

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

February 28, 2024

[Virtual Meeting](#)

2:00 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 meeting using the following number and meeting ID:
(877) 853-5257 (toll free)
Meeting ID: 896 1402 0093

AGENDA

1. Roll Call
2. Approval of January 24th, 2024 Meeting Minutes
3. Committee Member Reports
4. Update on the Development of the Regional Safety Action Plan (30 min)
5. Presentation on Madison Passenger Rail Station Study (*Liz Callin, City of Madison*) (20 min)
6. Discussion on Transitioning to an “E-TIP” (Electronic Transportation Improvement Program) (10 min)
7. Staff Report
 - Update on urban and planning area boundaries
 - Local program update (STBG-U, TAP, and Carbon Reduction Program)
 - Other
8. Next Scheduled Meeting Date
 - Wednesday, March 27th 2024
9. Adjournment

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

January 24, 2024

[Virtual Meeting via Zoom](#)

2:00 p.m.

1. Roll Call

Members present: Brunn, Brown, Dietz, Forlenza, Holt, Igl (joined during item 5), Larson, Mountford, Petykowski, Schmid, Stouder, Stauske, Tao

Members absent: Blau, Cruz, Wheeler, Koprowski, Violante

MPO Staff present: Andros, Hoesly, Holloway, Lyman

Other present in official capacity: Liz Callin (City of Madison)

2. Approval of November 15, 2023 Meeting Minutes

Tao moved, Stouder seconded, to approve the November 15, 2023 meeting minutes. Motion carried.

3. Committee Member Reports

- Madison: Received implementation grant of \$6.3 million through the Safe Streets and Roads for All program
- Middleton: Nearing approval for zoning code rewrite
- Fitchburg: Greenfield and South Stoner Prairie neighborhood plans in progress. Phase 2 and phase 3 of Syene Road reconstruction and Fitchrona Road reconstruction scheduled for 2025.

4. Review and Potential Recommendation on the Draft Greater Madison MPO Adjusted Urban Area Boundary

Hoesly provided an overview of the requirements for updating the adjusted urban area. She noted staff has worked closely with WisDOT and local staff to create the final draft proposed map of the 2020 Madison urban area. The most notable changes between our current urban area boundary and the 2020 census-defined UAB are the loss of Stoughton and Cross Plains from the UAB. Since Stoughton has a population of over 5,000, it is now considered its own urban area, and cannot be including in the MPO's adjusted UAB, and Cross Plains opted out, although both are still interested in remaining in the planning area boundary. A number of changes were made to the draft urban area, incorporating comments received by local staff. The Town of Burke expressed concern that the inclusion of the Daentl Road area would negatively impact their ability to apply for funding through the STP-Local program, however this area is part of the 2020 census-defined urban area, and therefore under federal regulations must be included in the adjusted urban area.

Hoesly noted that following the approval of the adjusted urban area, MPO staff will begin working on the planning area boundary and updated to roadway functional classification. Stauske asked how frequently functional classification is updated, and Hoesly stated typically every 10 years.

Clark moved, Brown seconded to recommend approval of the draft Greater Madison MPO adjusted urban area boundary.

5. Review and Potential Recommendation on the Draft Dane County Electric Vehicle Charging Infrastructure Plan

Holloway reviewed the proposed changes to the draft EV plan, based upon feedback and comments received during the public comment period. The most substantial change was adding a level 3 charging priority zone in McFarland, as well as updating the tax credit eligibility map, updated utility information, and minor text clarifications.

Tao moved, Stouder seconded to recommend approval of the draft Dane County Electric Vehicle Charging Infrastructure Plan.

6. Staff Reports

- Hoesly noted there is a new federal greenhouse gas performance measure requirement, which requires states and MPOs to adopt declining GHG targets. WisDOT is finalizing their target, and then the MPO will have 180 days to either adopt the state target or set our own.
- The funding awards for the Carbon Reduction Program was delayed due to needing to be included in the federal expenditure plan, which was just approved by the state joint finance committee, so those projects should move ahead this year. Hoesly noted for the STBG-U funding, staff was waiting to hear our official STBG-U allocation (previously it was the estimated amount), and then they will start reaching out to project sponsors to get the projects scheduled and programmed.
- Lyman provided an update on several transit-related surveys that will be going on this spring. A letter was sent to local elected officials explaining the timing and purpose of each of the surveys.
- Regional safety action plan- the Policy board selected a goal of Zero by 2040. The systemic analysis is being finalized, and then project prioritization will begin.

7. Next Scheduled Meeting Date

- Wednesday, February 28th

8. Adjournment

Stauske adjourned the meeting at 2:56 p.m.

To: Colleen Hoesly
Madison MPO

From: SRF Consulting

Date: February 19, 2024

Subject: Madison MPO Safety Action Plan

Task 4 - Prioritization of Safety Strategies and Improvement Projects

Background and Methodology

The Prioritization of Safety Strategies and Improvements will help Greater Madison MPO focus safety interventions on a subset of high-crash corridors. Using the Crash Profiles and Environmental Justice (EJ) Tier 1 and Tier 2, a subset of the High Injury Network (HIN) was prioritized for safety investments. These priority investment locations consist of locations along the HIN with particularly high crash densities and either intersects or fall within the following:

Crash Profiles – Crash profiles highlight specific conditions that account for a large share of fatal and serious injury crashes in the Greater Madison MPO region. The crash profiles are mapped as a crash point by mode. Eleven crash profiles were identified (as shown in the table below).

Equity Tier 1 and Tier 2 – The two Environmental Justice (EJ) tiers were defined by the Greater Madison MPO. They are based on the concentrations of low-income and racial/ethnic minority residents.

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

- Priority 1 (highest) –
 - HIN that is
 - Within EJ Tier 1 and Tier 2 AND
 - Intersects a fatal/severe(KA) Crash Profile
- Priority 2
 - HIN that is
 - Within EJ Tier 1 and Tier 2 AND

- Intersects a lesser injury (minor/non-incapacitating injury or possible injury BC) Crash Profile
- Priority 3
 - HIN that is
 - Outside of EJ Tier 1 and Tier 2 AND
 - Intersects with any Crash Profile
- Priority 4
 - Includes all other HIN locations that
 - May or may not be within an EJ Tier 1 and Tier 2 AND
 - Does not intersect with any Crash Profiles

Based on the results, a preliminary short list of proven infrastructure and non-infrastructure countermeasures to consider were identified. The potential countermeasures were based on FHWA's Proven Safety Countermeasures and reviewed with the Greater Madison MPO staff, WisDOT and local agency partners.

Potential Countermeasures

Crash Profile	Mode	Countermeasures	Supplemental Activities	Demonstration Projects
Multi-Lane Arterials <i>Crashes that occurred on multi-lane arterials with posted speed limits of 30 mph or greater</i>	Vehicle	<ul style="list-style-type: none"> Speed safety cameras Variable speed limits Reduce lane widths Road Diets (Lane Configuration) 	<ul style="list-style-type: none"> Corridor studies Speed management Lighting management 	<ul style="list-style-type: none"> Traffic calming demonstration
Turning Vehicles at Signalized Intersections <i>Crashes that resulted in an injury from a front-to-side vehicle crash at a signalized intersection</i>	Vehicle	<ul style="list-style-type: none"> Backplates with retroreflective borders Dedicated left/right turn lanes Roundabout/Mini Roundabout Flashing yellow arrow 	<ul style="list-style-type: none"> Corridor studies Speed management Lighting management 	<ul style="list-style-type: none"> Traffic calming demonstration
Roadway Departure in Rural Areas	Vehicle	<ul style="list-style-type: none"> Wider Edge Lines 	<ul style="list-style-type: none"> Corridor studies Speed management 	

<p><i>Crashes that occurred on an undivided rural road with posted speed limits of at least 35 mph. Injuries related from the vehicle leaving the roadway or striking another object or otherwise losing control.</i></p>	<ul style="list-style-type: none"> Enhanced Delineation for Horizontal Curves Longitudinal Rumble Strips and Stripes on Two-Lane Roads Median Barriers 	<ul style="list-style-type: none"> Lighting management
<p>Signalized Intersections</p> <p><i>Crashes that occurred when a vehicle struck a bicyclist at a signalized intersection.</i></p>	<p>Bicycle</p> <ul style="list-style-type: none"> Backplates with retroreflective borders Corridor Access Management Leading pedestrian interval Turning restrictions Parking restriction on crosswalk approach Advance “yield here” sign and stop bar Flashing yellow arrow Remove sightline obstructions 	<ul style="list-style-type: none"> Corridor studies Speed management Lighting management Safe Routes to School New education campaign Traffic calming demonstration⁷ Bike lanes/trail demo
<p>Uncontrolled Intersections</p> <p><i>Crashes that occurred when a vehicle struck a bicyclist at a signalized intersection.</i></p>	<p>Bicycle</p> <ul style="list-style-type: none"> Lighting Rectangular Rapid Flashing Beacons Pedestrian Hybrid Beacons Road Diets (Reconfiguration) Parking restriction on crosswalk approach Advance “yield here” sign and stop bar Remove sightline obstructions Retroreflective strips on stop sign posts 	<ul style="list-style-type: none"> Corridor studies Speed management Lighting management Safe Routes to School New education campaign Traffic calming demonstration⁷ Bike lanes/trail demo

Roads Without Bike Infrastructure <i>Crashes that occurred while the bicyclist was riding along an urban city street that had no bicycle infrastructure.</i>	Bicycle	<ul style="list-style-type: none"> • Bicycle lanes/boulevard • Bike lanes with buffer/separated from traffic • Paved Shoulder 	<ul style="list-style-type: none"> • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • 'Traffic calming demonstration' • Bike lanes/trail demo
Multi-Lane Arterials <i>Crashes that occurred on multi-lane arterials with posted speed limits of at least 30 mph.</i>	Bicycle	<ul style="list-style-type: none"> • Bicycle lanes/boulevard • Bike lanes with buffer/separated from traffic • Paved Shoulder 	<ul style="list-style-type: none"> • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • 'Traffic calming demonstration' • Bike lanes/trail demo
Commercial Areas <i>Crashes that occurred while pedestrians were crossing the road in marked crosswalks in areas with commercial land uses.</i>	Pedestrian	<ul style="list-style-type: none"> • Lighting • Leading pedestrian interval • Rectangular Rapid Flashing Beacons • Pedestrian Hybrid Beacons • Road Diets (Reconfiguration) • Sidewalks • Medians and Pedestrian Refuge Islands in Urban and Suburban Areas • Appropriate Speeds • Speed safety cameras • Sidewalks • Parking restriction on crosswalk approach • Advance "yield here" sign and stop bar • In-street pedestrian crossing sign 	<ul style="list-style-type: none"> • Pedestrian Education/Visibility • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • RRFB for vulnerable road users (demo) • Midblock crosswalk installation demo • 'Traffic calming demonstration'

- Curb extension
- Pedestrian countdown timers
- Remove sightline obstructions
- No Right Turn on Red
- Dynamic speed feedback sign

Multi-Lane Arterials <i>Crashes that occurred on multi-lane arterials with posted speed limits of 30 mph or greater and annual average daily traffic of at least 6,000 vehicles.</i>	Pedestrian	<ul style="list-style-type: none"> • Lighting • Leading pedestrian interval • Pedestrian Hybrid Beacons • Road Diets (Reconfiguration) • Medians and Pedestrian Refuge Islands in Urban and Suburban Areas • Curb extensions • Parking restriction on crosswalk approach • Advance “yield here” sign and stop bar • Appropriate speeds • Speed safety cameras • Sidewalks 	<ul style="list-style-type: none"> • Pedestrian Education/Visibility • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • Midblock crosswalk installation demo • Traffic calming demonstration⁷
Pedestrian Hit & Run Crashes <i>Crashes that occurred in urban settings at night.</i>	Pedestrian	<ul style="list-style-type: none"> • Lighting • Appropriate speeds • Pedestrian countdown timers • Retroreflective strips on stop sign posts 	<ul style="list-style-type: none"> • Pedestrian Education/Visibility • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • RRFB for vulnerable road users (demo) • Midblock crosswalk installation demo • Traffic calming demonstration⁷

Mid-Block Crossings <i>Crashes that occurred in urban settings where the pedestrian is struck while crossing the road outside a marked crosswalk, not at an intersection.</i>	Pedestrian	<ul style="list-style-type: none"> • Lighting • Rectangular Rapid Flashing Beacons • Road Diets (Reconfiguration) • Sidewalks • Medians and Pedestrian Refuge Islands in Urban and Suburban Areas • Appropriate speeds • Curb extension • Parking restriction on crosswalk approach • Advance “yield here” sign and stop bar 	<ul style="list-style-type: none"> • Pedestrian Education/Visibility • Corridor studies • Speed management • Lighting management • Safe Routes to School • New education campaign 	<ul style="list-style-type: none"> • RRFB for vulnerable road users (demo) • Midblock crosswalk installation demo • Traffic calming demonstration’
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Next Steps

Using the full list of prioritized locations and potential countermeasures, candidate transportation safety projects including supplemental activities and demonstration projects will be identified for the regional Safe Streets and Roads for All (SS4A) grant application. The primary focus of project identification will be on high-impact strategies following the Safe System Approach.

MADISON PASSENGER RAIL STATION STUDY

Potential Station Sites + Preliminary Evaluations

*Greater Madison MPO Technical Committee
February 28, 2024*



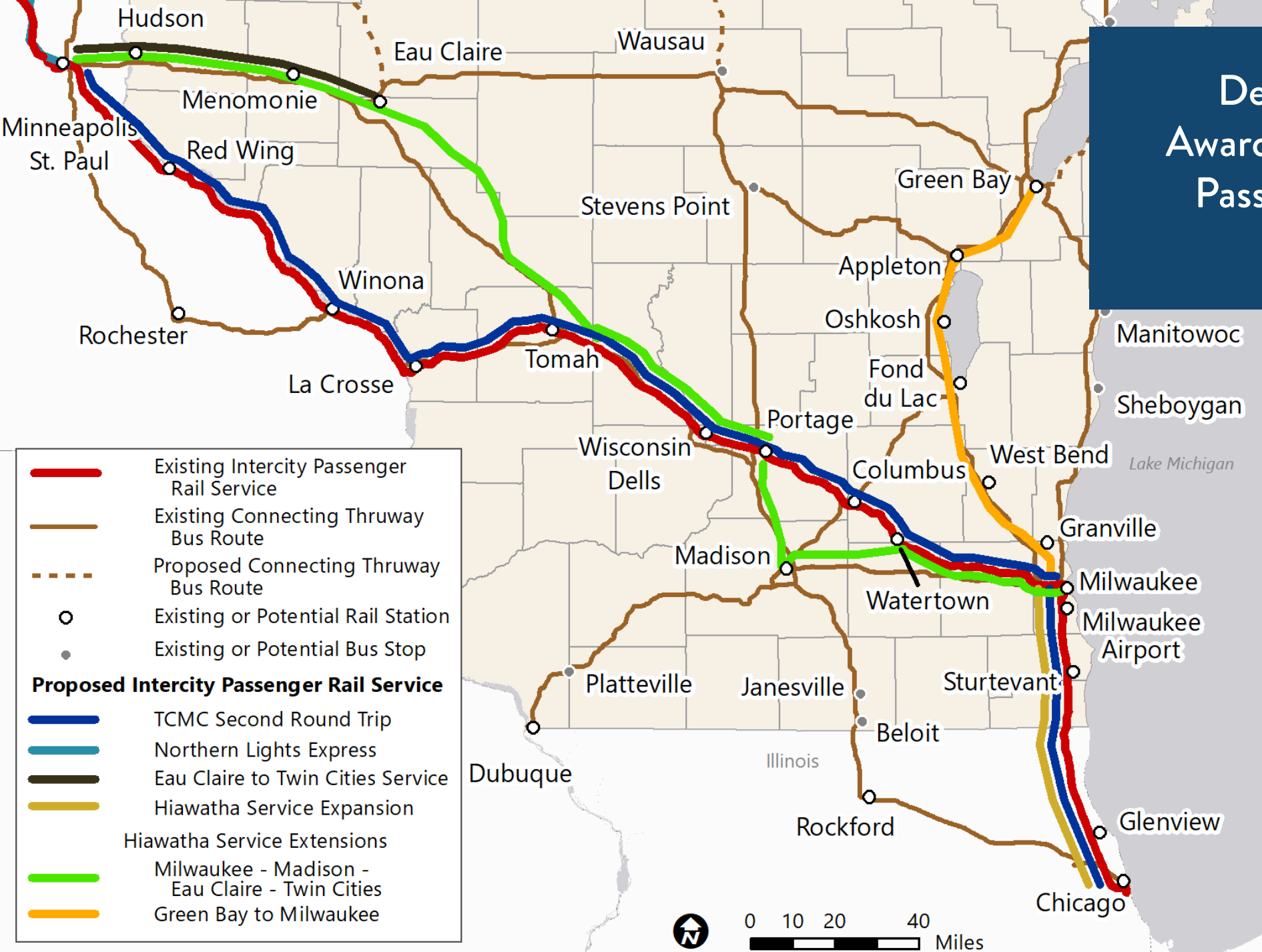
PRESENTATION OVERVIEW

Project Schedule and Service Development Update

Potential Sites + Preliminary Evaluations

Public Involvement + Next Steps

December 2023: Wisconsin Awarded Federal Funds to Plan Passenger Rail Expansion and Enhancements



SERVICE ASSUMPTIONS



- 4-6 Trains Per Day
- Traditional Passenger Rail Service (79-110 mph)
- Amenities to match existing Hiawatha: on-board wi-fi, online ticketing, clean diesel locomotives
- Phased implementation first extending Hiawatha to Madison, later add connection to Twin Cities

AMTRAK GUIDANCE:

STATION PROGRAM ELEMENTS

1. Station Building

2. Platform and Track

700-ft length desired but not required

3. Transportation Access and Circulation

Will meet all ADA requirements

4. Train Layover and Servicing

Overnight train storage, light servicing, crew accommodations, etc.



Milwaukee Intermodal Station – Photo: Trip Advisor



Union Station Denver – Photo: Tryba Architects

POTENTIAL USERS



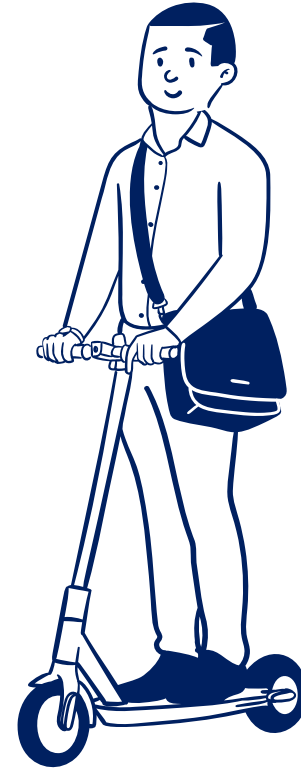
BUSINESS
TRAVELERS



LEISURE
TRAVELERS



STUDENTS
AND THEIR
FAMILIES



COMMUTERS



ALL AGES,
ABILITIES,
BACKGROUNDS

BALANCING PRIORITIES



1. Meet train access and operational needs
2. Accommodate station program elements
3. Feasible to own/acquire/control site
4. Minimize environmental impacts
5. Maximize ridership potential
6. Ensure equitable access
7. Capitalize on economic development potential
8. Cultivate a *great place*

*POTENTIAL STATION SITES +
PRELIMINARY EVALUATIONS*

Station Site Evaluation Criteria

1. Train Access and Operations
2. Size Site and Configuration
3. Site Ownership and Control
4. Proximity to People, Jobs, and Destinations
5. Equitable Access
6. Access and Multimodal Connectivity
7. Environmental Resources
8. Land Use and Development



Amtrak Station in Pontiac, MI - Photo: Siemens Mobility

POTENTIAL STATION SITES

DOWNTOWN/ISTHMUS CORRIDOR

- Monona Terrace
- Blair Street
- Livingston Street
- Baldwin Street

FIRST STREET CORRIDOR

- First Street
- Johnson Street

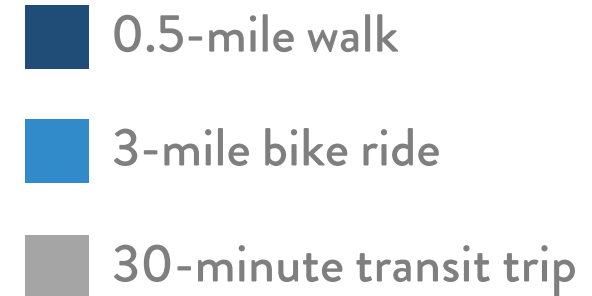
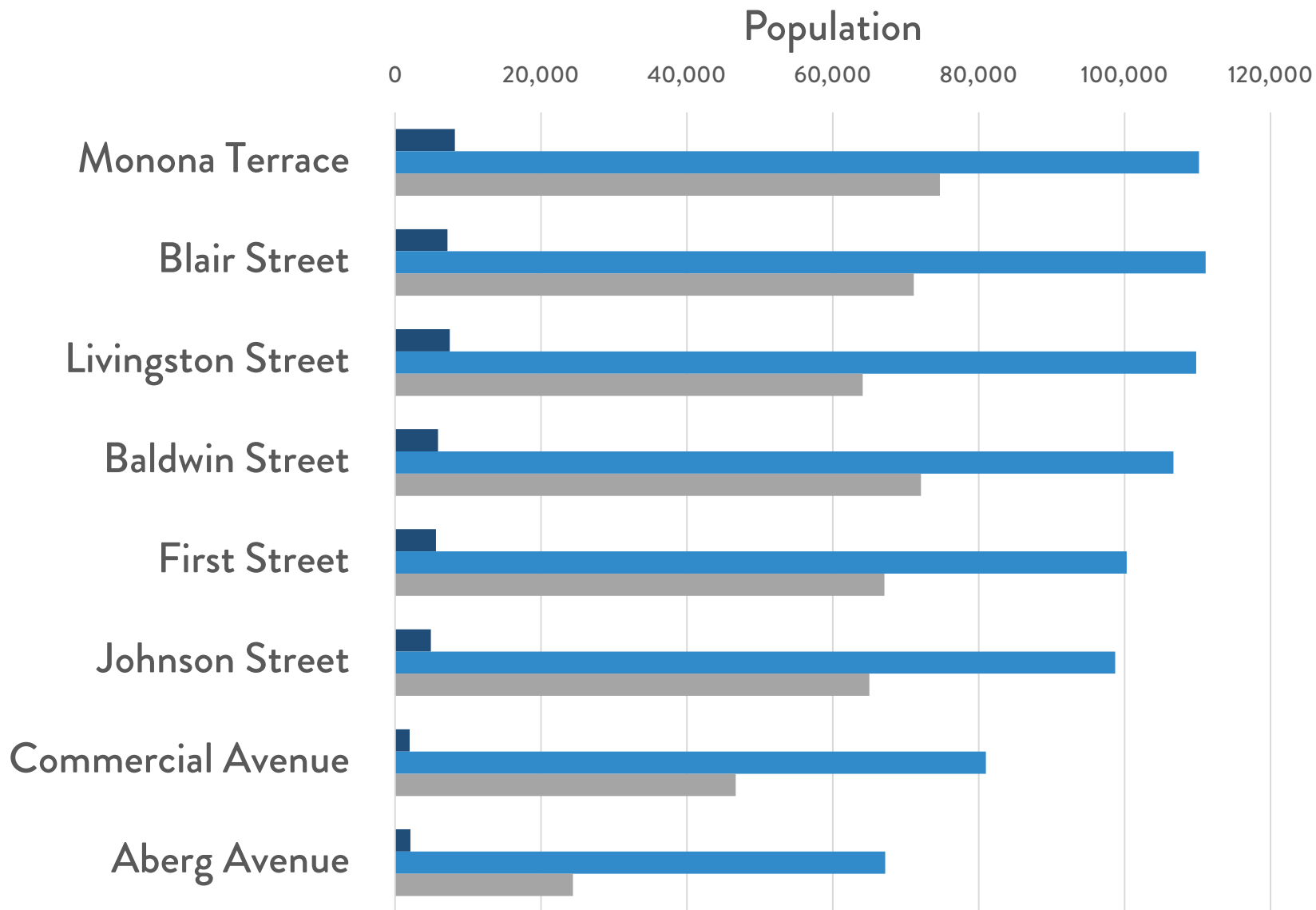
OSCAR MAYER CORRIDOR

- Commercial Avenue
- Aberg Avenue



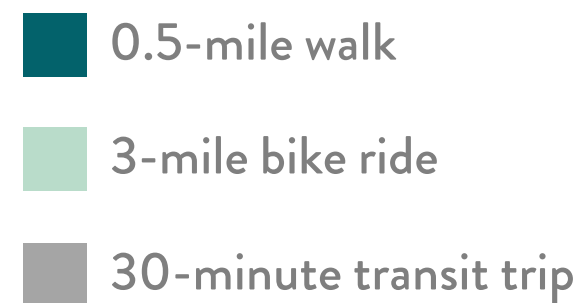
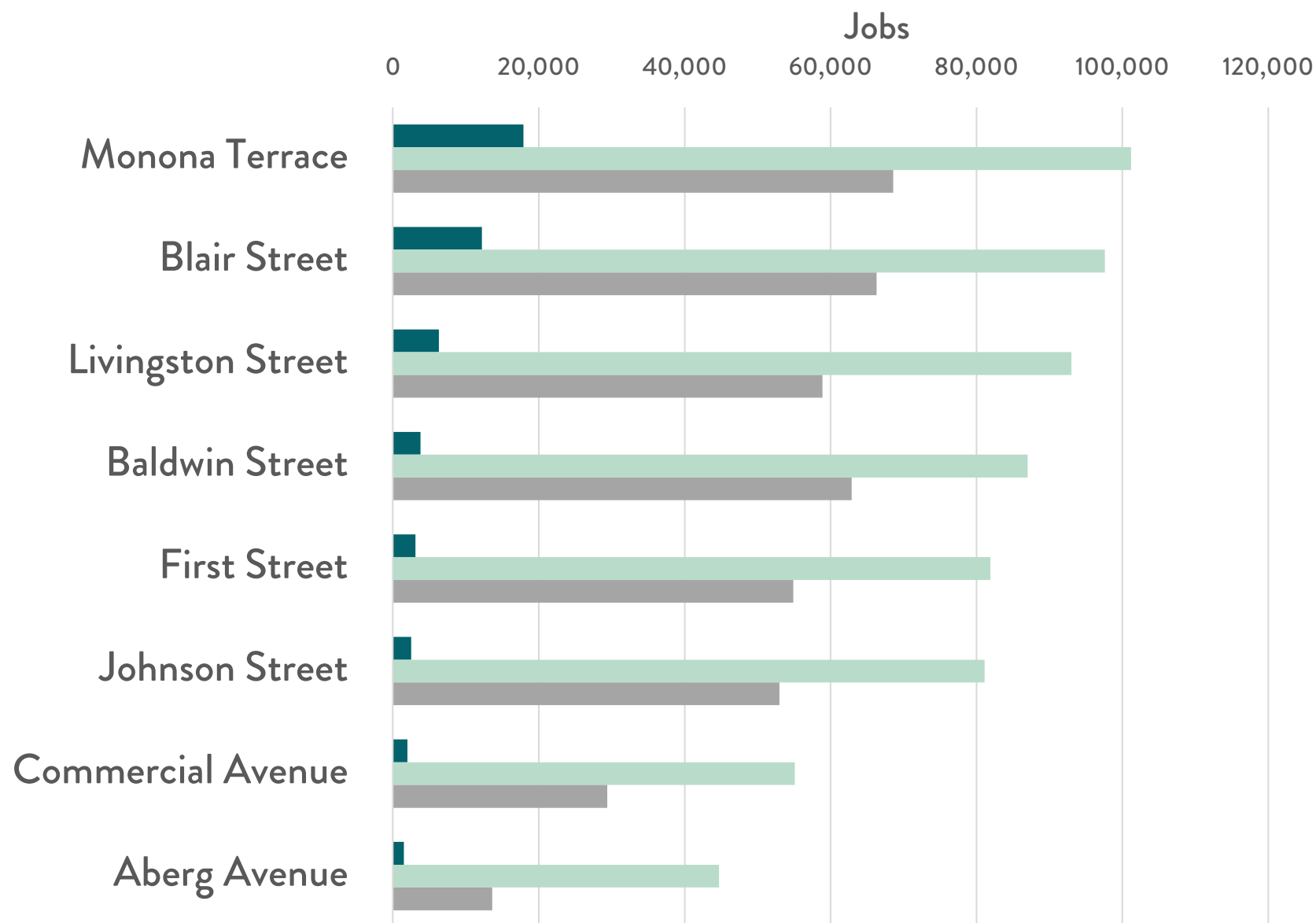
PROXIMITY: People

People Within a Reasonable
Walk, Bike Ride, or Transit
Trip from Potential Station
Locations

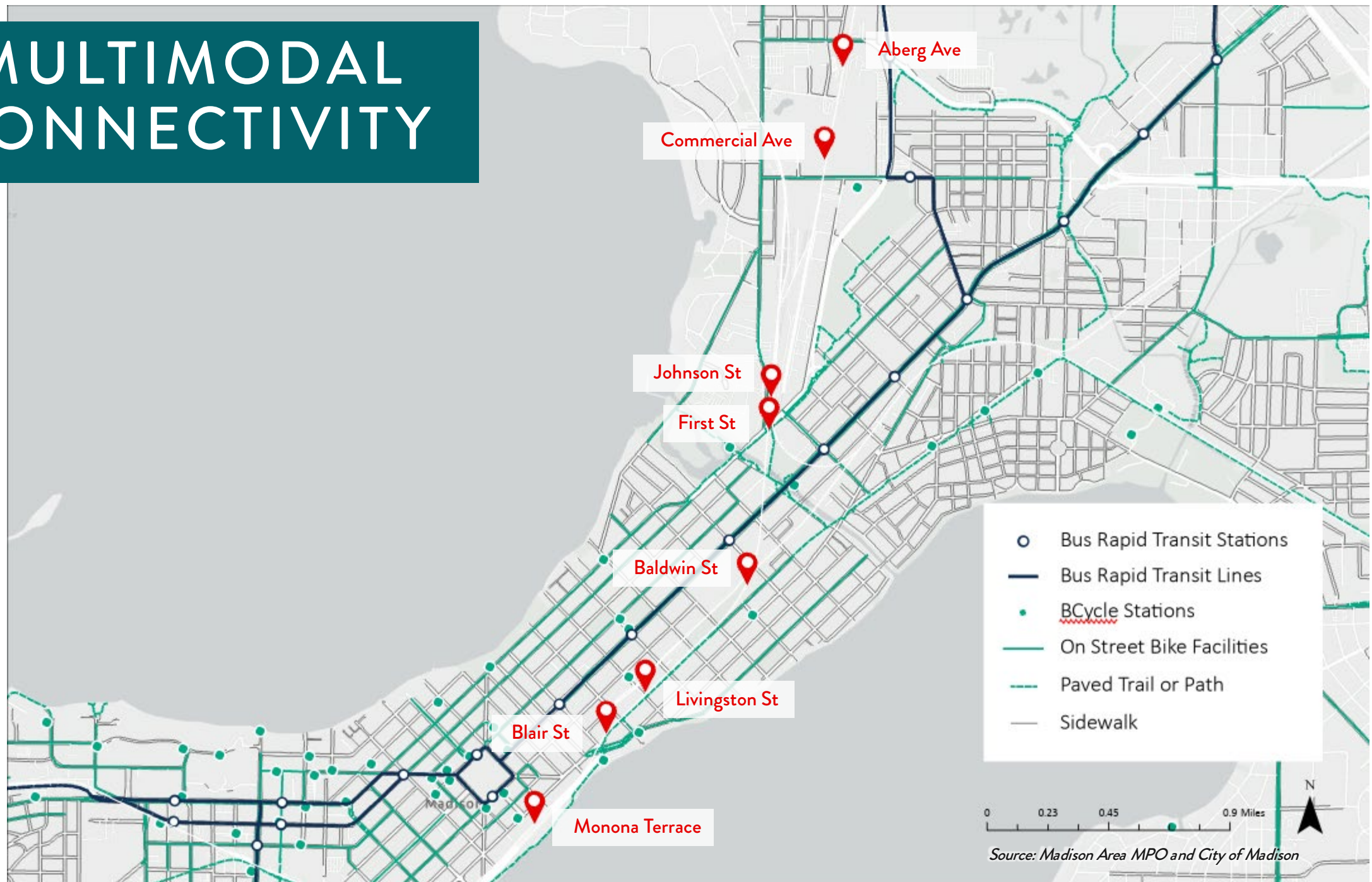


PROXIMITY: Jobs

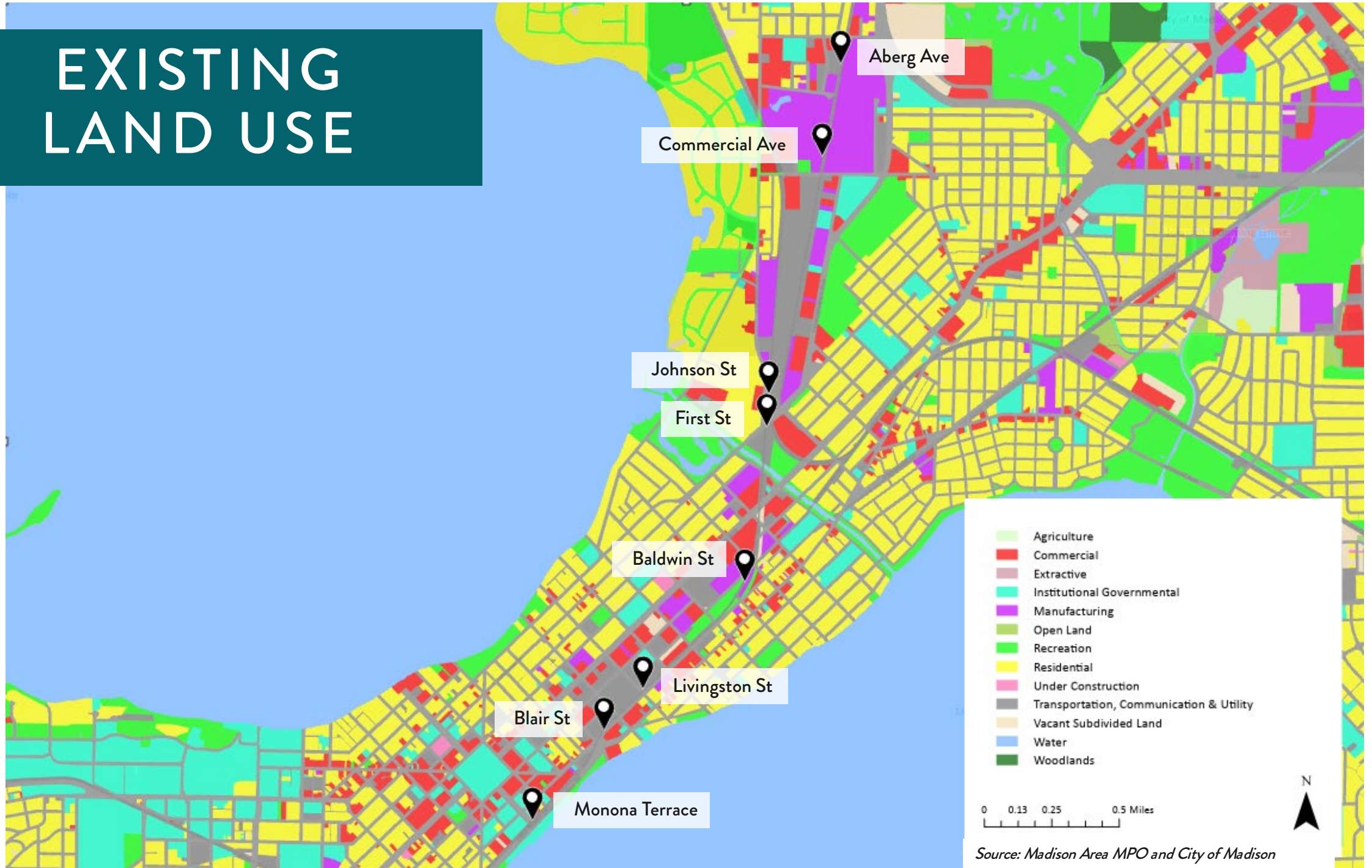
Jobs Within a Reasonable
Walk, Bike Ride, or Transit
Trip from Potential Station
Locations



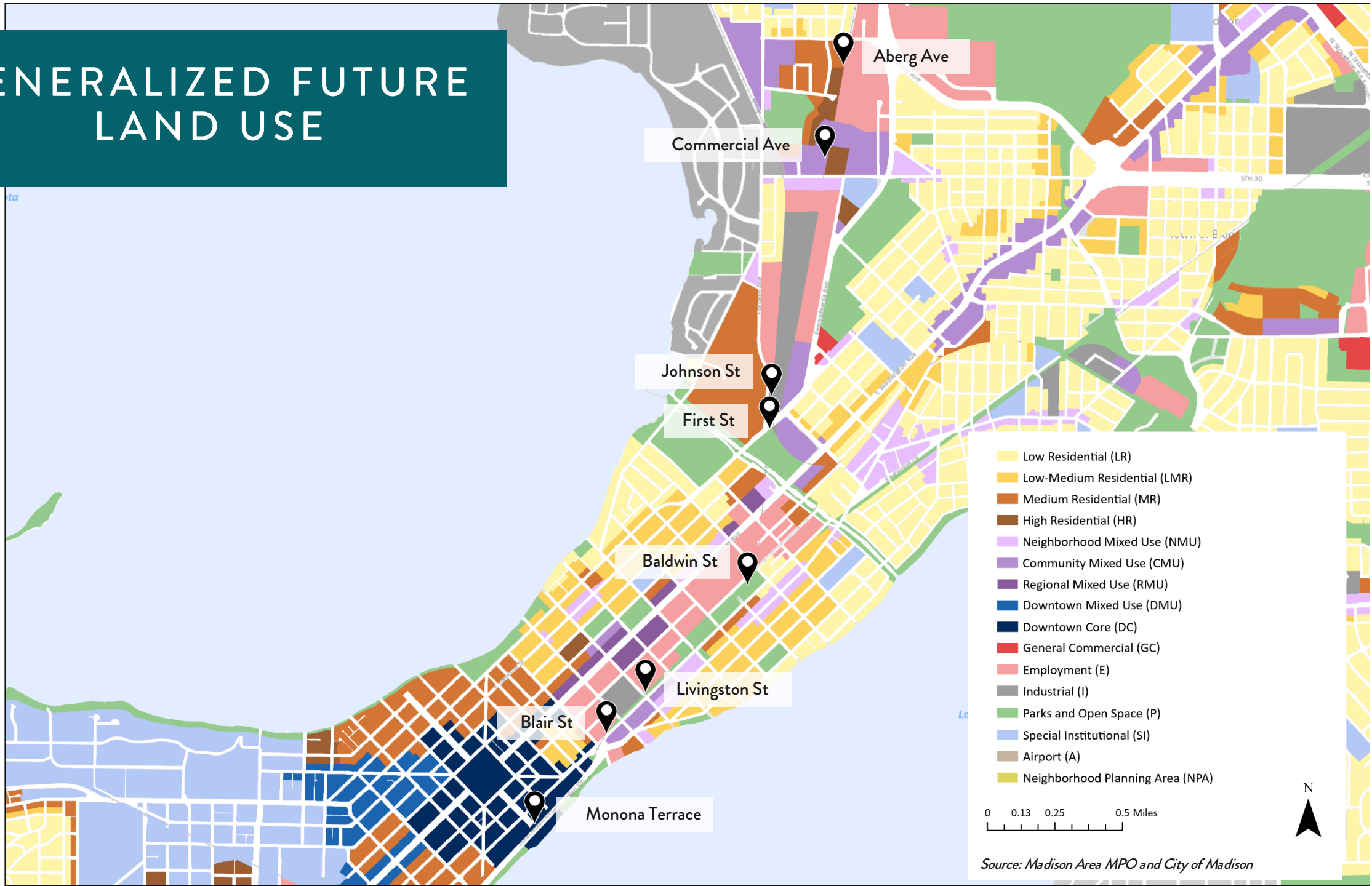
MULTIMODAL CONNECTIVITY



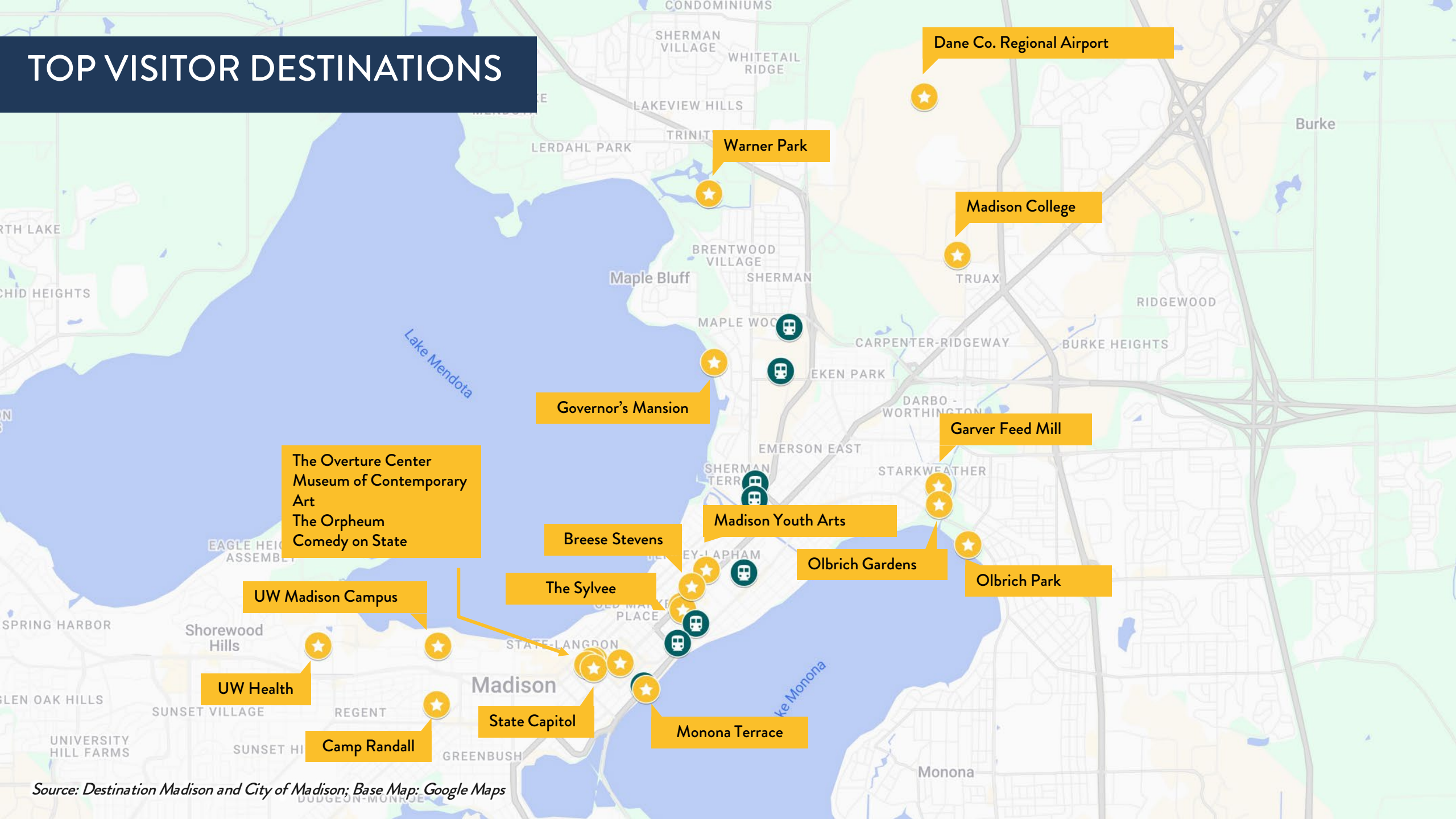
EXISTING LAND USE



GENERALIZED FUTURE LAND USE



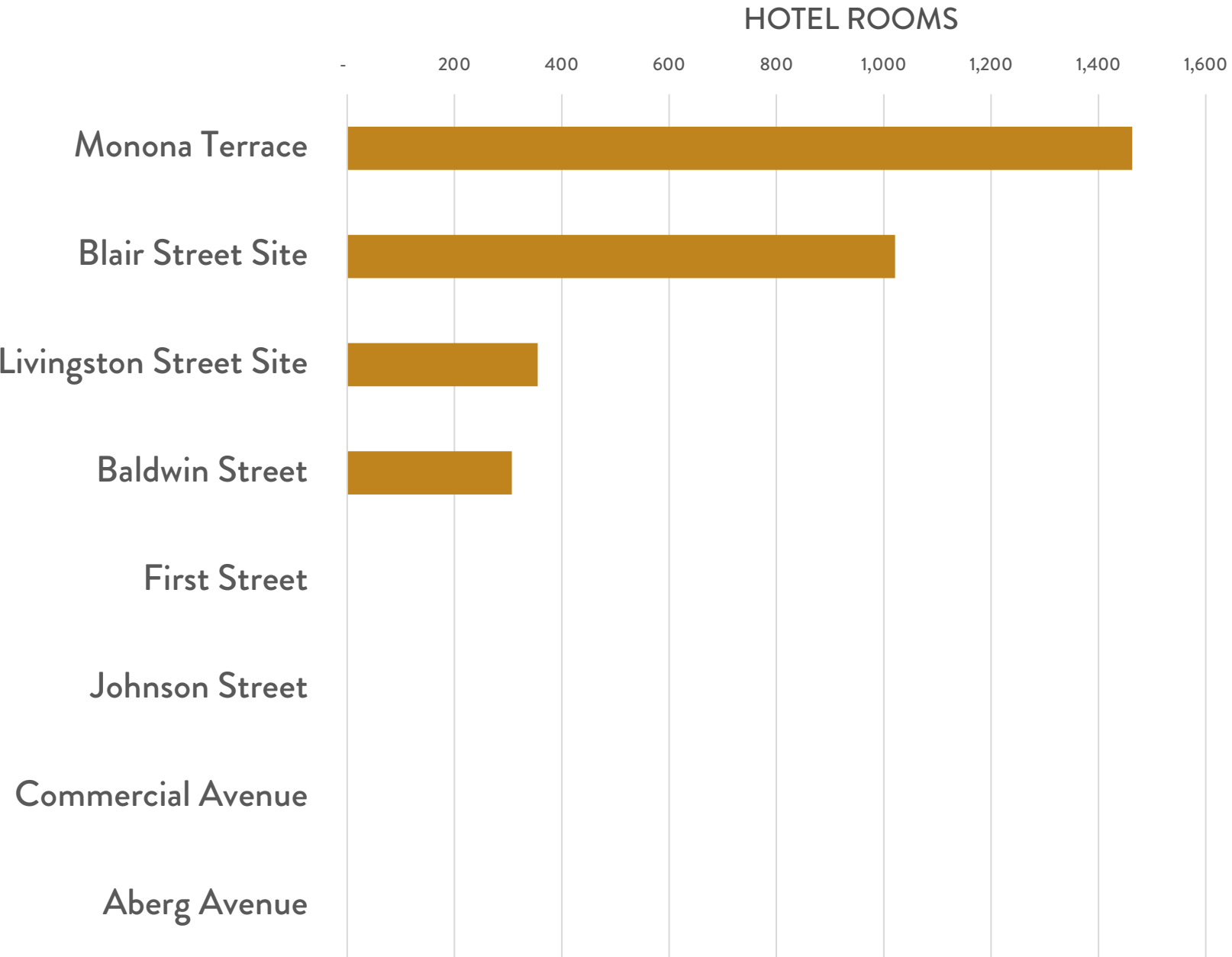
TOP VISITOR DESTINATIONS



Source: Destination Madison and City of Madison; Base Map: Google Maps

PROXIMITY: Hotels

Hotel Rooms Within a Reasonable Walk from Potential Station Locations



Source: City of Madison

PRELIMINARY

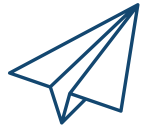
Route Planning and Service Development Timeline

Milwaukee – Madison – Eau Claire – Twin Cities Hiawatha Extension

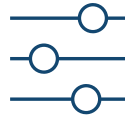


Note: This timeline will be determined in cooperation with the Federal Railroad Administration and the Wisconsin Dept. of Transportation. It is illustrative but may change.

WHAT'S NEXT?



Public feedback on station sites accepted through Feb 29



Continue meetings with various stakeholders and refine evaluations



Identify draft recommendation(s), detail site plan(s), share with public – Spring/Summer 2024



Publish study and continue coordination with service development effort



THANK YOU

CONTACT INFO

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Transportation Planner, City of Madison

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