

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

[Virtual Meeting hosted via Zoom](#)

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Opitz called the meeting to order at 6:33 PM.

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Phil Caravello, Paul Esser, Steve Flottmeyer, Barbara Harrington-McKinney, Tom Lynch, Jerry Mandli, Mark Opitz, Nasra Wehelie, Kristi Williams, Doug Wood

**Members absent:** Grant Foster

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

Others present in an official capacity: Diane Paoni (WisDOT Planning)

**2. Approval of October 12, 2022 Meeting Minutes**

Williams moved, Wehelie seconded, to approve October 12, 2022 meeting minutes. Motion carried.

**3. Communications**

- Email from Steve Steinhoff, Director of the Capital Area Regional Planning Commission (CARPC), providing a brief report on CARPC's recent activities.

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

None

**5. MPO 2022 Resolution No. 9 Approving Amendment to the MPO 2022 Unified Planning Work Program**

Schaefer stated that the MPO expects to carry over around \$20,000 to next year, a similar amount to what was carried over last year, and that the Unified Planning Work Program (UPWP) needs to be amended to allow that.

Wood moved, Williams seconded, to approve MPO 2022 Resolution No. 9 Approving Amendment to the MPO 2022 Unified Planning Work Program. Motion carried.

**6. MPO 2022 Resolution No. 10 Approving the 2023 MPO Unified Planning Work Program**

Schaefer stated that no comments on the draft UPWP were received, but that there are two minor proposed changes. The first is an addition of an item to work with the City of Madison to use StreetLight data to estimate vehicle miles traveled, something the board had requested. The other is a change to the amount of carryover funding from \$17,000 to \$20,000.

Esser moved, Wood seconded, to approve MPO 2022 Resolution No. 10 Approving the 2023 MPO Unified Planning Work Program.

Wood mentioned that the first few pages of the UPWP are formatted with narrow margins, many bullets, and a lot of text. He suggested breaking up the text with more white space to improve readability.

Motion carried.

**7. MPO 2022 Resolution No. 11 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2023**

Schaefer described the relationship between the MPO, City of Madison, and Dane County, and how this is an annual agreement under which Dane County provides \$5,000 for specialized transportation coordination services. The MPO uses it towards the local match for federal funding for that work. This agreement covers funding the county provides to Metro transit (\$24,000) for transit promotion. He also noted that the MPO provides support and is represented by staff on the Dane County Specialized Transportation Commission.

Williams moved, Harrington-McKinney seconded, to approve MPO 2022 Resolution No. 11 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services to Dane County in 2023. Motion carried.

**8. MPO 2022 Resolution No. 12 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2023**

Schaefer indicated that this is another long-standing annual agreement, wherein CARPC passes funding provided by WisDOT through to the MPO to provide transportation planning assistance. This is usually for Sewer Service Area Amendments and their potential transportation impacts; in the future, CARPC may pivot to providing these types of comments on local comprehensive plan updates and consistency reviews. The MPO may also provide transportation planning assistance in the development of local comprehensive plans, as the MPO did this year for the Village of Marshall. The MPO is providing the local match funding starting next year for the 80% WisDOT funding for this work.

Esser moved, Wehelie seconded, to approve MPO 2022 Resolution No. 12 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2023. Motion carried.

**9. MPO 2022 Resolution No. 13 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets**

Schaefer provided background on the Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets, and noted that the MPO has the option to adopt the transit agency's targets, or to set their own. The MPO has historically adopted the Metro targets, as they are the experts on what they can achieve. He explained why Metro's fleet is currently exceeding the revenue vehicle useful life target, and that this would be a short-lived situation due to fleet replacement and upgrade purchase schedules. He reviewed the other targets and adjustments made by Metro this year. Schaefer indicated that if there is interest, Metro staff could be invited to speak on these plans and targets at a future meeting.

Wehelie stated that she would appreciate having that presentation at a future meeting.

Wehelie moved, Esser seconded, to approve MPO 2022 Resolution No. 13 Adopting Annual Transit Asset Management and Public Transit Agency Safety Plan Performance Measure Targets. Motion carried.

**10. Brief Update on Transit Service Planning Activities in the Metro Area [19:12]**

Lyman provided a presentation on the status of various transit-related plans and projects in the Madison urban area, including: Bus Rapid Transit (BRT), Metro Transit Network Redesign and its Equity/Title VI Analysis, Sun Prairie bus service, Monona bus service, potential Cottage Grove/Amazon bus service,

Village of Oregon Ad-Hoc Transportation Committee work, the upcoming Metro On-Board Survey, the Transit Development Plan Update, and the Draft City of Madison Transit Oriented Development Overlay Zone.

Wehelie asked if the Transit Network Redesign equity analysis was conducted by staff or by a consultant, and what the sample size for the analysis was. Lyman responded that the project consultant, Jarret Walker + Associates, had conducted the analysis, and had used Census data, so the sample size was the entire population. Wehelie asked if individual regions of the community, such as the north and south sides of Madison where there are concentrations of minority populations, had been analyzed individually or if only the community as a whole had been analyzed. Lyman referred to maps that had been included in the draft plan report considered and adopted by the Common Council which show changes in access by race and income level, and stated that he would send her a link to those documents after the presentation.

Lynch asked if the on-board survey should be postponed, since the network will be redesigned in June of 2023, and the survey results would not be relevant anymore. Lyman explained that staff had discussed that, but were proceeding for several reasons: the grant agreement funding the survey states that the work needs to be completed by June of 2023; this type of survey is supposed to be conducted every three to five years and it has been seven since one was last conducted for Metro; UW Transportation Services needs the survey results as soon as possible and will conduct their own survey if this survey is not conducted this winter; and Metro staff are concerned about their capacity to support an on-board survey in the fall of 2024 as they adjust to the new network. Additionally, the survey results would provide baseline data to compare to post-network redesign survey results, and would be helpful in complying with Title VI requirements for service planning. Lynch stated that he thought it was being postponed, but he would talk with Metro's General Manager about the timing. Opitz stated that he appreciated the question but understood the value of having the baseline data, and that it made sense to defer to staff on the timing.

Harrington-McKinney stated that she supported reviewing the Transit Service Planning Guidelines in the Transit Development Plan (TDP) Update, and prioritizing equity as a consideration. She asked what the process would be to ensure that equity is prioritized as a consideration through the TDP update. Lyman responded that as staff, he would raise issues of concern with the project steering committee, but that ultimately what is adopted will be up to policy makers. He explained that as a guiding document and not an implementation plan, it is important to ensure that stakeholders and community members have reasonable expectations of what will come out of the TDP; nevertheless, there are components of the plan that it will be important to have community input on.

#### **11. Presentation on 2021 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative**

Hoesly provided a presentation on the 2021 Traffic Safety Report by the Dane County Traffic Safety Commission (TSC). Opitz asked for clarification regarding the demarcation between "drunk" and "drugged" driving, and how local decriminalization of marijuana has affected data collection. Hoesly confirmed that officers could check boxes to indicate that a driver was impaired by alcohol and/or drugs, but that the distinction between what type of drug was in a person's system is generally provided through a blood test, and so is usually only performed for fatal crashes.

Wood remarked that the percentage of fatal crashes involving pedestrians is unacceptably high, especially considering that pedestrians account a much smaller proportion of total trips. He called out East Washington Ave. in particular and asked if there is a task force or group investigating how to address safety in this corridor. Lynch responded that the City of Madison has been trying various strategies to slow traffic, especially on East Washington Ave., and that BRT will bring new opportunities

to modify the road design to slow traffic and reduce the severity of crashes. The city's Vision Zero initiative is aimed to address traffic safety holistically and to reduce the severity of crashes city-wide. Mandli spoke about the history of the TSC and how it has grown, and how the data available to it has improved, but that challenges remain in education, compliance, and enforcement, especially on rural roads. He mentioned that due to a recently-enacted law, maintenance vehicles will start to have green lights in addition to amber lights to improve their visibility, and remarked on the dramatic increase in distracted driving that is being observed in work zones.

## **12. Letter of Support for City of Madison Planning Grant Application under the New SMART Program**

Schaefer described the project this grant would be used for, which would implement connected vehicle technology in the Park St corridor to provide advance warning for bicyclists and pedestrians. Lynch clarified that the radio frequencies that had previously been used for connected vehicles were transferred to the private sector two years ago, which makes the existing technology in the corridor more difficult to use.

Wood moved, Wehelie seconded, to approve the Letter of Support for City of Madison Planning Grant Application under the New SMART Program. Motion carried.

## **13. Announcements and Schedule of Future Meetings**

Schaefer announced that the MPO applied for recognition through the Dane County Climate Champions program this year and was awarded four stars in the Employee Commuting category. He then announced that he will be retiring next year and that his last day with the MPO will be February 3, 2023. He has started the process to hire a replacement within a few months of his retirement. Opitz expressed his appreciation for Schaefer's work over his 12 years leading the MPO and all that he has accomplished for the region in that time. Lynch thanked Schaefer for working through a time of transition in priorities, and helping to shift the tone on topics such as sustainability and safety. Wehelie also expressed her thanks for Schaefer's leadership and vision. Mandli thanked him for always being respectful and a gentleman when faced with tough decisions, and Wood thanked him for his professionalism and integrity.

Next MPO Board Meeting: Wednesday, December 7, 2022 at 6:30 p.m.

## **14. Adjournment**

Williams moved, Wehelie seconded, to adjourn. Meeting adjourned at 8:28 p.m.