ongoing maintenance activities in major state and local arterial corridors planned for future potential expansion until capacity is needed and major project funding can be secured.
- d) Promote the Wisconsin Salt Wise partnership and support additional research and demonstration projects, including use of emerging technologies, to provide safe roadways in the winter while minimizing chloride and sodium application.

Build a well-connected network of regional roadways to accommodate future growth and efficiently distribute traffic so as to avoid bottlenecks on overburdened routes

- a) Conduct detailed planning for existing and new streets and utilize official mapping, right-of-way dedications, and other methods to preserve regional roadway corridors for potential improvements.
- b) Utilize travel model to conduct "build-out" analysis of peripheral development plans to support planning for the future regional roadway system.

Incorporate complete and green streets concepts for regional and local roadways

- a) Adopt and implement formal complete streets policy
- b) Adopt and implement green streets policy
- c) Develop modal priority corridors based on the RTP

Expand regional roadway system capacity to address critical bottlenecks and accommodate future planned growth consistent with RTP goals

- a) Continue or initiate detailed planning, design, and construction of state and local arterial capacity roadway, bridge, and interchange projects shown on the Major Projects and Studies map.
- b) Complete major corridor studies of the **Beltline, Stoughton Road/USH 51, and Interstate 39/90/94**. Upon completion of accepted environmental documentation, seek enumeration as Majors projects and advance recommended alternatives. Continue to implement short-term TSM, safety, and multi-modal improvements in the corridors in the interim until Majors program funding is secured.
- c) Initiate major study of the STH 19/STH 113/CTH M corridor to identify the long term solution to existing and future congestion and safety issues in the east-west corridor north of Lake Mendota. Continue in the meantime to implement TSM, safety, and multi-modal improvements.



Streets and Roadways

Adopt a Safe System Approach for addressing safety needs on the regional roadway system through a comprehensive “4-E” approach (Engineering, Education, Enforcement, and Emergency Services)

- a) Implement WisDOT’s Wisconsin Strategic Highway Safety Plan (SHSP)
- b) Develop a high injury network and continue to identify regional high crash severity intersections. Conduct further detailed study of these locations to identify countermeasures and prioritize projects for safety funding.
- c) Continue to support local safety initiatives such as Vision Zero.
- d) Continue to support the Dane County Traffic Safety Commission.
- e) Continue to expand state and local safety education efforts, including neighborhood-based initiatives.
- f) Support local and county efforts to ensure equitable enforcement of traffic laws.
- g) Support local efforts to identify corridor level systemic safety improvements, and work with WisDOT to identify changes to safety program criteria to allow funding of such projects.

Address security and resiliency needs related to the regional roadway system

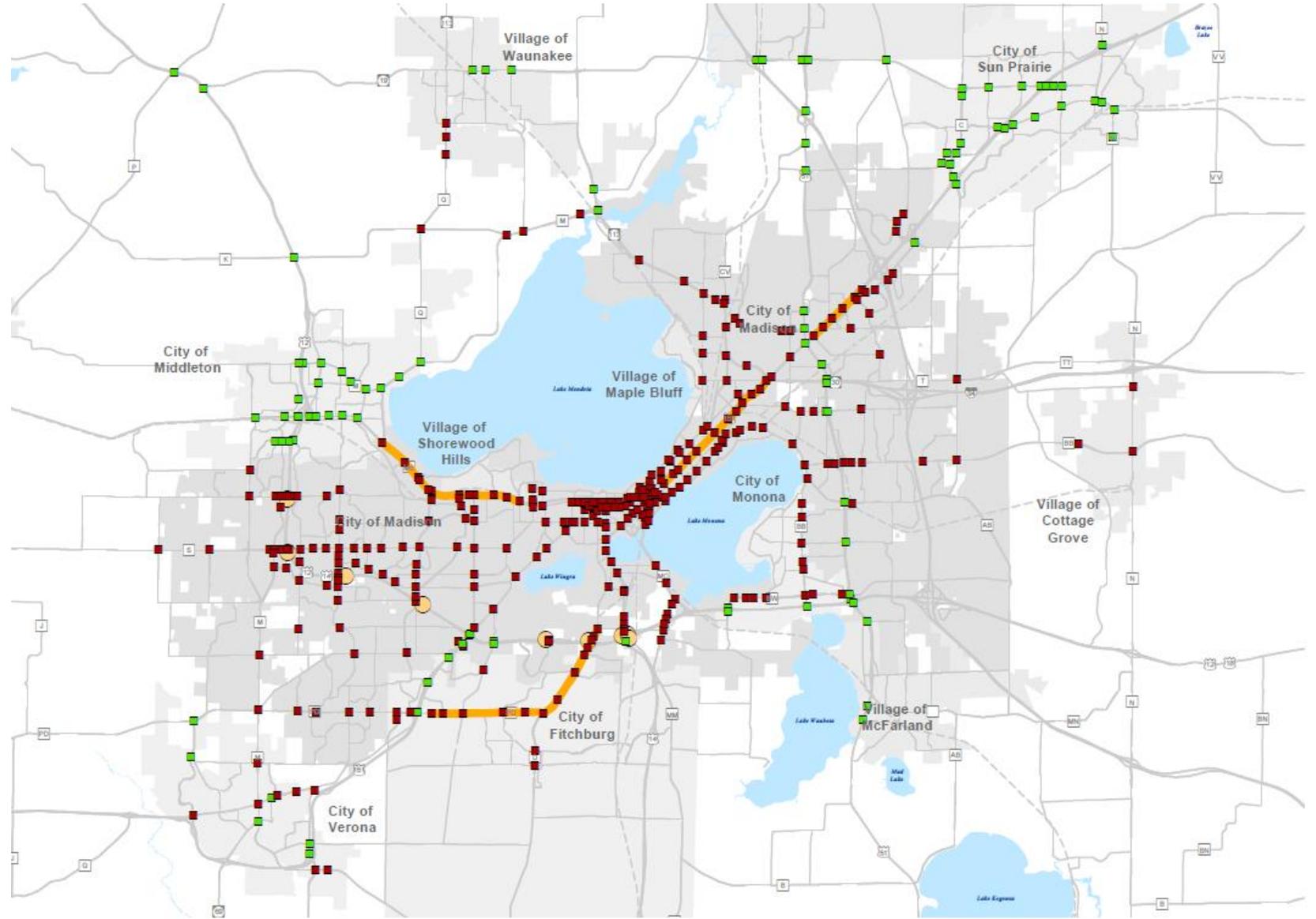
- a) Update the vulnerability assessment of critical transportation infrastructure in the state as part of development of the State Highway Investment Plan. Monitor identified facilities and make improvements as needed.
- b) Update as necessary hazard mitigation and emergency evacuation plans to reduce risk of disruptions to the regional roadway system due to flooding, winter storms and severe weather conditions, terrorism, hazardous material spills, civil disorder, and other events.
- c) Initiate study to identify roadways and other transportation facilities that are susceptible to flooding, identify alternate routes when flooding occurs, and identify ways to make the facilities more resilient to flooding.



Regional ITS

ITS Devices Traffic Signals Madison Area, Wisconsin

- Signal Maintained by City of Madison
- Signal Maintained by WisDOT or other Jurisdiction
- Ramp Meter
- ▬ Adaptive Signal Control Corridors

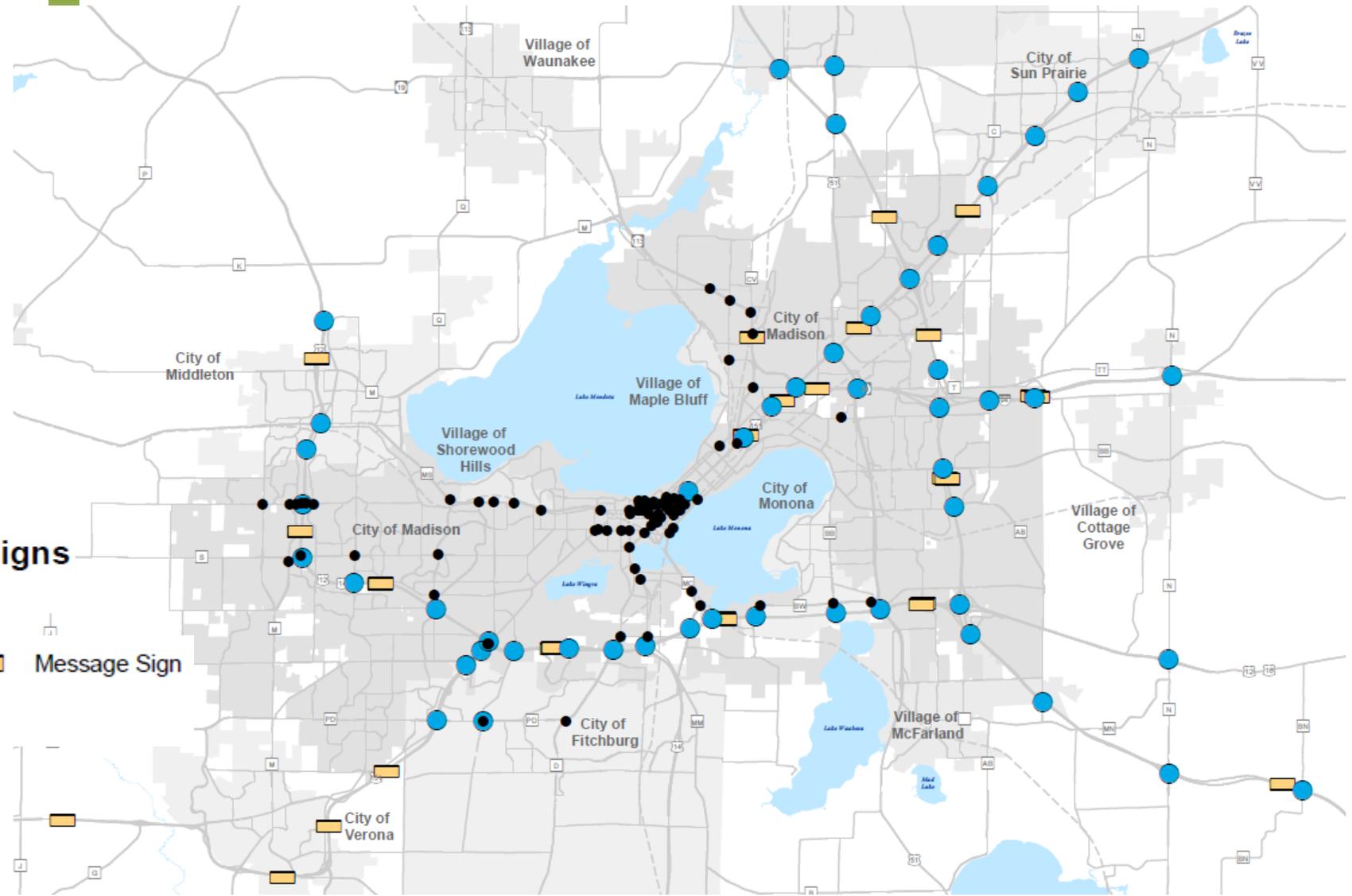


Regional ITS

ITS Devices Traffic Cameras and Message Signs Madison Area, Wisconsin

- Traffic Camera (City of Madison)
- Traffic Camera (WisDOT)

Message Sign



TSM, Operations, and Technology

Implement the adopted Congestion Management Process

- a) Continue and improve monitoring of system performance and measurement of the impact of implemented projects utilizing the methodology outlined in the plan.

Develop a Regional Transportation Systems Management and Operations (TSMO) Plan

- a) Identify, prioritize, and implement corridor and intersection TSM projects to improve traffic and transit operations and safety on the arterial roadway system.

Modernize the multimodal transportation network using technology

- a) Include as part of new urban roadway projects infrastructure for connected and autonomous technologies (such as fiber optic lines), where appropriate.
- b) Replace obsolete traffic signal controllers with "smart" controllers when replacing traffic signals or constructing new signalized intersections.
- c) Implement adopted process to identify and integrate ITS infrastructure into planning and design of major state roadway construction projects.

Implement access management plans and standards for existing and planned future arterial roadways as development and street (re)construction occur.

- a) Initiate access management plans on congested corridors as development and street reconstruction occur.
- b) Develop a regional access management plan that identifies standards for future arterials roadways, best practices, and safety considerations.
- c) Continue efforts to implement short-term safety related and TSM improvement recommendations from preservation/safety studies in state highway corridors, including USH 14 (West), STH 19, and STH 138.
- d) Officially map the USH 12 (Parmenter St. to STH 19 West), USH 12/18 (Interstate to CTH N), and USH 18/151 corridors for potential future freeway conversion based on recommended study alternatives. Continue to implement interim access management improvements with future conversion dependent upon ongoing needs assessment and available funding.

Implement and periodically update the Regional Intelligent Transportation Systems Strategic Plan

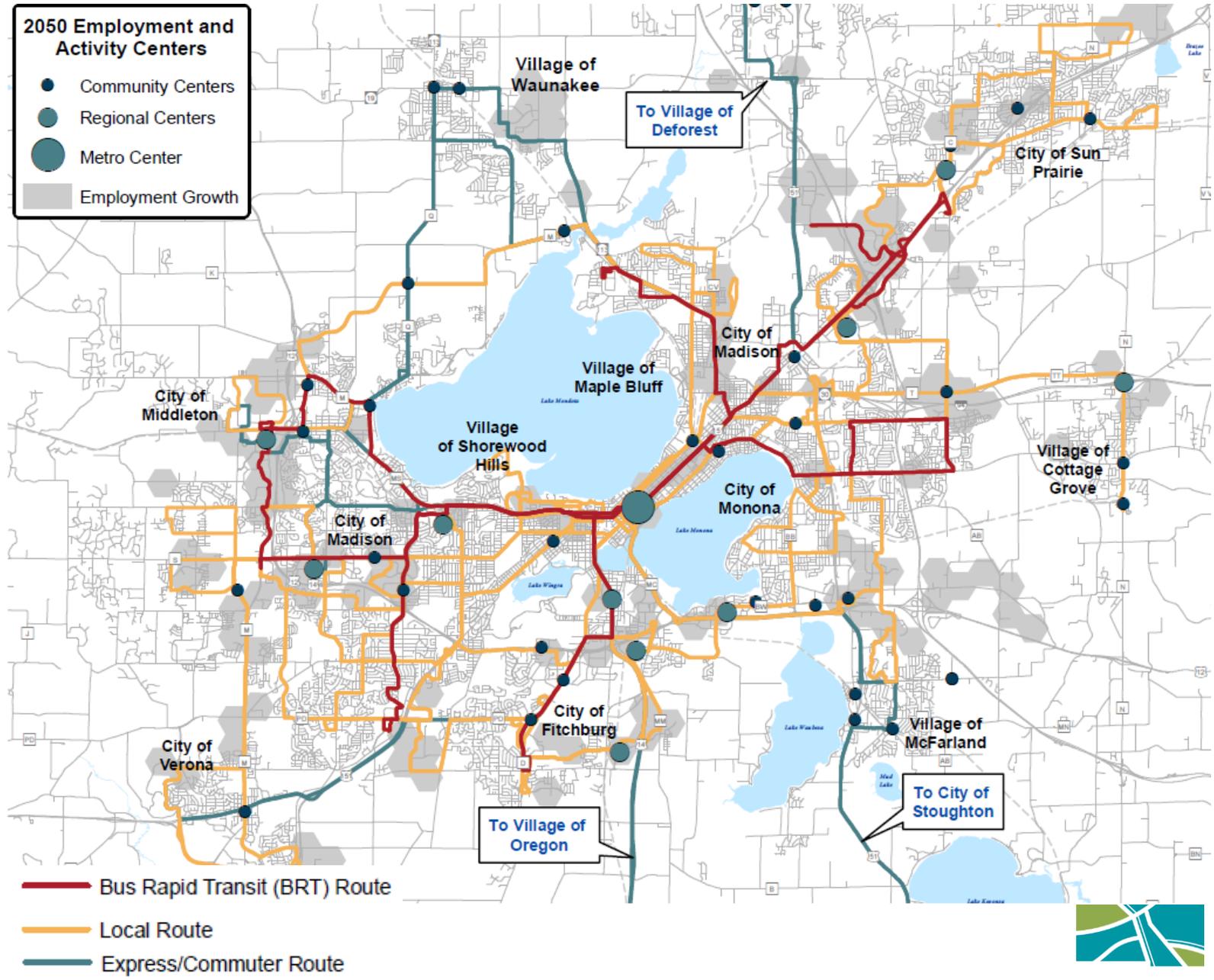
- a) Continue or initiate planning efforts to advance the recommendations listed in the ITS plan
- b) Continue efforts to provide comprehensive real-time traveler information to people and businesses.
- c) Implement a smart card payment system that can be expanded to include a common fare media for other civic uses, as well as an open payment system that accepts fares using personal electronic devices.
- d) Investigate the feasibility, benefits, and costs of an expanded incident detection and response program for additional state roadways (e.g., Verona Road) and selected local arterials.

Promote electric vehicle charging infrastructure to reduce greenhouse gas emissions

- a) Conduct a regional electric vehicle charging infrastructure readiness assessment
- b) Support development and implementation of state plan for public charging infrastructure along highway corridors.



Future Regional Transit Network



Public Transit

Implement a Bus Rapid Transit System

- a) Complete project planning and design, leading to an initial BRT Project
- b) Complete project planning and design for the North-South (phase 2) BRT Project
- c) Expand the BRT network to fulfill the BRT Vision in the Madison area
- d) Expand the use of transit priority treatments, focusing initially on the BRT corridors

Improve the Local Bus Network by Investing where Needs are Greatest

- a) Continue to optimize the local bus network to maximize its utility with available resources and complement the BRT system.
- b) Measure and monitor the effects of service changes on low-income and minority populations; prioritize service expansions and adjustments that serve the needs of these populations
- c) Improve integration with bordering transit systems
- d) Continue to improve the convenience and ability to navigate the transit system by reducing travel times and simplifying the service
- e) Expand and enhance the network of frequent local service
- f) Improve and expand data collection and analysis to support service planning and track achievement of Performance Measures
- g) Prioritize improving or providing new service in corridors that are supportive of transit (i.e. high ridership potential)
- h) Plan service changes with guidance from affected communities to ensure that route alignments and service hours will be useful for potential riders
- i) Measure outcomes of service changes and adjust service planning to continue to prioritize transit access for transit-dependent populations
- j) Adopt new Performance Measures with sustainable data sources to track progress in achieving network improvement as described in this section



Public Transit

Add service in developing neighborhoods

- a) As developing neighborhoods become built out, enhanced limited-service routes so that they provide regular service throughout the day
- b) Add new all-day service in unserved peripheral neighborhoods and suburban communities such as Sun Prairie, McFarland, and Verona

Enhance transit stops with improved pedestrian/bicycle access and amenities

- a) Coordinate with municipalities, businesses, and neighborhood associations to plan and provide funding for stop improvements
- b) Utilize TID funding and other alternative financing mechanisms to fund stop improvements
- c) Plan and reserve space for transit stops/stations as part of new developments where appropriate

Explore alternative service delivery models to serve low-demand areas.

- a) Analyze bus route productivity and identify service with low use and high travel times that may better serve neighborhoods with alternative transit models
- b) Evaluate the potential for peripheral routes with small vehicles that can deviate from their route with the goal of providing service in low density areas at a lower cost and reducing multiple-transfer trips
- c) Investigate using transportation network companies and shared-ride taxi service to connect to transfer points, BRT, and regional express service
- d) Plan for the use of driverless shuttles in low-density transit markets and niche areas like business parks and campuses

Maintain, expand, and enhance bus rolling stock and supporting facilities.

- a) Renovate and remodel the existing Metro maintenance/bus storage facility and address maintenance issues
- b) Build a new satellite bus facility to accommodate a larger fleet, including articulated buses and electric buses
- c) Replace buses on a regular cycle to ensure reliability and comfort
- d) Expand the use of electric vehicles with a goal of having a fully electric fleet by 2050
- e) Introduce articulated 60-foot buses to the fleet to reduce overcrowding and accommodate BRT



Public Transit

Implement a regional express bus network.

- a) Expand and optimize the existing regional express service
- b) Operate new routes to suburban Madison communities primarily when they will be of use to local commuters, which may during the morning and afternoon peak periods or which may correspond to multiple daily shifts
- c) Optimize the regional express transit service to provide service from Madison to suburban job centers as well as from residential areas to central Madison
- d) Provide limited stops within City of Madison limits to provide fast service within Madison and connections to BRT and local service

Expand park-and-ride facilities in conjunction with BRT and express services

- a) Investigate opportunities for use of space at shopping centers, churches, and other private facilities as well as public facilities such as parks, where appropriate.
- b) Explore partnerships with local communities and agencies to maintain park-and-ride facilities

Take steps to ensure financial solvency of the transit agency

- a) Ensure that funding for transit remains equitable and that decisions are made fairly, with communities represented appropriately
- b) Explore alternatives to supplement or replace the property tax for local public funding, including a vehicle registration fee and sales tax (if state enabling legislation passed).
- c) Implement a new regional transit authority or district with the mission of providing regional transit service if state enabling legislation is passed.
- d) Explore the potential for alternate or emerging funding tools to ensure the long-term financial sustainability of the regional transit system.



Specialized Transit

Expand the coverage of accessible fixed-route bus and paratransit service and address other identified service related needs

- a) Update the Transit Development Plan, which will build on the Network Redesign Study Also, address needs identified in the Coordinated Public Transit - Human Services Transportation Plan
- b) Explore opportunities to expand paratransit or accessible shared-ride taxi service in urban areas beyond the fixed-route bus service area

Work collaboratively with private taxi operators to ensure accessible taxi service is available and costs for the service are shared equitably

- a) Work collaboratively with private taxi operators to ensure accessible taxi service is available and costs for the service are shared equitably to ensure accessible taxi service is available and costs for the service are shared equitably

Continue and expand specialized work-based transportation for low-income people

- a) Work with the YWCA to ensure funding remains available for people to get to work who don't have traditional options
- b) Continue to maximize efficiency by optimizing vehicles and timetables

Utilize emerging technologies to lower operating costs and expand travel options

- a) Modify policies as needed to ensure that autonomous vehicles can operate for seniors and people with disabilities
- b) Use emerging technologies such as rideshare and routing software to improve coordination of trips between multiple providers

Improve interagency coordination of the various specialized transportation services and private services

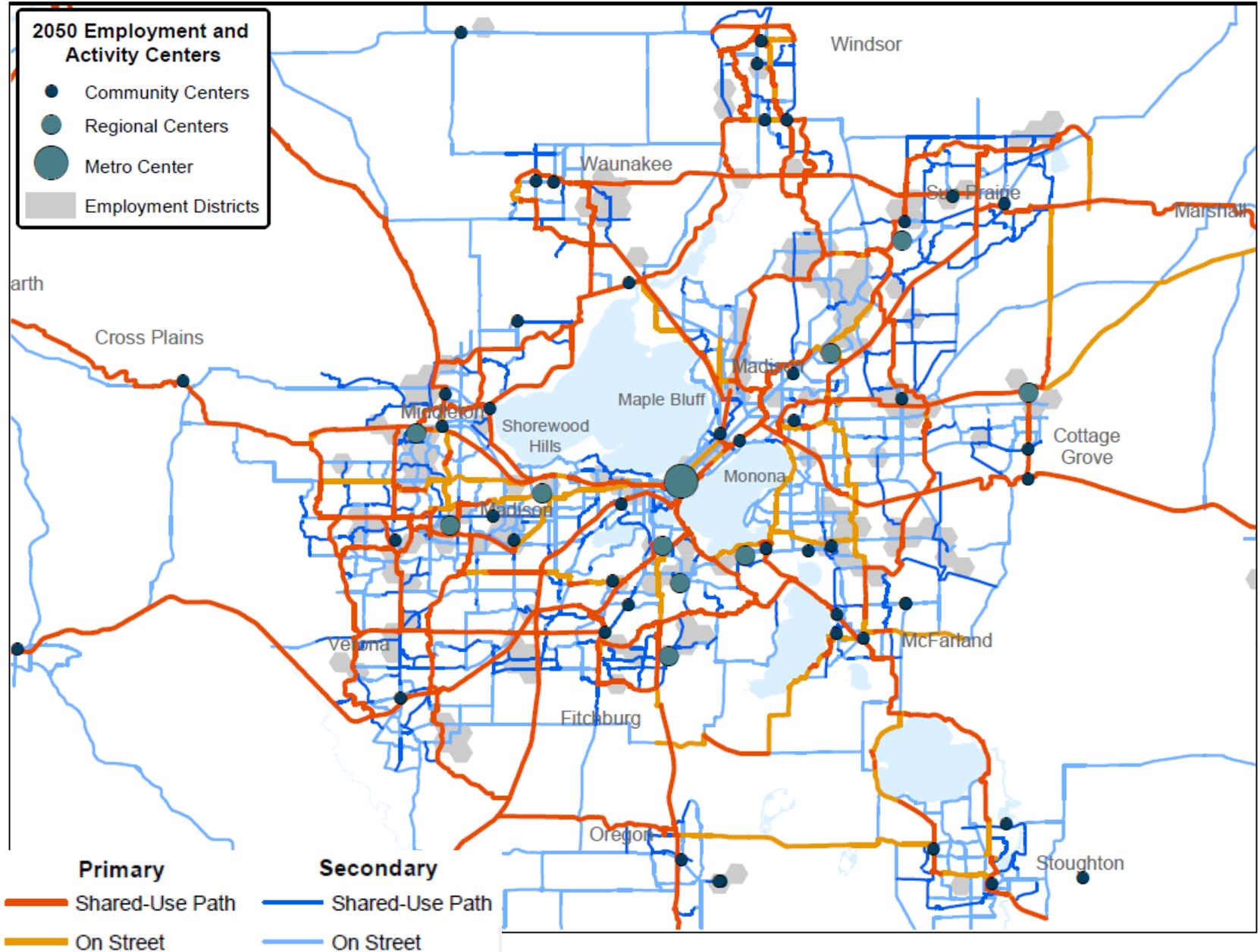
- a) Improve coordination of medical trips, including inter- and intra-community trips and from surrounding counties.

Expand efforts to educate potential riders about existing services

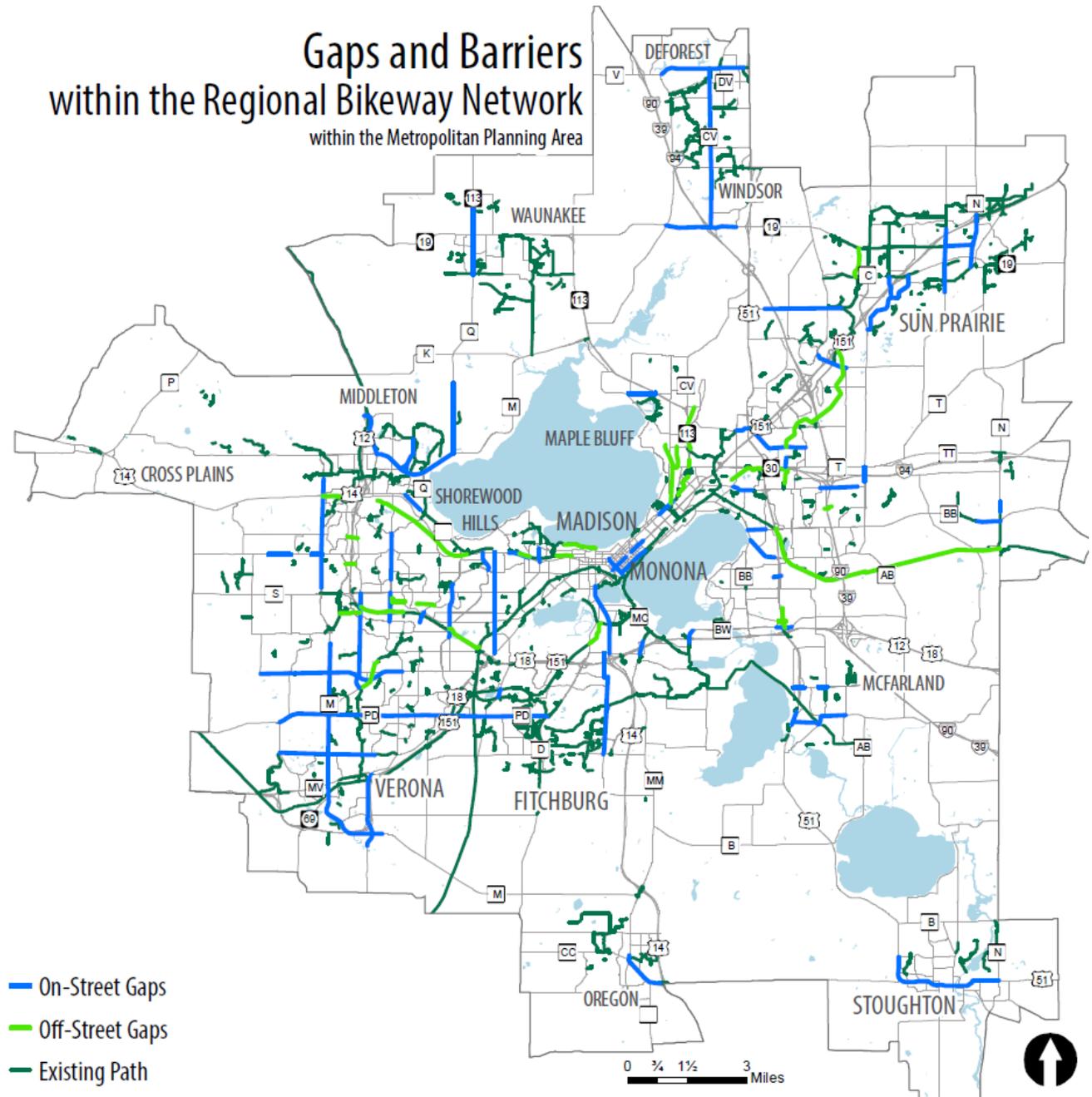
- a) Initiate and continue marketing campaigns to spread knowledge about existing transportation services through community partners, senior focal points, service agencies, and other stakeholders.



Planned Regional Bikeway System



Key Missing Links in Bikeway Network



Bicycles

Expand the bikeway network with new shared-use paths and on-street facilities

- a) Construct new off-street shared-use paths and on-street facilities to complete the planned bikeway network, focusing on filling missing links in the low stress network as identified in the missing links maps and completing regional priority paths connecting communities and major destinations.
- b) Construct new shared-use paths in developing neighborhoods so that the land is secured and facilities are available as soon as new residents move in
- c) Retrofit existing corridors like railroad and utility rights-of-way with bicycle facilities as appropriate
- d) Provide enhanced or premium bicycle facilities in key urban arterial corridors within right-of-way where feasible
- e) Expand the use of bicycle boulevards, bicycle priority streets, and other priority or bicyclist protection treatments such as at intersections
- f) Prepare and implement local bicycle plans
- g) Include wide paved shoulders on rural highways where appropriate and economically feasible

Provide adequate bicycle parking

- a) Require bicycle parking as a condition of new development.
- b) Provide public bicycle parking in business districts, on campuses, and at high-use transit stations.
- c) Provide end-of-trip bicycle amenities and facilities such as indoor/heated storage, bicycle repair facilities and services, showers, and lockers to support bicycle commuters.

Maintain and modernize existing bicycle facilities

- a) Repave and repair bicycle facilities on a regular, data-driven basis to provide safe and comfortable riding surfaces
- b) Include bicycle facilities on new bridges and highway crossings that may have bicycle traffic in the future, recognizing the very long lifespan of these facilities.
- c) Use innovative bike facility designs that meet or exceed state and national guidelines
- d) Develop and implement local policies and practices to clear snow, ice, and debris from bike facilities

Reduce barriers to bicycling

- a) Plan for and complete the local collector street network
- b) Reduce conflicts between bikes and buses, delivery trucks, and pedestrians.
- c) Eliminate the state trail pass requirement for Wisconsin State Park System trails.



Bicycles

Improve bicyclist safety

- a) Evaluate roadways and intersections with a history of bike crashes, near misses, bike safety concerns/complaints, or designs known to create safety issues and plan and implement improvements.
- b) Update the MPO study of vehicular crashes involving pedestrians and bicyclists to obtain up-to-date information on common patterns for crashes. Utilize the information in crash prevention efforts.

Continue bike share, education, and bicyclist supportive policies

- a) Continue supportive policies like producing bicycle maps and accommodating bicycle-themed events.
- b) Implement wayfinding system for bicyclists using the Bicycle Wayfinding Design Guidelines for Dane County.
- c) Plan for, support, and implement the strategic expansion of the bike share program by increasing the coverage area and the density of stations.
- d) Support and expand education and encouragement programs that promote safety and encourage all residents to bicycle for commuting and other trips.



Pedestrians

Provide sidewalks and appropriate pedestrian amenities in developing neighborhoods

- a) Require sidewalks on both sides of all streets in new urban developments
- b) Adopt and utilize land use ordinances to ensure new developments provide for adequate pedestrian circulation and are integrated with adjacent land uses
- c) Connect bordering, developing neighborhoods with sidewalks and shared-use paths
- d) Prepare and implement local pedestrian plans

Improve safety and usability for pedestrians at intersections and crossings

- a) Evaluate pedestrian improvements at major street crossings and implement as opportunities are available.
- b) As intersections are designed and reconstructed, use modern high quality design to improve safety
- c) Use pedestrian design tools to improve crossings such as enhanced and colorized marked crosswalks, refuge islands, and rapid flashing beacons.
- d) Identify and prioritize new grade-separated crossings (streets or shared-use paths) of highways and other barriers.

Retrofit regional streets with modern, safe, and accessible pedestrian accommodations

- a) Prioritize addition of missing sidewalks on arterial and collector streets with higher demand for walking
- b) Identify pedestrian needs and gaps as well as safety problems through walking audits and other methods and implement solutions
- c) Reduce or eliminate cost share required of property owners to retrofit sidewalks in existing neighborhoods
- d) Prepare and implement ADA transition plans to retrofit existing non-conforming facilities to ADA standards
- e) Identify and install accessible pedestrian signal systems and other ADA accessibility treatments where a need is demonstrated
- f) Provide for a pleasant pedestrian experience with wider sidewalks with appropriate separation on high-volume regional roads with pedestrian attractions

Maintain sidewalks and pedestrian facilities for year-round use

- a) Provide and enforce snow removal policies, particularly around intersections and bus stops
- b) Implement program to identify and repair broken and substandard sidewalks

Design new streets and retrofit existing streets to reduce speeding

- a) Ensure that local street standards do not require unnecessarily wide streets
- b) Retrofit existing overly wide streets to reallocate space for other uses as part of reconstruction
- c) Incorporate traffic calming features into new local streets where appropriate
- d) Implement traffic management programs to address speeding and cut through traffic problems on existing streets



Transportation Demand Management

Develop a strategic plan for the MPO TDM program and increase capacity for regional TDM planning and programming.

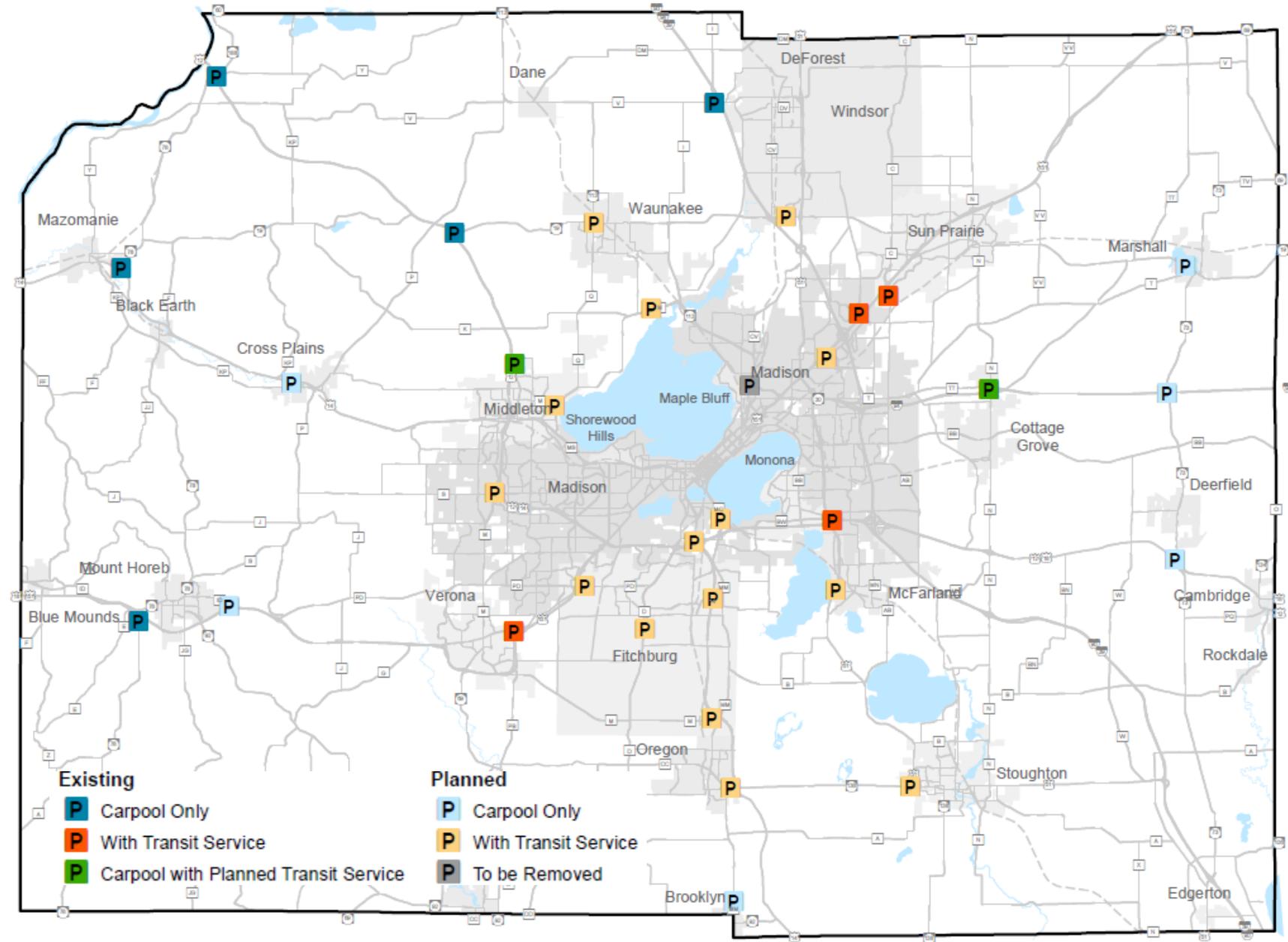
- a) Develop a time-bound strategic plan for the MPO TDM program that integrates an equity analysis and aligns strategies with best practices in behavior change.
- b) Establish a dedicated budget for MPO TDM program activities beyond staffing costs in order to expand capacity for outreach, marketing, incentive programs, mini-grants, pilot projects, and other partnerships.
- c) Work with local communities, Dane County, WisDOT, and public and private sector stakeholders to develop a TDM plan for the Madison region.
- d) Educate eligible entities about the availability of STBG-Urban funding for TDM programs and services, and assist in the development of local projects.

Expand the availability and use of interconnected, multimodal transportation services that support ridesharing and shared mobility in the Madison region.

- a) Develop partnerships to expand the regional network of park and ride lots and increase the number of lots with multimodal access.
- b) Expand vanpool options by growing the WisDOA vanpool program and supporting the development of additional vanpool programs, both regional and employer-based.
- c) Expand the use and availability of bike share and car share systems.
- d) Evaluate and plan for emerging shared micromobility options.
- e) Expand the use and availability of TDM-supportive technology, including ridesharing platforms and mobility as a service (MaaS).



Planned Park and Ride System



Transportation Demand Management

Work with employers, institutions, and municipalities to implement and promote strategies to reduce single-occupancy vehicle trips.

- a) Support the development of transportation management associations (TMAs) to facilitate coordinated, efficient TDM activities in major employment centers.
- b) Encourage and assist local communities to integrate TDM plans as a condition of approval for large developments, including specific standards and criteria for such plans
- c) Encourage and assist employers interested in developing or expanding commuter benefits programs that promote alternatives to driving alone.

Support transportation options at schools through infrastructure and programming.

- a) Secure sustainable funding for a regional Safe Routes to School program utilizing resources such as mini-grants, CIP funding, local operating budget funding, private funding, or federal funding.
- b) Work with schools to reduce vehicle use and encourage alternatives to driving alone among students, parents, staff, and teachers for trips including and beyond the school commute.

Expand the availability, use, and funding of financial incentives and encouragement programs, and increase the funding available to market these programs.

- a) Expand employer use of financial incentive programs that reduce drive-alone trips such as the Metro Commute Card, parking cash-out, occasional parking, and workplace commuter challenges.
- b) Expand employer participation in programs that celebrate commute options leaders, including Dane County Climate Champions and Best Workplaces for Commuters.
- c) Increase funding for regional TDM marketing activities to expand existing strategies and support new approaches such as “SmartTrips.”
- d) Increase funding for support services such as Emergency Ride Home, and encouragement programs such as Love to Ride and local commuter challenges.
- e) Increase awareness and use of local TDM programs and resources among minority and traditionally underserved communities, including non-driving adults.



Parking

Use parking management strategies to reduce congestion and parking demand, particularly in major activity centers

- a) Encourage ridesharing by implementing policies that provide reduced rates and/or preferential parking spots to carpools and vanpools.
- b) Encourage multimodal commutes by reducing or eliminating monthly and annual parking options that promote daily driving.
- c) Implement technologies and associated policies such as demand responsive pricing that efficiently manage existing infrastructure, and reduce pollution and safety risks due to vehicle idling and circling.
- d) Develop and implement a downtown Madison parking management plan.

Modify parking requirements for new development to encourage multi-modalism and innovative design, while addressing potential spillover impacts

- a) Review and consider eliminating minimum parking requirements to ensure an appropriate balance between parking needs, other transportation options, and continuity of the built environment.
- b) Allow deviation from parking minimums, particularly in dense urban areas, to accommodate innovative project designs that maximize access to alternative modes and incorporate TDM strategies.
- c) Conduct a local parking study to assist communities in right-sizing parking requirements and facilities.

Ensure the flexibility of on- and off-street parking facilities to accommodate changing demand

- a) Design streets with flexibility in mind and ensure that parking policies allow for the conversion of street parking to other uses such as dining, loading, or micromobility as needs change and new technologies are implemented.
- b) Design new parking structures to accommodate conversion to other uses as parking priorities change due to emerging technologies, changing travel habits, and other market factors.



Inter-Regional Travel

Initiate planning for and build an inter-city bus terminal.

- a) Construct a new high-quality inter-city bus terminal in central Madison that has convenient access to downtown Madison and the UW-Madison campus.
- b) Ensure that inter-city bus passengers can conveniently transfer to BRT and local buses

Support new and improved inter-city bus service

- a) Improve service frequency to Minneapolis / St Paul and Appleton / Green Bay
- b) Improve connections to Amtrak services like the Empire Builder until Amtrak service is provided to Madison
- c) Provide direct service to Davenport, Des Moines, Omaha, and other cities to the west

Maintain and preserve the rail network and plan for future passenger rail service

- a) Identify inter-city passenger rail routes to Milwaukee, Chicago, and Minneapolis / St Paul
- b) Identify station location(s) for passenger rail service
- c) Acquire and preserve rail corridors to ensure practical viability of future rail services

Implement passenger rail service to and through the Madison area

- a) Implement Amtrak passenger rail service connecting the Madison area to Milwaukee, Chicago, Minneapolis / St Paul, and the national rail system
- b) Implement Metra rail service connecting the Madison area to Chicago



Freight, Air, and Rail

Maintain and promote new industrial uses along freight corridors.

- a) Work with stakeholders to determine significant transportation issues that negatively impact freight generating or receiving businesses within the region.
- b) Work to cluster like industrial uses to promote efficiency of the freight network.

Maintain and expand existing infrastructure on the multimodal freight network, prioritizing projects that improve safety, increase efficiency, and minimize lifetime costs.

- a) Investigate and implement vehicle-to-infrastructure technologies to increase safety and reduce delay in freight corridors.
- b) Consider how new technologies may impact the demand for future transportation facilities when planning improvements to the network.
- c) Continue enforcement of truck weight regulations to reduce premature deterioration of roadways and bridges.

Increase focus on freight planning for regional and local transportation facilities

- a) Continue to incorporate freight considerations into corridor and planning studies.
- b) Implement the Wisconsin State Freight Plan, planning for or implementing recommendations coming from the plan.
- c) Ensure local and regional freight-centric projects are listed in Wisconsin State Freight Plan to maintain eligibility for enhanced federal funding match.
- d) Consider first and last mile(s) implications for freight when approving site plans for freight generating or receiving facilities

Maintain the availability of rail facilities for current and future uses.

- a) Preserve rail corridors for freight uses, acquiring excess land when available to ensure availability for future transportation services.
- b) Plan for improvements to accommodate future high speed, high volume passenger service on routes to Milwaukee, Chicago, and St Paul, such as positive train control, double tracking, and electrification.

Mitigate conflicts between rail and other uses

- a) Identify high-conflict rail crossings and mitigate conflicts, when possible
- b) Continue to implement quiet zones in residential neighborhoods within urbanized areas
- c) Work with rail companies to grade-separate future high-use rail crossings where feasible, such as Stoughton Road crossing.

Ensure compatibility of uses near airports.

- a) Ensure land use plans within airport influence areas are compatible with existing and planned airport plans
- b) Ensure Airport Master Plans consider existing and future uses identified in community comprehensive plans.
- c) Continue to implement the Airport Master Plan



MPO Agenda Cover Sheet
March 2, 2022

Item No. 9

<p>Re:</p> <p>Update on the Federal Certification Review of the MPO</p>
<p>Staff Comments on Item:</p> <p>As noted at the last meeting, the U.S. Department of Transportation (USDOT) is conducting a planning certification review of the regional transportation planning process conducted in the Madison area. These certification reviews are required to be conducted every four years. The purpose of the review is to determine if the transportation planning process carried out by the MPO in coordination with WisDOT, Metro Transit, and local units of government, meets applicable requirements of Federal transportation law. Following the review, recommendations are made for improvements to the process and any outstanding practices called out as USDOT shares the review reports with other FHWA and FTA divisions around the country.</p> <p>USDOT staff completed a review of MPO documents and two half-day meetings were held with USDOT, WisDOT, and MPO staff to discuss MPO planning activities. A public meeting was held at which local officials and citizens had the opportunity to comment on the process. Over 20 persons registered and about 15 attended. Comments centered on planning issues vs. the process with comments in support of current policy approaches to addressing safety and congestion and interest expressed in inter-city passenger rail.</p> <p>Following the review meetings, USDOT staff indicated that the MPO would be re-certified as meeting Federal requirements. USDOT distributed a list of preliminary recommendations and commendations pending review of the MPO's draft Regional Transportation Plan. USDOT plans to prepare a report within the next 3-4 months and will present that to the board when it is completed.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Preliminary list of recommendations and commendations from the certification review
<p>Staff Recommendation/Rationale: For informational purposes only.</p>

Greater Madison MPO Certification Review

These recommendations are preliminary and can be modified after review of the draft RTP and CMP.

Recommendations

1. Recommend collecting and showing historical data on funding by mode and project type in TIP introduction or executive summary.
2. Outline possible alternative financing options in planning document(s) to educate policy board, TAC and public.
3. Adopt MOU with WisDOT, FHWA and other TMAs outlining how requirements of 23 USC 133(e) and 134(k)(4) are satisfied. (Samples will be provided)
4. Review S/TIP amendment procedures/definitions with planning partners (MPO, WisDOT, transit, etc.) and update as necessary.
5. Recommend coordination with Metro Transit on schedule for PBPP target adoption.

Commendations

1. PBPP and equity reflected in STBG scoring criteria.
2. Rebranding effort and integration with public outreach and other planning activities. “Used as opportunity for reengagement; education and capacity building.”
3. TDM program (Roundtrip Greater Madison, City of Madison TDM program, etc.)
4. *Pedestrian/Bicycle Facilities, Policies, and Street Standards: Review of Community Requirements in the Greater Madison MPO Planning Area and Recommended Best Practices* (May 2021)
5. Commend use of focus groups during RTP update to engage EJ communities.
6. Commend the MPO on the development and sophistication of its travel demand model.
7. Commend the MPO on the incorporation of virtual public involvement techniques into its public involvement plan.