



Appendix A:

Project and Policy Recommendations

Arterial Street/Roadway Improvements: Capacity Improvements & Studies Already Programmed

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050								
A-a. Capacity Improvements & Studies Already Programmed								
FACILITY	SEGMENT	IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS
				2022 to 2026	(000s) 2027 2035	2036 to 2050		
Roadway Segments								
<u>State</u>								
W Beltline (USH 12/14/18/151)	Whitney Way to I-39/90	Addition of Flex Lanes	10.4	Cont.			NHPP	Completion in 2022
USH 51	Jackson St. to Roby Rd. (Segment 2, Part of Sec. 2)	4-lane divided facility	0.4	3,730			NHPP	Construction in 2025.
USH 51	Roby Rd. to CTH B (Segment 3, part of Sec. 1)	4-lane divided facility	0.8	11,338			NHPP	Construction in 2026.
		State Projects Subtotal	11.6	15,067				
<u>Local</u>								
Fish Hatchery Rd. (CTH D)	Sparkle Stone Cr. to 450' S of Byrnlund St.	4-lane divided facility	0.4	2,527			Local	Const. in 2025.
CTH M	Oncken Rd. to STH 113 with CTH K Inter. Improvements.	4-lane divided facility	2.5	24,961			STBG Urban	Const. in 2023-'24
N. Pleasant View Rd.	USH 14 to Timber Wolf Trail	4-lane divided facility	1.0	24,124			STBG Urban	Const. in 2022-'23
		Local Projects Subtotal	3.9	51,612				
		Total Roadway Segments	15.5	66,680				
Interchanges and Bridges								
USH 12/18	CTH AB Interchange	New Interchange		33,599			NHPP/HSIP	Const. in 2023-'24.
		Subtotal Bridges		33,599				
Studies								
W. Beltline (USH 12/14/18/151)	USH 14 to I-39/90	Major corridor study (EIS)	20.1	Cont.			NHPP	Continuation through 2026.
Interstate 39/90/94	Beltline to I-90/94 split near Portage	Major corridor study (EIS)	35.0	Cont.			NHPP	Ongoing; Partly outside MPO PL area
USH 51 (Stoughton Rd.)	Terminal Dr. to STH 19	Major corridor study (EIS)	14.1	Cont.			NHPP	Ongoing through 2026.
		Subtotal Studies	69.2					
		Grand Total		100,278				

- (1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.
- (2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.
- (3) Costs are for construction only and are year-of-expenditure assuming a 1.74% annual inflationary factor.

Figure A-a Arterial Street/Roadway Improvements: Capacity Improvements & Studies Already Programmed

Arterial Street/Roadway Improvements: Potential Capacity Improvements

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050								
A-b. Potential Capacity Improvements								
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS
				2022 to 2026	(000s) 2027 to 2035	2036 to 2050		
Roadway Segments								
<u>State</u>	[Note: Projects to be identified following completion of current environmental studies of the Beltline, Interstate 39/90/94, USH 51/Stoughton Road, and recommended future study of STH 19/STH 113/CTH M.]							
<u>Local</u>								
CTH K	USH 12 to CTH Q	4-lane divided facility	2.8			40,161	STBG Urban or Local	Excludes ROW
CTH K	CTH Q to CTH M	4-lane divided facility	1.7			24,384	STBG Urban or Local	Excludes ROW
CTH M	CTH PB to Liberty Dr.	4-lane divided facility	0.2		1,613		STBG Urban or Local	
CTH Q	Bishop's Bay Pkwy. to CTH M (Century Ave.)	4-lane divided facility	0.8		6,637		STBG Urban or Local	
Hoepker Rd.	USH 51 to Portage Rd.	4-lane divided facility	1.0			10,205	STBG Urban or Local	
Hoepker Rd.	Portage Rod. To Rattman Rd./Ameican Pkwy.	4-lane divided facility	0.5			5,102	STBG Urban or Local	
Hoepker Rd.	USH 51 to CTH CV	4-lane undivided facility	0.5			3,470	STBG Urban or Local	Part of USH 51 impr
Lien Rd. Extension	Felland Rd. to Reiner Rd.	New 2 or 4-lane divided facility	0.5		4,066		STBG Urban or Local	Cost est. assumes 4Ls
Mid town Rd.	Muir Field Rd. to CTH M (S. Pleasant View)	New 2 or 4-lane divided facility	1.3			14,102	STBG Urban or Local	Cost est. assumes 4Ls
Mineral Point Rd. (CTH S)	S. Pleasant View Rd. to Veritas Dr.	4-lane divided facility	0.9		7,467		STBG Urban or Local	
N. Pleasant View Rd.	Mineral Point Rd. to Old Sauk Rd.	4-lane divided facility	0.9		6,802		STBG Urban or Local	
Reiner Rd.	Innovation Way to Lien Rd. extended	4-lane divided facility	2.2			22,796	STBG Urban or Local	
Reiner Rd.	Lien Rd. extended to CTH T	4-lane divided facility	1.0			10,391	STBG Urban or Local	
Sprecher Rd.	CTH T to Milwaukee St.	4-lane divided facility	0.5		4,513		STBG Urban or Local	
Sprecher Rd.	Sharpsburg Dr. to Buckeye Rd. (CTH AB)	4-lane divided facility	1.2			12,245	STBG Urban or Local	
Watts Rd.Extension	CTH M to Pleasant View Rd.	New 2 or 4-lane divided facility	0.6			6,123	STBG Urban or Local	Cost est. assumes 4Ls
		Subtotal Roadway Segments	16.6		31,098	148,978		
Interchanges and Bridges								
USH 12	CTH K Interchange	New Interchange				37,953	NHPP or State	
		Subtotal Interchanges				37,953		
Studies								
STH 19/STH 113/CTH M	USH 12 to USH 151	Major corridor study (EIS)	18.1				Funding undetermined	Likely after 2035
		Subtotal Studies						
		Grand Total	34.7		31,098	148,978	180,076	

(1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.

(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

Figure A-b Arterial Street/Roadway Improvements: Potential Capacity Improvements

Arterial Street/Roadway Improvements: Arterial System Preservation, TSM, and Safety Projects Already Programmed (Cost >\$1.0 million)

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050								
A-c. Arterial System Preservation, TSM, and Safety Projects Already Programmed (Cost > \$1.0 million)								
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS
				2022 to 2026	(000s) 2027 to 2035	2036 to 2050		
Roadway Segments								
<u>State</u>								
Interstate 39/90	S. Beltline/USH 12/18 to STH 30	Concrete Pavement Repair	5.7	3,423			NHPP	Const. in 2026
Interstate 94	CTH N to Airport Rd	Resurfacing	9.5	13,723			NHPP	Const. in 2026
USH 14	STH 138 to STH 92	Resurfacing w/intersection & safety improvements	4.9	Cont.			State	Const. in 2022
USH 18/151	Town Hall Rd to CTH PD	Pavement Repair	13.7	25,358			NHPP/HSIP	Const. in 2023
USH 51	USH 151 to Pierstorff St.	Pavement Rehabilitation	0.8	2,958			NHPP	Const. in 2023
USH 51	2)	Reconstruction	1.2	6,216			NHPP	Const. in 2025
USH 51	CTH B to CTH B/CTH AB (Segment 3, part of Sec. 1)	Reconstruction	3.0	24,565			NHPP	Const. in 2026
USH 51	Larson Beach Rd. to Voges Rd. (Segment 4, Sec. 2)	Pavement replacement; auxiliary lane	2.7	15,864			NHPP	Const. in 2025
USH 151/S. Blair St.	Blount St. to E. Wilson St./Williamson St.	Concrete Repair and Overlay	0.3	Cont.			NHPP, Local	Const. in 2022
STH 19	Division St. to River Rd.	Resurfacing	3.5	4,134			FLX	Const. in 2026
STH 19	Wood Violet Lane to Maunessa River Bridge	Resurfacing	5.4	6,409			FLX	Const. in 2026
STH 30	Fair Oaks Ave. to I-39/90 Ramp	Mill and Overlay; Concrete Joint Repair	2.4	3,909			NHPP	Const. in 2023
STH 69	CTH D to Valley Rd	Bridge Replacement and Highway Reconstruction	8.8	Cont.			FLX	Const. in 2021-2022
STH 113	Sunset Lane to CTH V	Pavement Replacement	3.9	3,224			FLX	Const. in 2024
STH 113	Knutson Drive to STH 19	Mill & Overlay and Bridge Repairs	3.5	10,360			FLX/HSIP	Const. in 2023
State Projects Subtotal			69.3	120,143				
<u>Local</u>								
CTH AB	USH 12/18 to CTH MN	Resurfacing	1.8	700			Local	Const. in 2022
CTH BB	Buss Rd. to Sprecher Rd.	Resurfacing	1.9	1,510			Local	Const. in 2022
CTH BW (W. Broadway)	Frazier Ave. to USH 12/18	Pavement replacement	0.3	1,150			Local	Const. in 2022
CTH BW (W. Broadway)	Bridge Rd. to Stoughton Rd.	Pavement replacement	0.8	3,459			Local	Const. in 2023
CTH CC (Jefferson St.)	Ash St. to CTH D	Resurfacing	2.3	2,544			Local	Const. in 2023
CTH CV (Lake Rd.)	STH 19 to Vinburn Rd.	Reconstruction	3.0	3,663			Local	Const. in 2023
CTH CV (Lake Rd.)	Government Rd. to USH 51	Reconstruction	3.2	2,500			Local	Const. in 2022
CTH MM (Janesville St.)	Wolfe St. to Spring St.	Pavement replacement	0.7	1,150			Local	Const. in 2022
CTH MM (Wolfe St.)	Janesville St. to South Village Limits	Reconstruction	0.9	1,449			Local	Const. in 2024
CTH V (East North St.)	CTH CV to Nelson Ct.	Reconstruction to Urban Cross Section	0.2	1,083			Local	Const. in 2023
Atwood Ave.	Fair Oaks Ave. to Cottage Grove Rd.	Reconstruct to mostly 3L Boulevard Street	1.1	12,048			STBG Urban	Const. in 2025-26. Includes Walter intersection. imp.
Fitchrona Rd.	Lacy Rd. to Nesbitt Rd.	Reconstruction to Urban Cross Section	0.5	2,524			Local	Const. in 2024
John Nolen Dr.	North Shore Dr. to Olin Ave.	Reconstruct Roadway and Bridges	1.3	32,657			STBG Urban	Const. in 2026-2027
Lacy Rd.	Fitchrona Rd. to Seminole Hwy.	Reconstruction	1.3	Cont.			Local., TEA Grant	Const. in 2022
Lacy Rd. & Seminole Hwy.	Lacy Rd: Seminole Hwy. east to Savanna Oaks MS. Seminole Hwy: Lacy Rd. to Schumann Dr.	Reconstruct Roadways and Intersection	1.0	6,146			Local	Const. in 2022 (Int.) and 2026 (Roadways)
Mineral Point Rd.	Beltline Hwy. to S. High Point Rd.	Pavement replacement	0.2	6,418			STBG Urban	Const in 2026
Outer Capitol Loop South	MLK Blvd. to South Webster St.	Reconstruction	0.1	1,801			Local	Const. in 2023
Parmenter St.	360' N. of Century Ave. to Greenbriar Rd.	Reconstruction	0.6	559			Local	Const. in 2024
Pleasant View Rd.	USH 14 to Timber Wolf Trail	Reconstruction	1.4	24,124			STBG Urban	Const. in 2022-2023
South Syene Rd.	Aurora Ave. to W. Clayton Rd.	Reconstruction to Urban Cross Section	1.1	8,000			Local	Const. in 2022-2023
South Syene Rd.	W. Clayton Rd. through McCoy Road Intersection	Reconstruction to Urban Cross Section	0.2	2,676			Local	Const. in 2024
University Ave.	Shorewood Blvd. to University Bay Dr.	Reconstruction	0.72	34,855			STBG Urban	Const in 2022
Local Projects Subtotal			24.7	151,014				
Total Roadway Segments				271,157				

Figure A-c Arterial Street/Roadway Improvements: Arterial System Preservation, TSM, and Safety Projects Already Programmed (Cost >\$1.0 million)

Arterial Street/Roadway Improvements: Arterial System Preservation, TSM, and Safety Projects Already Programmed (Continued)

A-c. Arterial System Preservation, TSM, and Safety Projects Already Programmed (Cost > \$1.0 million)								
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS
				2022 to 2026	(000s) 2027 to 2035	2036 to 2050		
Interchanges/Intersections								
<u>State</u>								
W. Beltline (USH 12/14/18/151)	Verona Road Interchange	Bridge Deck Overlays		Cont.			NHPP	Const. in 2022
Interstate 39/90/94	USH 51 Bridges	Bridge Deck Overlays		Cont.			NHPP	Const. in 2022
Interstate 39/90/94	STH 19 Interchange Bridges	Bridge Deck Overlays		Cont.			NHPP	Const. in 2022
USH 14	Pleasant View Road Intersection	Intersection Improvements		1,548			HSIP	Const. in 2022-23
USH 51	CTH B/CTH AB Intersection	Construct Roundabout		3,134			NHPP/HSIP	Const. in 2024
USH 51	Roby Road Intersection	Construct Roundabout		Cont.			NHPP/HSIP	Const. in 2022
USH 51	STH 138 Intersection & Silverado Dr./Hoel Ave. Intersection	Construct Roundabouts		Cont.			NHPP	Const. in 2022
East Washington Ave./USH 151	USH 51 Intersection	Pavement Replacement		6,964			NHPP or State	Const. in 2026
STH 19	USH 151 Interchange	Safety Improvements		982			HSIP	Const. in 2024
STH 19	Westmount Drive Intersection	Reconstruct w/ turn lanes, signals		910			NHPP	Const. in 2024
<u>Local</u>								
S. Blair St.(USH 151)/John Nolen Dr.	E. Wilson St./Williamson St. Intersection	Intersection Safety Improvements		Cont.			HSIP/NHPP	Const. in 2022.
Grand Ave./CTH C	Windsor St./STH 19 Intersection	Reconstruct Intersection		1,479			Local	Const. in 2022
CTH MM	McCoy Rd. Intersection	Reconstruct Intersection		Cont.			HSIP	Const. in 2022.
Lacy Rd.	Seminole Highway Intersection	Reconstruct Intersection		1,450			Local	Const. in 2022. Part of Lacy Rd & Seminole Hwy listing.
Main St.	Walker Way, Bird St. Linnerud Dr. Intersections	Intersection Improvements		996			HSIP	Const. in 2023.
Mineral Point Rd.	South High Point Rd. Intersection	Reconstruct Intersection		891			HSIP	Const. in 2025
Windsor Street/STH 19	North Thompson Rd. and Davison Dr. Intersections	Intersection Improvements		859			HSIP	Const. in 2022.
		Interchanges/Intersections Subtotal		19,213				
Bridges								
<u>Local</u>								
CTH KP	Black Earth Creek Bridge	Bridge replacement		1,059			BR	Const. in 2023.
CTH M	Bridge B-13-0048 and Branch Street Intersection	Bridge replacement; Intersection Improvements		2,500			Local	Const. in 2022
Windsor Rd.	Yahara River	Bridge replacement		845			BR	Const. in 2022
		Bridges Subtotal		4,404				
Studies								
USH 12	Parmenter St. to STH 19	Freeway conversion study	4.8	Cont.			State	
		Subtotal Studies						
		Grand Total	98.8	294,774				

(1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.

(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

(3) Costs are year-of-expenditure assuming a 1.74% annual inflationary factor.

Figure A-c Arterial Street/Roadway Improvements: Arterial System Preservation, TSM, and Safety Projects Already Programmed (Continued)

Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Cost >\$1.0 million)

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050								
A-d. Potential Arterial System Preservation, TSM, and Safety Projects (Cost > \$1.0 million)								
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			FUNDING SOURCE(S)	COMMENTS
				(000s)				
				2022 to 2026	2026 to 2035	2036 to 2050		
Roadway Segments (4)								
<u>State</u>								
Interstate 39/90	CTH V to North County Line	Pavement Repair	4.2		2,995		NHPP or State	Const. in 2027
Interstate 39/90	Lien Rd. to USH 51	Resurfacing	4.9		13,467		Federal	Const. in 2027
USH 14	Fitchburg NCL to Fitchburg SCL	Mill & Overlay	6.4		4,938		NHPP or State	Const. in 2027
USH 51	Interstate 39/90 to CTH N (Segment 1)	Reconstruction	5.5		20,603		Federal	Const. in 2027
USH 51	CTH N to Van Buren St. (Segment 2, Sec. 1)	Reconstruction	1.5		17,634		NHPP	Const. in 2028
USH 51	CTH B/CTH AB to Exchange St. (Segment 3, Sec. 2)	Reconstruction	2.8		17,745		NHPP	Const. in 2028
USH 51	Exchange St. to Larson Beach Rd. (Segment 4, Sec. 1)	Reconstruction	1.1		11,848		NHPP	Const. in 2029
USH 151 (Park St.)	Badger Rd. to W. Washington Ave.	Reconstruction	1.8		16,819		NHPP	Const. in 2028
STH 138	STH 59 to W. Milwaukee St.	Pavement Replacement	5.7		7,431		Federal (FLX)	Const. in 2028
STH 19	CTH N to CTH VV	Resurfacing	2.0		1,106		State	Larger project to STH 73
State Projects Subtotal			35.9		114,584			
<u>Local</u>								
Aberg Ave.	Sherman Ave. to Rail Line	Reconstruction	0.3		1,613		STBG Urban or Local	
Anderson St.	International Lane to Wright Street	Reconstruction to urban standards	1.1			6,367	STBG Urban or Local	
Atwood Ave.	First St. to Marquette St.	Reconstruction	0.8		4,302		STBG Urban or Local	
Atwood Ave.	Ludington Ave. to Walter St.	Reconstruction	0.6		3,227		STBG Urban or Local	
Bird St.	W. Main St. to Linnerud Dr.	Reconstruction	0.5			2,894	STBG Urban or Local	
N. Blair St.	Johnson St. to E. Washington Ave.	Pavement replacement	0.2			1,158	STBG Urban or Local	
N. Bristol St. (CTH N)	Tower Dr. to Klubertanz Dr.	Reconstruction	0.2			1,272	STBG Urban or Local	
Buckeye Road (CTH AB)	Thompson Dr. to relocated Sprecher Rd.	Reconstruction to urban standards	1.0			5,301	STBG Urban or Local	
Century Avenue (CTH M)	Parmenter St. to East City Limits	Resurfacing	2.5		1,910		STBG Urban or Local	
Cottage Grove Rd.	Stoughton Rd./USH 51 to S. Thompson Dr.	Reconstruction	1.2		9,680		STBG Urban or Local	
CTH N (Main St.)	CTH TT to the north 3,400 feet	Reconstruction to urban standards	0.6		2,581		STBG Urban or Local	
CTH N (Main St.)	School Rd. to Oak St.	Reconstruction to urban standards	0.6		2,420		STBG Urban or Local	
CTH V (W. North St.)	Trail Side Dr. to CTH CV	Reconstruction to urban standards	0.8		3,227		STBG Urban or Local	
S. Division St.	E. Main St./STH 19 to Woodland Dr.	Reconstruction	1.0		4,033		STBG Urban or Local	
Eastwood Dr.	Division St. to First St.	Reconstruction	0.3		1,210		STBG Urban or Local	
N. Fair Oaks Ave.	RR Crossing N. of Chicago Ave. to STH 30.	Reconstruction	0.2		941		STBG Urban or Local	
N. Fair Oaks Ave.	Commercial Ave. to East Washington Ave.	Reconstruction	0.4		1,882		STBG Urban or Local	
Femrite Dr.	Meier Rd. to CTH AB	Reconstruction to urban standards	1.0		4,033		STBG Urban or Local	
Fish Hatchery Rd.	S. Park St. to Wingra Dr.	Reconstruction	0.5		2,765		STBG Urban or Local	
S. Gammon Rd	Park Ridge Drive to New Washburn Way	Reconstruction	0.1		692		STBG Urban or Local	
Gorham St.	Butler St. to Blount St.	Reconstruction	0.3		1,613		STBG Urban or Local	
Jefferson St. (CTH CC)	N. Main St. to Ash St.	Reconstruction to urban standards	0.4			1,855	STBG Urban or Local	
N. Main St. (CTH MM)	S of CTH M to Janesville St.	Reconstruction	1.5			7,952	STBG Urban or Local	
N. Main St. (former CTH N)	S of Limestone Pass to Cottage Grove Rd.	Reconstruction to urban standards	1.0		4,148		STBG Urban or Local	
Mid Town Rd.	CTH M (S. Pleasant View) to Meadow Rd.	Reconstruction to urban standards	1.7			9,012	STBG Urban or Local	
N. Midvale Blvd.	University Ave. to Regent St.	Reconstruction	0.5		4,148		STBG Urban or Local	
S. Midvale Blvd.	Regent St. to Nakoma Rd.	Reconstruction	2.0		16,593		STBG Urban or Local	

Figure A-d Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Cost >\$1.0 million)

Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Continued)

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050 (CONTINUED)								
A-d. Potential Arterial System Preservation, TSM, and Safety Projects (Cost > \$1.0 million)								
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			FUNDING SOURCE(S)	COMMENTS
				(000s)				
				2022 to 2026	2026 to 2035	2036 to 2050		
Milwaukee St.	E. Washington Ave. to Powers	Reconstruction	0.8			4,630	STBG Urban or Local	Excludes ROW
Milwaukee St.	354' East of Fair Oaks Ave. to Schenk St.	Reconstruction	0.3			1,736	STBG Urban or Local	
Milwaukee St.	Thompson Dr. to Sprecher Rd.	Reconstruction to urban standards	1.1			5,656	STBG Urban or Local	
Milwaukee St. Extension	Wind Stone Dr. to CTH T	New 2-lane facility	1.0		4,148		Local	
Mineral Point Rd.	Glenway St. to Whitney Way	Reconstruction	1.7		9,403		STBG Urban or Local	
North Shore Dr./Proudfit St.	John Nolen Dr. to W. Washington Ave.	Reconstruction	0.6			6,362	STBG Urban or Local	
W. North St. (CTH V)	N. Main St. to River Rd.	Reconstruction to urban standards	1.2		4,978		STBG Urban or Local	
Odana Rd.	Gammon Rd. to Whitney Way	Reconstruction	1.6		8,850		STBG Urban or Local	
Old Sauk Rd.	Bear Claw Way to Pioneer Rd.	Reconstruction to urban standards	1.1			5,991	STBG Urban or Local	
W. Olin Ave.	S. Park St. to Gilson St.	Reconstruction	0.3		1,452		STBG Urban or Local	
Pflaum Rd.	Monona Dr. to Stoughton Rd./USH 51	Reconstruction	0.8			4,630	STBG Urban or Local	
Pioneer Rd./Meadow Rd.	Mid Town Rd. to Old Sauk Rd.	Reconstruction to urban standards	3.2			16,964	STBG Urban or Local	
Rattman Rd.	Hoepker Rd. to W. Main St.	Reconstruction to urban standards	0.8			4,241	STBG Urban or Local	
Rattman Rd.	Main St. to Portage Rd.	Reconstruction to urban standards	1.0			4,961	STBG Urban or Local	
Raymond Rd.	Muir Field Rd. to Verona Rd./USH 18-151	Reconstruction	2.4			25,447	STBG Urban or Local	
Regent St.	Highland Ave. to West Washington Ave.	Reconstruction	1.7		9,403		STBG Urban or Local	
Schroeder Rd	S. Gammon Rd to Struck St	Reconstruction	0.4		2,453		STBG Urban or Local	
N. Sherman Ave.	Sherman Ave. to Rail Crossing	Reconstruction	0.5		2,420		STBG Urban or Local	
Siggelkow Rd.	Catalina Pkwy. to CTH AB	Reconstruction to urban standards	1.1			6,044	STBG Urban or Local	
Speedway Rd.	Mineral Point Rd. to Regent St.	Reconstruction	0.7		3,872		STBG Urban or Local	
S. Thompson Rd.	W. Main St. to bend in Roadway	Reconstruction to urban standards	0.6		1,256		STBG Urban or Local	
Watts Rd	S. Gammon Rd to Struck St	Reconstruction	0.4		650		STBG Urban or Local	
S. Whitney Way	Mineral Point Rd. to West Beltline	Reconstruction	1.0			14,137	STBG Urban or Local	
E. Wilson St.	Franklin St. to King St.	Reconstruction	0.1		538		Local	
Winnebago St.	Williamson St. to Atwood	Reconstruction	0.2		1,076		STBG Urban or Local	
Woods Rd.	CTH PD to Ashworth Dr.	Reconstruction to urban standards	1.1		4,437		Local	
		Local Projects Total	47.1			125,953	136,610	
		Total Roadway Segments	83.0			240,537	136,610	
Interchanges/Intersections								
<u>Local</u>								
Atwood Ave.	"Schenk's Corners" Intersection with Winnebago St.	Partial reconstruction				1,051	STBG Urban or Local	
Grand Ave. (former CTH C)	Hoepker Rd. Intersection	Reconstruct, add capacity				1,787	STBG Urban or Local	
		Interchanges/Intersections Subtotal				1,787		
Bridges								
<u>State</u>								
USH 12/18	Yahara River Bridge	Replace box culvert bridge				3,138	NHPP	Const. scheduled in 2027
Interstate 39/90	Milwaukee St. Bridge (B-13-0477)	Bridge deck replacement				2,359	Federal	Const. scheduled in 2030
		Bridges Subtotal				5,497		
		Grand Total				247,822	136,610	

(1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.

(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

(3) Costs are year-of-expenditure assuming a 1.74% annual inflationary factor.

(4) Additional projects beyond 2024 to be determined.

Figure A-d Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Continued)

Regional Priority Multi-Use Path Projects

Regional Priority Multi-Use Path Projects: 2022-2050				
Priority Regional Multi-Use Paths	Path Segment Limits	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
		2022 to 2026	2027 to 2035	2035 to 2050
1,000 Oaks Path	Ice Age Junction to Lower Badger Mill Creek Path		\$1,371	
8th St Path	S Holiday Dr to S Klein Dr		\$51	
Allen Boulevard Path	Maywood Avenue to Century Avenue		\$114	
American Parkway Path	Bauer Dr to Hoepker Rd		\$50	
Autumn Ridge Path	Hiestand Park to Commercial Ave	\$4,347		
Badger-Rusk Path	Beltline Overpass at Sirloin Strip to Nygard St	\$1,171		
Bird Street Path	Windsor St to Schumann St		\$2,390	
Blooming Grove Path	Glacial Drumlin to Marsh Rd			\$4,177
Blooming Grove Path	I-94 to Glacial Drumlin			\$3,489
Blooming Grove Path	Milwaukee Rd Path to I-94			\$2,811
Broom St Path	W Main St to John Nolen Dr		\$152	
Campus Drive Path	Easterday Lane to Babcock Drive		\$155	
Cannonball Path	Fish Hatchery Road to Wingra Creek Path	\$2,047		
Capital City Trail	Cottage Grove Road to Buckeye Road and Vondron Rd to I-39		\$2,610	
Century Ave Path	Community Dr to Eighth St		\$90	
Colladay Point Path	Colladay Point Dr connector			\$151
Commercial Ave Path	WSOR/Sherman Flyer to Demetral Park Path		\$267	
Cross Country Rd Path	Badger Prairie Ln to Ice Age Junction Path and East Pass to Mammoth Cr Path		\$203	
CTH M Path	Cross Country Rd to Bering Dr		\$9	
CTH M Path	CTH PB to Liberty Dr/Thousand Oaks Trl			\$110
North Mendota Trail (CTH M Corridor Segment)	Woodland Dr/N Mendota Trail to WSOR at STH 113	Const.		
Dutch Mill Bike Path	Collins Ct to Tradewinds Pkwy/Dutch Mill Rd			\$2,802
Elver Connector Path	Raymond Road to Elver Park			\$677
Femrite Dr Connector Path & Overpass?	Copps Ave to E Broadway Service Rd			\$2,592
Fitchburg to Oregon Path	Lacy Road to Oregon via Syene Road and RR corridor			\$3,313

Figure A-e Regional Priority Multi-Use Path Projects

Regional Priority Multi-Use Path Projects (Continued)

Regional Priority Multi-Use Path Projects: 2022-2050				
Priority Regional Multi-Use Paths	Path Segment Limits	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
		2022 to 2026	2027 to 2035	2035 to 2050
Fitchburg to Oregon Path - Cusick Pkwy Connector	Cusick Pkwy to shared-use path			\$68
Fitchburg to Oregon Path - Jefferson St Connector	Shared-use path to Main St		\$376	
Gammon Rd Path	Mineral Point Rd to Colony Dr		\$375	
Glacial Drumlin Trail	I-39/90 to Vilas Rd		\$1,739	
Good Neighbor Path - Middleton	Eau Claire Ave to Middleton			\$2,301
Good Neighbor Path - Old Sauk Connector	Old Sauk Rd to Low Rd/Twin Valley Rd Int.			\$590
Good Neighbor Trail	Middleton to Cross Plains			\$3,786
Goodman Path	STH 30 to USH 151 Path / West Sun Prairie			\$4,145
Hammersley Rd Path	Brookwood Rd to Southwest Path	\$838		
Helgeson-Hob Path	Hob St to Helgessen Dr			\$2,505
Hiestand Path	Milwaukee at Fair Oaks to Autumn Ridge Path at STH 30		\$2,604	
High Point - Pleasant View Rd Connector Path & Beltline Overpass	Blackwolf Dr to N High Point Rd			\$2,686
High Point Rd Path	D'onofrio Dr to Ice Age Junction Path - Tree Ln Connector		\$249	
Hwy 12 Corridor - Pheasant Branch Creek Connector path	Schneider Rd to Donna Dr		\$1,004	
State Trunk Highway (STH) 19 Corridor Path	Century Ave to Heatherstone Dr			\$6,853
U.S. Highway 51 Path	Jackson St to Rutland-Dunn Town Line Rd	\$461		
County Trunk Highway (CTH) BB Corridor Path	Southing Grange to N Main St		\$200	
CTH C Corridor Path	Saint Albert the Great Dr to Stonehaven/McMahon Dr Path			\$100
Ice Age Junction Path	S Pleasant View Rd to Mineral Point Rd		\$1,333	

Figure A-e Regional Priority Multi-Use Path Projects (Continued)

Regional Priority Multi-Use Path Projects (Continued)

Regional Priority Multi-Use Path Projects: 2022-2050				
Priority Regional Multi-Use Paths	Path Segment Limits	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
		2022 to 2026	2027 to 2035	2035 to 2050
Ice Age Junction Path - Tree Ln Connector	Tree Ln connector		\$225	
Ice Age Trail Extension	Ice Age Trail Extension to Military Ridge State Trail	\$639		
Jackson St Path	Silverado Dr to USH 51		\$165	
Lacy Rd Path	Lacy Rd Path to Devoro Rd	Const.		
Lower Badger Mill Creek Path	McKee Rd to Mineral Point Rd			\$3,303
Lower Yahara River Trail - Broadway Connector, incl Beltline Overpass	Broadway to Lower Yahara River Trail (Phase 1)			\$3,174
Lower Yahara River Trail - South Towne Connector	Gisholt Dr to Broadway Connector			\$269
Lower Yahara River Trail (Phase 2)	Fish Camp Rd to Williams Dr	Const.		
Lower Yahara River Trail (Phase 3)	Williams Dr to Burritt Rd		\$1,036	
Lower Yahara River Trail (Phase 4)	Elvehjem Rd to CTH AB at Fish Camp Rd		\$830	
Main St Path	Rickel Rd to Bird St		\$499	
Main St (CTH N) Corridor Path Extension	I-94 to Northlawn Dr	\$604		
Mandt Park path	Page St to Riverside Dr		\$122	
Marsh Rd Path	Voges Rd to Siggelkow Rd		\$373	
McKee Rd (CTH PD) Corridor Path	Seminole Hwy to Fish Hatchery Rd		\$1,071	
Mid Town Path	Pleasant View Rd to Silverstone Ln		\$225	
Midvale Blvd. Corridor Path	Southwest Path to University Ave		\$1,389	
Military Ridge-Nesbitt-Lacy Connector Path	Nesbitt Rd to Quarry Vista Dr		\$2,156	
Milwaukee Road Path	Burke Road / Goodman Path to Bird St			\$1,907
Mineral Point Rd Path - West	Pioneer Rd to Pleasant View Rd		\$1,184	
Mineral Point Rd Path - East	Segoe Rd to Beltline Hwy	\$6,094		
North Mendota Trail	CTH Q to 0.2 miles south of Bishops Bay Pkwy		\$897	
North Mendota Trail - North Shore Bay	CTH M to Reynolds Ave	Const.		
North Mendota Trail - Century Ave	Allen Blvd to CTH Q	\$1,367		
North Street Corridor Path - East	Stevenson St to USH 51	Const.		
North Street Corridor Path - West	River Rd to Nelson Ct		\$1,016	

Figure A-e Regional Priority Multi-Use Path Projects (Continued)

Regional Priority Multi-Use Path Projects (Continued)

Regional Priority Multi-Use Path Projects: 2022-2050				
Priority Regional Multi-Use Paths	Path Segment Limits	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
		2022 to 2026	2027 to 2035	2035 to 2050
North Towne Rd Path	0.15 miles north of Bear Tree Pkwy to Banbury St		\$221	
O'Keefe Rd Path	Between White Oak Dr and Yellow Daisy Ln		\$50	
Olbrich Park Path	Welch Ave to Walter St	\$1,331		
Old PB Path	Military Ridge State Trail to CTH M			\$3,784
Packers Ave Path	Packers Ave at International Ln to Dane County Airport			\$753
Peacefull Valley Pkwy	CTH Q to Connery Cv		\$120	
Pleasant View Rd Path - North	Timber Wolf Trl to USH 14	Const.		
Pleasant View Rd Path - South	Mineral Point Rd to Timber Wolf Trl		\$898	
Seminole - Cannonball Connector Path	Seminole Hwy to Cannonball Path		\$830	
Sherman Flyer Path	Commercial Ave to Troy Drive			\$2,047
Sherman Flyer Path	Troy Drive to Waunakee			\$1,558
Sherman Flyer - North Mendota Trail Connector Path	Sherman Flyer to Woodland Dr			\$305
Stoughton Riverfront Path	Dunkirk Ave Connector	\$3,494		
Struck St Path	Seybold Rd to Schroeder Rd		\$269	
Tancho Path	Tancho Dr to Goodman Path at USH 151		\$760	
Token Creek Connector Path	Token Creek Path to Fieldwood Rd			\$586
Token Creek Path	Token Creek Path at I-39 to STH 19			\$3,071
Upper Yahara River Path	STH 113 to STH 19			\$2,058
Walter St Path	Atwood Ave to Capital City Path		\$108	
West Beltline Path	Whitney Way to Southwest Path			\$472
West Towne Path	High Point Rd to Gammon Rd		\$4,608	
West Towne Path	Commerce Dr to Junction Rd	\$580		
Wilson St Cycletrack	Broom St to Blair St	\$3,522		
Windsor Rd - Hwy 19 Path	Dalmore Rd to Conservancy Way			\$919
Windsor Rd Path	Conservancy Way to Charlie Grimm Rd	\$107		
Total		\$26,603	\$34,396	\$67,362
Average Annual Cost		\$5,319	\$3,822	\$4,491

¹ Funding budgeted in prior year and/or project construction is continuing from prior year.

Major Transit Capital Projects

Major Transit Capital Projects: 2022-2050			
Priority Transit Capital Improvements	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
	2022 to 2026	2027 to 2035	2036 to 2050
East-West Bus Rapid Transit (BRT)	\$143,000		
North-South BRT	\$4,000	\$120,684	
Hanson Road Satellite Bus Garage Facility Remodel	\$21,115		
East Washington Bus Garage Facility Renovations	\$10,124		
Transit Coaches	\$93,912	\$69,526	\$326,317
Total	\$178,239	\$120,684	\$326,317

Figure A-f Major Transit Capital Projects

Land Use and Transportation Integration

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
1	Adopt local land use plans and policies that support RTP goals and policies			
A	Update land use ordinances and street design and parking standards to remove barriers to mixed use, pedestrian oriented development, where appropriate.	Ongoing	Local governments	Varies by community
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.	Ongoing	Local governments	Varies by community
C	Require pedestrian, bicycle, and transit (where appropriate) facilities in (re)developments.	Ongoing	Local governments	Varies by community
D	Plan, zone for, and encourage transit supportive development in planned transit corridors through TOD zoning and other policies.	Ongoing	Local governments	Varies by community
E	Plan for and promote new development in multi-modal mobility corridors to maximize the efficiency of the transportation system and residents' access to jobs and services.	Ongoing	Local governments	Varies by community
F	Collect information on Transportation Insecurity at the local level through inclusion of TSI questions in relevant local surveys.	Ongoing	Local governments	New recommendation
2	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.	Ongoing	Local governments	New recommendation
B	Prioritize local subsidies for affordable housing projects in areas with frequent transit service.	Ongoing	Local governments	New recommendation
C	Support (re)development in centers and corridors through infrastructure investments and incentives.	Ongoing	Local governments	New with 2050 Update; Supported by CARPC Regional Development Framework Goals[2]

Figure A-g Land Use And Transportation Integration Recommendations and Supporting Actions

Streets and Roadways

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 Preserve and maintain the region’s street and highway system in a manner that minimizes their life cycle cost, maintains safety, and minimizes driver costs while reducing their impact on the environment.				
A	Monitor regional roadway system pavement and bridge condition and continue to coordinate with WisDOT federal performance targets.	Ongoing	MPO, WisDOT	Ongoing
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.	Ongoing	WisDOT, Dane County, local governments	Ongoing; WisDOT Transportation Asset Management Plan adopted 2019
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.	Ongoing	WisDOT, Dane County, local governments	Ongoing
D	Promote the Wisconsin Salt Wise partnership and support additional research and demonstration projects to provide safe roadways in the winter while minimizing chloride and sodium application.	Ongoing	WisDOT, Dane County, local governments	Ongoing
2 Build a well-connected network of regional roadways to accommodate future growth and efficiently distribute traffic 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 existing and planned regional roadway corridors for potential improvements.	Ongoing	Local governments	Ongoing
B	Utilize travel model to conduct a “build-out” analysis of peripheral area development plans to support planning for future regional roadway system.	Near Term	MPO	New recommendation
3 Incorporate complete streets and green streets concepts for regional and local roadways.				
A	Adopt and implement formal complete streets policy.	Near Term	WisDOT, Dane County, Local governments	The City of Madison is currently engaged in developing “Complete and Green Streets” standards
B	Adopt and implement green streets policy.	Near Term	Local governments	New recommendation
C	Develop modal priority corridors based on the RTP.	Near-Mid Term	Local governments	New recommendation

Figure A-h Streets and Roadways Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
4 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 in Map 4-d and listed in Figures A-a through A-e as needed with consideration given to project phasing where appropriate.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
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.	Near-Mid Term	WisDOT	Ongoing
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.	Near-Mid Term	WisDOT, Dane County, MPO	Not yet initiated
5 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)	Ongoing	WisDOT, Dane County, local governments, state agencies, law enforcement agencies, private organizations	Ongoing
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 federal and state safety funding.	Ongoing	MPO, Dane County, local governments	Ongoing
C	Continue to support local safety initiatives such as Vision Zero.	Ongoing	Local governments	The City of Madison joined the Vision Zero initiative in 2020 and City of Sun Prairie in 2021
D	Continue to support the Dane County Traffic Safety Commission.	Ongoing	WisDOT, local governments, law enforcement agencies, non-profit organizations, MPO	Ongoing
E	Continue to expand state and local safety education efforts, including neighborhood-based initiatives.	Ongoing	WisDOT, local governments, non-profit organizations	Ongoing
F	Support local and county efforts to ensure equitable enforcement of traffic laws.	Ongoing	Local governments	New recommendation

Figure A-h Streets and Roadways Recommendations and Supporting Actions (continued)

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
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.	Ongoing	WisDOT, MPO	New recommendation
6 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.	Ongoing	WisDOT	Ongoing
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.	Ongoing	Dane County, Local governments	Ongoing
C	Initiate study to identify roadways and other transportation facilities that are susceptible to flooding, identify alternate routes when flooding occurs, and identify improvements to make the facilities more resilient to flooding.	Near Term	MPO, Dane County, Local governments	Ongoing

Figure A-h Streets and Roadways Recommendations and Supporting Actions (continued)

TSMO and Technology

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 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.	Ongoing	MPO, WisDOT	Ongoing; CMP updated as part of RTP development
2 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.	Near Term	MPO, WisDOT, Local Governments	New recommendation
3 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.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
B	Develop a regional access management plan that identifies standards for future arterials roadways, best practices, and safety considerations.	Near Term	MPO	N/A
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.	Ongoing	WisDOT	Ongoing

Figure A-i TSMO and Technology Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
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.	Ongoing	WisDOT	Ongoing
4 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.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
B	Replace obsolete traffic signal controllers with “smart” controllers when replacing traffic signals or constructing new signalized intersections.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
C	Implement adopted process to identify and integrate ITS infrastructure into planning and design of major state roadway construction projects.	Ongoing	WisDOT	Ongoing
5 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.	Ongoing	WisDOT, Dane County, Metro, Local governments	Ongoing
B	Continue efforts to provide comprehensive real-time traveler information to people and businesses.	Ongoing	WisDOT, City of Madison	Ongoing
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.	Near Term	Metro	--
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.	Near Term	WisDOT, City of Madison, MPO	--
6 Promote electric vehicle charging infrastructure to reduce greenhouse gas emissions.				
A	Conduct a regional electric vehicle charging infrastructure readiness assessment.	Near Term	MPO, Dane County, Utility providers	New Recommendation
B	Support development of alternate fuel corridors.	Ongoing	WisDOT	New Recommendation

Figure A-i TSMO and Technology Recommendations and Supporting Actions (continued)

Public Transit

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 Implement a Bus Rapid Transit system.				
A	Complete project planning and design, leading to an initial BRT Project.	Short Term	City of Madison and other Local Governments, Metro, MPO	Planning complete, funding under Small Starts program recommended by FTA in 2021. Service scheduled to start in 2024.
B	Complete project planning and design for the North-South (phase 2) BRT Project.	Short Term	City of Madison and other Local Governments, Metro, MPO	Planning for N/S BRT is in the City of Madison 2023 Capital Budget
C	Expand the BRT network to fulfill the BRT Vision in the Madison area.	Mid-Term	Cities of Madison, Fitchburg, Middleton, and Sun Prairie; Metro, MPO	LPA includes BRT local-service extensions to lay groundwork for full BRT implementation in those corridors
D	Expand the use of transit priority treatments, focusing initially on the BRT corridors.	Ongoing	Metro, MPO, Local Governments	Transit priority improvements planned throughout BRT corridor
2 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.	Ongoing	Metro, MPO	Network Redesign process underway (2021-;22) with implementation planned beginning in summer 2023
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	Ongoing	Metro, MPO	Ongoing
C	Improve integration with bordering transit systems.	Ongoing	Metro, MPO	Sun Prairie is developing plans for local bus service connecting to a BRT local extension
D	Continue to improve the convenience and ability to navigate the transit system by reducing travel times and simplifying the service.	Ongoing	Metro	Considerations in Network Redesign process
E	Expand and enhance the network of frequent local service .	Ongoing	Metro	Frequent Service Network will be increased in the Metro Network Redesign, and is further expanded in the Future Transit Network envisioned in this RTP
F	Improve and expand data collection and analysis to support service planning and track achievement of Performance Measures.	Ongoing	Metro, MPO	MPO is using StreetLight data to support service planning/ Network Redesign; MPO and Metro will conduct an on-board survey in 2022
G	Prioritize improving or providing new service in corridors that are supportive of transit (i.e. high ridership potential).	Ongoing	Metro, MPO	New with 2050 Update
H	Plan service changes with guidance from affected communities to ensure that route alignments and service hours will be useful for potential riders.	Ongoing	Metro, MPO	New with 2050 Update

Figure A-j Public Transit Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
I	Measure outcomes of service changes and adjust service planning to continue to prioritize transit access for transit-dependent populations.	Ongoing	Metro, MPO	New with 2050 Update
J	Adopt new Performance Measures with sustainable data sources to track progress in achieving network improvement as described in this section.	Short Term, then Ongoing	MPO	New with 2050 Update
3 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.	Mid-Term, Ongoing	Metro, Local governments	Considerations in Network Redesign, but requires additional resources
B	Add new all-day service in unserved peripheral neighborhoods and suburban communities such as Sun Prairie, McFarland, and Verona	Mid- to Long-Term	Metro, Local governments	Requires additional resources/contributions from Service Partner communities; Sun Prairie is developing plans for all-day local service to be implemented in conjunction with BRT service in 2024
4 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	Ongoing	Metro, MPO, Local governments	MPO completed a Bus Stop Amenities Study[1] in 2018; Metro implementation ongoing; Sun Prairie plans to begin installing additional/ improved bus stop infrastructure in 2025
B	Utilize TID funding and other alternative financing mechanisms to fund stop improvements	Ongoing	Local governments	Ongoing, varies by community
C	Plan and reserve space for transit stops/stations as part of new developments where appropriate.	Ongoing	Local governments	Ongoing, varies by community
5 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.	Short Term	Metro, MPO	Ongoing – the Transit Network Redesign will result in an entirely new network; the Transit Development Plan (anticipated 2023) will build off that network and identify areas that may be appropriate for 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.	Short Term	Metro, MPO, Private Providers, Non-Profits	MPO completed the Madison Bus Size Study in 2014; cost savings of using smaller buses is marginal and transfers would still be required to leave deviated route areas
C	Investigate using transportation network companies and shared-ride taxi service to connect to transfer points, BRT, and regional express service.	Short Term	Metro, MPO, Private Providers, Non-Profits	No progress
D	Plan for the use of driverless shuttles in low-density transit markets and niche areas like business parks and campuses.	Short Term	Madison Traffic Eng, UW, Metro, MPO	No progress

Figure A-j Public Transit Recommendations and Supporting Actions (continued)

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
6 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.	Near Term	Metro	Two phases of a six-phase multi-year remodel have been completed
B	Build a new satellite bus facility to accommodate a larger fleet, including articulated buses and electric buses.	Near Term	Metro	Property on Hanson Road has been purchased and is currently being remodeled to serve this purpose
C	Replace buses on a regular cycle to ensure reliability and comfort.	Ongoing	Metro	Metro maintains an annual bus replacement schedule; this will be adjusted while Metro adds BRT vehicles to the fleet, with regular bus replacement re-starting thereafter
D	Expand the use of electric vehicles with a goal of having a fully electric fleet by 2050.	Ongoing	Metro	Metro's first all-electric buses were scheduled for delivery in 2020, but were delayed until 2021 and will enter service in 2022.
E	Introduce articulated 60-foot buses to the fleet to reduce overcrowding and accommodate BRT.	Ongoing	Metro	Purchase of 60-foot buses programmed beginning in 2022 TIP for BRT and BRT local service starting in 2024.
7 Implement a regional express bus network.				
A	Expand and optimize the existing regional express service.	Ongoing	Metro, Local governments, MPO	Ongoing; Metro works with service partners to optimize service and adjust to changing conditions
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.	Mid-Term	Metro, Local governments, MPO	New recommendation
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.	Mid-Term	Metro, MPO, local governments	MPO continues to support community efforts to plan for new regional transit service; Stoughton, DeForest, and Waunakee have all expressed interest in new service to Madison
D	Provide limited stops within City of Madison limits to provide fast service within Madison and connections to BRT and local service.	Mid-Term	Metro, Local governments	The Sun Prairie route #23 has limited stops within Madison
8 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. See Map 4-n, Planned Future PNR System.	Ongoing	Metro, MPO, Local governments	The proposed west terminus of BRT has been relocated to a city-owned property, where a park-and-ride and other facilities will be constructed
B	Explore partnerships with local communities and agencies to maintain park-and-ride facilities.	Ongoing	Metro, Local governments	Ongoing

Figure A-j Public Transit Recommendations and Supporting Actions (continued)

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
9 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.	Ongoing	Metro, Local governments	Metro and service partners are re-negotiating service contracts in 2021 through a transparent, equitable process
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).	Near Term	Local governments	The City of Madison implemented a Vehicle Registration Fee in 2020, in part to help pay for improved transit service
C	Implement a new regional transit authority or district with the mission of providing regional transit service if state enabling legislation is passed.	Mid-Term	Metro, Local governments	State enabling legislation has not been passed
D	Explore the potential for alternate or emerging funding tools to ensure the long-term financial sustainability of the regional transit system.	Mid-Term	Metro, Local governments, MPO, WisDOT, Private employers	New recommendation

Figure A-j Public Transit Recommendations and Supporting Actions (continued)

Specialized Transportation

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 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 to identify priority service improvements or expansions requiring additional service hours, and then implement the recommendations. Also, address needs identified in the Coordinated Public Transit - Human Services Transportation Plan.	Ongoing	Metro, MPO, local governments	Ongoing
B	Explore opportunities to expand paratransit or accessible shared-ride taxi service in urban areas beyond the fixed-route bus service area.	Mid-Term	Metro, MPO, Dane County, local governments	Ongoing, Sun Prairie is considering expanding Shared Ride Taxi service beyond current three-mile limit (2021)
2 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.	Ongoing	MPO, City of Madison, Private taxi operators, Non Profits	Dane County Accessible Taxi Service was established as a non-profit accessible taxi service in 2021, and has been awarded Section 5310 Program funding to purchase three accessible vehicles in 2022

Figure A-k Specialized Transportation Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
3 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.	Ongoing	MPO, City of Madison, Dane County, YWCA	Ongoing
B	Continue to maximize efficiency by optimizing vehicles and timetables.	Ongoing	YWCA	Ongoing
4 Leverage 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.	Mid-Term	MPO, City of Madison, WisDOT	No progress
B	Use emerging technologies such as rideshare and routing software to improve coordination of trips between multiple providers.	Near Term	MPO, City of Madison, Dane County, transportation providers	Identified as a need during the 2019 Specialized Transportation Conference organized by the MPO; Carepool has proposed to develop this platform; applications for this project have not been selected for Section 5310 Program funding.
5 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.	Near Term	MPO, City of Madison, Dane County, medical providers, transportation providers	Ongoing
6 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.	Near Term	MPO, City of Madison, Dane County, senior focal points, service agencies, residential care facilities	Dane County included a budget for Outreach in their successful application for Section 5310 Program funding for 2022.

Figure A-k Specialized Transportation Recommendations and Supporting Actions (continued)

Bicycle Transportation

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
1	Reduce barriers to bicycling.			
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.	Ongoing	WisDOT, Dane County, local governments	MPO Bicycle and Pedestrian Crash Study (2018); TAP SRTS and STBG-U scoring criteria modified to increase weight of Safety improvements
B	Plan for and complete the local collector street network where barriers prevent direct travel.	Ongoing	Local governments	Ongoing
C	Reduce conflicts between bikes and buses, delivery trucks, and pedestrians.	Ongoing	Local governments	Ongoing
D	Eliminate the state trail pass requirement for Wisconsin State Park System trails.	1-5 years	Wisconsin State Park System, Dane County, local governments, MPO	New with 2050 Update
2	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 Map 4-k and completing regional priority paths connecting communities and major destinations.	Ongoing	Dane County, Local governments	Ongoing
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.	Ongoing	Dane County, Local governments	Ongoing
C	Retrofit existing corridors like railroad and utility rights-of-way with bicycle facilities as appropriate.	Ongoing	Local governments	Ongoing; WSOR has prevented several projects from being constructed that would have used railroad corridors
D	Provide enhanced or premium bicycle facilities in key urban arterial corridors within right-of-way where feasible.	Ongoing	Local governments	Ongoing
E	Expand the use of bicycle boulevards, bicycle priority streets, and other priority or bicyclist protection treatments such as at intersections.	Ongoing	Local governments	Ongoing
F	Prepare and implement local bicycle plans.	Ongoing	Local governments	New with 2050 Update
G	Include wide paved shoulders on rural highways where appropriate and economically feasible.	Ongoing	WisDOT, Dane County	Ongoing
3	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.	Ongoing	WisDOT, Dane County, local governments	Ongoing, varies by unit of government

Figure A-I Bicycle Transportation Recommendations and Supporting Actions

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
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.	Ongoing	WisDOT, Dane County, local governments	Ongoing, not entirely successful
C	Use innovative bike facility designs that meet or exceed state and national guidelines.	Ongoing	Local governments	Ongoing
D	Develop and implement local policies and practices to clear snow, ice, and debris from bike facilities.	Ongoing	Dane County, Local governments	Ongoing
4	Provide adequate bicycle parking.			
A	Require bicycle parking as a condition of new development.	Ongoing	Local governments	Varies by community
B	Provide public bicycle parking in business districts, on campuses, and at high-use transit stations.	Ongoing	Local governments	Varies by community
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.	Ongoing	Local governments, employers, developers, non-profits	Madison Bicycle Center opened in 2021 in Judge Doyle Square
5	Improve bicyclist safety.			
A	Conduct studies of intersections and other areas with high crash rates, near misses, or documented safety issues to identify appropriate countermeasures.	Ongoing	Local governments, MPO	MPO Bicycle and Pedestrian Crash Study (2018)
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.	Near-Term	MPO, City of Madison Traffic Engineering	Complete. MPO Bicycle and Pedestrian Crash Study (2018)
C	Research and adopt innovative safety treatments	Ongoing	WisDOT, MPO, local governments	New recommendation
D	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.	Near-Term	WisDOT, MPO, local governments	New recommendation
6	Continue bike share, education, and bicyclist supportive policies.			
A	Continue supportive policies like producing bicycle maps and accommodating bicycle-themed events.	Ongoing	MPO, Local governments, NGOs	Ongoing; Dane County Bicycle Map published as bilingual English/Spanish document in 2020 & 2021
B	Implement wayfinding system for bicyclists using the Bicycle Wayfinding Design Guidelines for Dane County.	Ongoing	Dane County, Local governments	Ongoing
C	Plan for, support, and implement the strategic expansion of the bike share program by increasing the coverage area and the density of stations.	Ongoing	BCycle, Local governments, MPO	Ongoing, BCycle expanded to City of Monona in 2021, expansion to Fitchburg planned in 2022

Figure A-I Bicycle Transportation Recommendations and Supporting Actions (continued)

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
D	Support and expand education and encouragement programs that promote safety and encourage all residents to bicycle for commuting and other trips.	Ongoing	MPO, Local governments	Ongoing; Dane County Safe Routes to School program operated by Wisconsin Bike Fed funded in part by TA funds awarded by MPO; various community partnerships support education efforts

Pedestrians

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
1 Provide sidewalks and appropriate pedestrian amenities in developing neighborhoods.				
A	Require sidewalks on both sides of all streets in new urban developments.	Ongoing	Local governments	Ongoing, see Facility Requirements report (2021)
B	Adopt and utilize land use ordinances to ensure new developments provide for adequate pedestrian circulation and are integrated with adjacent land uses.	Ongoing	Local governments	Ongoing, see Facility Requirements report (2021)
C	Connect bordering, developing neighborhoods with sidewalks and shared-use paths.	Ongoing	Local governments	Ongoing, see Facility Requirements report (2021)
D	Prepare and implement local pedestrian plans.	Ongoing	Local governments	Ongoing
2 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.	Ongoing	Local governments	Ongoing, varies by community
B	Identify pedestrian needs and gaps as well as safety problems through walking audits and other methods and implement solutions.	Ongoing	Local governments	Ongoing, varies by community
C	Reduce or eliminate cost share required of property owners to retrofit in sidewalks in existing neighborhoods.	Ongoing	Local governments	Ongoing, see Facility Requirements report (2021)
D	Prepare and implement ADA transition plans to retrofit existing non-conforming facilities to ADA standards.	Ongoing	Local governments, MPO	Ongoing, varies by community; MPO offering support for development of local transition plans beginning in 2022
E	Identify and install accessible pedestrian signal systems and other ADA accessibility treatments where a need is demonstrated.	Ongoing	Local governments	Ongoing, varies by community
F	Provide for a pleasant pedestrian experience with wider sidewalks with appropriate separation on high-volume regional roads with pedestrian attractions.	Ongoing	Local governments	Ongoing, varies by community
3 Improve safety and usability for pedestrians at intersections and crossings				
A	Evaluate pedestrian improvements at major street crossings and implement as opportunities are available.	Ongoing	Local governments, MPO	Ongoing, see Dane County Bicycle and Pedestrian Crash Study (2018)

Figure A-m Pedestrian Recommendations and Supporting Actions

B	As intersections are designed and reconstructed, use modern high quality design to improve safety.	Ongoing	Local governments	Ongoing, varies by community
C	Use pedestrian design tools to improve crossings such as enhanced and colorized marked crosswalks, refuge islands, and rapid flashing beacons. See Pedestrian Facilities Toolbox in Appendix G.	Ongoing	Local governments	Ongoing, varies by community
D	Identify and prioritize new grade-separated crossings (streets or shared-use paths) of highways and other barriers (See Pedestrian Barriers and Crossings map in Chapter III).	Ongoing	WisDOT, Local Governments	Ongoing, varies by community
4 Maintain sidewalks and pedestrian facilities for year-round use.				
A	Provide and enforce snow removal policies, particularly around intersections and bus stops.	Ongoing	WisDOT, Local Governments	Ongoing, see Facility Requirements report (2021)
B	Implement program to identify and repair broken and substandard sidewalks.	Near Term	Local Governments	Ongoing, see Facility Requirements report (2021)
5 Design new streets and retrofit existing streets to reduce speeding.				
A	Ensure that local street standards do not require unnecessarily wide streets.	Ongoing	Local Governments	Ongoing, see Facility Requirements report (2021)
B	Retrofit existing overly wide streets to reallocate space for other uses as part of reconstruction.	Ongoing	WisDOT, Dane County, Local Governments	Ongoing, see Facility Requirements report (2021)
C	Incorporate traffic calming features into new local streets where appropriate.	Ongoing	WisDOT, Dane County, Local Governments	Ongoing, varies by unit of government
D	Implement traffic management programs to address speeding and cut through traffic problems on existing streets.	Ongoing	WisDOT, Dane County, Local Governments	Ongoing, varies by unit of government

Figure A-m Pedestrian Recommendations and Supporting Actions (continued)

Transportation Demand Management (TDM)

	Recommendations and Supporting Actions	Timeframe	Implementing Party	RTP 2050 Update Status
1 Develop a strategic plan for the MPO's 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.	Near Term	MPO	New supporting action
B	Establish a dedicated budget for the TDM program beyond staffing costs, in order to expand capacity for marketing, programming, and partnerships.	Near Term	MPO	New supporting action
C	Educate eligible entities about the availability of STBG-Urban funding for TDM programs and services, and assist in the development of local projects.	Ongoing	MPO, Local Governments	New supporting action

Figure A-n TDM Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
D	Work with local communities, Dane County, WisDOT, and public and private sector stakeholders to develop a TDM plan for the Madison region.	Long Term	MPO, WisDOT, Dane County, Local Governments	New supporting action
2 Expand the availability and use of facilities and services that support shared mobility.				
A	Develop partnerships to expand the regional network of park and ride lots and increase the number of lots with multimodal access and infrastructure such as secure bicycle parking..	Ongoing	WisDOT, Dane County, Local Governments, Metro	New Sun Prairie lot with transit and bicycle access opened in 2019. After the implementation of BRT, the North Transfer Point lot will be replaced by a new lot on the west end of the BRT line.
B	Expand vanpool options by growing the WisDOA vanpool program and supporting the development of additional vanpool programs, both regional and employer-based.	Near-Mid Term	WisDOA, WisDOT, MPO, Local Governments, Transportation Providers	Demand for the WisDOA program was greatly reduced in 2020 due to the pandemic and over 80% of the routes are on hold. In 2021, the MPO supported a MadREP Workforce Innovation Grant application for the development of a regional vanpool program.
C	Expand the use and availability of bike share and car share systems.	Ongoing	WisDOT, MPO, Local Governments, Transportation Providers	New supporting action
D	Evaluate and plan for emerging shared micromobility options.	Ongoing	MPO, Local Governments	New supporting action
E	Expand the use and availability of TDM-supportive technology, including ridesharing platforms and mobility as a service (MaaS).	Ongoing	WisDOT, MPO, Local Governments, Transportation Providers	New supporting action
3 Work with employers, institutions, and municipalities to implement and promote strategies to reduce single-occupancy vehicle trips.				
A	Encourage and assist local communities to adopt policies requiring the preparation and implementation of TDM plans based on specific standards and criteria as a condition of approval for large developments.	Near Term	MPO, Local Governments	The City of Madison is developing a TDM program that, if approved, will establish a clear and consistent approach to requiring TDM measures as a condition of approval for a variety of types and sizes of development.
B	Support the development of transportation management associations (TMAs) to facilitate coordinated, efficient TDM activities in major employment centers.	Mid Term	MPO, Local Governments, Non-Profits	The TDM plan approved in 2021 for the large mixed-use development Madison Yards at Hill Farms commits to designating a TDM coordinator to oversee, guide, promote, and monitor TDM activities for the development, and to establishing a management entity that will assess annual fees to support this work.

Figure A-n TDM Recommendations and Supporting Actions (continued)

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
C	Encourage and assist employers interested in developing or expanding commuter benefits programs that promote alternatives to driving alone.	Ongoing	MPO, Non-Profits, Local Governments, Employers	The MPO continues to support employers through the RoundTrip program. During the pandemic, the MPO implemented regional telework surveys in 2020 and 2021; released a TeleWORKS Toolkit for employers; and partnered with Dane County and Sustain Dane on a scoping study to identify additional employer engagement opportunities around telework.
4 Expand the availability, use, funding, and marketing of financial incentives and encouragement 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.	Ongoing	MPO, Metro, Local Governments	Metro’s Commute Card program now offers participants unlimited rides capped at \$65 per month, and 122 employers participated prior to the pandemic.
B	Expand employer participation in programs that celebrate commute options leaders, including Dane County Climate Champions and Best Workplaces for Commuters.	Ongoing	MPO, Dane County, Local Governments	New supporting action
C	Increase funding for regional TDM marketing activities to expand existing strategies and support new approaches such as “SmartTrips.”	Near Term	MPO, Dane County, WisDOT, Metro, UW	The annual TDM ad campaign is jointly funded by the MPO, Metro, UW and Dane County at previous levels.
D	Increase funding for support services such as Emergency Ride Home, and encouragement programs such as Love to Ride and local commuter challenges.	Near Term	WisDOT, MPO, Dane County, Local Governments	Funding for the Dane County Emergency Ride Home (ERH) program remains the same. Both the UW and WisDOA vanpool program offer ERH programs for their commuters. The MPO sponsored bicycle challenges in 2020 and 2021, but sustainable funding is not yet identified.
E	Increase awareness and use of local TDM programs and resources among minority and traditionally underserved communities, including non-driving adults.	Ongoing	MPO, Local Governments, Non-Profits	New supporting action
5 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.	Near Term	MPO, Non-Profits, School Districts, Local Governments	The MPO has selected SRTS programs for funding through the TA program. The most recently funded program is countywide, but focuses on schools with high proportions of low-income students. The City of Madison includes pedestrian and bicycle safety education funding in its annual budget.

Figure A-n TDM Recommendations and Supporting Actions (continued)

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
B	Work with schools to encourage alternatives to driving alone among students, parents, staff, and teachers for trips including and beyond the school commute.	Mid Term	MPO, Non-Profits, School Districts, Local Governments	New supporting action

Figure A-n TDM Recommendations and Supporting Actions (continued)

Parking

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 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.	Near Term, Ongoing	Local governments, private owners	The City of Madison carpool program offers monthly permit priority for carpools at the resident rate in city ramps. Dane County offers free parking for county employees who carpool, and free occasional use permits for employees using other alternate modes.
B	Encourage multimodal commutes by eliminating long-term parking payment options such as monthly and annual permits, which promote daily driving.	Near Term	Local governments, private owners	New supporting action
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.	Near Term, Ongoing	Local governments	The City of Madison piloted flexible parking management in its new Livingston Street Garage with a private tenant and management technology partner in 2019. The City of Madison installed smart meters at all on-street metered spaces in 2021. Meters link to the Park Smarter app, allowing users to see available spaces and pay by phone.
D	Develop downtown parking management plans and consider eliminating free long-term parking in downtowns..	Mid Term	City of Madison	No progress
E	Discourage employer-subsidized parking, or if parking is subsidized, encourage employers to provide a financial incentive of at least equivalent value to employees who forgo single-occupancy parking, such as parking cash-out or multimodal benefits.	Near Term, Ongoing	MPO, local governments, private owners	New recommendation
2 Modify parking requirements for new development to encourage multi-modalism and innovative design, while addressing potential spillover impacts.				
A	Consider eliminating minimum parking requirements to ensure an appropriate balance between parking needs, other transportation options, and continuity of the built environment.	Near Term	Local governments	Varies by community

Figure A-o Parking Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
B	Allow deviation from parking minimums, particularly in dense urban areas with good transit service, to accommodate innovative project designs that maximize access to alternative modes and incorporate TDM strategies.	Near Term, Ongoing	Local governments	Varies by community The City of Madison has eliminated parking minimums in most non-residential areas and downtown, and reduced or eliminated minimums in most residential areas.
C	Encourage unbundled parking in new residential and commercial developments, priced at market rate, to distribute the cost of parking equitably.	Near Term	Local governments	New supporting action
D	Conduct a regional study on parking to assist communities in adequately pricing and right-sizing parking requirements and facilities.	Near Term	MPO, Local governments	New supporting action
3 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.	Near Term, Ongoing	Local governments	The City of Madison implemented a temporary program during the pandemic, now proposed to become permanent, which supports restaurants by allowing outdoor dining to expand onto public sidewalks, on-street parking areas, and privately owned parking lots.
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.	Ongoing	Local governments	Varies by community

Figure A-o Parking Recommendations and Supporting Actions (continued)

Inter-Regional Travel

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 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.	Mid-Long Term	City of Madison	Proposed facility located at Lake St. garage, between State St. and University Ave. RFP released in 2021, construction anticipated to begin in 2025 [1]
B	Ensure that inter-city bus passengers can conveniently transfer to BRT and local buses.	Mid-Long Term	City of Madison, Metro	Network Redesign draft alternatives rely on transfers between BRT and local buses in the University Ave./ Johnson St. corridor, directly adjacent to the proposed intermodal facility

Figure A-p Inter-Regional Travel Recommendations and Supporting Actions

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
2 Support new and improved inter-city bus service.				
A	Improve service frequency to Minneapolis / St Paul and Appleton / Green Bay.	Near-Term	WisDOT, Private Providers	No progress
B	Improve connections to Amtrak services like the Empire Builder.	Near-Term	WisDOT, Private Providers	No progress
C	Provide direct service to Davenport, Des Moines, Omaha, and other cities to the west.	Near-Term	WisDOT, Private Providers	No progress
3 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.	Near-Term	WisDOT, MIPRC, Amtrak	Various plans have been completed or are underway, including: FRA Midwest Regional Rail Plan, SLATS Passenger Rail Study, and Amtrak Connects US
B	Identify station location(s) for passenger rail service.	Near-Term	WisDOT, City of Madison, Amtrak	City of Madison initiating station location planning in 2022
C	In cooperation and in coordination with WisDOT, acquire, maintain, and preserve rail corridors to ensure practical viability of future rail services.	Near-Term	WisDOT, railroad companies	New recommendation
4 Implement passenger rail service to and through the Madison area.				
A	Implement direct Amtrak passenger rail service to the Madison area connecting to Milwaukee, Chicago, Minneapolis / St Paul, and the national rail system.	Mid-Long Term	WisDOT, MPO, City of Madison, FRA, MIPRC, Amtrak	New recommendation
B	Support Madison's inclusion in the Twin Cities - Milwaukee - Chicago (TCMC) Regional Rail service.	Near-Term	WisDOT, Amtrak	New recommendation
C	Implement rail service connecting the Madison area to Chicago.	Mid-Long Term	WisDOT, SLATS, MPO, Others	New recommendation
D	Support the implementation of WisDOT's rail plan, which includes passenger, freight, and crossing safety considerations.	Ongoing	MPO, local governments, railroad companies	New recommendation

Figure A-p Inter-Regional Travel Recommendations and Supporting Actions (continued)

Air, Freight, and Rail

Recommendations and Supporting Actions		Timeframe	Implementing Party	RTP 2050 Update Status
1 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.	Ongoing	MPO, WisDOT	Ongoing
B	Work to cluster like industrial uses to promote efficiency of the freight network.	Ongoing	Local governments	Ongoing
2 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.	Medium Term	WisDOT, Dane County, Local governments	Ongoing
B	Consider how new technologies may impact the demand for future transportation facilities when planning improvements to the network.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
C	Continue enforcement of truck weight regulations to reduce premature deterioration of roadways and bridges.	Ongoing	WisDOT	Ongoing
3 Increase focus on freight planning for regional and local transportation facilities.				
A	Continue to incorporate freight considerations into corridor and planning studies.	Ongoing	WisDOT, Dane County, Local governments	Ongoing
B	Implement the Wisconsin State Freight Plan, planning for or implementing recommendations coming from the plan.	Ongoing	WisDOT, Local governments	Ongoing
C	Ensure local and regional freight-centric projects are listed in Wisconsin State Freight Plan to maintain eligibility for enhanced federal funding match.	Ongoing	WisDOT, Dane County, MPO, Local governments	Ongoing
D	Consider first and last mile(s) implications for freight when approving site plans for freight generating or receiving facilities	Ongoing	Local governments	Ongoing
4 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.	Ongoing	WisDOT	Ongoing
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.	Long Term	WisDOT	Ongoing

Figure A-q Air, Freight, and Rail Recommendations and Supporting Actions

5 Mitigate conflicts between rail and other uses.				
A	Identify high-conflict rail crossings and mitigate conflicts, when possible.	Ongoing	WisDOT, Dane County, Local Governments	Ongoing
B	Continue to implement quiet zones in residential neighborhoods within urbanized areas.	Ongoing	Local Governments	Ongoing
C	Work with rail companies to grade-separate future high-use rail crossings where feasible, such as Stoughton Road crossing.	Ongoing	WisDOT, Dane County, Local Governments	Ongoing
6 Ensure compatibility of uses near airports.				
A	Ensure land use plans within airport influence areas are compatible with existing and planned airport plans.	Ongoing	Local Governments	Ongoing
B	Ensure Airport Master Plans consider existing and future uses identified in community comprehensive plans.	Ongoing	Dane County	Ongoing
C	Continue to implement the Airport Master Plan.	Ongoing	Dane County	Ongoing
7 Improve multi-modal access to airports				
A	Improve multi-modal access to airports.	Ongoing	Dane County, Local governments, Metro	New recommendation

Figure A-q Air, Freight, and Rail Recommendations and Supporting Actions (continued)