

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

July 7, 2021

Virtual Meeting via Zoom

6:30 p.m.

This meeting is being held virtually to help protect our communities from the COVID-19 pandemic.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**

- Register to speak at the meeting.
- Register to answer questions.
- Register in support or opposition of an agenda item (without speaking).

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (877) 853-5257 (Toll Free)
Meeting ID: 958 3358 8830

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

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Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

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请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of May 5, 2021 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. Brief Update on the County Trunk Highway M (Oncken Rd. to STH 113) Reconstruction Project (Gerry Schmidt, KL Engineering)
6. MPO 2021 Resolution No. 6 Approving Amendment #4 to the 2021-2025 Transportation Improvement Program
 - USH 14 (Deming Way Intersection), Reconditioning and Safety Improvements (NEW, Const. in 2024)
7. Approval of Draft Letter to Municipalities Seeking Financial Contribution to Support the 2022 MPO Budget
8. Discussion on Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study and Approval of Draft Comments
9. Review of STBG – Urban Project Applications for the 2022-2027 Program Cycle and Discussion on Use of COVID-19 Related Funding
10. Presentation on Regional Travel Forecast Model Project
11. Update on *Connect Greater Madison*: Regional Transportation Plan 2050 Update Public Engagement Activities
12. Discussion and Vote on Default Meeting Method (In Person or Virtual) Beginning in September
13. Status Report on Capital Area RPC Activities
14. Announcements and Schedule of Future Meetings
15. Adjournment

Next MPO Board Meeting:

Wednesday, August 4, 2021 at 6:30 p.m.
Virtual Meeting

**Greater Madison Metropolitan Planning Organization (MPO)
May 5, 2021 Meeting Minutes**

Virtual Meeting hosted via Zoom

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

1. Roll Call and Introductions

Members present: Yogesh Chawla, Paul Esser, Steve Flottmeyer, Grant Foster, Gary Halverson, Dorothy Krause, Tom Lynch, Jerry Mandli, Ed Minihan, Barbara Harrington-McKinney, Mark Opitz, Doug Wood

Members absent: Margaret Bergamini, Nasra Wehelie

MPO staff present: Bill Schaefer, Colleen Hoesly

Others present in an official capacity: Forbes McIntosh (DCCVA), Caryl Terrell (Capital Area RPC)

2. Approval of April 7, 2021 Meeting Minutes

Esser moved, Wood seconded, to approve the April 7, 2021 meeting minutes. Motion carried.

3. Communications

- Letter from Roger Springman and response from WisDOT Southwest Region regarding concerns about the roundabouts planned on USH 51 in Stoughton. In response to question from Schaefer, Flottmeyer indicated that the roundabouts will be multi-lane and pedestrian signals are not a standard design element in the facilities design manual. As such, WisDOT generally would require the local community to fund them. He said construction on the roundabouts in question is scheduled for 2022.

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

None

5. Approval of Revisions to the MPO's Surface Transportation Block Grant (STBG) – Urban Policies and Project Evaluation Criteria

Opitz noted that a change was made in the final evaluation criteria document to allow reconstruction of multi-use paths as an eligible project type if a significant enhancement was being made. Schaefer said this policy was changed for TAP projects, and that it made sense to have the same policy for STBG-Urban projects. Schaefer there were no other substantive changes from the draft document. The MPO Technical Coordinating Committee (TCC) recommended approval of the proposed changes at their last meeting. Schaefer said there was discussion at the last board meeting on whether the specific project types should be prioritized for funding. Schaefer said that staff recommends against that in order to give the board maximum flexibility in selecting the priority projects in a given funding cycle.

Chawla asked when applications will be received and evaluated. Schaefer stated that they are due in mid-June. Staff will then review and evaluate them, and present recommendations to the TCC and then the board at its August meeting. Final approval of the projects is done as part of approval of the TIP in October. Wood asked why independent sidewalks are not an eligible project. Schaefer said that

independent sidewalk projects would likely not meet minimum cost criteria, and nonetheless are not an efficient use of funds given the extra costs associated with federally funded projects.

Esser moved, Krause seconded, to approve the revisions to the MPO's Surface Transportation Block Grant (STBG) – Urban Polices and Project Evaluation Criteria. Motion carried.

6. Approval of Grant Projects for Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) Program Supplemental 2021 Funding (CRRSAA and ARPA)

Schaefer said the MPO received \$109,000 in supplemental CRSSSAA and ARPA funding under the Section 5310 program. The MPO received two applications: (1) Dane County application to fund rides to vaccination sites for seniors, persons with disabilities, and veterans; and (2) Capital Express application to support payroll for a person due to loss of revenue. They are a private operator and provide some of the county specialized transportation services. Both are eligible projects. The two applications will only use 63% of available funding. Staff proposed to fund them and roll over remaining funds into this year's regular application cycle for 2022 projects.

Esser moved, Wood seconded, to approve the applications from Dane County and Capital Express requesting Section 5310 Program Supplemental 2021 Funding. Motion carried.

7. Discussion on and Potential Action to Disband the MPO Citizen Advisory Committee for Use in Public and Stakeholder Engagement

Esser commented that he has been on the Policy Board for four years, and that he doesn't recall hearing about a recommendation from the committee. He supported disbanding the committee and said that members could still provide their input on an unofficial basis. Lynch said that serving on a committee is a large commitment and there is little discernable impact on the committee member's daily lives. Opitz said that several committee members have provided good insight, and that he would like to thank them for their service and dedication to the MPO and the community.

McKinney asked Schaefer to describe the committee's original purpose. At what point did it disconnect? Schaefer said that the purpose was to seek input from a diverse, cross section of the community and to keep them updated on MPO activities and have members serve as liaison to groups they are involved with. It was intended as one of several vehicles for engaging with the public. Schaefer described some of the challenges of recruiting members given the nature of the MPO's work. It would probably be more productive to engage the public by going to them (e.g., sponsor webinars, provide presentations to local officials, community groups, etc.). He acknowledged that the committee ended up being more of a staff advisory group.

Chawla asked if staff has had a discussion with the committee about this. Schaefer said that staff talked to committee members about how to improve communication between the committee and the board and make the committee more effective. Staff informed committee members that the board would be discussing the committee, and that disbanding was a possibility. Staff recently informed committee members that the board appeared inclined to disband the committee. Tom Wilson, a committee member, said that he would miss the committee, but was fine with that; he just wanted to understand reasons for eliminating the committee. Krause commented that she feels reassured by staff's proposal to redirect efforts to community outreach. This is a better use of staff time. Krause asked if we could have some ad hoc committees when specific community input is needed. Schaefer stated that we have had ad hoc committees in the past and will continue to have them.

Terrell introduced herself as a member of CARPC's board and a citizen advocate. She said that the MPO needs to hold itself accountable to creating ad hoc committees and initiating public engagement

if they disband the CAC. Community input is vital when the board develops policies as citizens have a different viewpoint than technical committee members. McKinney cited an example of how community engagement helped achieve better transit service for underserved areas in St. Louis when she worked there. She urged the MPO to commit to public outreach if the citizen committee is disbanded. Opitz commented on the lack of public participation at previous RTP and TIP public hearings. The MPO needs to create ways to connect with all members in the community, and meetings are not the best way to accomplish this. Providing opportunities is one thing; connecting with people is another.

Chawala stated that he intends to vote against disbanding the committee. He suggested that the committee be reimagined rather than disbanded. Foster said that he understands Chawala's point, but that he thinks everyone here agrees that we want to maximize public input. He noted that the City of Madison's Task Force on Government Structure Work examined how we could shift the structures of our boards and commissions to improve public engagement. Meetings are not the best way to obtain input; we need to go to folks instead. We must focus our effort on public engagement when working on plans. Foster expressed support for disbanding the committee, but said we need to be thoughtful and intentional in getting citizen input when working on planning efforts that will resonate with the community.

Halverson said that he likes what Foster and everyone has been saying. He asked if our public outreach has been successful. Hoesly said that the board approved a new public participation plan last November. Now that we are kicking off our Long Range Regional Transportation Plan, we are implementing new innovative methods to reach communities that are traditionally underrepresented at public meetings. We had our first focus group yesterday with Madison's Bayview Foundation. We are giving a stipend to community organizations and focus group participants for providing feedback. We will be working with the Latino Academy later this week. We are always looking for new ways to reach out.

Krause said that staff can devote more time to reaching out to the community if they don't have to focus on the citizen committee. She mentioned her membership on the committee before joining the board. Meetings require a substantial investment of staff time. Participants in those meetings are not a diverse group. They do not reflect the community that we should be engaging. Krause indicated that she would welcome outreach efforts to gain diversity in public engagement. Opitz expressed his thanks for the service of CAC members and suggested that the board extend an invitation for them to continue to be engaged and to help inform our work to benefit the region. Schaefer said that he will do that and ask for their input on how we can do a better job with outreach.

Foster moved, Esser seconded, to disband the MPO Citizen Advisory Committee for use in public and stakeholder engagement. Motion carried.

8. Appointment of MPO Representative to the Dane County Specialized Transportation Commission

Schaefer provided an overview of the Dane County Specialized Transportation Commission. The commission is primarily responsible for overseeing administration of county specialized services. Staff member Ben Lyman currently serves as the MPO representative, but we would welcome the appointment of a board member if anyone is interested in serving. If not, then it would be appropriate for Ben to continue serving on the commission.

Esser moved, Opitz seconded, to appoint Ben Lyman as the MPO representative to the Dane County Specialized Transportation Commission. Motion carried.

9. MPO 2021 Resolution No. 5 Approving Amendment #2 to the 2020 Unified Planning Work Program

Schaefer stated that an amendment to the Work Program is required because the travel model project, along with work that the TOPS Laboratory is doing for us, will not be completed by the end of May. An official work program amendment is therefore needed. Krause asked if additional funding is needed. Schaefer stated that no additional funds are needed.

Krause moved, Halverson seconded, to approve amendment No. 2 to the 2020 Unified Planning Work Program. Motion carried with Flottmeyer abstaining.

10. Summary of Local Staff Responses to Questions Asked to Inform Update to the Regional Transportation Plan

Schaefer said that staff had put together questions and sent them to the MPO technical committee and other municipal staff to get their input for our RTP update. We received some valuable information, and will have meetings with some of the communities as we get further in the process. Schaefer noted the responses were included in the packet. He provided a high level summary of responses received regarding short to medium-range priorities/plans, policies, and long-range priorities.

Esser noted that the information provided from each community varied widely. Some information was precise; other information was high level, or more of a vision. Esser asked if staff is satisfied with the responses, and if there is ever a time when the MPO meets with community planners from other communities. Schaefer agreed that some communities provided responses that were more specific than others due to the level of planning. As we go through the process, staff can request more information when needed. The survey was just a starting point. Schaefer noted that he had participated in meetings held with CARPC staff about development projects and plans, used to inform the growth scenario for the RTP. Krause provided an example of the difficulties with multi-jurisdictional issues.

11. Review of U.S. Census Bureau's Proposed Revised Criteria for Defining Urban Areas, its Impact on Madison Urban Area, and Consideration of Submission of Comments

Schaefer presented a map showing the current planning area and urbanized area boundaries. He stated that the Census Bureau is proposing to revise criteria for drawing the boundaries of urban areas. 2020 Census data will be used to determine urban area boundaries. Urban area boundaries determine the amount of funding the MPO gets for projects and planning purposes. Projects must be located in the urbanized area to be eligible for STBG-Urban funding. The change that is of most concern is the decrease in the allowance "jump" distance over areas not meeting the density criteria to pull in areas that do. Staff has made an attempt to determine the potential boundary based on the new criteria and 2016 housing unit data. Using the new criteria, he said it is likely the City of Stoughton and Village of Cross Plains would be removed from the urban area. It is also possible that the Villages of Cottage Grove, DeForest, and Windsor would be removed.

Lynch suggested that the board write a letter in opposition to the proposed boundary criteria changes. We have a regional transportation system, and separating the region into different urban areas is not good policy. Schaefer noted that 36-48% of residents living in those communities work in the City of Madison. Minihan agreed with Lynch. He stated that the current urban boundaries are sufficient. He noted that the rural area between McFarland and Stoughton is due to the Town of Dunn's land use policy. Opitz agreed it would be appropriate for the board to write a letter in opposition to the criteria changes.

Schaefer said that staff has informed the Association of Metropolitan Planning Organizations (AMPO) about our concerns, and hoped that AMPO would oppose the jump criterion change in their

comments. Opitz asked about the timeline for submitting comments, and Schaefer said the deadline was late-May. Terrell suggested that MPO discuss the matter with CARPC staff and request their support.

Foster moved, Minihan seconded, to approve staff submitting comments on urban area criteria opposing the change to the jump distance.

12. Status Report on Capital Area RPC Activities

Foster and Minihan stated that Larry Palm is no longer on the commission. David Pfeiffer is the new Chair.

13. Announcements and Schedule of Future Meetings

The next board meeting is scheduled for Wednesday, June 2.

14. Adjournment

Moved by Krause, seconded by Chawla, to adjourn. Meeting adjourned at 8:01 p.m.

Memorandum

To: Vincent Osier, Geographic Standards, Criteria, and Quality Branch, Geography Division, U.S. Census Bureau

Re: Proposed Criteria for Defining Urban Areas Based on 2020 Census
Docket Number 2021-03412

Date: May 19, 2021

The following comments are submitted on behalf of the Greater Madison MPO, the federally designated Metropolitan Planning Organization for the Madison, WI metro area.

The MPO Policy Board is concerned that the proposed changes to the criteria for defining urban areas do adequately consider how urban areas develop and function from both an economic and transportation perspective. The board is particularly concerned about and opposed to the change in the allowable distance for “jumps” over areas not meeting the density thresholds from 2.5 to 1.5 miles.

Due to environmental and topographical limitations that affect the ability to develop land, such as wetlands, floodplains, and steep slopes, development often does not follow a strictly linear pattern, moving from one Census block to the next. In addition, land use policy goals – most notably agricultural and other open space land preservation – may limit development in rural towns that separate nearby urban cities and villages. Despite these undeveloped areas in between, those cities and villages can still constitute a single urban area for all practical purposes.

MPO staff utilized a 2016 housing unit database to test the impact of the proposed change to the jump criteria and concluded that at least two and potentially up to five cities and villages currently included in the Madison urban area would fall out of the area due to required jumps of up to 2 miles. This would have a negative impact on the MPO’s funding and a potentially detrimental impact on our regional transportation planning since the change to the urban area would likely impact the MPO’s official planning area.

The communities which will or may fall out of the urban area are ones in which 36-48% of residents work in the city of Madison with many more working in adjacent communities in the urban area. These commuting patterns reflect how these communities are tied to and clearly part of the Madison urban area. Given the many factors that can result in undeveloped or less developed land in an urban area, 2.5 miles does not seem like an overly large distance to pull in nearby developed areas and communities into the larger urban area. If the 2.5 mile distance is used, an expanded list of exemptions should be



ph: 608.266.4336
madisonareampo.org

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100 State St #400
Madison, WI 53703

added to account for undevelopable areas. Commuting to the central city could also be considered.

At a minimum, the MPO asks that the proposed changes to the criteria be delayed until actual 2020 Census data is available to allow affected stakeholders an opportunity to fully assess their impact and provide feedback based on this.

In conclusion, the proposed changes by the Census Bureau take too narrow of a definition of an urban area, and don't account for factors that break up the contiguous or near contiguous development of land in urban areas. The changes will not only affect transportation funding and planning in metro areas, but many other programs as well. These impacts should be recognized.

Thank you for consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Mark Opitz". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Mark Opitz, Chair
Greater Madison MPO

May 21, 2021

The Honorable Senator Tammy Baldwin
30 West Mifflin Street, Suite 700
Madison, WI 53703

RE: Autumn Ridge Path & Pedestrian/Bicycle Overpass

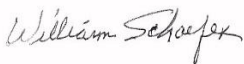
Dear Senator Baldwin:

The Greater Madison MPO, the federally designated Metropolitan Planning Organization for the Madison metro area, would like to offer our strong support for the City of Madison's Autumn Ridge Path & Pedestrian/Bicycle Overpass project. This project is a key part of one of the priority regional shared-use paths identified in the MPO's [Regional Transportation Plan 2050](#), which will complete the planned regional network, filling in some important gaps and overcoming existing barriers. The project will greatly enhance safety and transportation options for pedestrians and bicyclists by providing an off-street path from Milwaukee Street to Commercial Avenue, including a new overpass of State Highway 30. It is part of a planned route connecting the City of Sun Prairie and the East Towne Mall area into the existing bike network.

In addition to being included in the MPO's Regional Transportation Plan and earlier adopted Bicycle Transportation Plan, the project is also listed in the Transportation Improvement Program (TIP) as an illustrative project without committed federal funding. Granting this request would ensure construction of this important regional project by providing a Federal fund share of 80%.

The MPO supports including this project in the senate appropriation requests. We thank you for your consideration.

Sincerely,



William Schaefer, Director/Planning Manager
Greater Madison MPO



ph: 608.266.4336
madisonareampo.org

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100 State St #400
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May 21, 2021

The Honorable Senator Tammy Baldwin
30 West Mifflin Street, Suite 700
Madison, WI 53703

RE: University Avenue Reconstruction Project & Pedestrian/Bicycle Overpass

Dear Senator Baldwin:

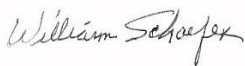
The Greater Madison MPO, the federally designated Metropolitan Planning Organization for the Madison metro area, would like to offer our strong support for the University Avenue Reconstruction Project & Pedestrian/Bicycle Overpass. This project, sponsored by the City of Madison and Village of Shorewood Hills is extremely important for the region as it affects the City, Village, University of Wisconsin, University of Wisconsin Hospital and the Veterans Administration Hospital. University Avenue is the region's most important arterial roadway corridor, serving large numbers of motorists, transit users, and bicyclists.

The current project will greatly enhance safety and transportation for pedestrians, bicyclists, transit and motor vehicles. The project, located on the National Highway System from Shorewood Boulevard to University Bay Drive, will reconstruct the current 6 lane roadway, add a new pedestrian and bicycle overpass over University Bay Drive, and make some improvements to transit facilities.

This project is included in the MPO's Transportation Improvement Program (TIP) and the MPO has committed Surface Transportation Block Grant - Urban Program funding for the project. The project had an very high score when approved for funds under criteria the MPO uses, which include system preservation, safety, multi-modal improvements, equity, and other factors. While the project is currently funded by the MPO, the federal funds only make up 44% the cost. The requested funds would ensure construction of the Pedestrian and Bicycle Bridge and increase the federal funding share to 66%.

The MPO supports including this project in the senate appropriation requests. We thank you for your consideration.

Sincerely,



William Schaefer, Director/Planning Manager
Greater Madison MPO



ph: 608.266.4336
madisonareampo.org

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Madison, WI 53703

MPO Agenda Cover Sheet

July 7, 2021

Item No. 5

Re:

Brief Update on the County Trunk Highway M (Oncken Rd. to STH 113) Reconstruction Project

Staff Comments on Item:

The County Trunk Highway (CTH) M reconstruction project is being funded by the MPO, and is scheduled for construction in 2023-'24. Work on the design for the project continues. Recently, a change was made for the CTH K intersection. A roundabout had been proposed, but based on further cost and long-term traffic analysis, a signalized intersection is now being recommended. A park-and-ride lot has also been dropped from the project. Staff asked county staff and its consultant, KL Engineering, to provide a brief update on the project, including these changes and the planned bicycle/pedestrian facilities to be added.

Materials Presented on Item:

None. The project webpage with link to the recent project update meeting materials and presentation is [here](#).

Staff Recommendation/Rationale: For information and discussion purposes only.

MPO Agenda Cover Sheet
July 7, 2021

Item No. 6

Re:

MPO 2021 Resolution No. 6 Approving Amendment #4 to the 2021-2025 Transportation Improvement Program

Staff Comments on Item:

WisDOT requested the TIP amendment to add a safety project at the USH 14 and Deming Way Intersection to lengthen the WB left turn lane and widen the shoulder while also reconditioning the pavement. It is scheduled for construction in 2024.

Materials Presented on Item:

1. MPO 2021 Resolution No. 6 with attachments

Staff Recommendation/Rationale: Recommend approval.

MPO 2021 Resolution No. 6

Amendment No. 4 to the 2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 7, 2020; and

WHEREAS, the Greater Madison MPO adopted MPO 2020 Resolution No. 6 on November 4, 2020, approving Amendment No. 1, adopted MPO 2021 Resolution No. 1 on January 6, 2021, approving Amendment No. 2, and adopted MPO 2021 Resolution No. 4 on March 3, 2021, approving Amendment No. 3; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2021–2024 must be included in the effective TIP; and

WHEREAS, an amendment has been requested by WisDOT SW Region to add the USH 14 (Spring Green to Madison) (Deming Way Intersection) reconditioning and safety project; and

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

WHEREAS, the MPO's public participation procedures for minor TIP amendments such as this have been followed, including listing the project on the MPO policy board meeting agenda; and

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

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 4 to the *2021-2025 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project addition as shown on the attached project listing table:

1. **ADD** the USH 14 (Spring Green to Madison) (Deming Way Intersection) reconditioning and safety project to page 29 of the Street/Roadway Projects section.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
			STREET/ROADWAY PROJECTS																				
NEW *	USH 14 Spring Green to Madison Deming Way Intersection Recondition intersection, lengthen USH 14 WB left turn lane, and widen shoulders.	PE ROW CONST	109	27		136	Continuing				Continuing												5310-02-08, -78
															516	57		573					
			109	27		136													516	57		573	
111-21-018		TOTAL	NHPP												MS30								

¹ Project programming shown in 2025 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding
NOTE: Funds Key page 9.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2021	2022	2023	2024	2025*	2021	2022	2023	2024	2025*
Federal Highway Administration	National Highway Performance Program	29,015	4,550	17,427	834	35,534	29,015	4,550	17,427	834	35,534
	Bridge Replacement and Rehabilitation	83	1,352	847	0	0	83	1,352	847	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	12,886	11,385	12,354	1,369	198	12,886	11,385	12,354	1,369	198
	Surface Transp. Block Grant Program - State Flexibility	11,449	0	0	5,033	6,449	11,449	0	0	5,033	6,449
	Surface Transp. Block Grant Program - Transp. Alternatives	1,480	757	608	0	0	1,480	757	608	0	unknown
	Highway Safety Improvement Program	3,434	9,693	3,378	544	0	3,434	9,693	3,378	544	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	7,777	9,843	8,300	8,574	9,222	7,777	9,843	8,300	8,574	9,222
	Sec. 5339 Bus & Bus Facilities	1,433	7,692	1,512	1,554	993	1,433	7,692	1,512	1,554	993
	Sec. 5337 State of Good Repair	869	1,768	900	916	1,009	869	1,768	900	916	1,009
	Sec. 5310 E/D Enhanced Mobility Program	294	0	0	0	0	360	319	326	332	339
	Sec. 5311 Rural Area Formula Program	2,327	1,077	1,096	1,116	1,135	2,327	1,077	1,096	1,116	1,135
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0

* Fifth year of funding (2025) is informational only.

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

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2025. Local BR, STBG (BR), and STBG Rural projects are programmed through 2024. HSIP (other than annual small HES program) projects are programmed through 2024. Local STBG -Transp. Alternatives projects are programmed through 2024. Local STBG-Urban (Madison Urban Area) projects are programmed through 2025. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2021 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.78% per year applied to expenses, except for the STBG-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project is not included in the table since it is primarily located in Rock County and/or outer Dane County. Fiscal constraint for this project is being handled at the state level. Fiscal constraint for the Statewide Signage Program and SW Region Pavement Marking project is also being handled at the state level.

MPO Agenda Cover Sheet

July 7, 2021

Item No. 7

Re:

Approval of Draft Letter to Municipalities Seeking Financial Contribution to Support the 2022 MPO Budget

Staff Comments on Item:

The original 1999 agreement redesignating the MPO (when the MPO was separated from the RPC) and subsequent 2007 agreement (which modified the structure of the policy board, but maintained the same structure for funding and staffing of the MPO) call for the city of Madison to be ultimately responsible for the local share funding of the MPO's budget. However, the agreement states that "other local units of government are strongly encouraged to make proportionate contributions [based on their population] to cover a share of the local costs in support of the MPO." A request for financial support was sent out to all municipalities when the original redesignation occurred and then 2-3 times following the 2007 redesignation. The last time was in 2022 for the 2013 budget. The letters did not result in additional support.

Fitchburg, Monona, and McFarland have been contributing for many years. The city of Sun Prairie started contributing two years ago. The city of Middleton contributed for 2 or 3 years, but stopped a couple years ago. Dane County also contributes \$5,000 towards the MPO budget. This is paid per agreement with the MPO for general specialized transportation planning/coordination services the MPO has historically provided. The MPO now uses these funds as matching local funds to its federal funds for this work.

Per board request, MPO staff presented on this issue in February. The board asked staff to prepare a letter to send out to all municipalities seeking contributions for the MPO's 2022 budget. The draft letter is attached. Also attached is a table showing the estimated share of the local match funding for each municipality based on the anticipated amount of federal funding. The MPO's budget may in fact be lower since (as is the case this year) the MPO will not be able to utilize all of its federal funding if additional match funding is not secured.

Materials Presented on Item:

1. Draft letter to chief elected officials asking for financial contribution to the MPO's 2022 budget
2. Table showing proportionate share of local funding by municipality for MPO 2022 budget to be included with letter

Staff Recommendation/Rationale: Recommend approval with any changes suggested by the board.

DRAFT

July 8, 2021

Dear Mayor/VP/Town Chair:

I am writing to request the City/Village/Town's participation in financially supporting the work of the Greater Madison MPO in 2022.

The agreement designating the current MPO as the regional transportation planning agency for the Madison metro area – approved in 2007 by municipalities making up over 75% of the population within the MPO planning area – maintains the same structure for staffing and funding the MPO as that outlined in the original 1999 redesignation agreement, which separated the MPO from the Regional Planning Commission. The MPO agreement calls for the City of Madison to be responsible for staffing the MPO and also for providing the local match funding generating the Federal and state funding the MPO receives, which covers around 84% of its budget. However, while the City of Madison is ultimately made responsible for the local share funding, the agreement states that “other local units of government are strongly encouraged to make proportionate contributions [based on their population] to cover a share of the local costs in support of the MPO.”

Over the years, three communities (Fitchburg, McFarland, Monona) have consistently contributed to support the MPO, and that support is greatly appreciated. The City of Sun Prairie has made a partial contribution the past three years, and the City of Middleton has contributed in the past, but does not do so currently. The MPO has not sent out a request for support for quite some time, but is renewing this request again. Your municipality's requested contribution is based on population. For example, a community with 10,000 population is asked to contribute around \$3,800 per year.

Please consider the following factors as you weigh whether to make a contribution in support of the MPO:

- The 2007 MPO redesignation agreement modified the composition of the MPO Policy Board to increase the representation of the smaller cities and villages to reflect the expansion of the MPO planning area following the 2000 Census. Excluding the county, WisDOT, and transit agency appointments, communities within the MPO planning area are represented on the policy board in proportion to population. The board includes five (5) city of Madison representatives, three (3) from other cities and villages, and one representative from towns. Almost all of the cities and villages also have staff representatives on the MPO's Technical Coordinating Committee (TCC), and staff from all communities are welcome to attend and participate in TCC meetings.
- The work of the MPO benefits all communities within the MPO planning area. The MPO leads the collaborative planning and funding of the regional transportation system, providing an important forum for decision making on regional transportation issues. Maintaining an MPO to lead regional transportation planning and programming of projects is a condition of receiving Federal transportation funding. This includes the direct allocation to the MPO of \$7 million per year in STBG Urban funding and \$600,000 in Transportation Alternatives Program funding for local projects within the Madison area. In 2021, a total of \$60 million in Federal funding is programmed for transportation projects in the MPO Planning Area. These transportation projects foster economic development and improve the quality of life of all of the region's residents. MPO staff are also available to provide data and planning assistance to local communities, such as providing traffic forecasts for

GREATER MADISON
mpo

ph: 608.266.4336
madisonareampo.org

GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

roadway projects and neighborhood development plans and assisting with planning for potential transit service. See this [link](#) to presentation on the MPO and the data and services the MPO can provide. The slides on the MPO start on page 41.

As part of preparation of the 2022 budget, **the MPO Policy Board respectfully requests each local unit of government within the Metropolitan Planning Area to contribute a portion of the local share financing based on the community's proportionate share of the population within the Planning Area.** The proportionate share is based on the estimated 2020 population, but will be updated following the release of the 2020 Census population numbers. The estimated local share of the 2022 MPO budget is \$179,665, not counting \$5,000 the MPO receives from the county each year to support specialization transportation coordination activities. This is a high level estimate based on the MPO's anticipated 2022 Federal Planning funding. The MPO may not utilize all of the available funding. Attached is a table which shows the population of each unit of government within the Planning Area and the proportionate share of the local match funding which would be attributed to the municipality.

The MPO Policy Board would very much appreciate your including funding in your 2022 operating budget to support the MPO. **Even if not the full proportionate share, any partial funding would be helpful.** Just as important as the funding is the commitment that it signifies to working collaboratively with the MPO, other communities, and WisDOT in addressing regional transportation challenges. Thank you in advance for your consideration of this request.

If you have any questions, please contact Bill Schaefer, the MPO's Director/Planning Manager (PH: 266-9115; Email: wschaefer@cityofmadison.com).

Sincerely,

Mark Opitz, Chair
Greater Madison MPO

Enclosure

Cc: TCC Member from community (if one)
Administrator?

**Estimated Share of Estimated 2022 MPO Budget Based On
Est. 2020 Population¹ of Municipalities in the Greater Madison MPO Planning Area**

Municipality	Est. 2020 Population Within MPO Planning Area	% of 2020 Pop. Within MPO Planning Area	Est. 2022 Budget ² Estimated Share Local Participation
C. Madison	257,197	53.0%	\$95,186
C. Fitchburg	30,391	6.3%	\$11,247
C. Middleton	21,050	4.3%	\$7,790
C. Monona	7,920	1.6%	\$2,931
C. Stoughton	12,954	2.7%	\$4,794
C. Sun Prairie	35,895	7.4%	\$13,284
C. Verona	12,737	2.6%	\$4,714
Small Cities Total	120,947	24.9%	\$44,761
V. Cottage Grove	6,716	1.4%	\$2,486
V. Cross Plains	4,010	0.8%	\$1,484
V. DeForest	10,624	2.2%	\$3,932
V. Maple Bluff	1,285	0.3%	\$476
V. McFarland	8,952	1.8%	\$3,313
V. Oregon	10,270	2.1%	\$3,801
V. Shorewood Hills	2,363	0.5%	\$875
V. Waunakee	12,097	2.5%	\$4,477
V. Windsor (part) (76.5%)	6,304	1.3%	\$2,333
Villages Total	62,621	12.9%	\$23,175
T. Berry (part) (24.9%)	290	0.1%	\$107
T. Blooming Grove	1,616	0.3%	\$598
T. Bristol (part) (72.4%)	3,147	0.6%	\$1,165
T. Burke	3,303	0.7%	\$1,222
T. Cottage Grove (part) (81.9%)	3,185	0.7%	\$1,179
T. Cross Plains (part) (30.9%)	1,239	0.3%	\$459
T. Dunkirk (part) (65.1%)	1,243	0.3%	\$460
T. Dunn (part) (89.8%)	4,357	0.9%	\$1,612
T. Madison	6,228	1.3%	\$2,305
T. Middleton	6,614	1.4%	\$2,448
T. Oregon (part) (45.2%)	1,464	0.3%	\$542
T. Pleasant Springs (part) (65.1%)	2,085	0.4%	\$772
T. Rutland (part) (36.2%)	728	0.1%	\$269
T. Springfield (part) (50.5%)	1,482	0.3%	\$548
T. Sun Prairie (part) (66.9%)	1,594	0.3%	\$590
T. Verona (part) (80.8%)	1,334	0.3%	\$494
T. Vienna (part) (67.7%)	1,042	0.2%	\$386
T. Westport	4,038	0.8%	\$1,494
Towns Total	44,699	9.2%	\$16,543
Total for MPO Planning Area	485,464		\$179,665

¹ January 1, 2020 Estimate by WisDOA, Demographic Services Center

² Estimated based on anticipated federal funding and required local matching funding. Represents max. amount. Assumes Dane County continues to provide \$5,000 per annual agreement with city to support specialized transportation coordination services.

MPO Agenda Cover Sheet

July 7, 2021

Item No. 8

Re:

Discussion on Beltline (USH 12/14/18/151) Planning & Environmental Linkages Study and Approval of Draft Comments

Staff Comments on Item:

WisDOT is resuming the Beltline Planning & Environmental Linkages (PEL) Study, which looking at broad long-term solutions to safety, congestion, bike/ped and transit needs, and the roadway condition. The PEL study will be completed at the end of the year or early next year, with study results to feed into a more detailed environmental study under NEPA. In the first phase of the PEL study already completed, WisDOT evaluated some non-corridor alternatives and dismissed them as stand-alone alternatives for improving the Beltline. WisDOT also developed a goal, objectives, and desired outcomes to evaluate packages of strategies to identify which to carry forward into the NEPA study. WisDOT recently had meetings of the study technical and policy committees. The MPO board is represented on both committees. WisDOT is seeking comments at this time on the dismissal of the stand-alone strategies and on the study goal and objectives. Staff has prepared some draft comments for consideration by the board before passing them on WisDOT.

Materials Presented on Item:

1. Beltline PEL Study Policy Advisory Committee Meeting Presentation slides. The following is a link to a recording of the presentation for those interested:
<https://wisdot.box.com/s/tmkcdgxpp89qovcww6gc7v0cfskosohm>
2. Presentation slides from a much more abbreviated summary of the PEL study presented to the Madison Transportation Planning & Policy Board.
3. Draft MPO staff comments on study objectives and desired outcomes

Staff Recommendation/Rationale: Recommend approval of staff comments with any changes recommended by the board. The study's goals and objectives will guide the selection of a package of strategies to carry forward into NEPA for more detailed study.

Madison Beltline

Planning and Environment Linkages (PEL)

Policy Advisory Committee (PAC) Meeting
June 3rd, 2021

Housekeeping

- Please **Mute** your microphone when you're not speaking
- Presentation will be recorded for those unable to attend
- Today's presentation slides will be sent to all Policy Advisory Committee (PAC) members
- Ask clarifying questions when needed, but save process/results questions for the end in case we answer them with slides
- An open Q&A session will follow the presentation

Meeting Agenda

- Welcome and Introductions
- PEL/Policy Advisory Committee (PAC) Background
- Summary of PEL Efforts to Date
- What's Out (dismissed from consideration)
- What's In (still being considered)
- What's Ahead

1. Welcome and Introductions

WisDOT, Consultants and FHWA

Name	Title
Brandon Lamers	WisDOT–Major Studies Chief
Daniel (Dan) Schave	WisDOT–Study Team Project Manager
Franklin Marcos	WisDOT–Major Studies Project Planner
Jennifer Grimes	WisDOT–Region Environmental
Joel Brown	WisDOT–Central Office Environment
Elizabeth Garfoot	Strand Associates – Outreach and Reports
Joe Urban	Strand Associates – Traffic and Reports
Jeff Held	Strand Associates – Consultant Project Manager
Bethaney Bacher-Gresock	FHWA Environmental Program/Project Development Specialist
Anthony Norman	FHWA Program Delivery Engineer

Policy Advisory Committee (PAC)

Invitees

NAME	TITLE	FROM
Gerald J. Mandli	Commissioner/Director	Department of Public Works, Highway, & Transportation
Alex Joers	Dane County Board Supervisor District 9	Dane County Board
Matt Veldran	Dane County Board Supervisor District 7	Dane County Board
Bill Schaefer	Transportation Planning Manager	Greater Madison MPO
Colleen Hoesly	Transportation Planner	Greater Madison MPO
Dorothy Krause	City of Fitchburg Alder/Dane County Supervisor	Greater Madison MPO
Peter McKeever	Appointee	CARPC
Robbie Webber	Madison Bikes	City of Madison
Bill Bremer	Transportation Commission	City of Madison
Tom Wilson		City of Madison
Keith Furman	Aldersperson	City of Madison
Sheri Carter	Aldersperson	City of Madison
Gregg May	Transportation Policy Director	1000 Friends of Wisconsin
Jason Ilstrup	President	Downtown Madison Inc.
Beau Burdett	Graduate Research Assistant	University of Madison
Tyler Katzenberger	Associated Students of Madison Press Office Director	University of Madison
Gabriella Gerhardt	Alder	City of Fitchburg
Randy Udell	Alder	City of Fitchburg
Mark Opitz	Assistant Planning Director/Zoning Administrator	City of Middleton
Tim Swadley	Mayor	City of Stoughton
Paul Esser	Mayor	City of Sun Prairie
Luke Diaz	Mayor	City of Verona
Katherine Holt	Community Development Specialist	City of Verona

Policy Advisory Committee (PAC)

Invitees

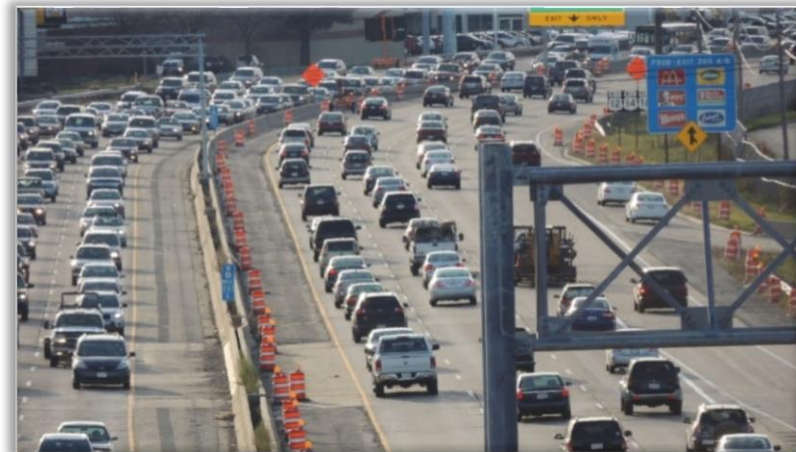
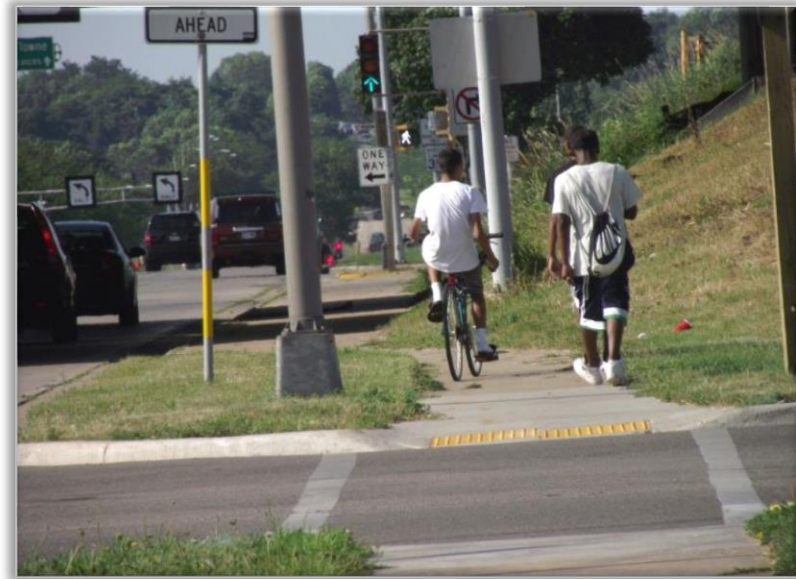
NAME	TITLE	FROM
Melissa Ratcliff	Village Board Trustee	Village of Cottage Grove
Matt Schuenke	Administrator	Village of McFarland
Andrew Bremer, AICP	Community Development Director	Village of McFarland
Jeff Rau	Director of Public Works	Village of Oregon
Elise Cruz	Director of Planning and Zoning Administrator	Village of Oregon
Chris Zellner	Village President	Village of Waunakee
Todd Schmidt	Village Administrator	Village of Waunakee
Mike DuPlayee	Town Supervisor	Town of Cottage Grove
Kristi Williams	Town Supervisor	Town of Cottage Grove
Ed Minihan	Town Chair	Town of Dunn
Cynthia Richson	Town Chair	Town of Middleton
Wayne Rounds, Jr.	Plan Commission and Public Works & Town Services Committee Member	Town of Middleton
John Haverberg	Plan Commission Member	Town of Middleton
David Pfeiffer	Town Chairperson	Town of Pleasant Springs
Maria 'Pili' Hougan	Town Clerk	Town of Pleasant Springs
Jim Pulvermacher	Town Chair	Town of Springfield
Dave Laufenberg	Town Supervisor I	Town of Springfield
Sarah Gaskell	Town Planner/Administrator	Town of Verona
Kevin Even	Town of Westport Engineer	Town of Westport
Tom Wilson	Town Attorney/Administrator/Clerk	Town of Westport
Terry Enge	Town Board Supervisor	Town of Westport
Bill LeGore	Plan Commission Member	Village of Windsor

2. PEL/PAC Background

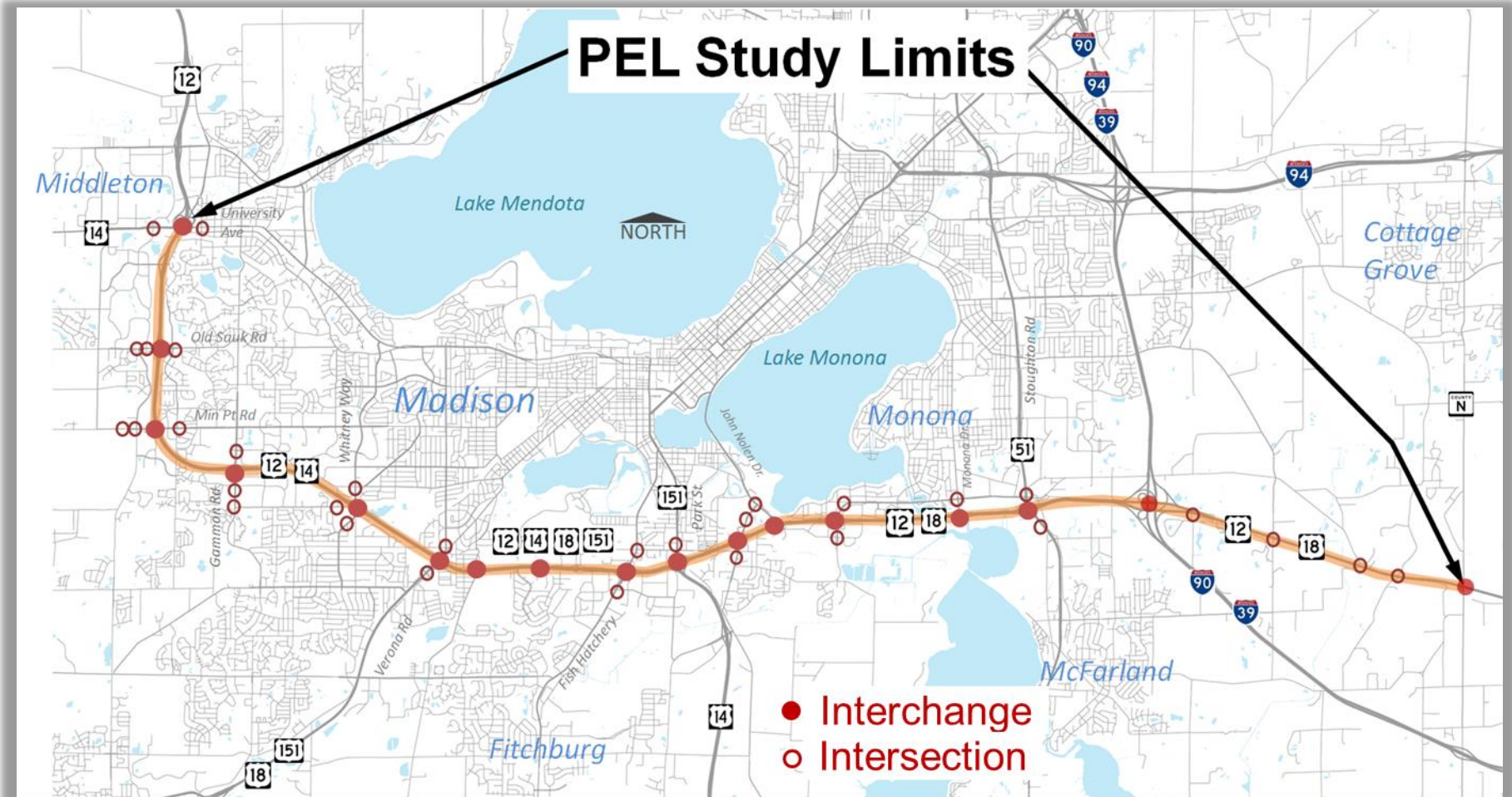
What is this study?

Study long term solutions:

- Motor vehicle congestion
- High crash rate
- Bike/ped accommodation needs
- Transit needs
- Deteriorating physical conditions
- Complex regional traffic patterns
- Few alternate routes



Overview

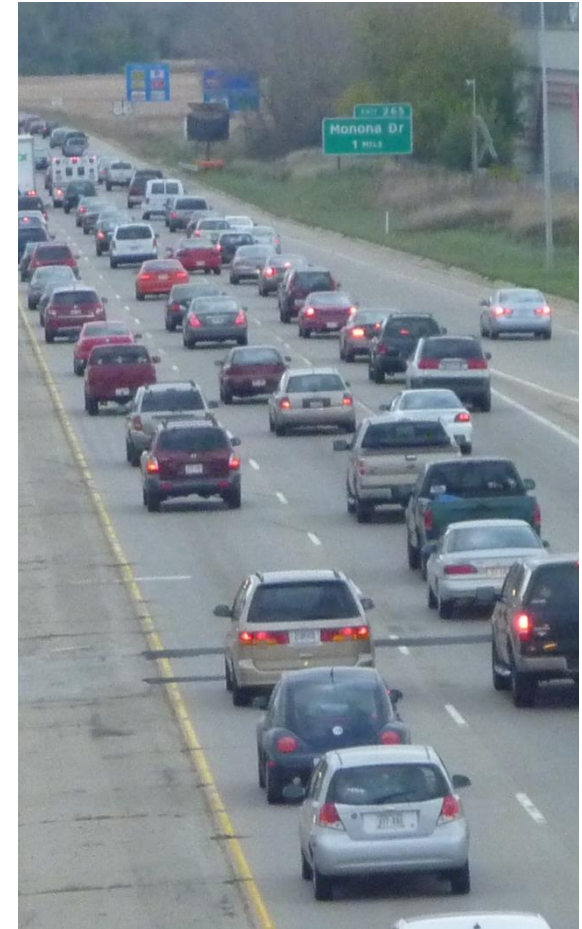


What is a PEL Study?

Named a Planning and Environment Linkages Study (PEL), it will allow the study results to flow directly into NEPA activities

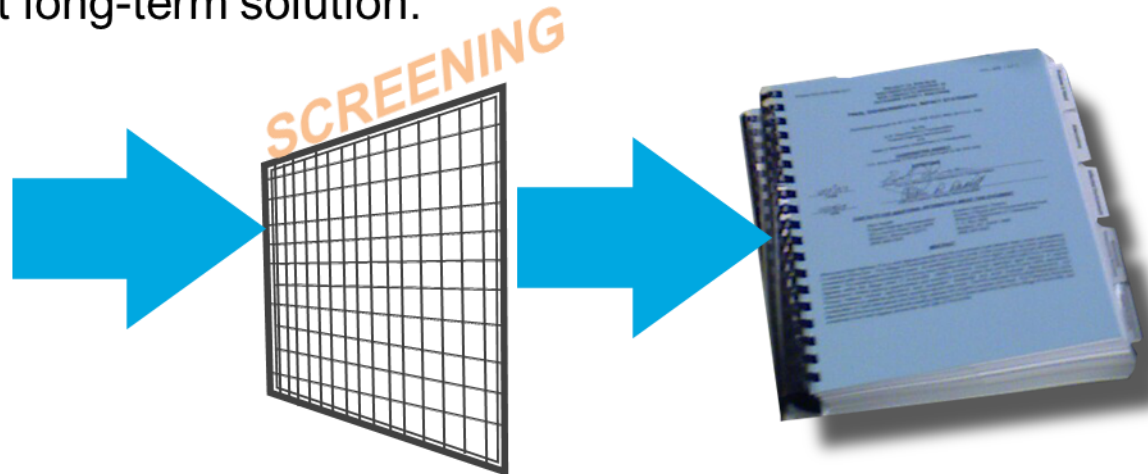
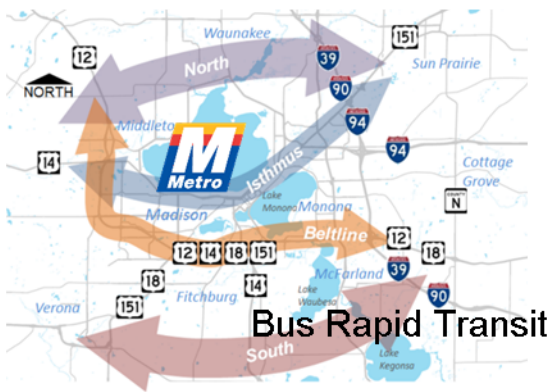


Alternatives analyzed and dismissed likely will not need to be re-evaluated within the NEPA Process



Beltline PEL Process

A *COLLABORATIVE* approach to transportation decision making that engages a broad spectrum of agencies and community stakeholders and considers the area's long-term environmental, community and economic goals in developing the best long-term solution.



**Develop
Problem
Statement,
Goals, and
Objectives**



**Develop
Screening
Criteria**



**Develop
Strategies
and Evaluate
(Screen)**

We are here



**Identify
Strategies to
Bring
Forward into
NEPA**

Beltline PEL Process (cont.)

- Sets up early collaboration between FHWA, WisDOT and stakeholders
- Integrates planning and environmental review
 - Ensures environmental values used in planning
 - Allows planning products in environmental review
- Eliminates unreasonable alternatives
- Accelerates environmental review
- Identifies fatal flaws
- Speeds up project delivery

Role of Policy Advisory Committee (PAC)

- Local elected officials and leaders from communities/organizations
- Review problem statement and objectives
- Collaborate in review of possible strategies
- Communicate community expectations to study team
- Identify potential strategies not previously identified by study team
- Help communicate study findings to your community

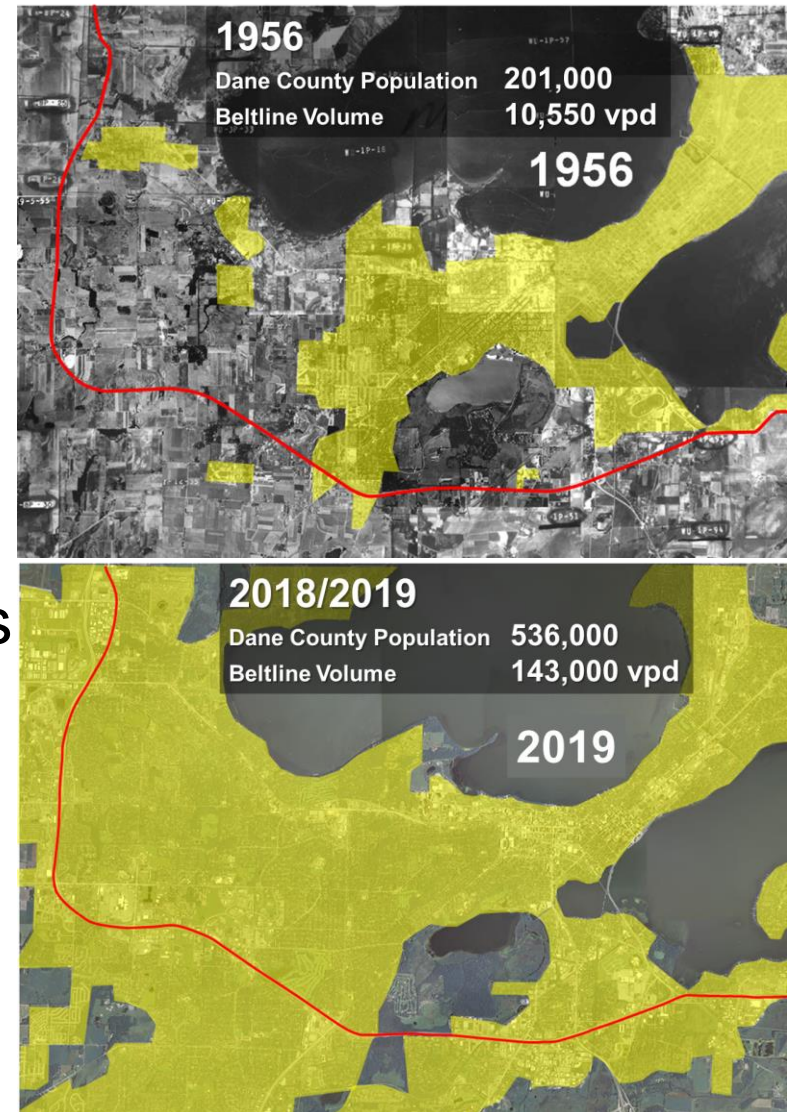
Role of Policy Advisory Committee (PAC) (cont.)

- Becoming a participating agency does not necessarily mean that your community endorses the recommendations of the study
- Individual comments from communities will be sought throughout PEL, including on final report

3. Summary of PEL Efforts to Date

Beltline PEL Goal

- The goal of the PEL is to improve multimodal travel and safety along and across the Madison Beltline corridor in a way that:
 - Supports economic development
 - Acknowledges community plans
 - Contributes positively to the area's quality of life
 - Limits adverse environmental and social effects to the extent practicable



Beltline PEL Objectives

01

Improve safety for all travel modes.

02

Address Beltline infrastructure condition and deficiencies.

03

Address system mobility (congestion) for all travel modes.

04

Limit adverse social, cultural, and environmental effects to the extent practicable.

Beltline PEL Objectives (cont.)

05

Increase system travel time reliability for regional and local trips.

06

Improve connections across and adjacent to the Beltline for all travel modes.

07

Enhance efficient regional multimodal access to Madison metropolitan area economic centers.

08

Decrease Beltline traffic diversion impacts to neighborhood streets.

Beltline PEL Objectives (cont.)

09

Enhance transit ridership and routing opportunities.

10

Improve pedestrian and bicycle accommodations.

11

Complement other major transportation initiatives and studies in the Madison area.

12

Support infrastructure and other measures that encourage alternatives to single-occupancy vehicle travel.

Desired Beltline PEL Outcomes

A

All modes of travel evaluated.

B

All potential solutions considered, evaluated.

C

Broad spectrum of stakeholder involvement.

D

Reduced controversy through data-driven, easy to understand process.

Desired Beltline PEL Outcomes (cont.)

E

Neighborhood, resource impacts understood, mitigation potential considered.

F

Improvement recommendations compatible with other area plans, studies (Stoughton Road, I-90/94, etc.).

G

Constructability challenges understood.

H

Logical termini, level of NEPA documentation, and sequence understood.

Stakeholder Involvement (160+ meetings 2012-2016)

Government

- City of Madison – Department of Civil Rights
- Village of Cottage Grove
- South Metropolitan Planning Council
- Village of Oregon
- Dane County Executive's Office
- Village of DeForest
- City of Madison PBMVC
- City of Madison LRTPC
- City of Madison Planning Commission
- City of Middleton Council
- Village of Maple Bluff
- City of Fitchburg Public Works
- City of Fitchburg Council
- Village of Waunakee
- City of Stoughton
- Local Government Briefings—3 meetings

Committees/Public Meetings

- Policy Advisory Committee (PAC)—10 meetings
- Technical Advisory Committee (TAC)—9 meetings
- Agency Meetings—3 meetings
- Transit Focus group—2 meetings
- Bike/Pedestrian Focus Group—6 meetings
- 19 Public Involvement Meetings

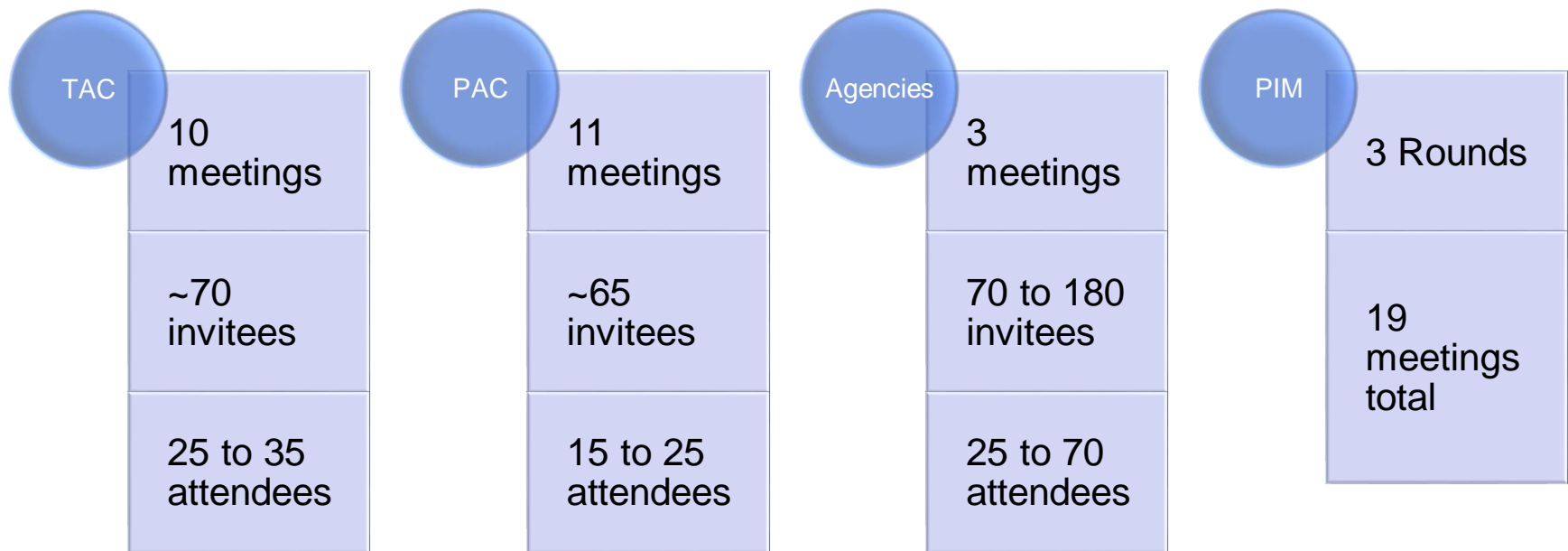
Groups

- Network of Black Professionals
- Greater Madison Chamber of Commerce (GMCC)-Public Policy Committee
- Madison Region Economic Partnership (MADREP)
- Smart Growth Greater Madison
- John Muir Sierra Club
- State Smart Transportation Initiative
- Centro Hispano
- Urban League of Greater Madison
- Allied Area Taskforce
- Downtown Madison Inc.- Trans. & Parking Committee-Bicycle subcommittee

Neighborhoods

- East Madison Monona Rotary Club
- Meadowood Neighborhood Association
- Waunakee Rotary Club
- Madison South Rotary
- Greater Madison Convention & Visitors Bureau-Community Relations Committee
- Greater Madison Convention & Visitors Bureau (GMCVB)
- YWCA – Construct U Class
- Arbor Hills Neighborhood
- Rotary Club of Madison – West Towne
- Town of Verona
- Latino Academy
- Orchard Ridge Neighborhood Association
- Madison West Rotary Club
- Dunn's Marsh Neighborhood Association
- Wisconsin Energy Institute
- Optimist Breakfast Club of Madison
- Madison Horizons Rotary
- Leopold Neighborhood Assoc.
- Realtors Assoc. of South Central Wisconsin—Government Affairs Committee
- UW Arboretum
- University Research Park
- YWCA
- Downtown Madison Rotary
- National Active Retired Feral Employees Association

PEL Phase 1 Technical Advisory Committee (TAC), Policy Advisory Committee (PAC), Agencies, and Public Involvement Meetings (PIM)



Screening Strategies



High Level look at
Broad Range of
Potentially Effective
**Stand-alone
Strategies**
(completed)

More detailed look
at Individual Modal
Components
and combinations
(ongoing)



Stand-Alone Strategy Screening

Stand-Alone Strategies were evaluated to assess whether and to what extent they are able to address some or all root Beltline PEL objectives.

- Is the Stand-Alone Strategy viable?
- Does the Stand-Alone Strategy address root PEL objectives?
 - Stand-Alone Strategies that are not able to satisfy the traffic objectives or any other Beltline PEL objectives are eliminated from detailed study.
 - Those that partially or entirely satisfy one or more objectives may be evaluated further later in the study as a component of a larger strategy package.
- Does the Stand-Alone Strategy cause significant impacts?

Beltline PEL Screening Criteria

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
1. Improve Safety for All Modes		
Bicycles	Reduce bicycle and motor vehicle crashes (rates and severities)	Evaluate as part of Strategy Packages when bike and pedestrian improvements are incorporated.
Pedestrians	Reduce pedestrian and motor vehicle crashes (rates and severities)	
Motor vehicle	Decrease crashes (rates and severities) (in areas of high crash frequency)	Does the Stand-alone Strategy address safety deficiencies on the Beltline or have the potential to reduce congestion-related motor vehicle crashes on the Beltline?

Beltline PEL Screening Criteria (cont.)

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
2. Address Beltline infrastructure condition and deficiencies.	Critical pavement and geometric deficiencies addressed.	Does the Stand-alone Strategy preclude addressing Beltline infrastructure deficiencies?
3. Improve system mobility (congestion) for all modes	Mobility - the ability of the transportation system to facilitate the efficient and comfortable movement of people and goods (along and across).	
Pedestrian	Comfortable and convenient access near, across, and along the Beltline Corridor.	Evaluate as part of Strategy Packages when bike/ped improvements are incorporated.
Bicycle	Direct and comfortable routes across and along Beltline.	
	Provide convenient alternate mode choices/transfers (Duplicate).	

Beltline PEL Screening Criteria (cont.)

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
3. <i>Improve system mobility (congestion) for all modes (cont.)</i>	Mobility - the ability of the transportation system to facilitate the efficient and comfortable movement of people and goods (along and across).	
Transit	Enhance rider access to transit facilities and vehicles. Enhance transit routing opportunities.	Does the Stand-alone Strategy preclude improvements to transit facilities and routing?

Beltline PEL Screening Criteria (cont.)

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
3. Improve system mobility (congestion) for all modes (cont.)	Mobility - the ability of the transportation system to facilitate the efficient and comfortable movement of people and goods (along and across).	
Motor vehicles (including passenger and freight)	Provide better travel time reliability (reduce nonrecurring congestion).	Does the Stand-alone Strategy decrease Beltline traffic, or increase Beltline capacity, enough to address conditions that lead to unstable traffic flow on the Beltline?
	Decrease or reduce recurring congestion.	
	Provide convenient alternate route choices.	
	Reduce motor vehicle trips during peak periods.	

Beltline PEL Screening Criteria (cont.)

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
4. Limit adverse social, cultural, and environmental effects to extent practicable.	Consideration of strategies that balance transportation need and protection of environmental and community resources.	Evaluate as part of Strategy Packages when impacts are measured.
5. Enhance efficient multimodal access to economic centers.	Ramp terminals and connecting roadways operate at satisfactory service levels.	Evaluate as part of Strategy Packages when bike, ped, and transit components are assembled.
	Convenient and comfortable access to economic centers for all travel modes.	

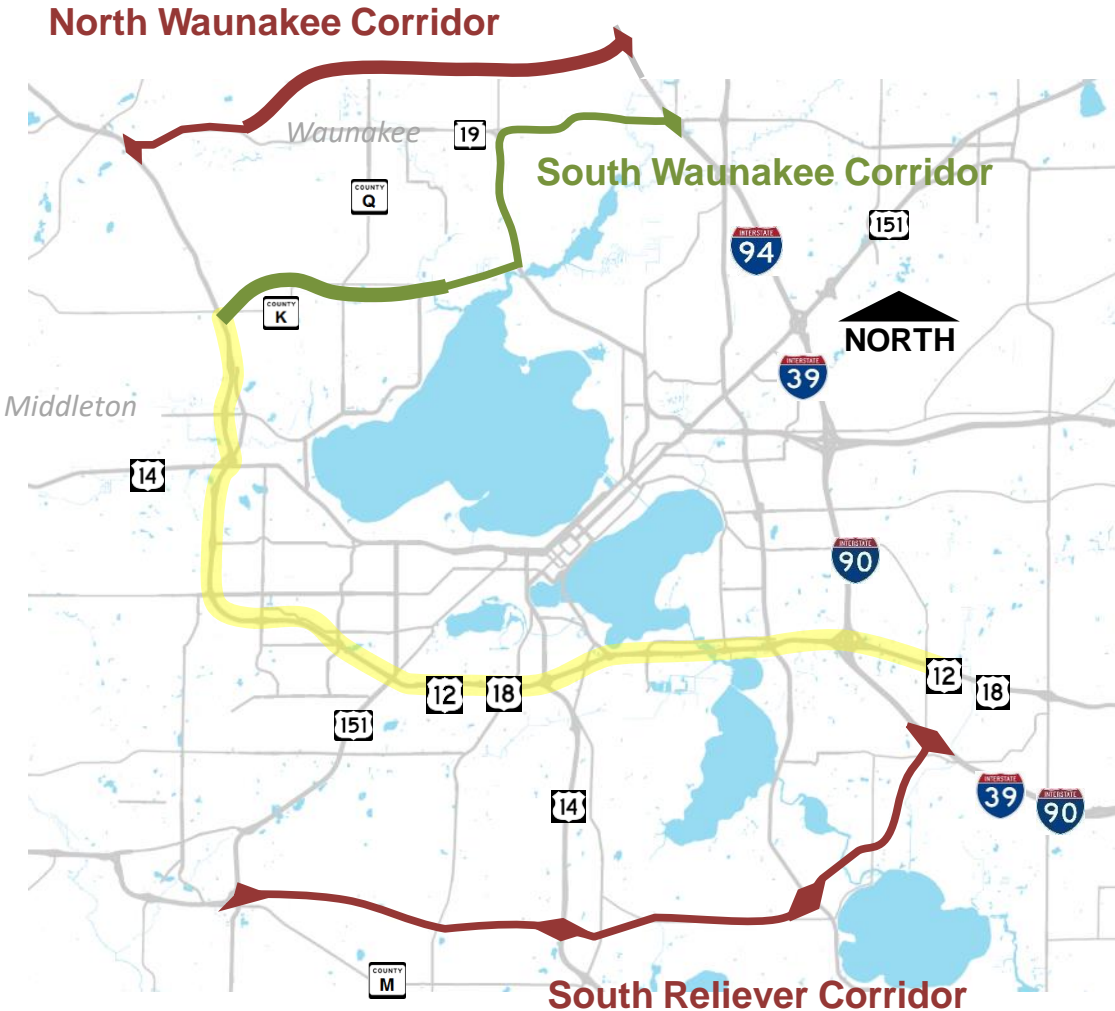
Beltline PEL Screening Criteria (cont.)

Root Objective	Desired Outcome (what represents success?)	Target(s) of the Stand-alone Strategy Evaluation
6. <i>Decrease Beltline diversion impacts to neighborhood streets.</i>	Diverted traffic uses roadways classified as collectors or above.	Evaluate later in the study in more detailed modeling stage.
7. <i>Complement other major transportation initiatives and studies in the Madison area.</i>	Concept complements other transportation initiatives.	

4. What's Out

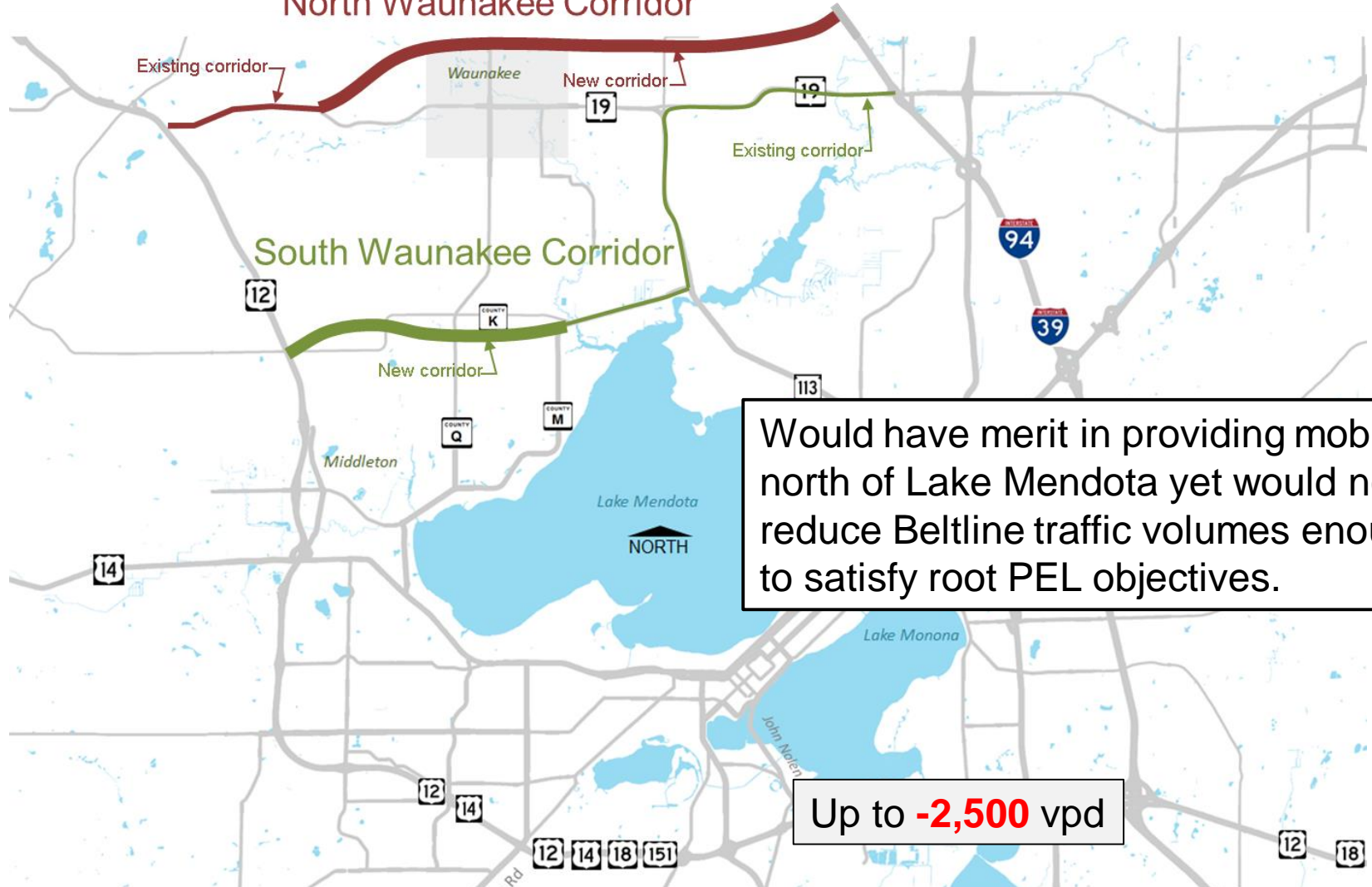
(dismissed from consideration)

Evaluation of Broad Modal Strategies: Highway Corridors

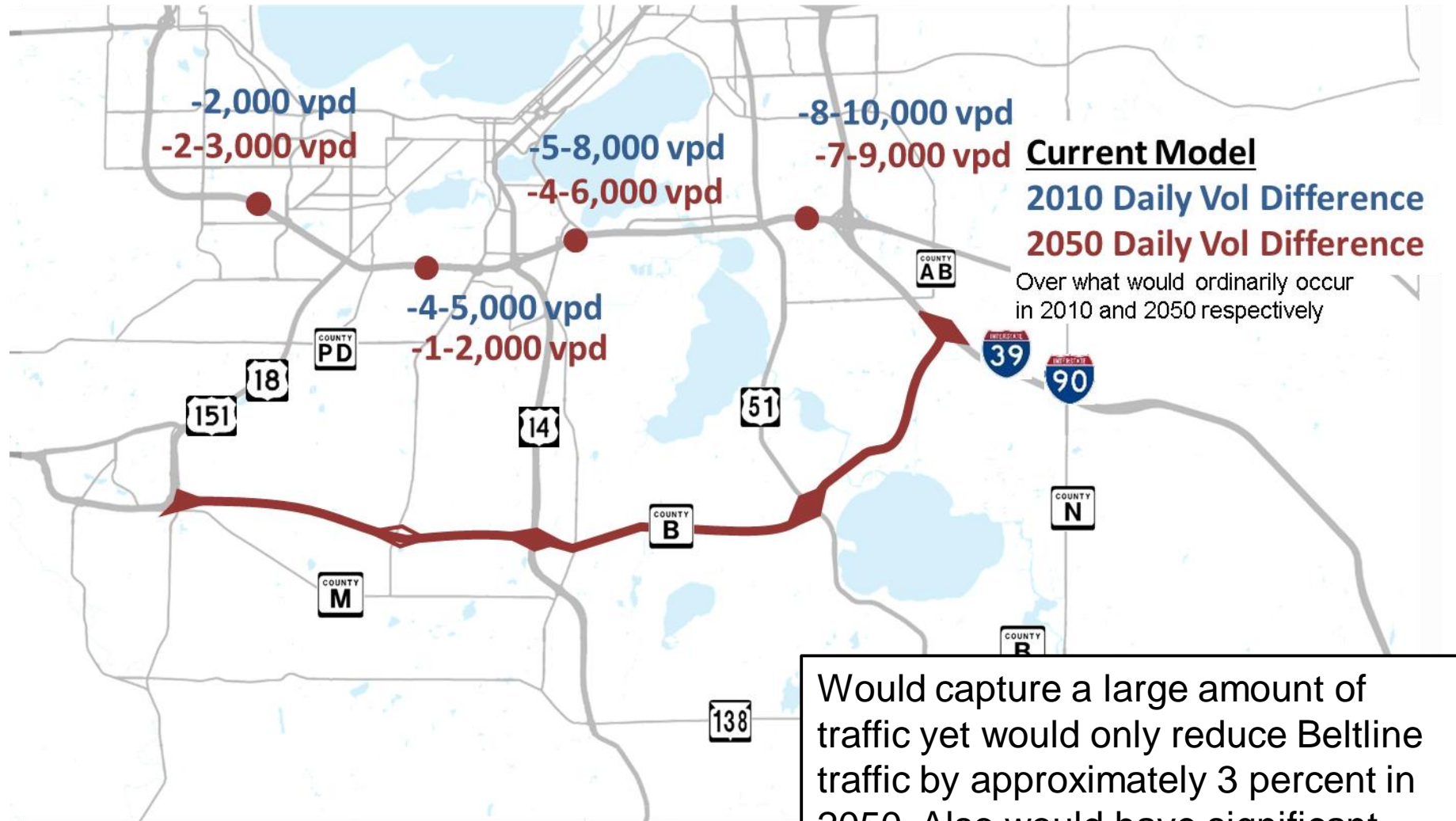


North Mendota Parkway

North Waunakee Corridor

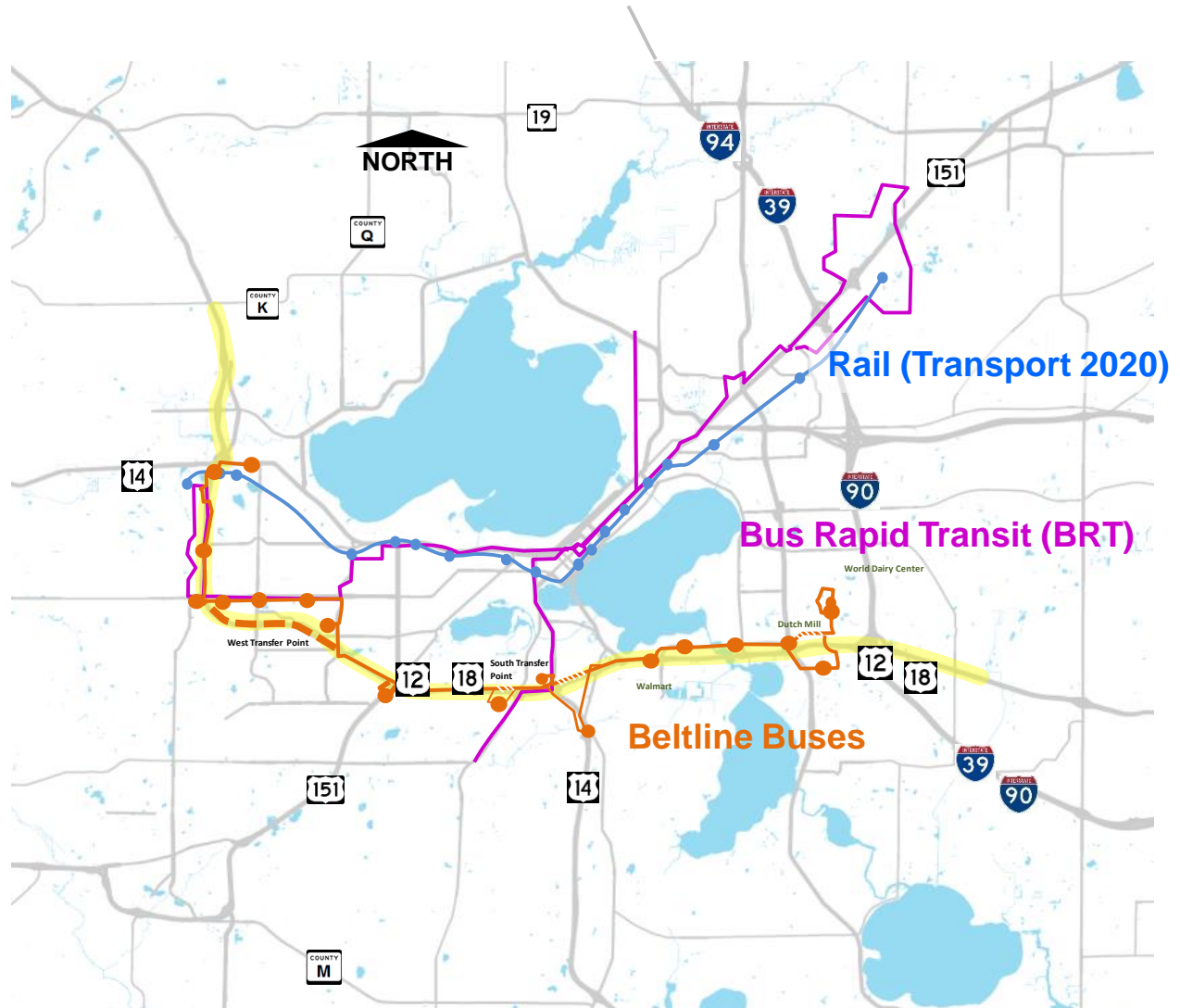


South Reliever

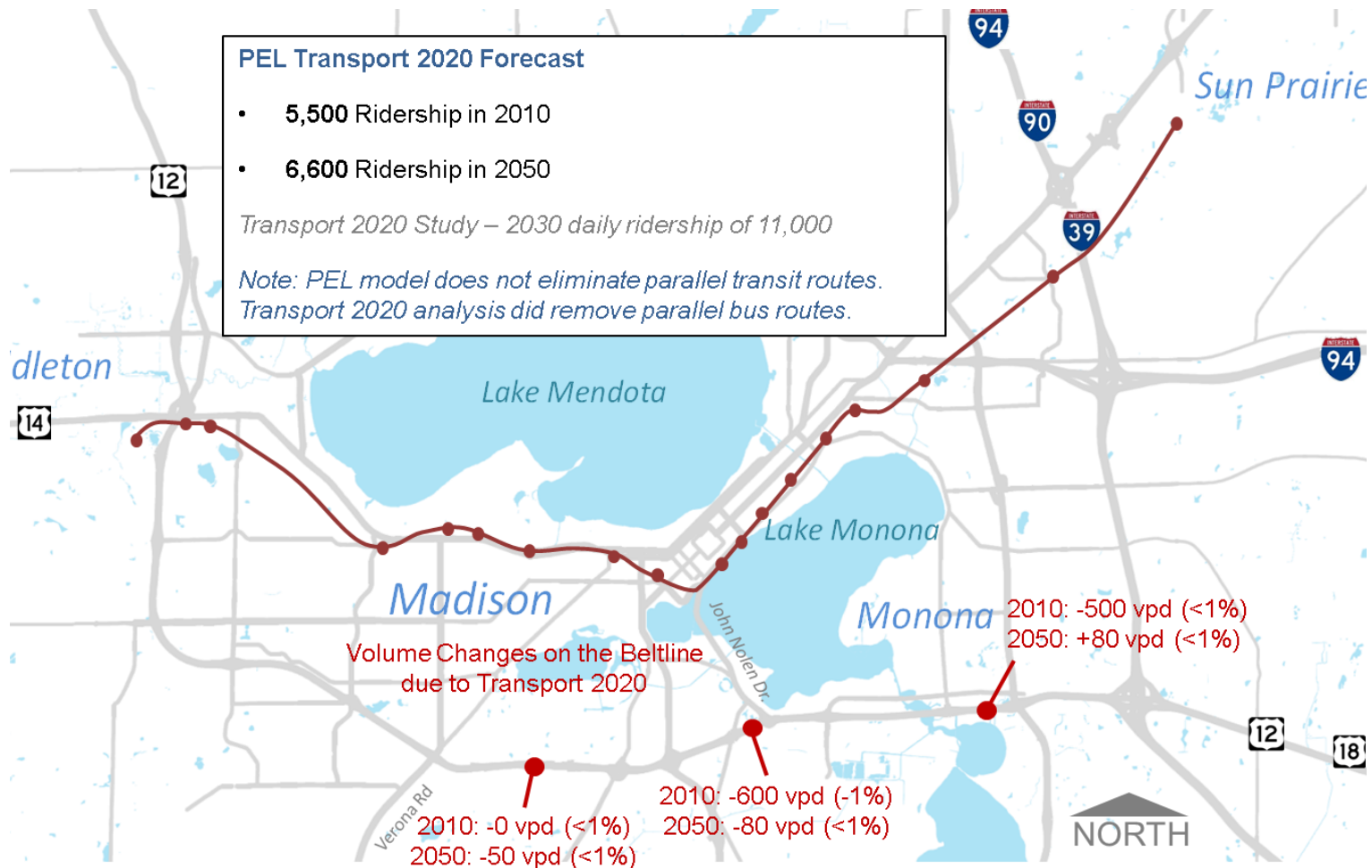


Would capture a large amount of traffic yet would only reduce Beltline traffic by approximately 3 percent in 2050. Also would have significant natural resource impacts.

Evaluation of Broad Modal Strategies: Transit

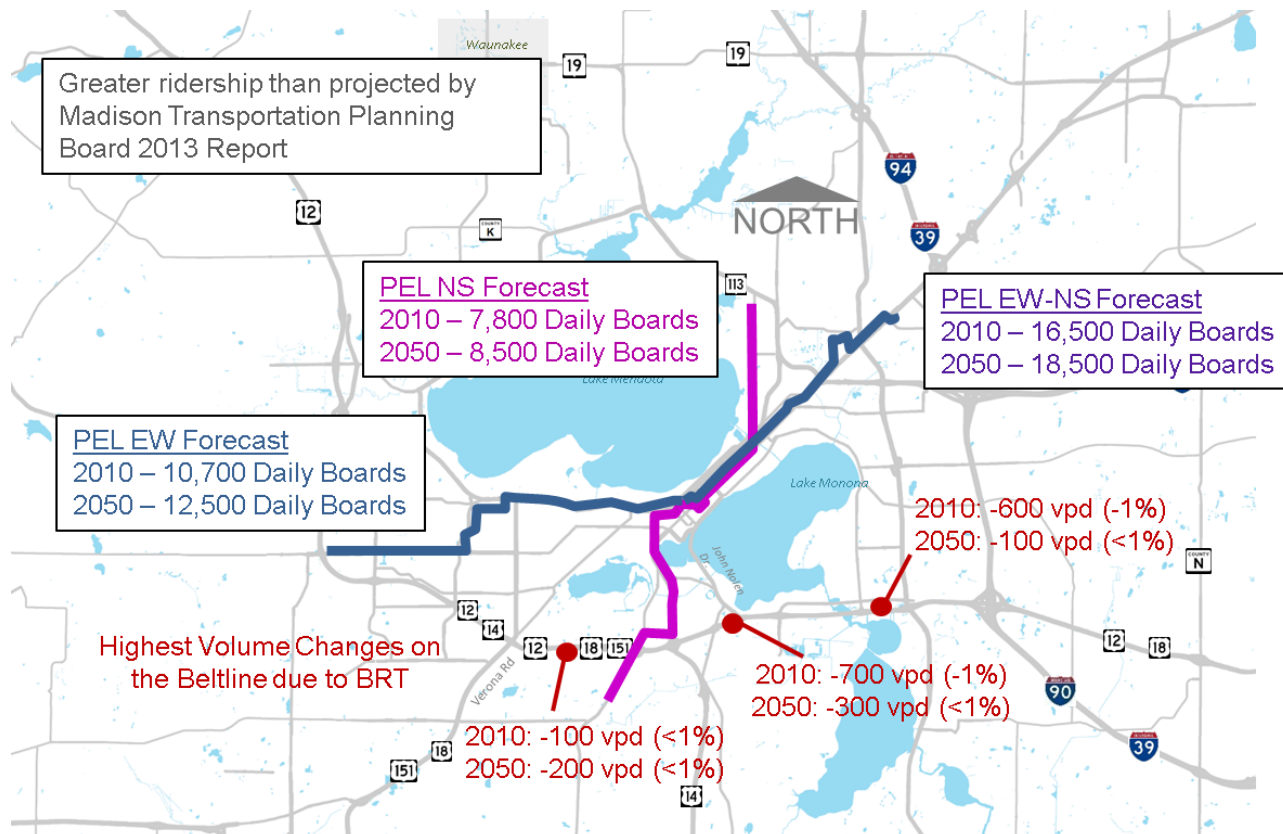


Rail (Transport 2020)



Transport 2020 could greatly enhance access to and through the Isthmus. It would not remove enough traffic from the Beltline to improve traffic operations.

Bus Rapid Transit (BRT)

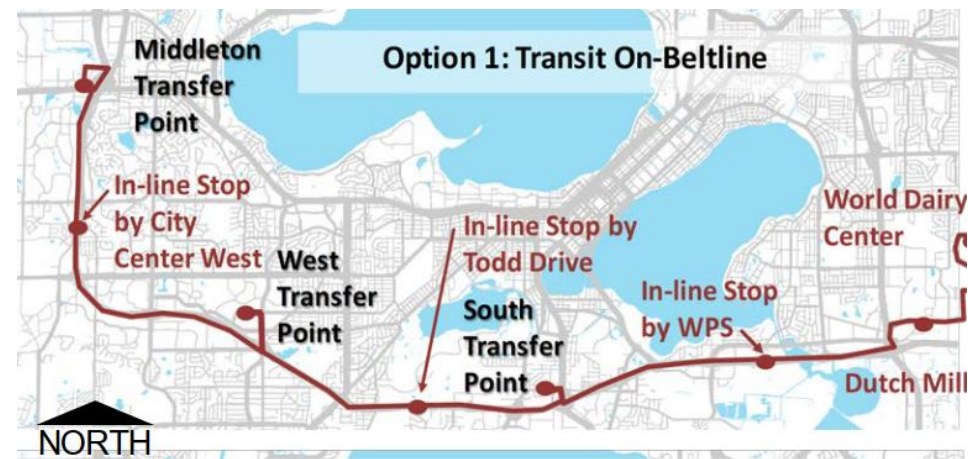


BRT would not satisfy all root PEL objectives, but it would address several PEL objectives that focus on alternate mode mobility and access. BRT will be evaluated as a component in strategy packages.

Transit (Buses) on the Beltline

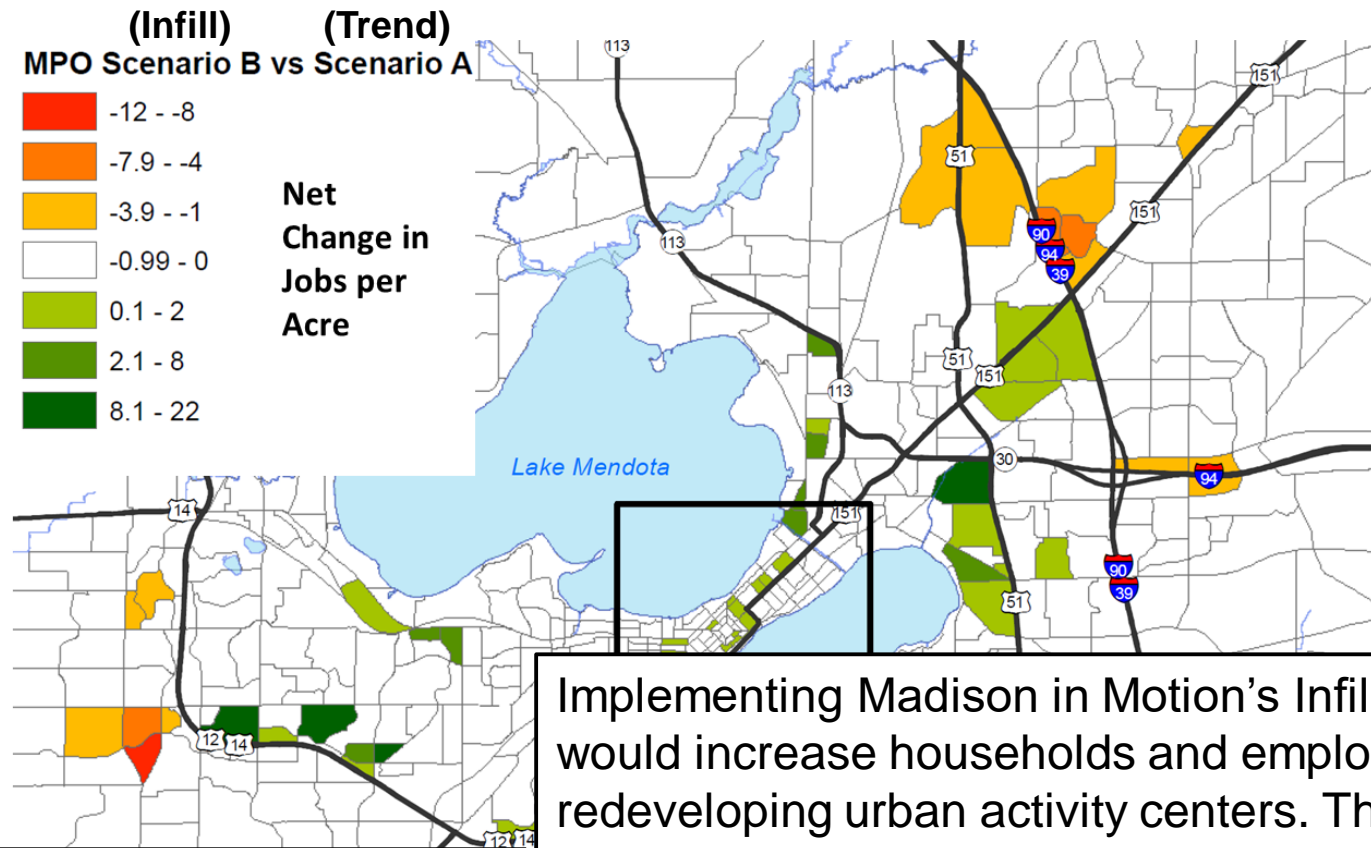
Up to 2,500 total daily bus boards
Up to **-400** vpd on the Beltline

Beltline Buses would not satisfy all root PEL objectives. Beltline Buses would address several other PEL objectives that focus on alternate mode mobility and access. Beltline Buses may be evaluated for possible inclusion as a component in strategy packages.



Scenario Planning (Compact Land Use)

Reverse Historic Development Patterns: 85% Infill, 15% Greenfield



Up to 4,200 new daily BRT boards
Up to **+3,900** vpd on the Beltline

Implementing Madison in Motion's Infill Scenario would increase households and employment by redeveloping urban activity centers. This would increase Beltline traffic volumes and would not satisfy root PEL objectives. While not technically an improvement component, the impact of higher infill development on the recommended strategy package may be evaluated.

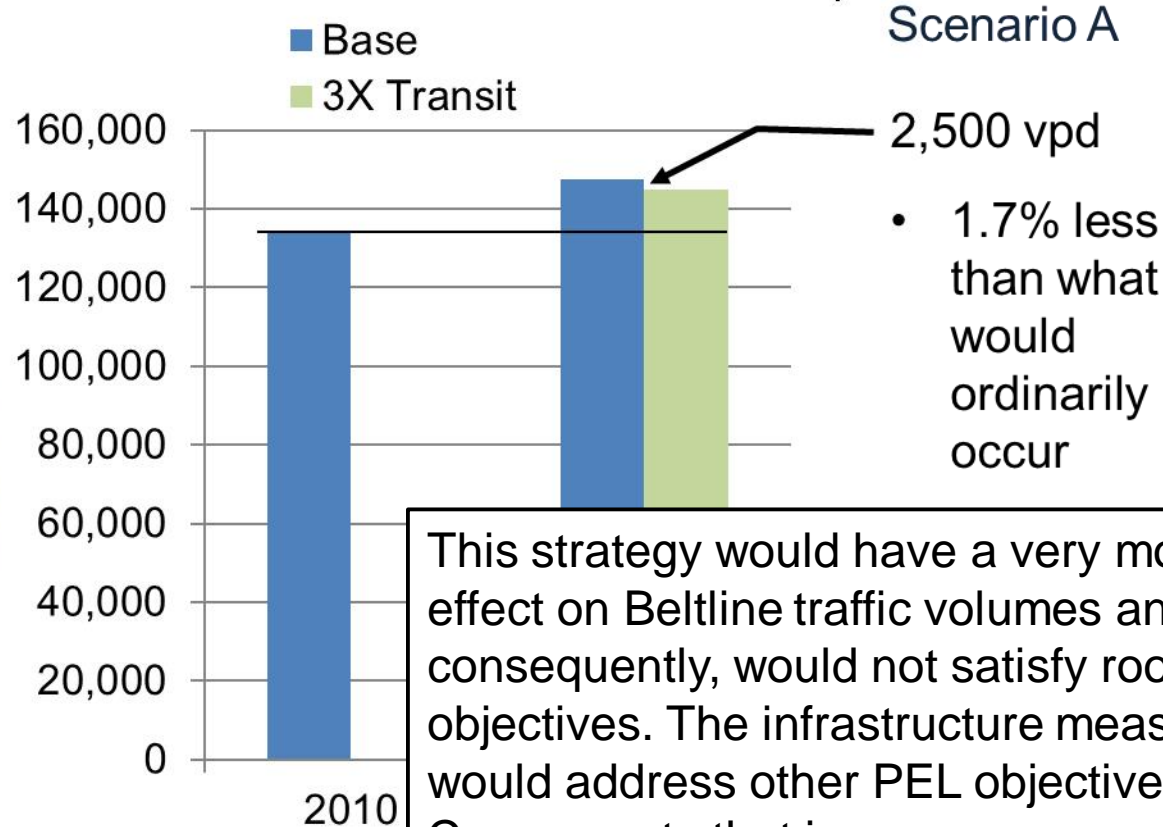
Scenario Planning (Triple Alternate Modes)

3X



2050 Daily Beltline Volumes Constrained

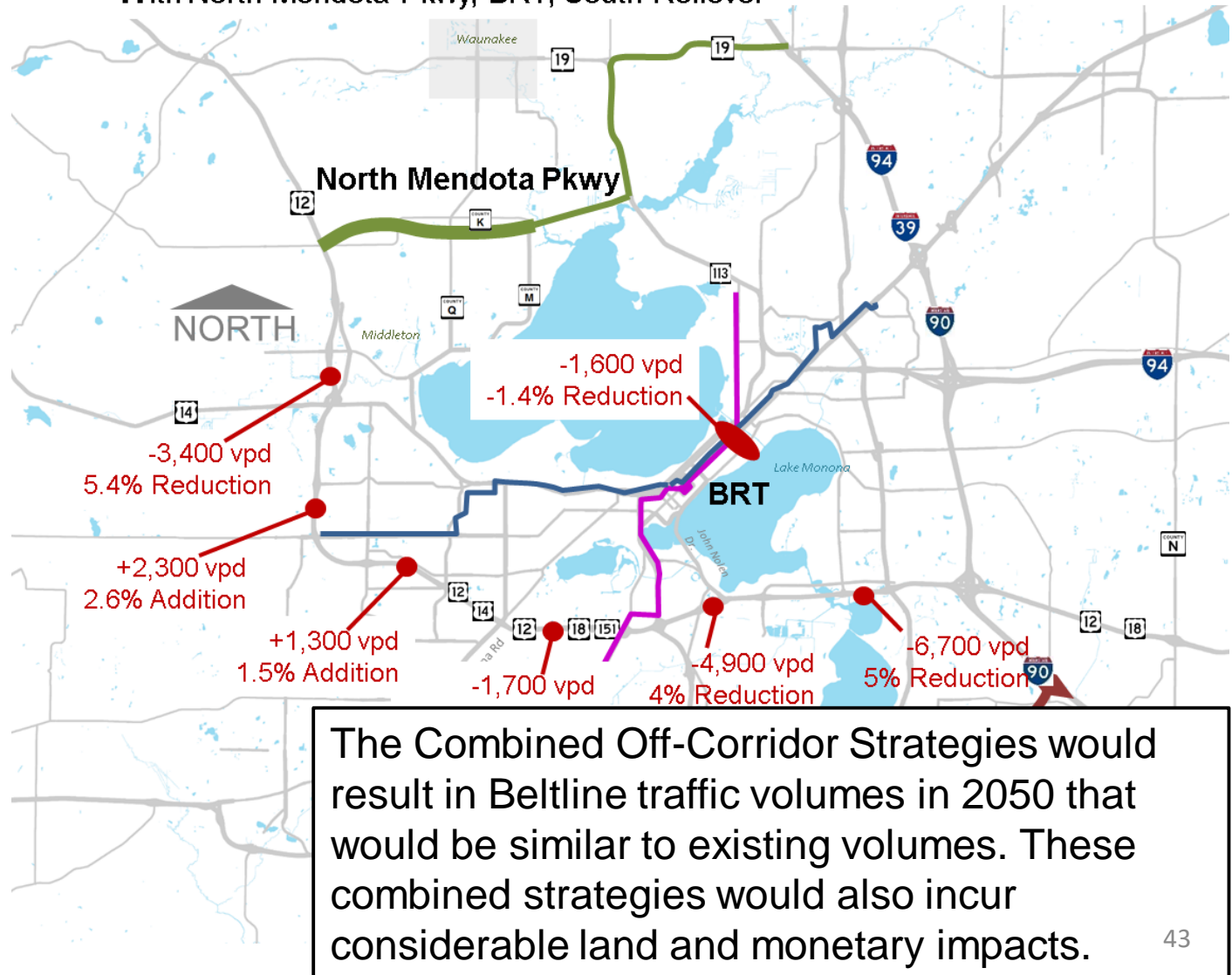
Between Verona Road and Fish Hatchery



This strategy would have a very modest effect on Beltline traffic volumes and, consequently, would not satisfy root PEL objectives. The infrastructure measures would address other PEL objectives. Components that increase access to and comfort of travel by alternate modes may be evaluated in the strategy packages.

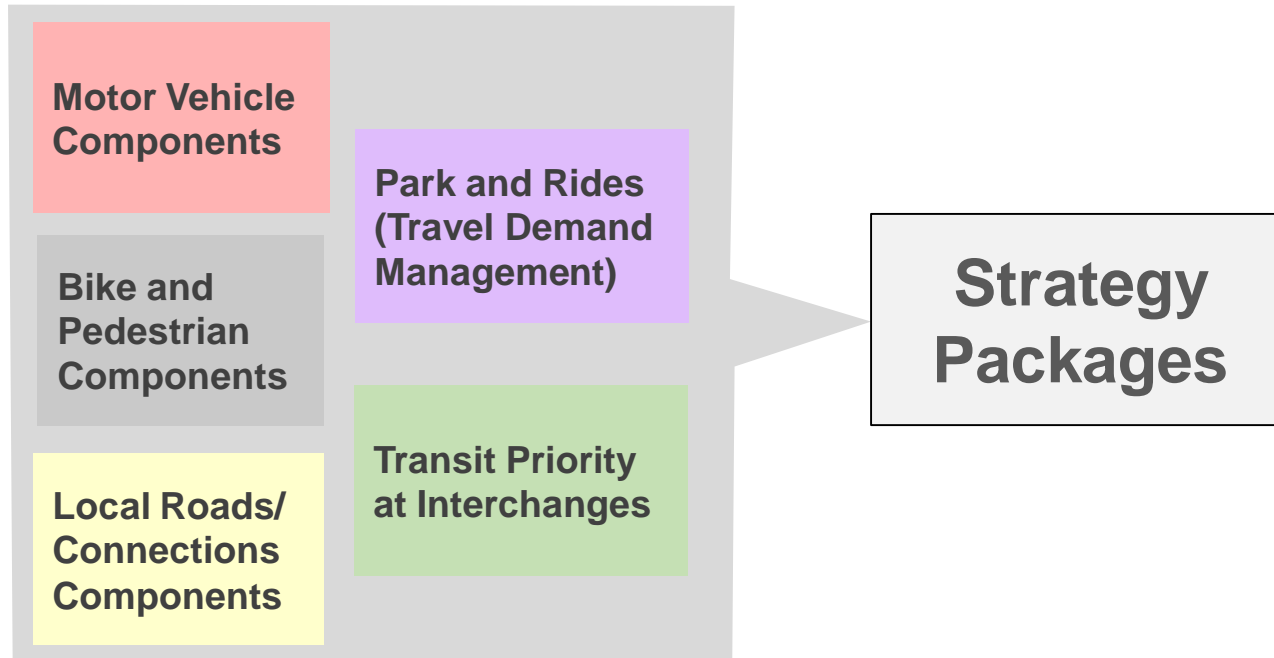
Combined Strategies (NMP, BRT, SR)

2050 Daily Beltline Traffic Reduction
With North Mendota Pkwy, BRT, South Reliever

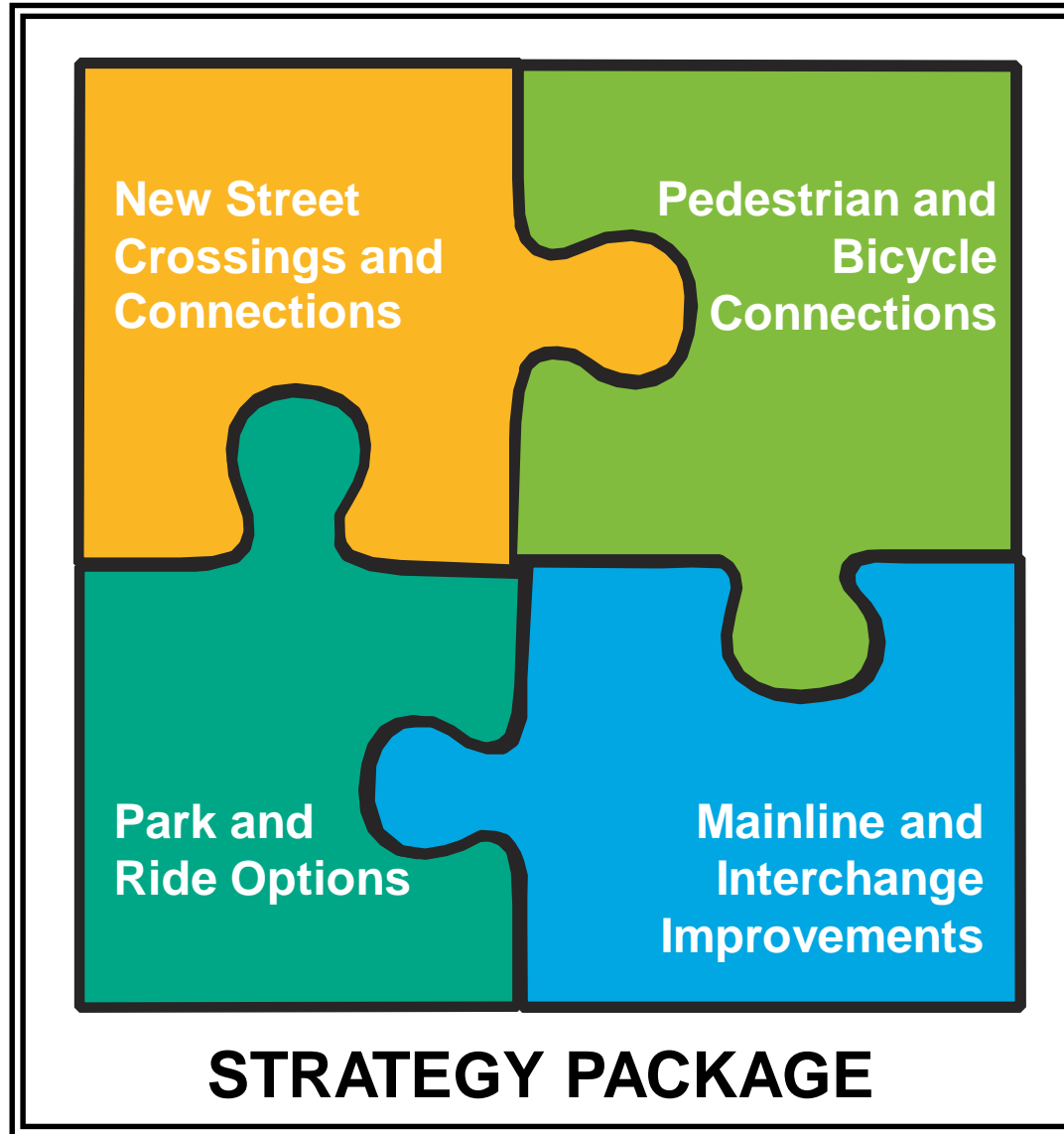


5. What's In (still being considered)

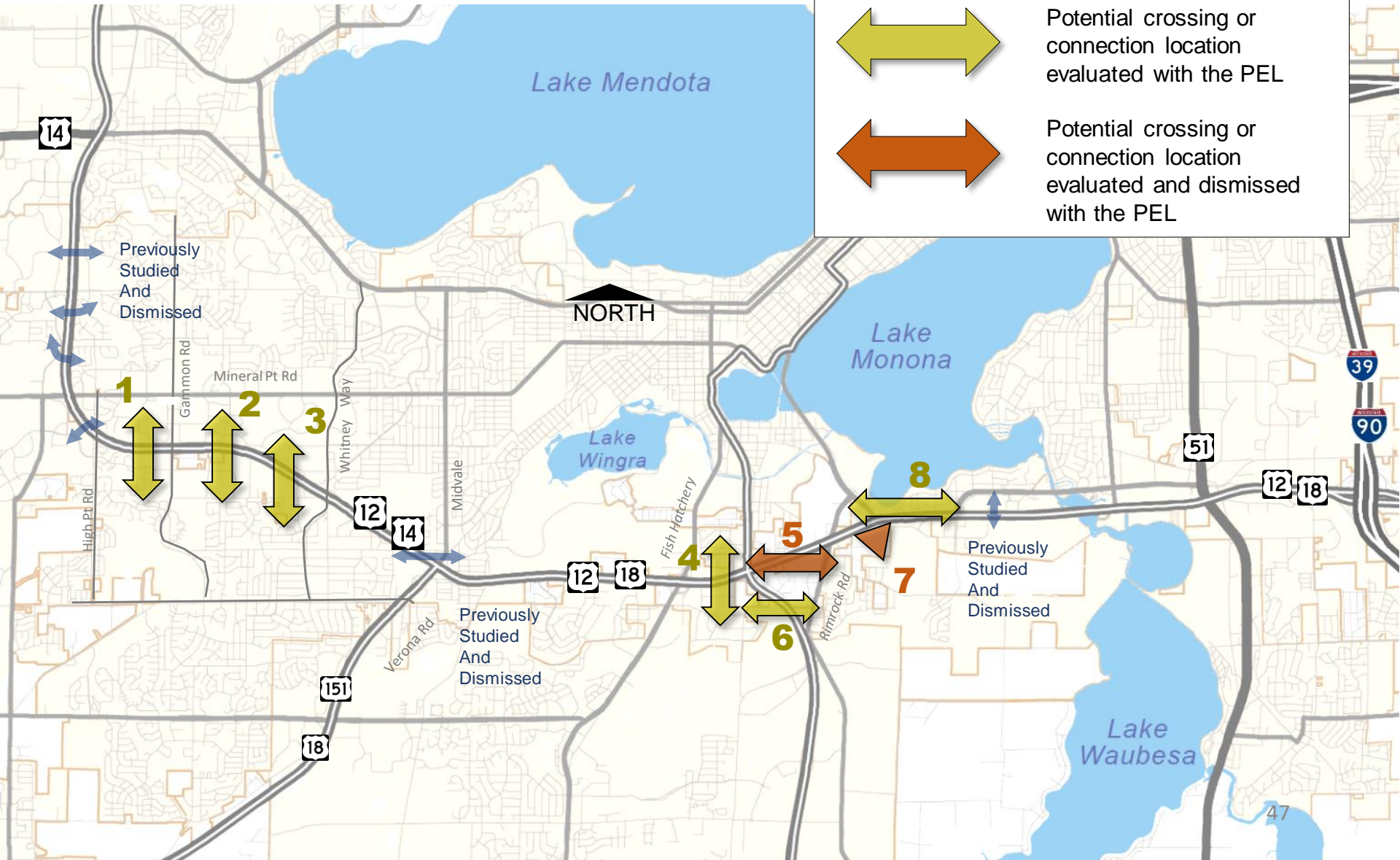
Assemble Individual Components into Strategy Packages



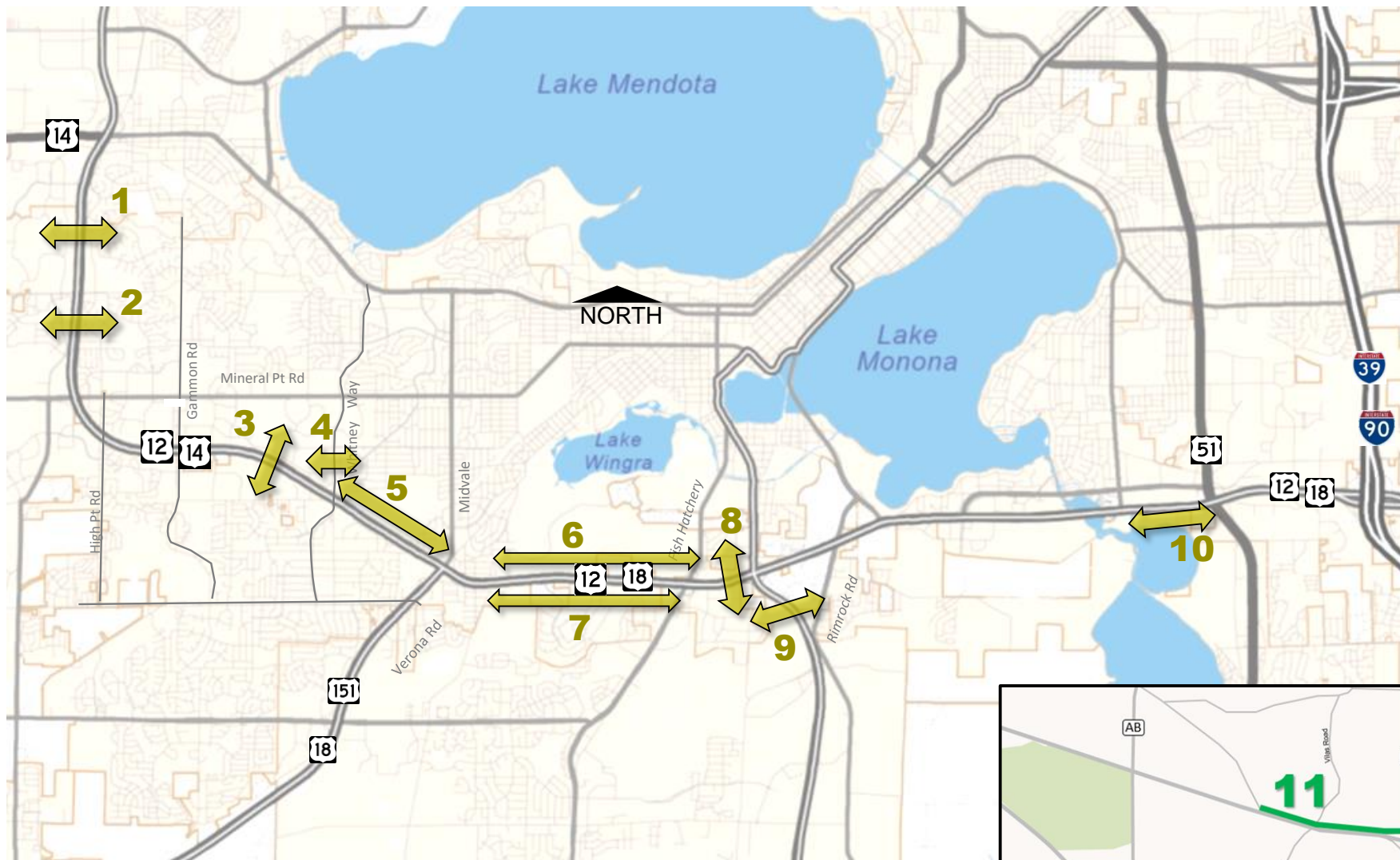
Possible Improvement Components



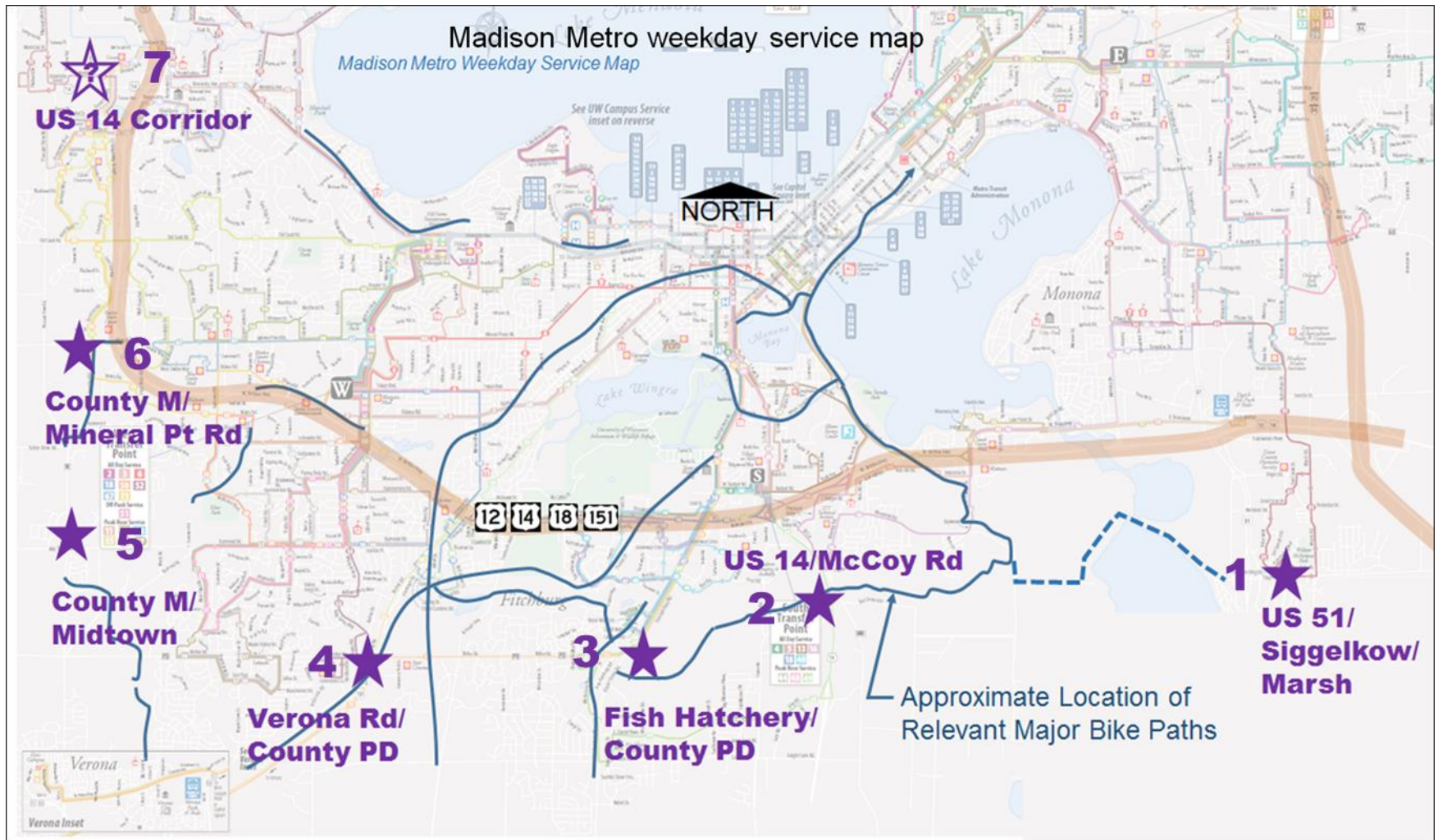
Crossings and Connections Components



Pedestrian and Bicycle Components



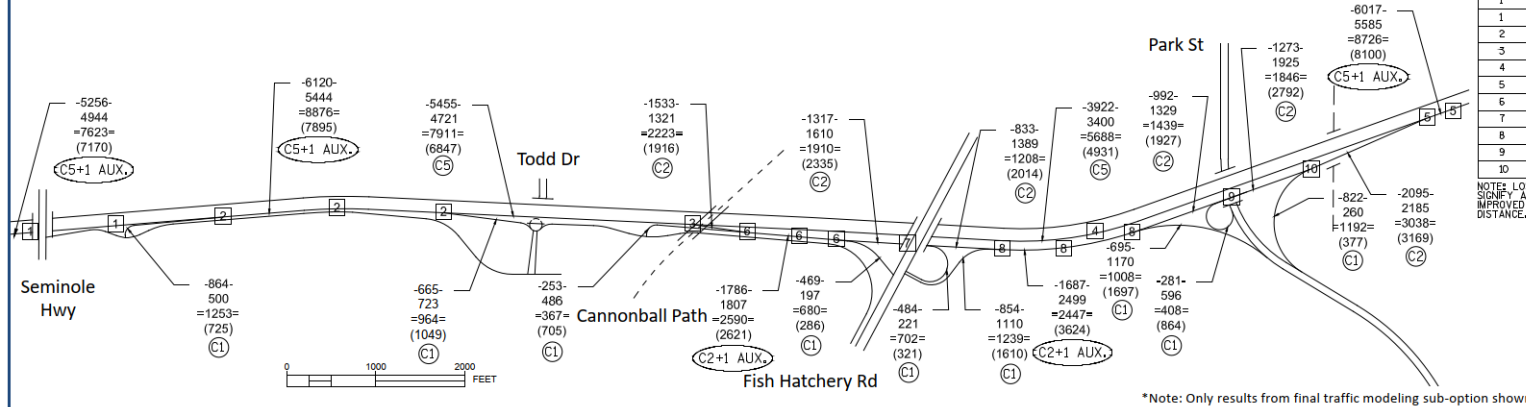
Park and Ride Components



Beltline Corridor



Eastbound Beltline: Seminole to Park OPTION 2A CD Todd Drive to Park Street with a roundabout at Todd Drive



LOS SUMMARY AM PEAK					LOS SUMMARY PM PEAK				
SEGMENT	TYPE	SUB-OPTION*	-2012- C	-2050- C	SEGMENT	TYPE	SUB-OPTION*	-2012- C	-2050- C
1	BASIC	B	C		1	BASIC	B	C	
2	WEAVING	C	F		2	WEAVING	B	F	
3	WEAVING	C	D		3	WEAVING	B	C	
4	DIVERGE	B	B		4	DIVERGE	A	B	
5	BASIC	B	C		5	BASIC	B	B	
6	WEAVING	C	F		6	WEAVING	C	F	
7	WEAVING	B	B		7	WEAVING	B	B	
8	DIVERGE	B	B		8	DIVERGE	B	C	
9	WEAVING	B	B		9	WEAVING	B	F	
10	MERGE	B	B		10	MERGE	B	C	

NOTE: LOS'S ENDING WITH A PERIOD (.) SIGNIFY AREAS THAT COULD BE IMPROVED WITH INCREASED RAMP DISTANCE.

Legend			
-AM-	2012 Peak Hour Traffic Volumes	(7:30-8:30 AM)	
-PM-	2012 Peak Hour Traffic Volumes	(4:15-5:15 PM)	
-AM=	2050 Peak Hour Traffic Volumes		
(PM)	Traffic Modeling Sub-Option & Number of Lanes*		
(A1)	Location Marker of Analysis Section		

*Note: Only results from final traffic modeling sub-option shown

SM=Seminole Highway TD=Todd Drive WD=Whalen Drive FH=Fish Hatchery PK=Park Street CD=Collector Distributor Road LOS=Level of Service pc/mi/ln=passenger cars per mile per lane

Beltline Section	West of Seminole Hwy 1	Seminole Hwy Interchange 1,2	Seminole Hwy - Todd Drive 2	Todd Drive Interchange 2,3	Todd Drive - Fish Hatchery Road 4,6	Fish Hatchery Road Interchange 4,6,7,8	Fish Hatchery Road - Park Street 4,8	Park Street Interchange 4,5,8,9,10	Park Street - Rimrock Road 5
Geometric Configuration	Mainline - 5 Lanes 1 Aux Lane	Mainline - 5 Lanes 1 Aux Lane	Mainline - 5 Lanes 1 Aux Lane	Mainline - 5 Lanes	Mainline - 5 Lanes CD - 2 Lanes CD - 1 Aux Lane	Mainline - 5 Lanes CD - 2 Lanes	Mainline - 5 Lanes CD - 2 Lanes CD - 1 Aux Lane	Mainline - 5 Lanes CD - 2 Lanes	Mainline - 5 Lanes 1 Aux Lane
Poorest LOS (2012)	Mainline (AM) - C Mainline (AM) - B	SM Merge (AM) - C	Mainline (AM) - C	FH Diverge (AM) - C	CD Mainline (AM) - B	CD Merge (PM) - B	CD Mainline (PM) - B	CD Merge (AM) - C	Mainline (AM) - C
Highest Density (pc/mi/ln) (2012)	20.1 (Weaving) 14.8 (Basic)	21.2	21.2	21.2	14.2	24.0	24.0	27.2	26.8
Poorest LOS (2050)	Mainline (AM) - F Mainline (AM) - C	SM Merge (AM) - D	Mainline (AM) - D	TD Diverge (AM) - D	CD Mainline (AM) - B	CD Merge (PM) - F	CD Mainline (PM) - F	CD Merge (AM) - F	Mainline (AM) - F
Highest Density (pc/mi/ln) (2050)	N/A (Weaving) 21.5 (Basic)	33.8	33.8	33.8	22.1	N/A v/c > 1	N/A v/c > 1	N/A v/c > 1	N/A v/c > 1
Width (ft) (from CL to edge of outside shoulder)	101	101	101	89	147	135	147	147	101
Low-Cost Bridge Count (Width - Sqft)	-	-	-	1 - (84' - 14,700)	-	-	-	1 - (84' - 13,400) 1 - (48' - 7,700)	1 - (96' - 9,600)
High-Cost Bridge Count (Width - Sqft)	-	-	-	-	-	-	-	-	-
Types of Movements	Weaving/Basic	Basic/Merge	Weaving	Diverge	Weaving/Basic	Diverge/Basic/Merge	Weaving/Basic	Diverge/Basic/Merge	Weaving
Length of Weaving Segments	4450'	-	1450'	-	775'	-	1150'	-	400'
Potentially Failing Ramp/Adjacent Intersection	-	-	-	-	-	-	-	-	-
Other Considerations	-	-	-	-	-	-	-	-	-

Comments

- Option 2A adds two lanes to the Beltline mainline and a CD road from Todd Drive to Park Street as in Option 2.
- Hook ramp and signalization is also present at the Todd Drive on-ramp. However, the off-ramp for Todd Drive connects into a roundabout at the interchange. By tying the off-ramp into Todd Drive, this option increases the Verona Road to Todd Drive weaving distance.
- The frontage road west of Todd Drive is also rerouted.

Recommendations

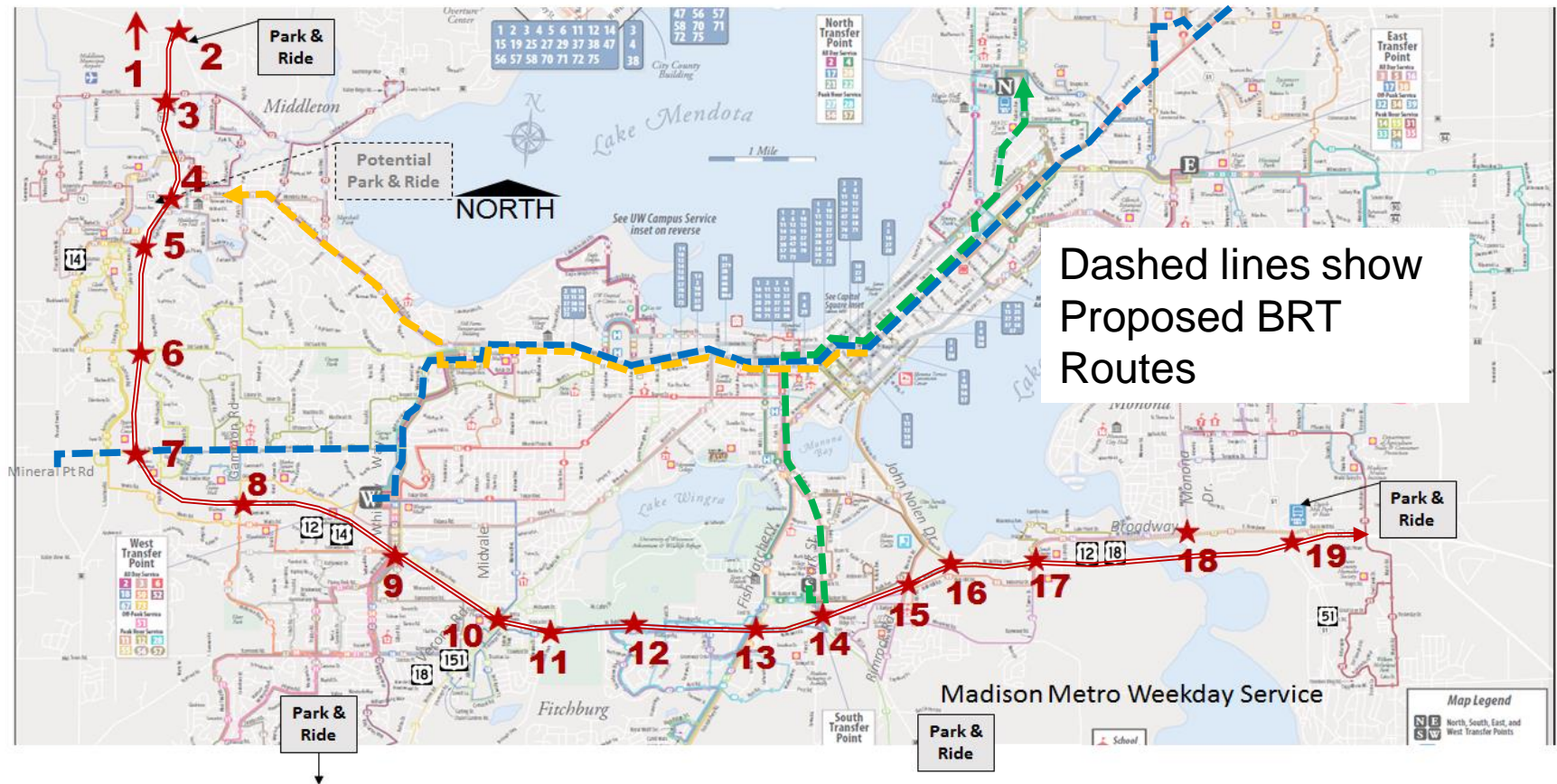
This analysis does not recommend further investigation of Option 2A. Weaving maneuvers on the mainline Beltline between Verona Road and Todd Drive, and Park Street and Rimrock Road operate over capacity in the 2050 design year. Although the weaving between Fish Hatchery Road and Park Street included in other options is removed from the mainline Beltline, weaving on the added CD road also operates over capacity.

Beltline Corridor Components

Remaining Mainline Components/Improvements

- No Build/Preserve and Maintain (including Flex Lane that is currently under construction from Whitney Way to I-39/90)
- Extend Flex Lane
 - Continue Flex lane west from current limits near Whitney Way
 - Add collector/distributor (CD) roads or basket-weaves where needed to eliminate severe bottlenecks
- Add One Lane
 - Maintain Whitney Way to I-39/90 Flex Lane
 - Add one lane to the corridor (general use, high occupancy, etc.)
 - Add CD-roads or basket-weaves if needed to eliminate severe bottlenecks

Interchange Components – Transit Priority



- Which interchanges should be the highest priority for investigating transit priority measures?

Interchange Components – Geometrics

Existing Interchange Configuration



Legend

000 (000) AM traffic volume (PM traffic volume)

0 Number of lanes

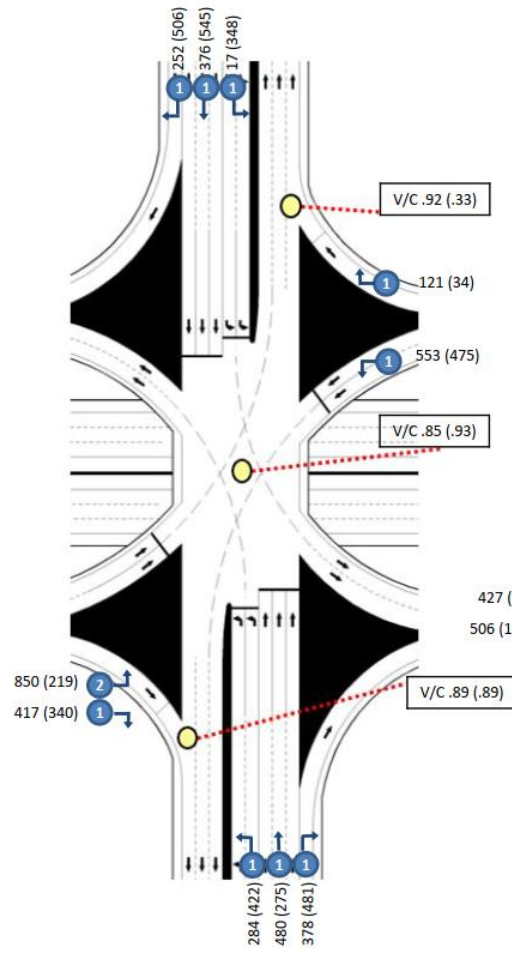
Notes

Number of lanes is minimum to achieve V/C ratio less than 1.00 and may be less than existing number of lanes

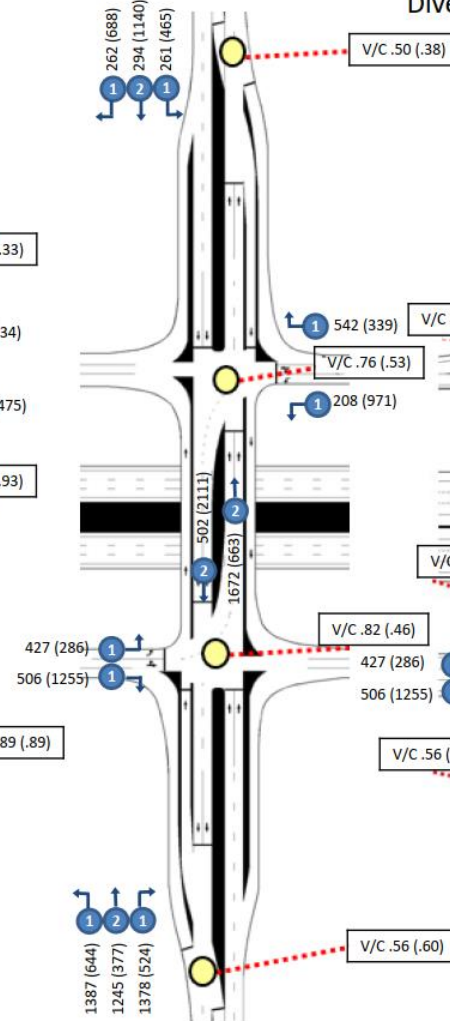
Future volumes are based on adjacent daily forecast volumes from WisDOT Traffic Forecasting Section

Federal Highway Administration (FHWA) Capacity Analysis for Planning of Junctions (CAP-X) Version 2.0 June 2014 used to study each interchange or intersection

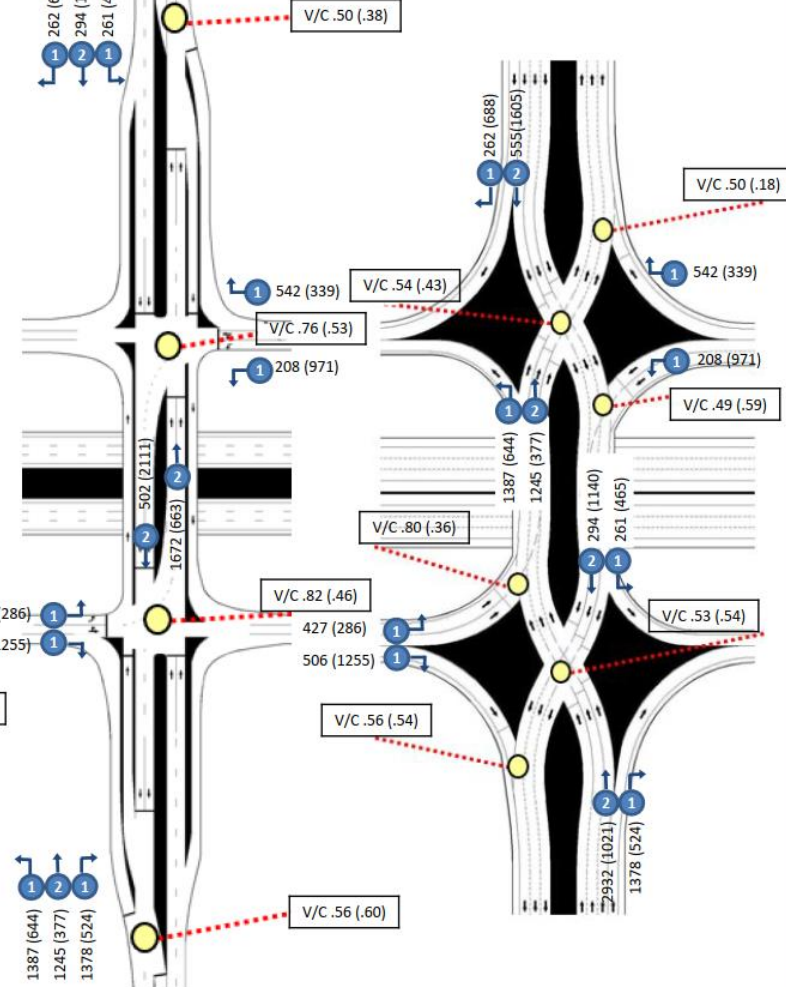
Single Point (2050 Volumes)



Displaced Left Turn (2050 Volumes)

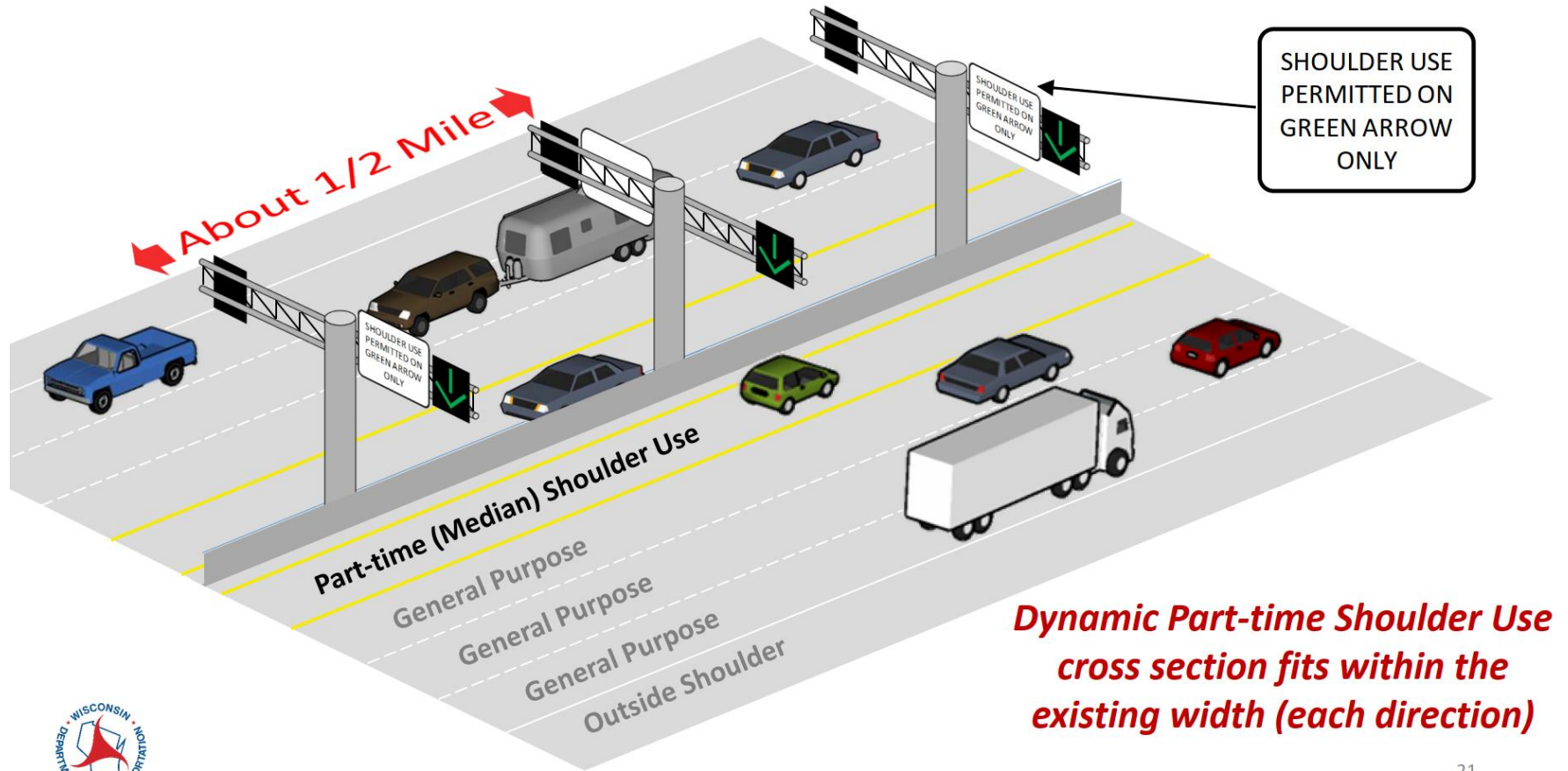


Diverging Diamond (2050 Volumes)



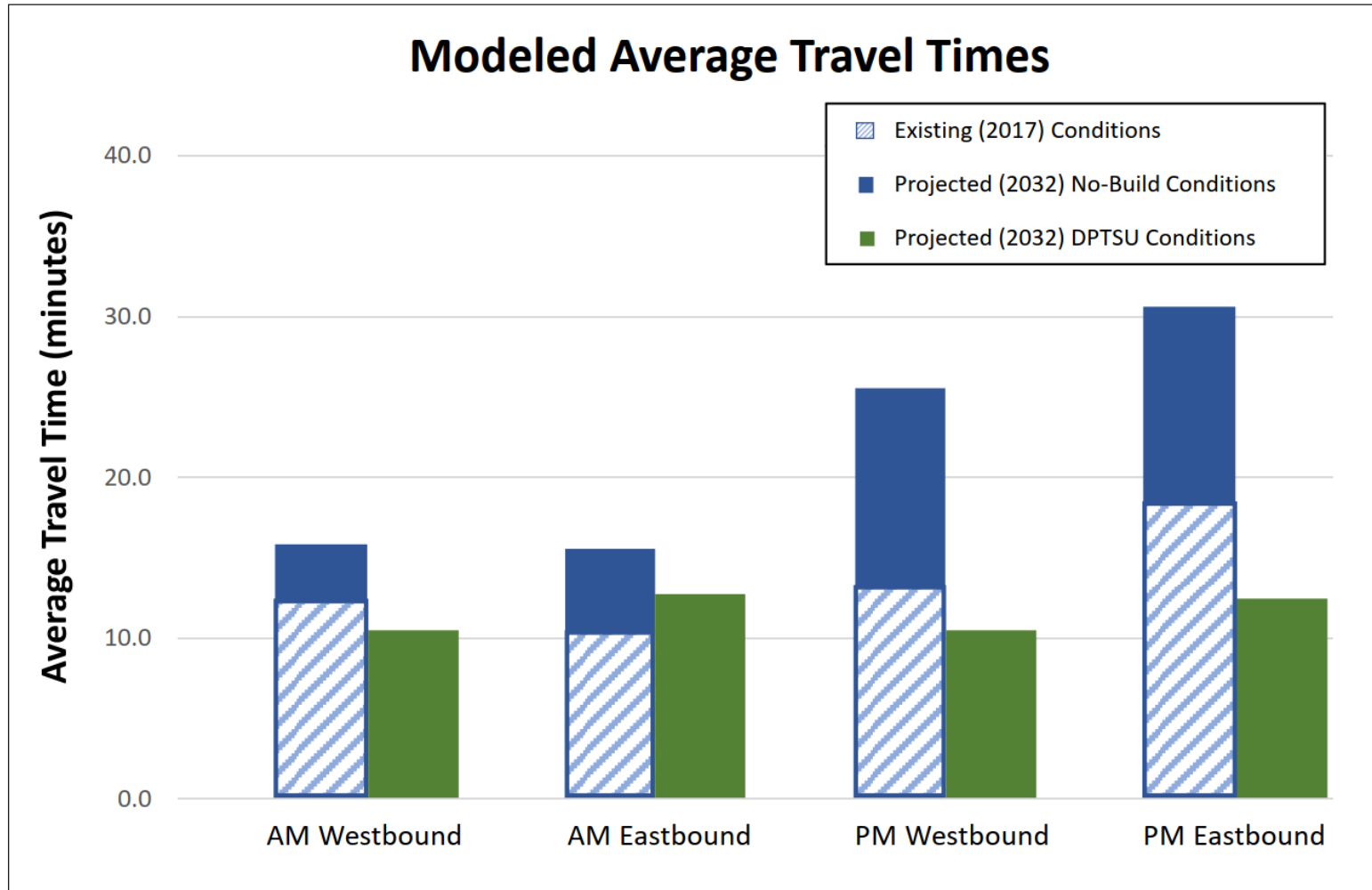
6. What's Ahead

Since PEL Pause: Beltline Flex Lane



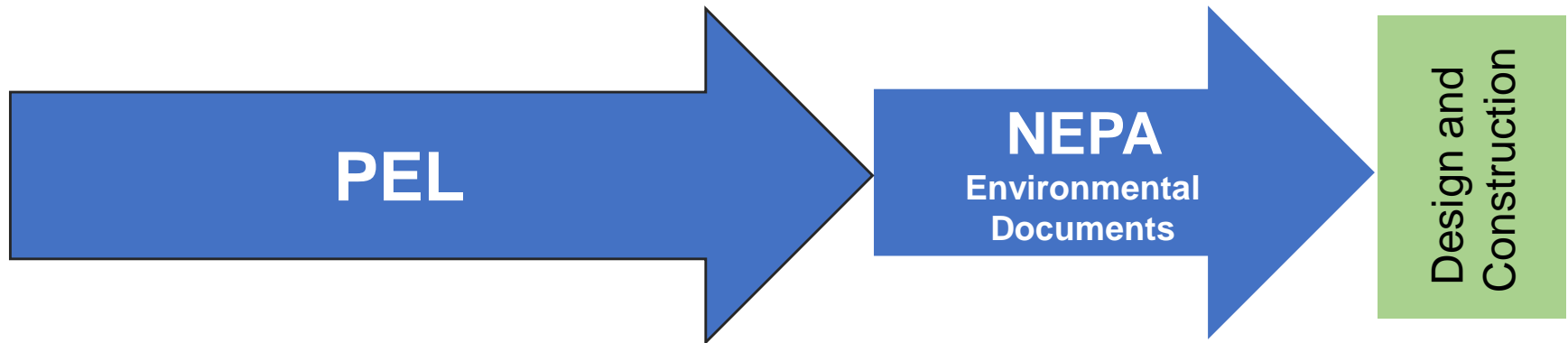
Since PEL Pause: Beltline Flex Lane

Average Travel Time During AM and PM Peak Hours: Whitney Way to I-39/90



Note: Field-measured travel times may be longer for a variety of reasons (incidents, disabled vehicles, weather, etc.).

Process and Estimated Timeline



Refine/Finalize PEL 1 Findings

Select general component locations, including crossings, bike/ped, etc.

Select general Beltline capacity

Select preferred Strategy Package(s)

Identify Improvement Sections for NEPA analysis

Fall 2022 PEL Completion

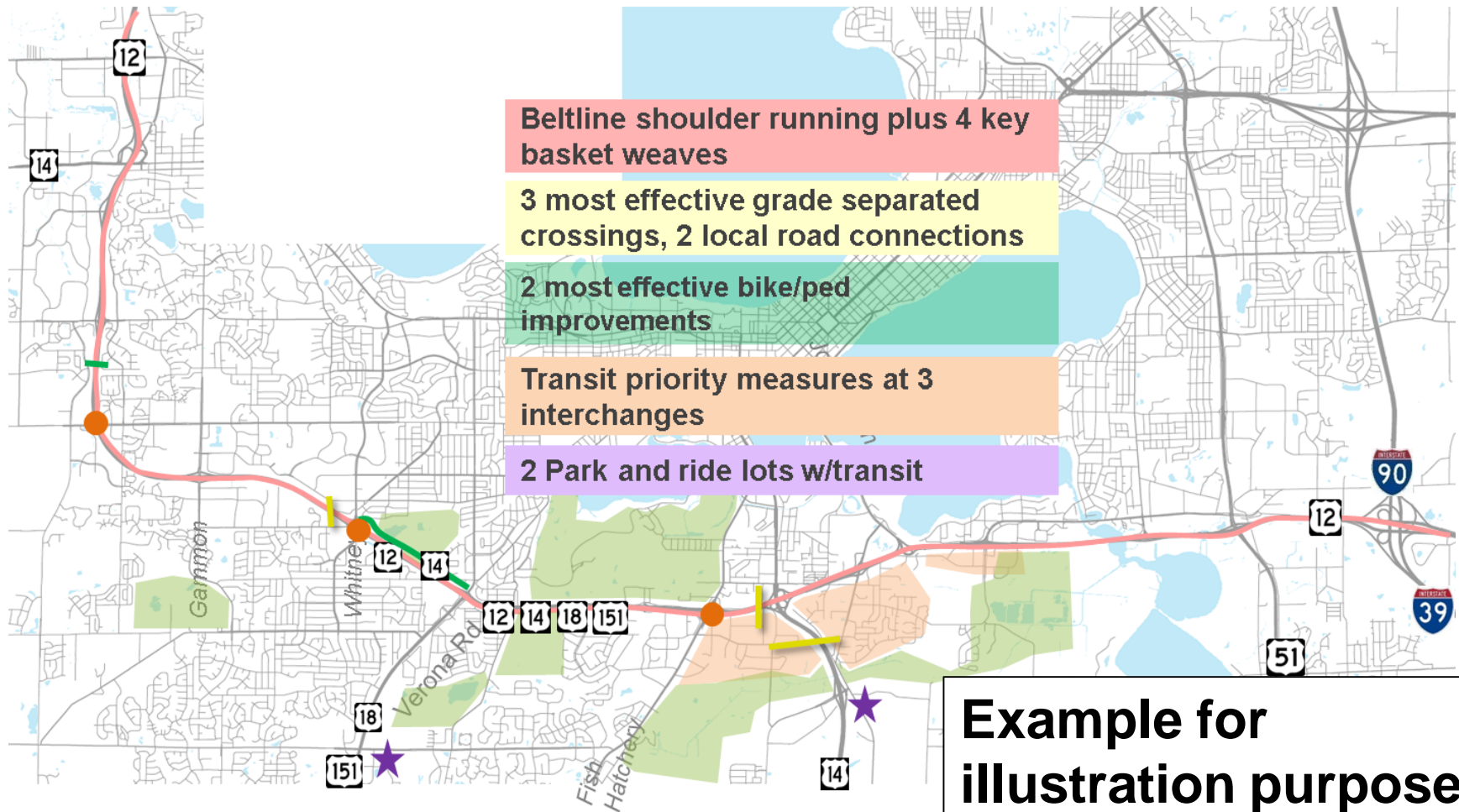
For each Improvement Section (likely multiple documents)

Analyze and document specific alternative geometry and impacts of all components

Select specific Preferred Alternative

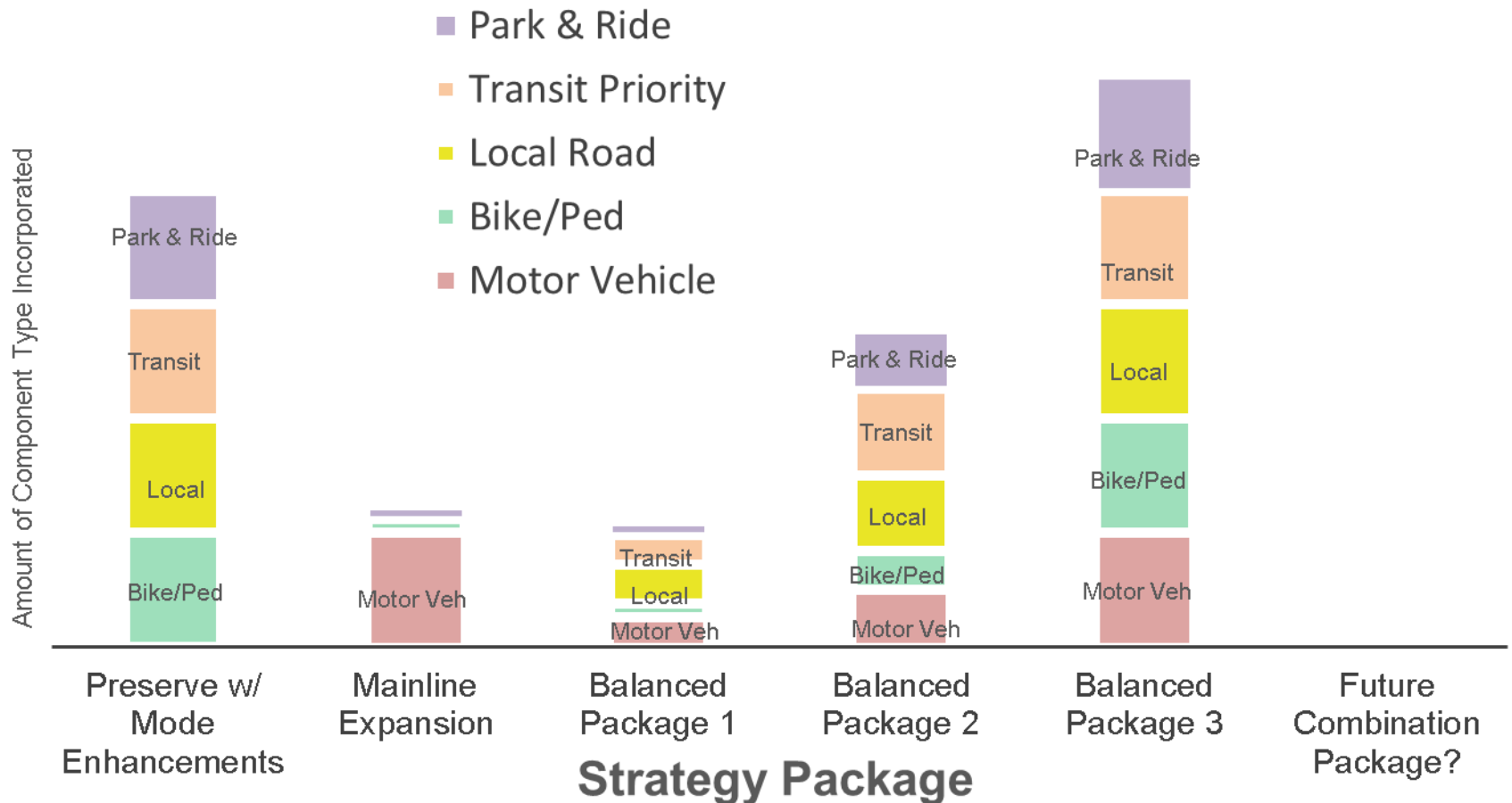
NEPA document(s) anticipated to follow PEL

Strategy Package Example



**Example for
illustration purposes
only**

Update/Finalize Strategy Packages



Strategy Packages

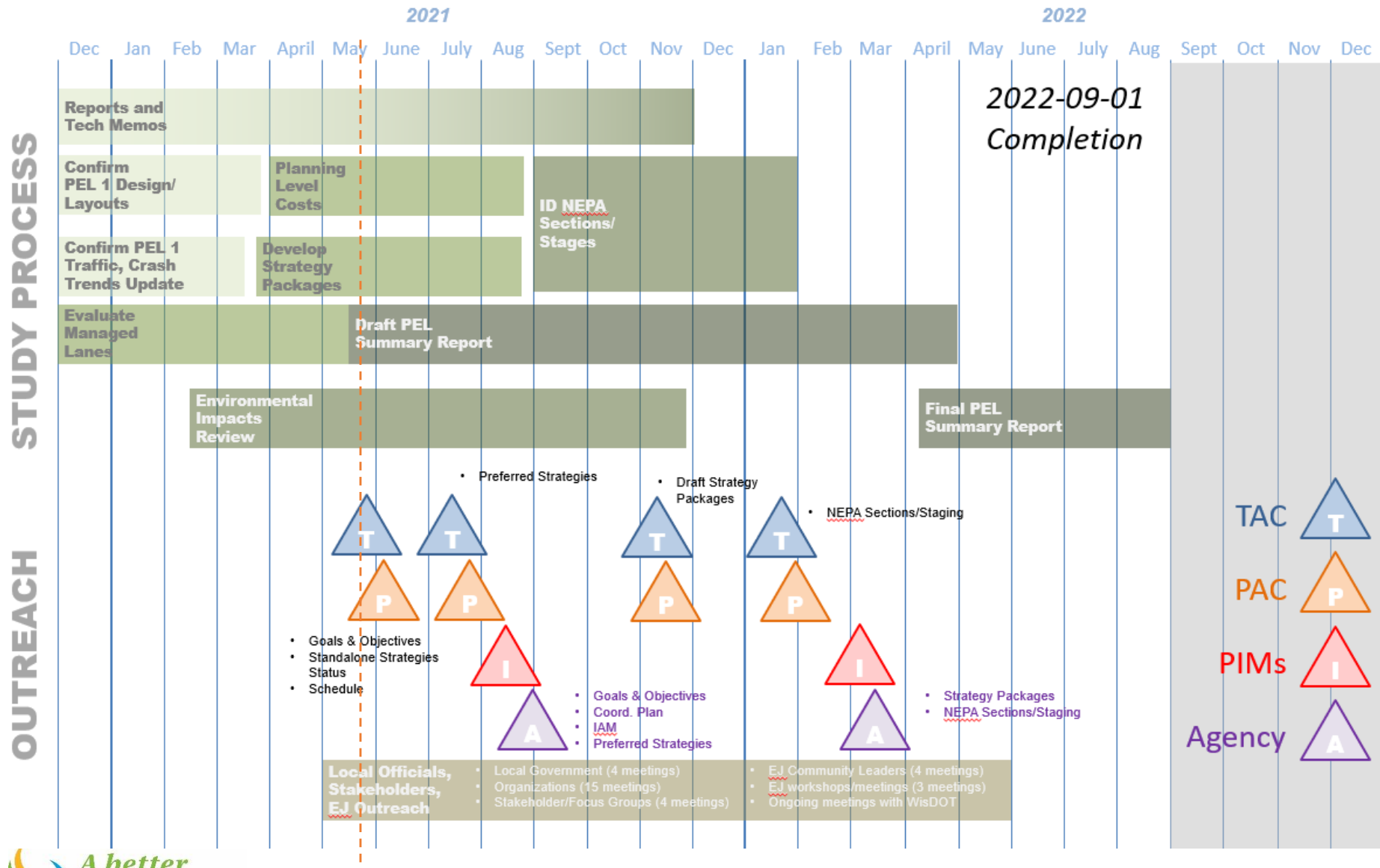
		Strategy Package Name				
Component Type		Preserve w/ Mode Enhancements	Mainline Expansion	Balanced Package 1	Balanced Package 2	Balanced Package 3
Motor Vehicle		<ul style="list-style-type: none"> Bus hard shoulder running. No major interchange reconstructions. Conventional interchange reconstruction at 2 to 4 or more locations if needed to improve alternate mode accommodations. 	<ul style="list-style-type: none"> 1 to 2 additional mainline lanes in each direction. 2 major interchange reconstructions. Conventional capacity expansion of the existing configuration through 6 to 10 interchanges. 	<ul style="list-style-type: none"> Additional mainline capacity through Managed Lane applications. 1 major interchange reconstruction. Conventional capacity expansion of the existing configuration through 2 to 4 other interchanges. 	<ul style="list-style-type: none"> 1 to 2 additional mainline lanes each direction with or without Managed Lanes. 1 major interchange reconstruction. Conventional capacity expansion of the existing configuration through 4 to 6 other interchanges. 	<ul style="list-style-type: none"> Reconstruct Beltline with 1 to 2 additional lanes in each direction with or without Managed Lane. 2 major interchange reconstructions. Conventional capacity expansion of the existing configuration through 6 to 8 or more other interchanges.
Transit Priority		<ul style="list-style-type: none"> Transit priority through 4 or more interchanges. 	<ul style="list-style-type: none"> Transit priority through 0 interchanges. 	<ul style="list-style-type: none"> Transit priority through 1 to 2 interchanges. 	<ul style="list-style-type: none"> Transit priority through 2 to 3 interchanges. 	<ul style="list-style-type: none"> Transit priority through 3 to 4 or more interchanges.
Bike and Pedestrian		<ul style="list-style-type: none"> Bike/ped facilities through all interchanges. 4 or more bike/ped path connections. 2 or more additional bike/ped grade sep crossings. 	<ul style="list-style-type: none"> Bike/ped facilities through all interchanges. No bike/ped path connections. No bike/ped grade sep crossings. 	<ul style="list-style-type: none"> Bike/ped facilities through all interchanges. No bike/ped path connections. No bike/ped grade sep crossings. 	<ul style="list-style-type: none"> Bike/ped facilities through all interchanges. 1 bike/ped path connection. 1 bike/ped grade sep crossings. 	<ul style="list-style-type: none"> Bike/ped facilities through all interchanges. 4 or more bike/ped path connections. 2 or more bike/ped grade sep crossing.
Crossings and Connections		<ul style="list-style-type: none"> 3 or more additional local road connections. Local intersection improvements adjacent to an interchange. 	<ul style="list-style-type: none"> No additional local road connections/crossings. Local intersection improvements adjacent to an interchange. 	<ul style="list-style-type: none"> 1 additional local road connection/crossing. Local intersection improvements adjacent to an interchange. 	<ul style="list-style-type: none"> 2 to 3 additional local road connections/crossings. Local intersection improvements adjacent to an interchange. 	<ul style="list-style-type: none"> 3 or more additional local road connections/crossings. Local intersection improvements adjacent to an interchange.
Park and Ride		<ul style="list-style-type: none"> SW Region Park and Ride Study, plus 2 or more additional. 	<ul style="list-style-type: none"> SW Region Park and Ride Study. 	<ul style="list-style-type: none"> SW Region Park and Ride Study. 	<ul style="list-style-type: none"> SW Region Park and Ride Study plus 1 to 2 additional. 	<ul style="list-style-type: none"> SW Region Park and Ride Study plus 2 or more additional.
SCREENING QUESTIONS FOR ROOT OBJECTIVES						
1. Improve Safety for all modes						
A Bike	Does the package potentially decrease bicycle-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?	Y	N	SW	Y	Y
B Ped	Does the package potentially decrease pedestrian-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?					
C Mtr.veh.	Can the package decrease crashes on the Beltline?	N	Y	SW	Y	Y
2. Address Beltline infrastructure condition and deficiencies.						
D	Does the package have the potential to address Beltline pavements, structures, and substandard elements?	Y	Y	Y	Y	Y
3. Improve system mobility (congestion) for all modes						
E Ped	Does the package provide pedestrian facilities?	Y	SW	SW	SW	Y
F	Does the package provide the opportunity to complete the pedestrian network near and across the Beltline Corridor? (In addition to)	Y	N	N	Y	Y
G Bike	Does the package provide bicycle facilities?	Y	SW	SW	Y	Y
H	Does the package have the potential to address bike network gaps (deficiencies) along and across the Beltline?	Y	N	N	SW	Y
I	Can the package provide convenient bike mode transfers?	Y	N	N	SW	Y
J Transit	Can the package improve routes for transit?	Y	SW	SW	SW	Y
K	Does the package have the potential to provide measures that make transit more competitive with auto?	Y	SW	SW	SW	Y
L	Can it provide convenient transit mode transfers?	Y	N	N	SW	Y
M Mtr.veh.	Does the package have the potential to address conditions that lead to unstable traffic flow on the Beltline?	N	Y	SW	Y	Y
N	Does the package provide a substantial traffic volume reduction on the Beltline Corridor, a substantial Beltline capacity increase, or a combination of these?	N	Y	SW	Y	Y
O	Does the package provide more attractive/viable alternative routes to the Beltline for local trips?	Y	N	SW	Y	Y
P	Does the package provide better opportunities for mode transfers? Will the strategy reduce motor vehicle trips?	Y	N	N	SW	Y
4. Limit impacts to a responsible level of social, cultural, and environmental effects. NOTE: See Details on the Following Sheets						
5. Enhance efficient multimodal access to economic centers.						
R	Does the package acknowledge capacity limitations in the connecting municipal arterial network (near the Beltline)?	SW	SW	SW	SW	SW
S	Does the package connect economic centers for all modes?	SW	N	N	SW	Y
T	Can the package improve Beltline interchange operation?	SW	Y	SW	SW	Y
6. Decrease Beltline diversion impacts to neighborhood streets						
U	Does the package create traffic volumes on streets/roads that are compatible with their functional classification?	SW	Y	SW	SW	Y
7. Complement other major transportation initiatives and studies in the Madison area.						
V	Is the package consistent with the implementation of other regional plans?	SW	N	SW	SW	Y

Strategy Packages

		Strategy Package Name				
Component Type		Preserve w/ Mode Enhancements	Mainline Expansion	Balanced Package 1	Balanced Package 2	Balanced Package 3
	Motor Vehicle	• No major interchanges • No additional local road crossings • No additional capacity expansion of the existing infrastructure through 0 to 2 additional interchanges	• 2 or more additional local road crossings • 2 or more additional capacity expansion of the existing infrastructure through 0 to 2 additional interchanges	• 1 additional local road crossing • 1 additional capacity expansion of the existing infrastructure through 1 to 2 additional interchanges	• 1 additional local road crossing • 1 additional capacity expansion of the existing infrastructure through 1 to 2 additional interchanges	• 1 additional local road crossing • 1 additional capacity expansion of the existing infrastructure through 1 to 2 additional interchanges
	Transit Priority	• 4 or more additional transit priority through all interchanges	• Transit priority through 0 to 2 additional interchanges	• Transit priority through 1 to 2 additional interchanges	• Transit priority through 2 to 3 additional interchanges	• Transit priority through 3 to 4 additional interchanges
	Bike and Pedestrian	• 4 or more additional bike/ped path connections • 2 or more additional bike/ped grade sep crossings	• 4 or more additional bike/ped path connections • No bike/ped grade sep crossings	• 4 or more additional bike/ped path connections • No bike/ped grade sep crossings	• 4 or more additional bike/ped path connections • No bike/ped grade sep crossings	• 4 or more additional bike/ped path connections • No bike/ped grade sep crossings
	Crossings and Connections	• 3 or more additional local road crossings • Local intersection improvements through 1 to 2 additional interchanges	• No additional local road crossings • Local intersection improvements through 1 to 2 additional interchanges	• 1 additional local road crossing • Local intersection improvements through 1 to 2 additional interchanges	• 2 to 3 additional local road crossings • Local intersection improvements through 1 to 2 additional interchanges	• 3 or more additional local road crossings • Local intersection improvements through 1 to 2 additional interchanges
Park and Ride		• SW Region Park and Ride Study, plus 2 or more additional.	• SW Region Park and Ride Study.	• SW Region Park and Ride Study.	• SW Region Park and Ride Study plus 1 to 2 additional.	• SW Region Park and Ride Study plus 2 or more additional.
SCREENING QUESTIONS FOR ROOT OBJECTIVES						
1. Improve Safety for all modes						
Safety	A Bike Does the package potentially decrease bicycle-motor crashes or conflicts near the segment and Corridor?	Y	N	SW	Y	Y
	B Bike Does the package potentially decrease pedestrian crashes or conflicts near the segment and Corridor?	Y	Y	SW	Y	Y
	C Mtr.vsb Can the package decrease crashes on the Beltline?	N	Y	SW	Y	Y
2. Address Beltline infrastructure conditions and deficiencies						
Infrastructure	D Local Does the package have the potential to address Beltline infrastructure conditions and deficiencies?	Y	Y	Y	Y	Y
	E Ped Does the package provide pedestrian facilities?	Y	SW	SW	SW	Y
	F Ped Does the package provide the opportunity to complete the pedestrian network near and across the Beltline Corridor? (in addition to J)	Y	N	N	Y	Y
Mobility/ Congestion	G Bike Does the package provide bicycle facilities?	Y	SW	SW	Y	Y
	H Bike Does the package have the potential to address bike network gaps (deficiencies) along and across the Beltline?	Y	N	N	SW	Y
	I Bike Does the package provide convenient bike mode transfers?	Y	N	N	SW	Y
Congestion	J Transit Does the package have the potential to provide transit mode transfers?	Y	SW	SW	SW	Y
	K Transit Does the package have the potential to provide transit mode transfers?	Y	SW	SW	SW	Y
	L Mtr.vsb Can it provide convenient transit mode transfers?	Y	N	N	SW	Y
Access	M Mtr.vsb Does the package have the potential to address conditions that lead to unstable traffic flow on the Beltline?	N	Y	SW	Y	Y
	N Does the package provide a substantial traffic volume reduction on the Beltline Corridor, a substantial Beltline capacity increase, or a combination of these?	N	Y	SW	Y	Y
	O Does the package provide more attractive/usable alternative routes to the Beltline for local trips?	Y	N	SW	Y	Y
Diversion	P Does the package provide better opportunities for mode transfers? Will the strategy reduce motor vehicle trips?	Y	N	N	SW	Y
	4. Limit impacts to a responsible level of social, cultural, and environmental effects. NOTE: See Details on the Following Sheets					
	5. Enhance efficient multimodal access to economic centers.					
Access	R Does the package address infrastructure capacity limitations to the connecting municipal arterial network (near the Beltline)?	SW	SW	SW	SW	SW
	S Does the package connect economic centers for all modes?	SW	N	N	SW	Y
	T Can the package improve transit interchange operation?	SW	Y	SW	SW	Y
Diversion	6. Decrease Beltline diversion impacts to neighborhood streets					
	U Does the package have the potential to decrease traffic volumes on neighborhood streets that are incompatible with their functional use?	SW	Y	SW	SW	Y
	7. Complement other major transportation initiatives and studies					
Consistency with Other Plans	V Is the package consistent with the implementation of the Madison area?	SW	N	SW	SW	Y
	W Is the package consistent with the implementation of the Madison area?	SW	N	SW	SW	Y

Consistency with
Other Plans

Outreach Activities Schedule



What we're asking of this group

- Familiarize/reacquaint yourself with the first three Comment Points
 - CP 1: PEL Process, Goal & Objectives
Slides 9 – 24
G&O Report on the study webpage:
<https://wisconsindot.gov/Documents/projects/by-region/sw/madisonbeltline/goals-objectives-screening-120720.pdf>
 - CP 2: Screening Criteria
Slides 25 – 32
 - CP 3: Stand-alone Strategies Screening
Slides 34 – 43
SS Screening Report on the study webpage
<https://wisconsindot.gov/Documents/projects/by-region/sw/madisonbeltline/stand-alone-strategies-screening-120720.pdf>
 - Review the components in this slideshow and provide feedback or ask questions, if desired, by **June 23, 2021**
Slides 47-53

Schedule for Upcoming Meetings

- **TAC/PAC Meeting #2 (July 2021)**
 - Most Promising Components, 1 Draft Strategy Package
- Public Involvement Meeting #1 (August 2021)
- Agency Meeting #1 (August 2021)
- **TAC/PAC Meeting #3 (November 2021)**
 - Strategy Packages Screening
- **TAC/PAC Meeting #4 (early 2022)**
 - Draft PEL Findings
- Public Involvement Meeting #2 (Spring 2022)
- Agency Meeting #2 (Spring 2022)

Questions and Answers

WisDOT Contact Information:

- Email: Daniel.Schave@dot.wi.gov
- Phone: 608-246-3251
- Project Website: <https://wisconsindot.gov/Pages/projects/by-region/sw/madisonbeltline/default.aspx>

Madison Beltline

Planning and Environment Linkages

Policy Advisory Committee (PAC) Meeting No. 1

WisDOT Madison Beltline Overview

6/14/2021

WisDOT and the Beltline

- **Have studied the Beltline on and off since 1994.**
 - Verona Road interchange was an off shoot of one of the studies
- 2013 WisDOT Initiated Planning and Environmental Linkages (PEL) Study
 - Was put on “pause” from 2015-2020
 - Seek to complete it by end of 2021

PEL

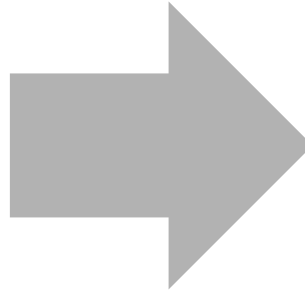


Looks at Broad Solutions

Pre-NEPA

23 USC 168

- Goals/Objectives
- Strategies
- Evaluation
- Screening

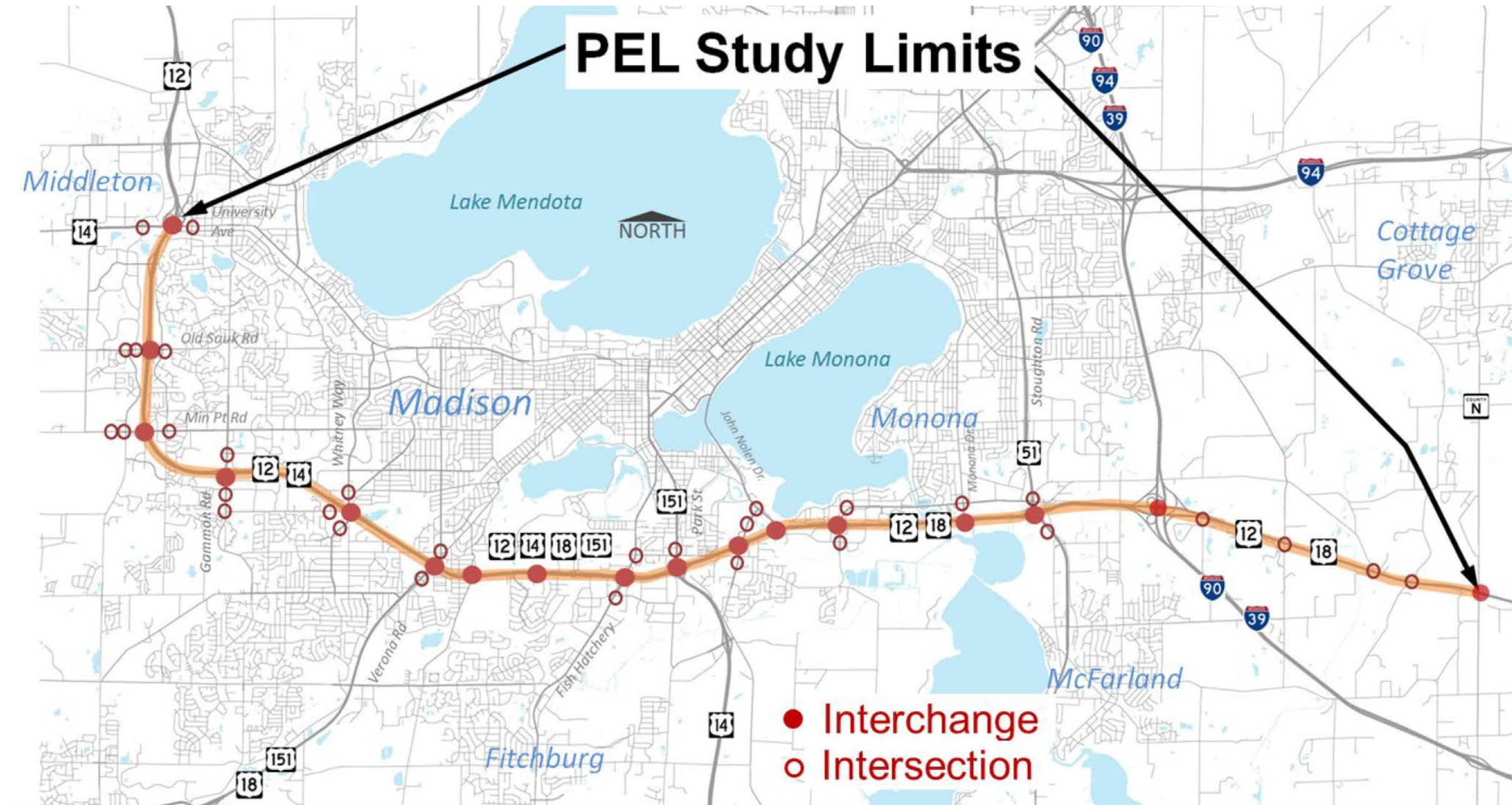


Typically known and “EIS”

40 CFR 1500-1508

- Purpose and Need
- Alternatives
- Environmental Consequences
- Preferred Alternative

PEL Study Limits



Screening Strategies



High Level look at
Broad Range of
Potentially Effective
**Stand-alone
Strategies**
(completed)

More detailed look
at Individual Modal
Components
and combinations
(ongoing)



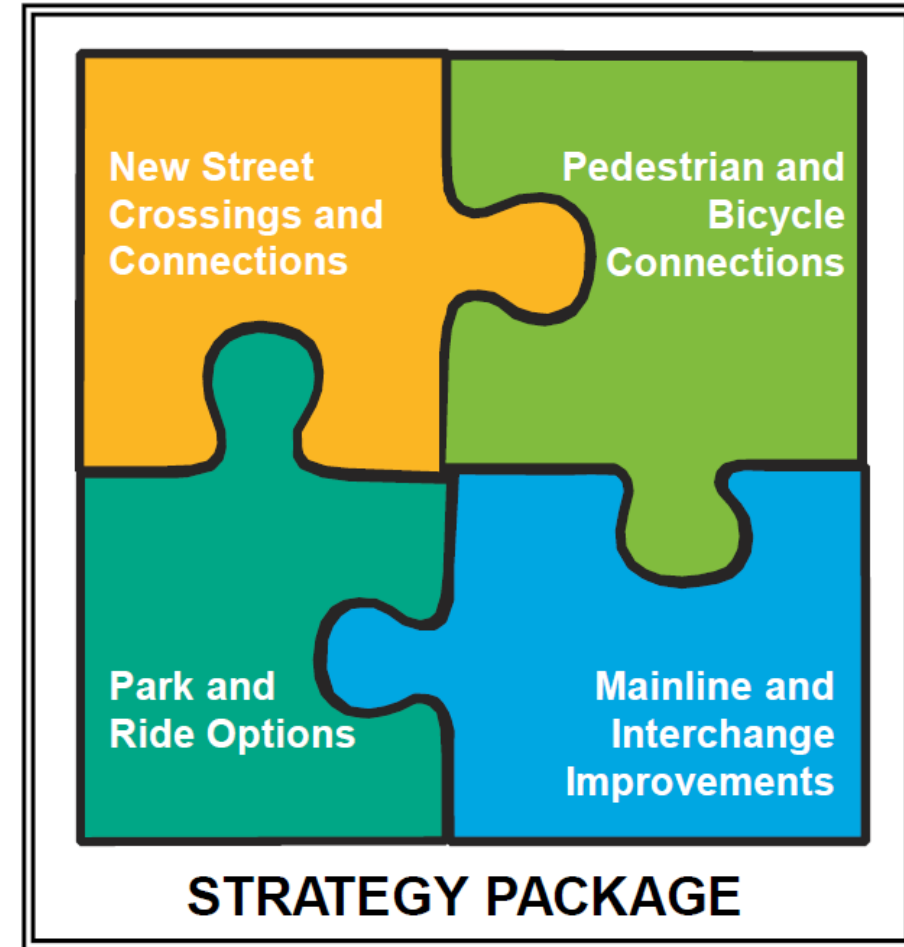
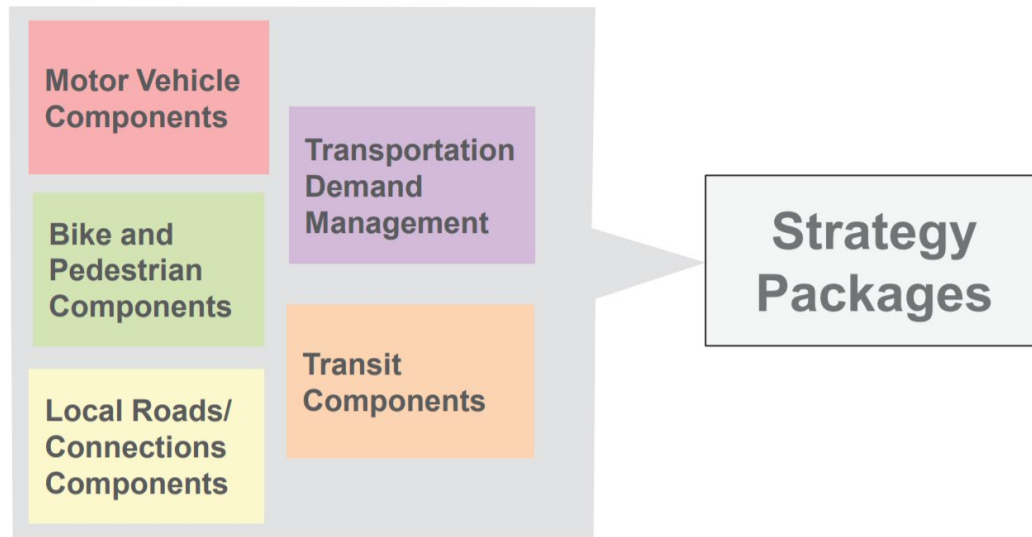
WisDOT looked at Broad Strategies

- North Mendota Pkwy
- South Reliever
- Transit Only
- Beltline

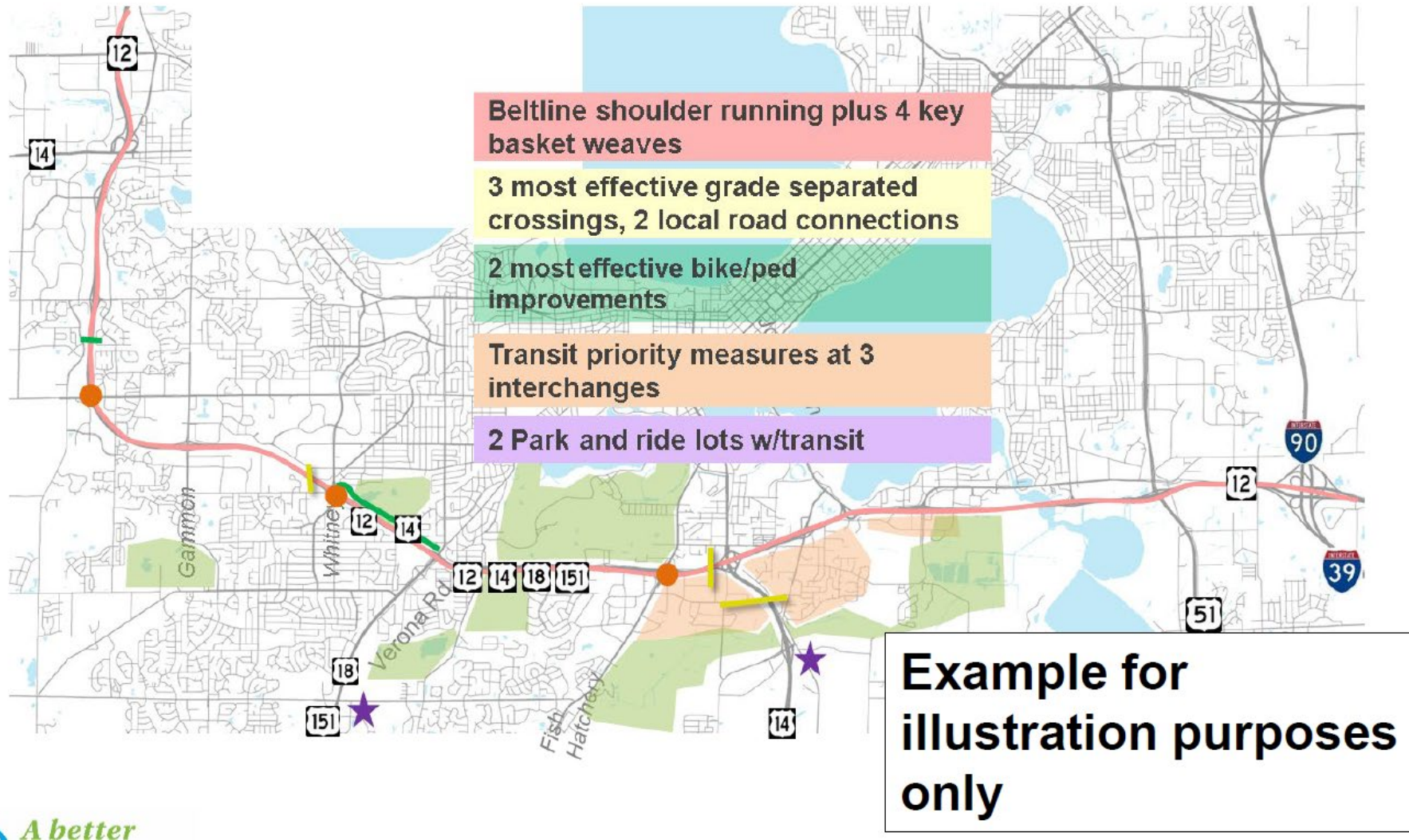
Consisted of Demand Modeling

Most non-Beltline Strategies
were dismissed

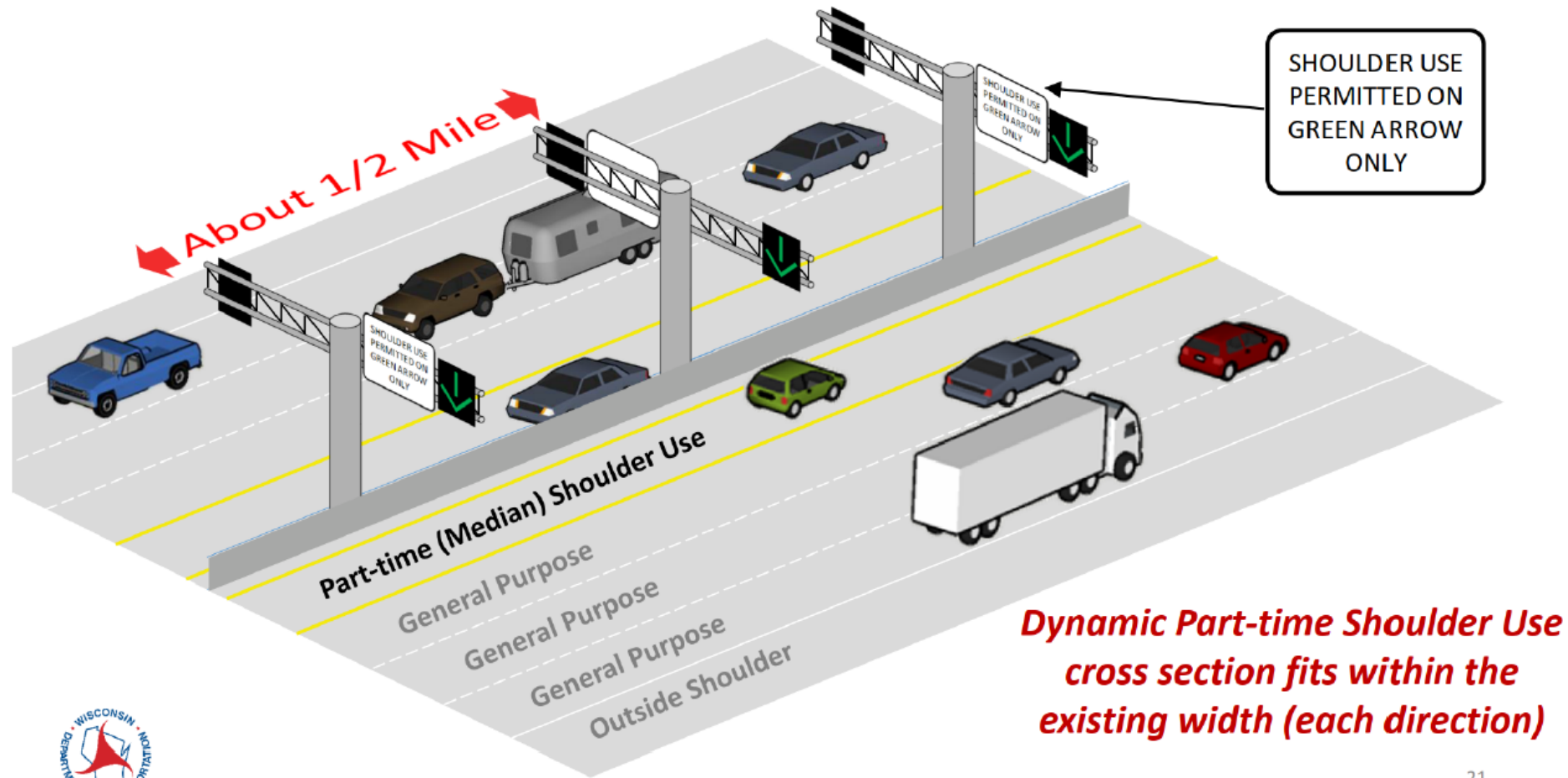
WisDOT is now looking at “Strategy Packages



Strategy Package Example



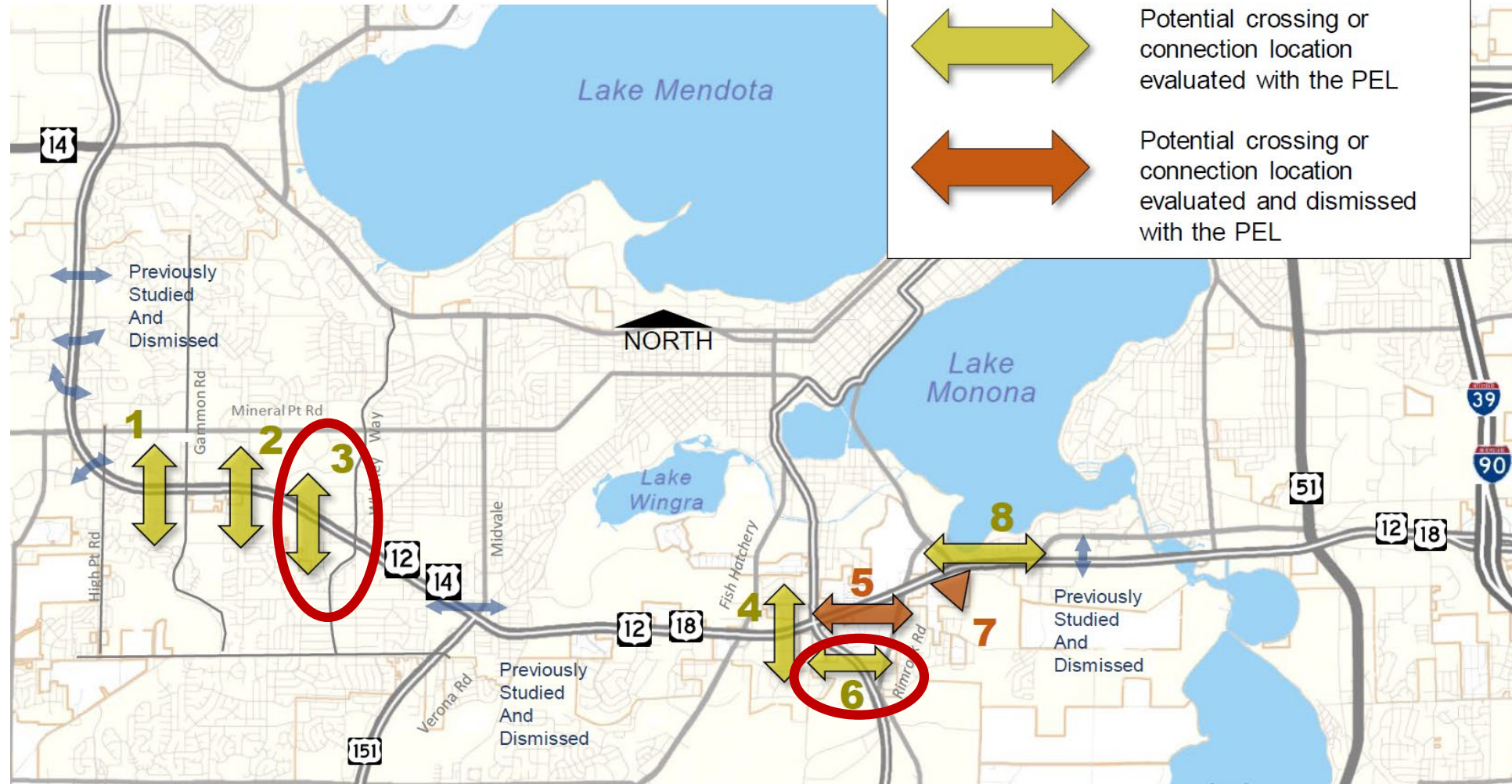
Much of the Beltline Capacity Issues Are Addressed with the Beltline Flex Lane



WisDOT

Areas of Opportunity

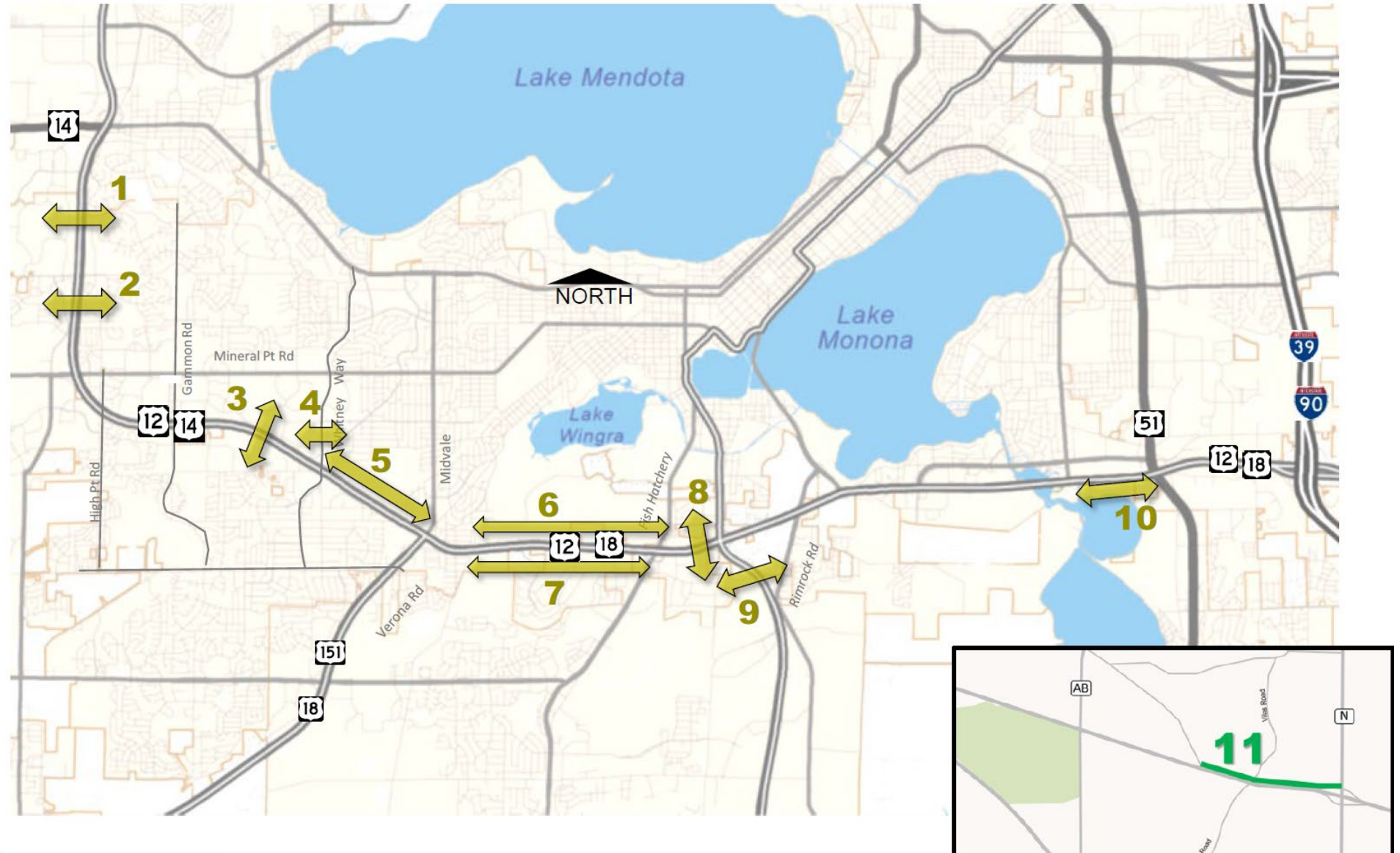
Crossings and Connections Components



Pedestrian and Bicycle Components

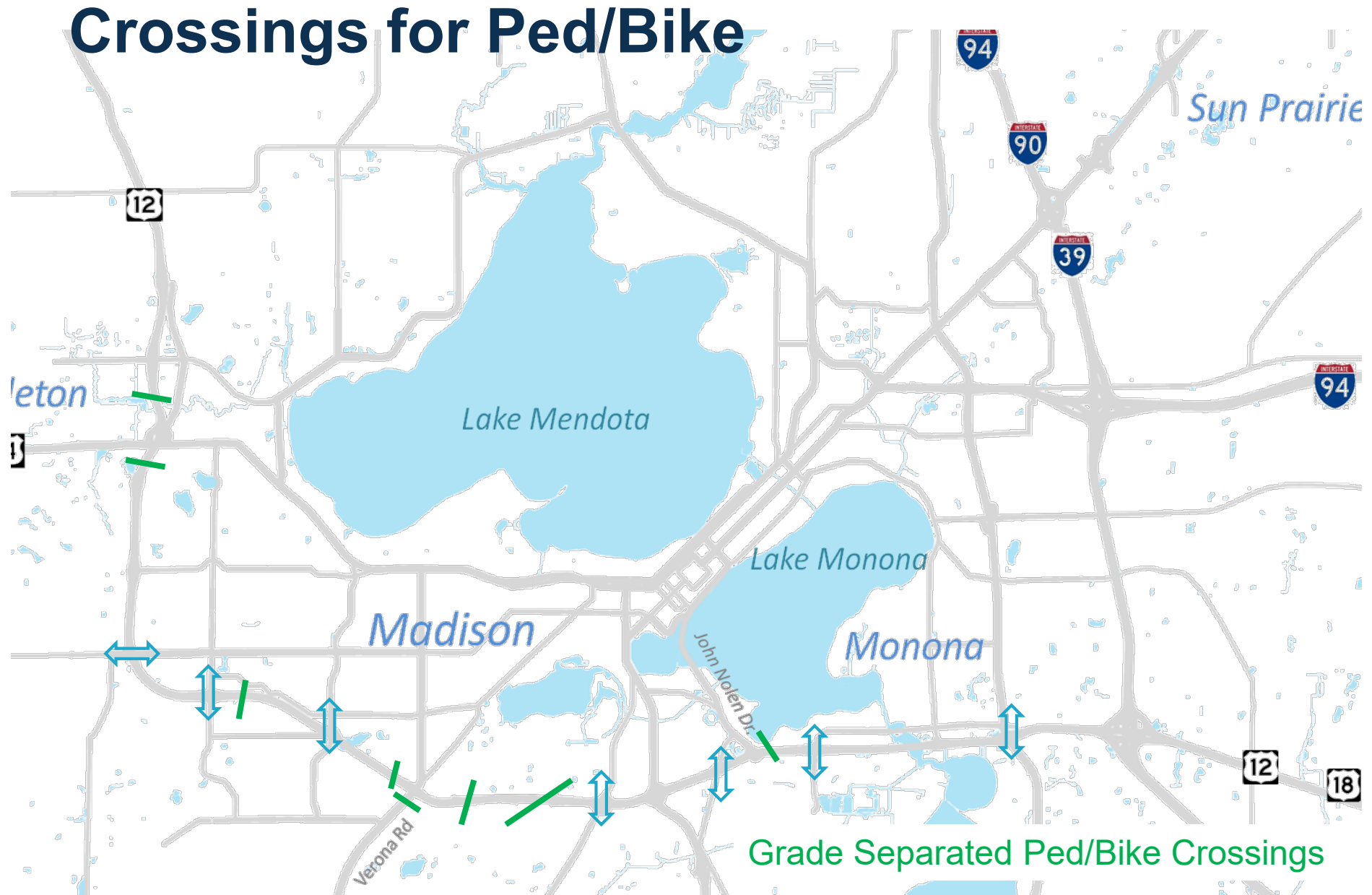
Areas of Opportunity

Different connections have different levels of feasibility



Areas of Opportunity

Most interchanges represent a constraint to bike/ped



**Beltline Planning & Environmental Linkages (PEL) Study Comments
by Greater Madison MPO**

The MPO offers the following comments on the Beltline PEL Study goal, objectives, and strategy screening completed to date:

Beltline PEL Goal

It is suggested the second bullet be modified as follows:

Supports Acknowledges the Regional Development Framework (RDF) and community plans.

The RDF is based on local comprehensive plans, but also regional goals and growth strategies and other regional plans.

The fourth (last) bullet – Limits adverse environmental and social effects to the extent practicable – appears to be mainly focused on construction of the roadway. Suggest clarifying that this should be both during and after construction, which addresses the impact of the ultimate recommended project alternative on regional growth and VMT (and thus greenhouse gas emissions). This of course still needs to be balanced with the other goals, including supporting economic development.

Beltline PEL Objectives

The MPO strongly supports the twelve (12) objectives overall, which are comprehensive and address alternatives to driving. We strongly support objective #5 regarding travel time reliability, which is more important than congestion. The Beltline will be congested during peak travel periods regardless of whether additional capacity is added or not, and that must be accepted. The issues are predictability of travel time and amount of traffic diversion (and where) and balancing that with protection of environmental resources (as noted in the screening criteria) and supporting regional land use goals.

The MPO offers the following specific comments on the objectives:

For #3 – Address system mobility (congestion) for all travel modes – we suggest adding language about network connectivity even though the issue is covered by objective #6. We also suggest adding a reference to improving accessibility to jobs, services, and other destinations. Mobility is not the end goal of the transportation network, but rather accessibility.

For #4 – Limit adverse social, cultural, and environmental effects – we suggest adding “and support state and county climate change goals.”

For #8 – Decrease Beltline traffic diversion impacts to neighborhood streets – we suggest changing “neighborhood streets” to “alternative, more indirect routes” or something like that. The issue isn’t diversion to neighborhood streets, but to alternate corridors, either more indirect (e.g., CTH M South) or potentially through the isthmus. While Bluetooth data collected for the study found little “through” traffic traveling through the isthmus that could change if Beltline congestion gets bad enough.

Desired Beltline PEL Outcomes

We suggest making it clear under B. All potential solutions considered, evaluated that part of that evaluation is of the regional travel impacts and potential impacts on regional growth patterns, even though impact on growth patterns is admittedly a very difficult thing to evaluate in a quantitative way.

Beltline PEL Screening Criteria

For desired outcomes for the objective of improving system mobility related to motor vehicles, we support separate desired outcome of providing better travel time reliability (reduce nonrecurring congestion) as well as reduce recurring congestion to the extent feasible.

For objective of decrease Beltline diversion impacts, we aren't sure why the desired outcome is simply that diverted traffic uses other arterials and collectors. As noted above, reducing out of direction travel to the extent possible would be a desired outcome along with reducing diversion to transit and bicycle priority streets, including those through the isthmus.

Evaluation of Broad Modal Strategies

The MPO agrees with the dismissal of the N. Mendota Parkway, South Reliever, BRT and other transit strategies, compact land use, and combined strategies alternative as stand-alone strategies for addressing the Beltline needs, regardless of the merit of some of these for the regional system as a whole. Consultants for the MPO have developed a new, updated and improved travel forecast model, and we have new much higher future 2050 household and employment forecasts. However, given the very small impact these strategies had on Beltline volumes we don't believe there is a need to re-evaluate these as stand-alone strategies.

Strategy Packages

The MPO will be evaluating the street crossings, pedestrian/bicycle crossings, PNR lot, and interchange transit priority options, and providing comments on those believed to be the highest priority for inclusion in a strategy package.

MPO Agenda Cover Sheet

July 7, 2021

Item No. 9

Re:

Review of STBG – Urban Project Applications for the 2022-2027 Program Cycle and Discussion on Use of COVID-19 Related Funding

Staff Comments on Item:

The MPO receives an allocation of funding under the Federal Surface Transportation Block Grant (STBG) - Urban program, and solicits applications and select projects for funding. Applications are solicited every two years. For this 2022-2027 program cycle, projects are being approved for two additional state fiscal years – 2026 through 2027 – with a review and adjustment, if necessary, of the funding and schedule for projects already approved for 2022-2025. The recently revised program policies and the scoring criteria for evaluation of projects are outlined in the STBG – Urban Project Selection Process paper at this [link](#).

Applications were due June 18. Surprisingly, the MPO only received applications from the city of Madison. Madison submitted applications for three roadway projects, a bicycle/pedestrian project, and two ITS projects. One of the roadway projects – reconstruction of John Nolen Drive – has a very large price tag (\$29 million) and may not be able to be funded regardless of how it scores. One of the projects (Atwood Ave.) and perhaps another (Autumn Ridge path/overpass) could receive a special earmark of funding in the new federal transportation bill.

WisDOT has not provided information yet to the MPO on the amount of additional funding that will be available to program for projects, but staff expects it to be around \$9 million. The MPO will also receive some funding under the COVID related CRRSSA and ARPA bills. Staff believes that will be around \$6 million. Unlike the regular STBG Urban funding, which can't be spent until calendar year 2025 at the earliest, this funding must be spent by 2024. The funding can be used to provide additional funding to already approved projects or fund new projects if they can be constructed by 2024. The three largest currently approved STBG Urban projects – University Ave., Pleasant View Rd., and CTH M – are all significantly underfunded (less than 60%). Staff can present some different scenarios to the board at its August meeting, but would be interested in hearing from the board on how much, if any, of the COVID related funding to allocate to already approved projects. The MPO's policy in the event of a project delay or cancellation, making funding available, is to give first priority to providing additional funding to projects short of 60% funding. This is, however, a somewhat different situation with the stimulus funding.

MPO staff will score and rank the new project applications and make a recommendation at the August meeting on those to fund based on the funding available. One or more alternative project funding scenarios may be presented for consideration.

Materials Presented on Item:

1. Summaries of the STBG – Urban project applications
2. Map showing the location of the approved and proposed projects

Staff Recommendation/Rationale: For information and discussion purposes only at this time.

2022-2027 Surface Transportation Block Grant (STBG) – Urban Program Project Summaries

Proposed New Projects Being Evaluated:

City of Madison:

Autumn Ridge Path/Overpass:

The project would construct a new multi-use path from Milwaukee Street to Commercial Ave. This is a planned extension from the Capital City Path and Downtown to the far northeast neighborhoods in Madison. The project extends through Heistand Park and includes a new overpass of STH 30, which is a barrier for pedestrians and bicyclists. Total construction cost estimate: \$4,200,000.

Atwood Avenue (S. Fair Oaks Ave. to Cottage Grove Rd.) Reconstruction

The project would reconstruct Atwood Avenue, a 4-lane undivided minor arterial, to an urban boulevard with three vehicle lanes, sidewalk, separated bicycle facilities, street lighting, and storm sewer. Improvements are planned for the Walter St. intersection. One of the eastbound vehicle travel lanes is planned to be removed between Oakridge Ave. and Walter St. to provide space for the bicycle facilities. A median will be added along Olbrich Park to allow for two-stage pedestrian crossings with pedestrian crossing improvements. A side path will be added along Olbrich Park. A ped/bike bridge over Starkweather Creek will be constructed next to the current bridge.

[Note: The project's north and south termini -- S. Fair Oaks Avenue and Cottage Grove Road intersections -- have already been reconstructed.]

Total construction cost estimate: \$11,140,000.

John Nolen Drive (Lakeside St. to North Shore Dr.) Reconstruction

The project would reconstruct John Nolen Drive, a 4-6 lane principal arterial, and six bridges. A separated pedestrian and bicycle path would be constructed. The project would also reconstruct the shoreline. Storm sewer and street lighting improvements will be included, along with curb and gutter for the entire project length.

Total construction cost estimate: \$29,000,000.

Mineral Point Road (Beltline Hwy. to S. High Point Rd.) Pavement Replacement

The project would replace the pavement on Mineral Point Road, a 4-6 lane principal arterial, for the planned Bus Rapid Transit (BRT) route. Curb & gutter and sidewalk will be replaced as needed. A multi-use path is proposed on the north side of the road to create a low-stress bicycle route. Pedestrian crossings at S. High Point Road and Big Sky Drive/Tree Lane will be enhanced. WisDOT Southwest Region may be interested in replacing pavement in between ramp termini as part of the project.

Total construction cost estimate: \$2,750,000.

Mineral Point Road (Junction Rd. to Whitney Way) Adaptive Traffic Signal System

The project would upgrade the current communications and detection systems at 13 signalized intersections to provide a platform to operate an adaptive signal control system using the existing Centrac centralized traffic signal system. The project would update existing communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would

add non-intrusive system and intersection detection as necessary to operate an adaptive and traffic responsive system on the corridor and to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.
Total construction cost estimate: \$690,000.

Gammon Road (Schroeder Rd. to Colony Dr.) Adaptive Traffic Signal System

The project would upgrade the current communications and detection systems at 10 signalized intersections to provide a platform to operate an adaptive signal control system using the existing Centrac's centralized traffic signal system. The project would update existing communications to Ethernet Fiber, including adding necessary networking hardware. The city has existing backbone fiber in place and conduit system necessary for the communication upgrades. The project would add non-intrusive system and intersection detection as necessary to operate an adaptive and traffic responsive system on the corridor and to allow for travel volume and speed data collection. The project would also procure any necessary traffic signal controller upgrades.
Total construction cost estimate: \$517,500.

DRAFT

**Approved
STBG Urban Projects
and Proposed New
Projects for Funding**

Approved 2022 - 2024 Projects

- 2022
- 2023
- 2024

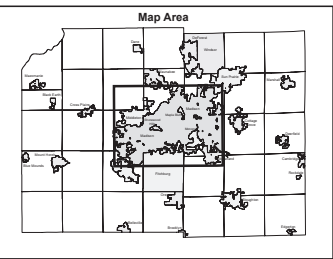
Proposed 2025 - 2027 Projects

- Approved Madison Urban Boundary

Red Text Denotes
Planned Major Capacity
Expansion Project

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.

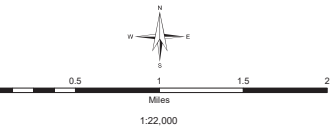
Dane County, Wisconsin



Prepared by staff to the:



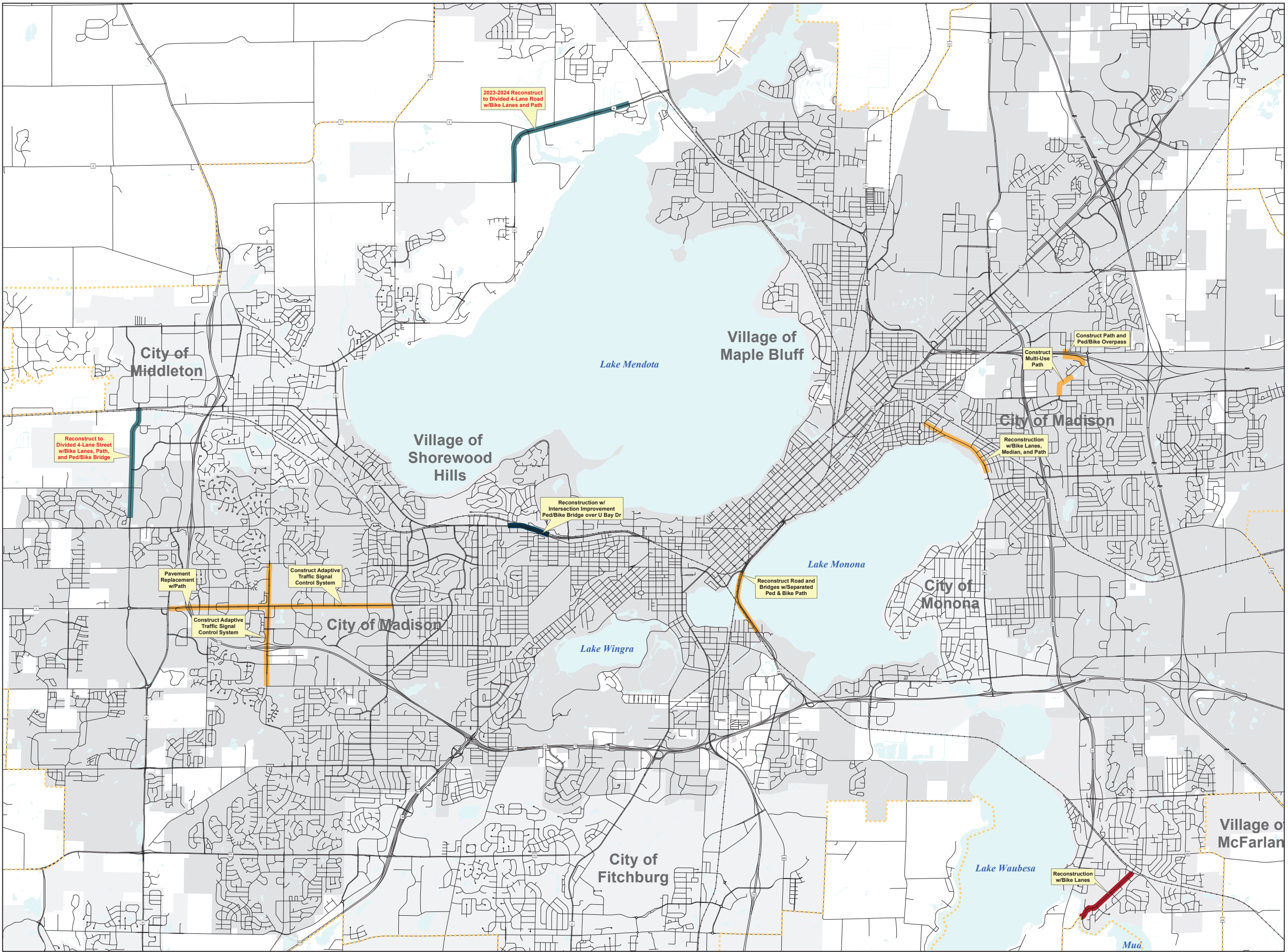
Date Revised: 6/28/2021



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

Source Info:
Street Base: 2021 (MPO DCLIO)
Hydrography: 12/00, 1/24/00 (WIDNR)
Civil Division Limits: 2021, Annotation Records (DCLIO)
Transportation Improvement Program: 2021 - 2025 (MPO)

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MPO Agenda Cover Sheet

July 7, 2021

Item No. 10

Re:

Presentation on Regional Travel Forecast Model Project

Staff Comments on Item:

Our travel model consultants are almost finished with the final refinements to the calibration of the new version of our model, which covers the entire county and has a 2016 base year and two future forecast years – 2035 and 2050. The travel model is used for developing traffic and transit ridership forecasts. It is used by MPO staff for analyzing projects for inclusion in the long-range regional transportation plan and for forecasts for design of local roadway projects. WisDOT uses the model for major studies such as the Beltline study and for design of state highway projects. WisDOT also has a statewide travel model, which is used to forecast growth in inter-county trips, which then feeds into our county model.

Our consultant assisted in putting together a short presentation, which is attached, providing an overview of the features of the model which have been updated and/or replaced and the data used for estimation of the model. Staff will review that information and also discuss some of the future “what if” scenarios that will be tested with the model for the plan update to inform project and strategy selection and policy discussion.

Materials Presented on Item:

1. PowerPoint presentation on the new updated and improved regional travel model

Staff Recommendation/Rationale: For information and discussion purposes only.

Dane County Travel Demand Model Model Update - Overview

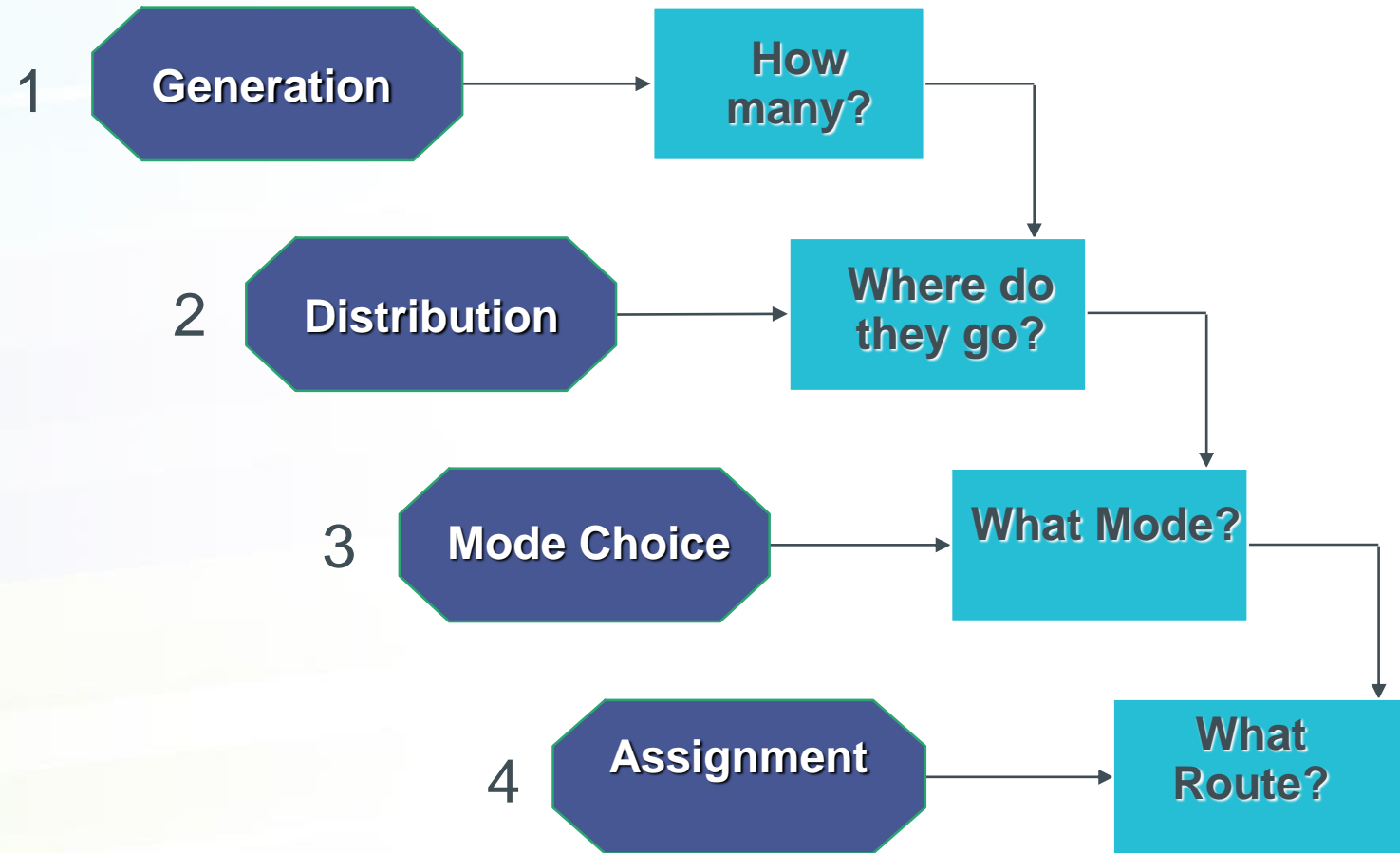
presented to
Greater Madison MPO Policy Board

presented by
MPO Staff

July 7, 2021

Dane County Travel Demand Model

Traditional Four-Step Model



Model Update Overview

- Model Year Updates
- NEW Household Travel Survey
- StreetLight OD data
- NEW Bike Network
- NEW Intersection Control/Delay
- NEW Trip Purposes
- NEW Destination Choice Model
- NEW Time of Day Trip Distribution (examples)

**Major Components
Updated and Data
Sources**

Model Year Updates

➤ Model years included in the model

- » Change from: Base Year 2010 and Forecast Year 2050
- » To: Base Year 2016 and Forecast Years 2035 and 2050

Input Data

➤ Updated Socioeconomic Data (2016, 2035 and 2050)

- » Updated number of households, employment (retail, service, and other)
- » Model now uses UrbanFootprint land use data in trip distribution and mode choice model steps

➤ Updated Networks

- » Highway projects completed between 2010 and 2016 coded to base network
- » Existing and Committed as well as Planned Projects to be updated
- » New Bike Network coded using Level of Traffic Stress

Dane County

Household and Employment Forecasts

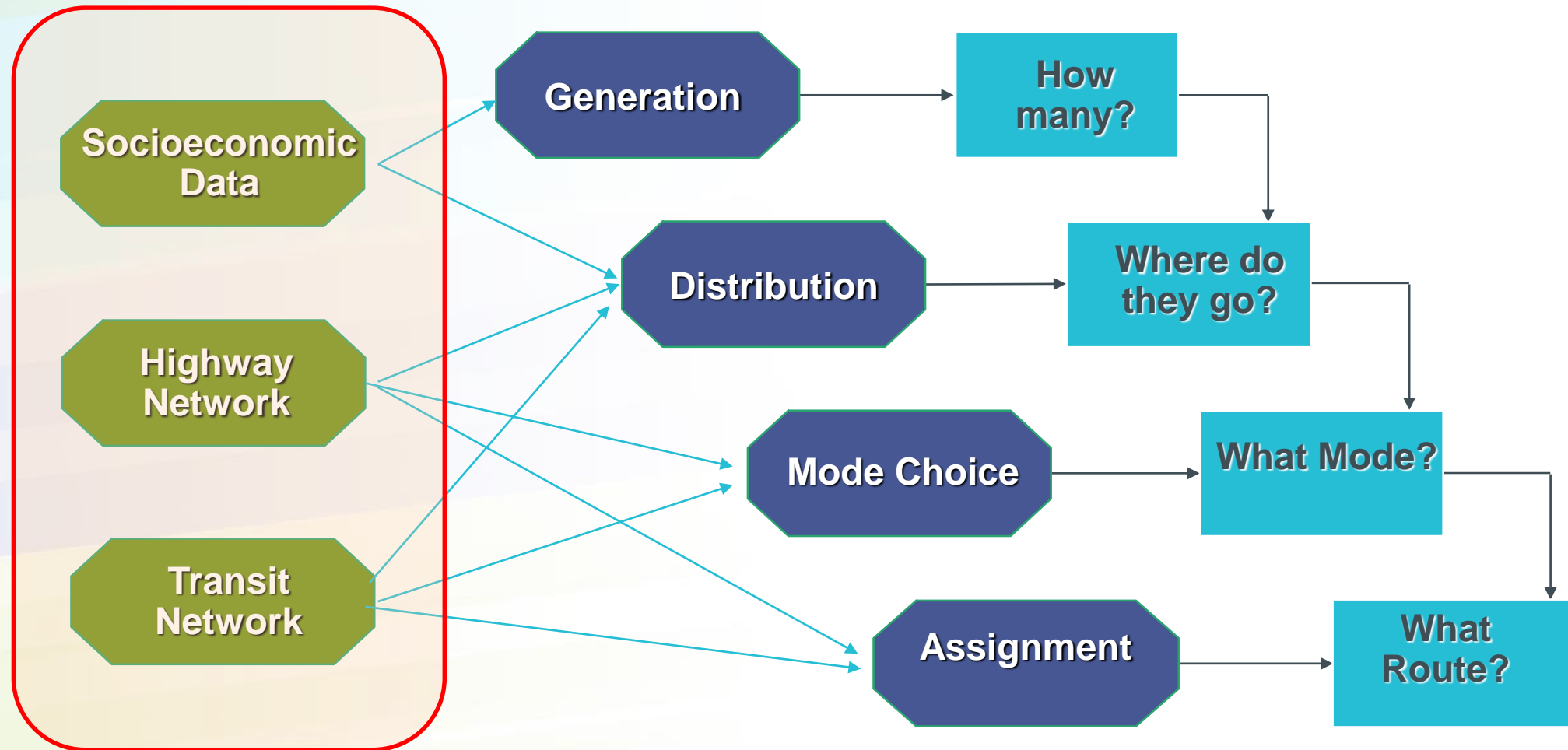
Current Model		
	2010 Base Year	2050 Forecast Year
Total HHs	203,557	285,042
Total Employment	312,850	397,208

New Model				
	2016 Base Year	2035 Forecast Year	2050 Forecast Year	Change
Total HHs	229,908	273,412	333,295	48,253
Total Employment	325,369	387,479	452,826	55,618

Input Data



Four-Step Model



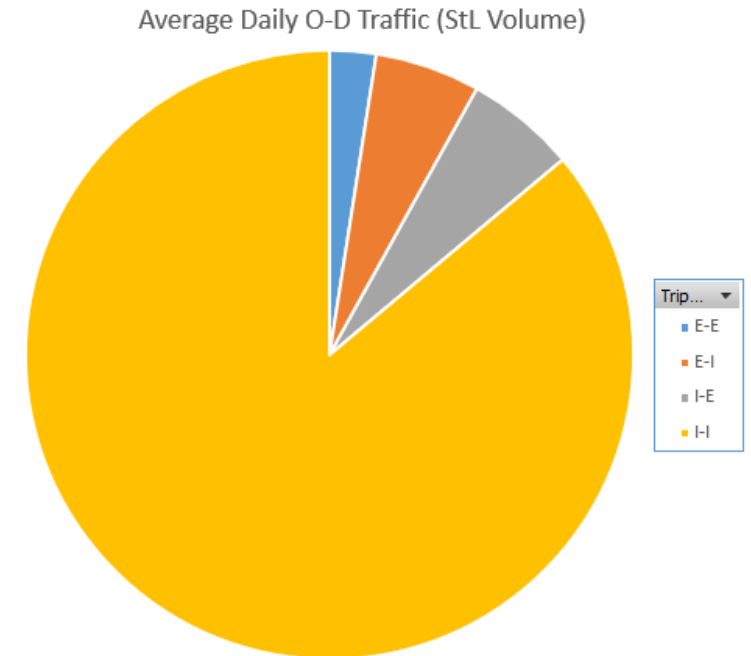
Survey Data

- National Household Travel Survey – County Residents
- Local Version of Survey by UW Survey Center – Metro Area
 - » Same format as NHTS
 - » Targeted traditionally under surveyed market segments
 - Minority Neighborhoods
 - Transit dependent populations
 - Also areas with high transit and bicycle use
- Surveys combined and used to update models



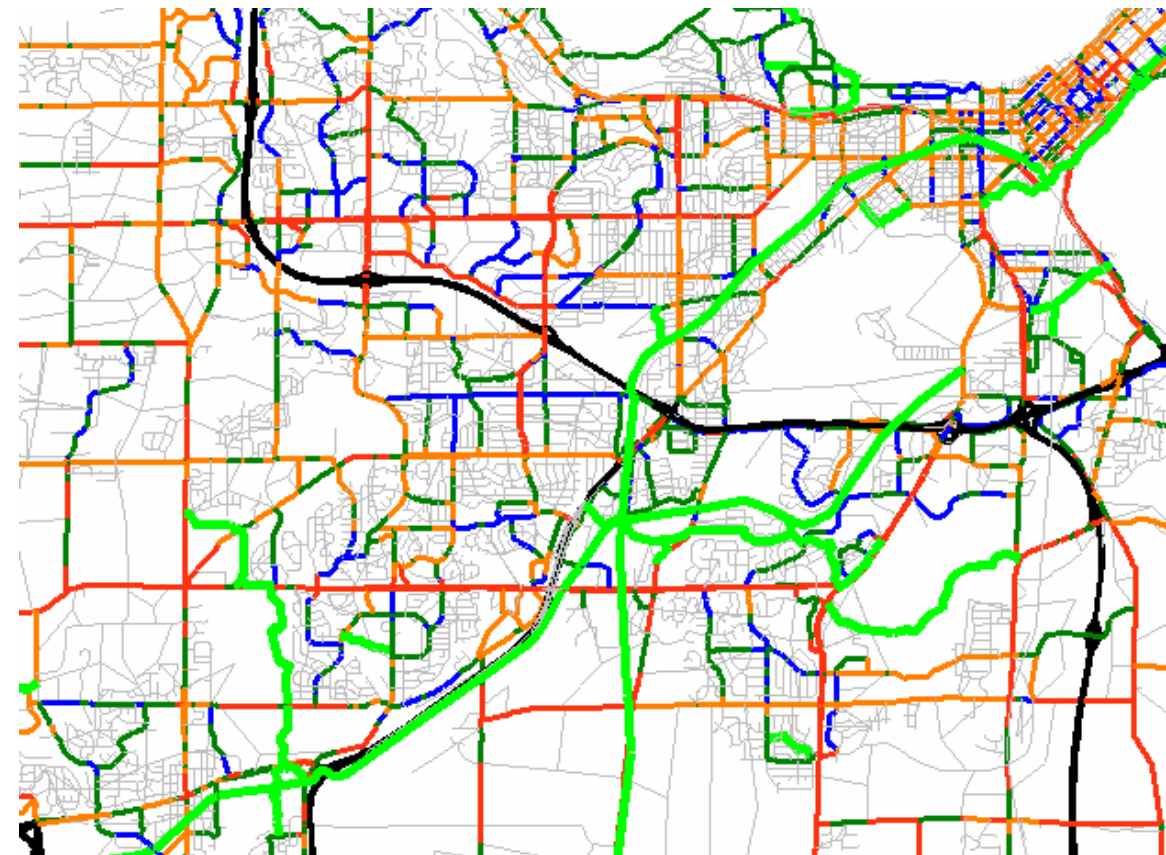
Location Based Service Data

- Location Based Service (LBS) data purchased from StreetLight
- LBS data used to determine Dane County trips
 - » Begin and end in Dane County – 86%
 - » Begin outside of Dane and end in Dane – 5.75%
 - » Begin in Dane and end outside of Dane – 5.75%
 - » Travel through Dane County – 2.50%
- Updated through trip table broken down by trip purpose
 - » LBS tells us where trips entered and where they exited Dane County



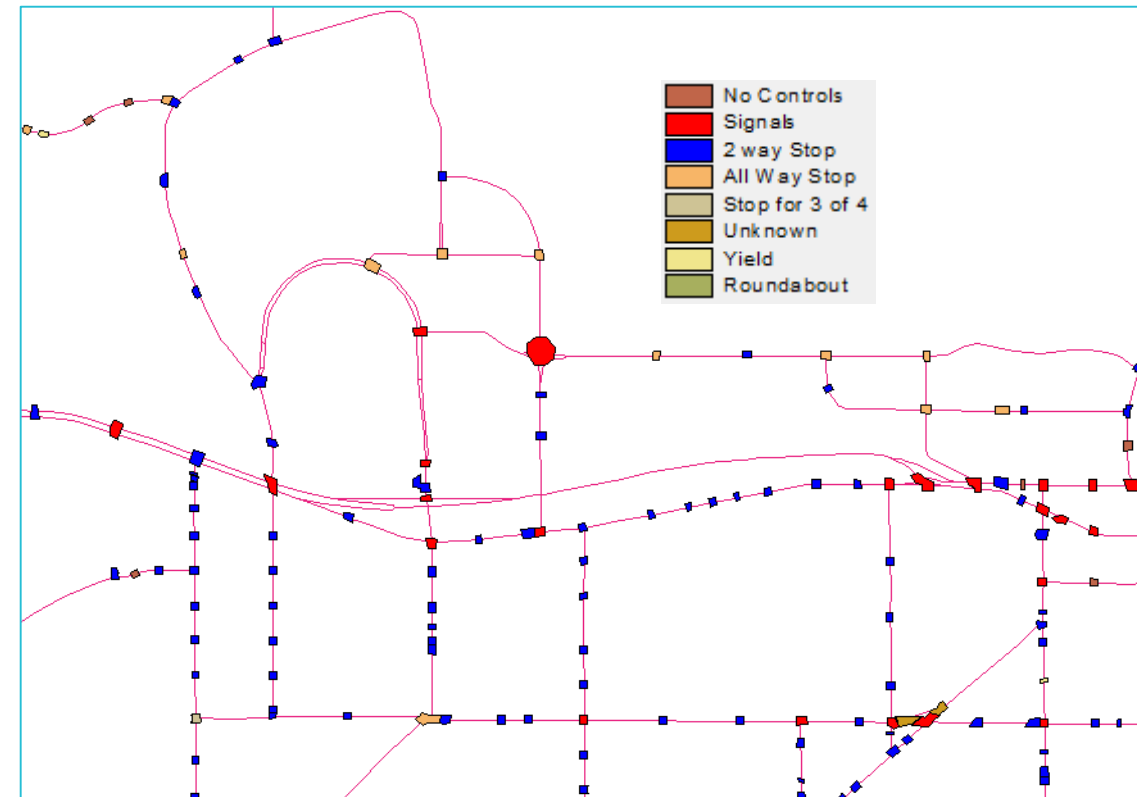
New Bicycle Network

- Bike network added to the demand model
- Network includes bike level of traffic stress to help determine bike trips
 - » Bike stress levels range from 1 (dedicated bike path) to 4 (high stress) with 5 (for bikes not allowed)



Network – Intersection Approaches

- Intersection approaches coded to the network
 - » No Controls
 - » Signals
 - » 2 Way stop
 - » All Way Stop
 - » All Way Stop
 - » 3 of 4 stop
 - » Yield
 - » Roundabout
- Delay can be added to intersections based on approach



Expanded Trip Purposes

- Each trip purpose has unique:
 - » Trip Generation Rates (number of trips)
 - » Average Trip Length and Trip Length Distribution
 - » Time of Day Characteristics
 - » Mode Shares (e.g, University trips more likely to bike/walk)
- Updated Survey Data supported additional trip purposes
- More trip purposes better captures how specific trip types behave.

➤ Updated Purposes

- » Home Base Work
- » Home Based University
- » Home Based Shopping – Local
- » Home Based Shopping - Regional
- » Home Based School
- » Home Based Social/Recreational
- » Home Based Other
- » Non-Home Based

Trip Distribution Model

➤ Replaced Gravity Model with Destination Choice Model

➤ **Gravity Model**

- » Trip productions and trip attractions by trip purpose
- » Impedance (travel time) between zones

➤ **Destination Choice Model**

- » Trip productions by trip purpose
- » Size Variable: Variable that estimates the activity in a zone that may attract trips
- » Distance to zones
- » Zone environment (can consider open space and parks that would otherwise not 'attract trips)
- » Logarithmic Sum (Logsum): Data that considers all modes of travel available. (changes to the transit network can impact where trips travel)
- » Other purpose specific factors

Trip Distribution Time of Day

- Trip Distribution model now applied at the AM peak, Mid-Day, PM Peak and Night-time time periods.
- Prior gravity model was applied at the daily level and then split into time periods.
- New application process allows the trips to be distributed based on time period specific travel time data.
 - » Peak period shoulder running on Beltline will only impact the trip making of trips made during the peak periods
 - » Previous daily model would impact daily trips – including non-peak period trips

Summary

- Model updated to Base Year 2016 with 2035 and 2050 forecasts
- Models updated with up-to-date local survey data
- Locational based survey data used to estimate through travel
- Bike travel time now explicitly accounted for
- Expanded Trip Purposes for more detail
- New Destination Choice Model allowing for better trip distribution
- Time period trip distribution to better reflect time period specific travel attributes

Planned Scenario Testing Using Model for RTP

- Connected Autonomous Vehicles
 - » Reduced Access Time, No Parking Costs, Inc. Auto Availability, Inc. Freeway Capacity, Inc. auto occupancies, etc.
- Rideshare/hail services
- Telework influence on work and non-work trips
- Auto operating and parking cost
- Online shopping influence on truck and passenger travel
- Increased transit service/access and quality/access of bikeway network

MPO Agenda Cover Sheet

July 7, 2021

Item No. 11

Re:

Update on *Connect Greater Madison*: Regional Transportation Plan 2050 Update Public Engagement Activities

Staff Comments on Item:

MPO staff, in accordance with the [2021 Public Participation Plan](#), are engaging the public and gathering feedback in a variety of ways for the RTP update. In addition to more traditional methods such as a [plan web site](#), Public Information Meetings, and an online RTP public survey – available until July 9 in both [English](#) and [Spanish](#) – the MPO partnered with community organizations (Bayview Community Foundation, Latino Academy of Workforce Development, and Sun Prairie’s Neighborhood Navigators; Badger Rock Neighborhood Center is still TBD) to identify focus group participants from demographic groups that are typically under-represented in public participation on plan development. The feedback from focus group participants is enlightening, as it calls out the impacts that transportation and accessibility play on economic development, sustainability, and individual or family’s ability to participate in the larger community. Staff will report on the public meetings, focus groups, and response to the survey thus far.

Materials Presented on Item:

1. [Connect Greater Madison Plan presentation from 6/24/21 Public Information Meeting](#)
2. Summary of community focus group conversations
3. PowerPoint Presentation slides on focus groups and survey

Staff Recommendation/Rationale: For information and discussion purposes only.

Connect Greater Madison – Regional Transportation Plan 2050

Community Focus Group Conversations

Focus Groups

Bayview:	May 4, 2021 (5 participants)
Latino Academy:	May 5, 2021 (15 participants)
	May 7, 2021 (15 participants)
Sun Prairie:	May 26, 2021 (4 Participants)

Key Issues *(Note: Many comments below are paraphrased.)*

Cost of Transportation

Transportation is expensive for focus group participants. Owning a car is expensive, but it is faster and provides access to more destinations. For transit-dependent participants, ride-hailing is a costly solution that is often used to get to essential destinations like grocery stores and pharmacies in a timely manner (and in the case of grocery stores, to be able to carry home enough food). For some, the cost of a monthly Metro pass is disproportionate to their income.

- “My car payment is my biggest expense. Having a car for regular use means that I have to sacrifice a lot of things in the rest of my life. The money we spend to have that car so that we can have flexibility means that we don't have money to spend on other things. For example we can't go on trips, spend money on meals, or do fun extra activities.” (Bayview)
- “Cabs are costly, usually \$20-\$30 one-way, plus more to tip, so I have to make difficult decisions about which appointments or grocery store to go to. I take a cab to get groceries about once a month so that I can bring home a lot of bags.” (Bayview)
- “Sixty-five dollars for a monthly Metro pass is very high for people with incomes like mine, but the income level for a discounted pass is very low, poverty level. There needs to be a different threshold for low-income families, more like the free school lunch threshold.” (Bayview)
- “I usually spend \$40/week on gas, but that is just on gas. If we have technical issues with the car, then we have to invest more; especially if I do not know how to use the bus, I then have to rent a car and that is very expensive. Recently I had to rent a car to be able to get to work when my car was at the mechanic; I spent around \$600 in one week.” (Latino Academy)
- Bayview participants expressed a strong preference to grocery shop at Woodman's due to the variety, affordability, and the fact that the store carries more food from their home countries; however, they also noted that the farther one goes from Bayview, the lower the cost for groceries and meals, but the more expensive and time-consuming transportation becomes.
- Sun Prairie participants reported owning a vehicle or sharing ownership with another family member, but the cost of fuel, repairs, and insurance causes them to minimize use. Taxis are sometimes needed, but expensive; only Sun Prairie Transit (shared ride taxi) is at all affordable.

Inconvenience of Public Transit

Focus group participants expressed a strong desire to use public transportation more often if it was more frequent, accessible, and convenient. Participants who own cars rely mainly on driving because it is faster than the bus and increases access to more destinations. For transit-dependent participants, accessing essential destinations in a timely manner is often very difficult.

- “The only reason I use my car is because public transportation is not available where I live (Sun Prairie). I am forced to use my car. However, I do not like to drive because I do not want to get in trouble. I do not like to drive in places, towns I am not very familiar with.” (Latino Academy)
- “Using my car is faster than using public transportation. Previously when I used public transportation, it did not allow me to do many things during the day. I used to spend up to three hours if I wanted to go to the mall. It is better for me to drive my car.” (Latino Academy)
- “The bus is not much available at night and during the weekends. Our community does not work from 9 am to 5 pm. Our community works from 4 am to 1 pm, 1 pm to 8 pm, 8 pm to 3 am and there is no public transportation to meet those different schedules.” (Latino Academy)
- “The main reason I use my car is to save time. It is more convenient.” (Latino Academy)
- “Time and efficiency is really important to me. My workplace [Freedom, Inc.], does not have easy access to bus lines. When I drive my car, it is a lot faster. Because of my kids, I don't have a lot of extra time to wait for the bus. I also worry about safety from COVID on the bus.” (Bayview)
- Half of all Latino Academy Focus Group participants reported they would use public transportation if it was more convenient and accessible to them.
- All Sun Prairie participants expressed that full-day local bus service is needed in Sun Prairie.

Knowledge and Language Barriers

Many focus group participants expressed a lack of knowledge or familiarity with public transit that prevents them from riding the bus. In some cases, this was language-based; in others, it related to a general lack of comfort with or knowledge about how to navigate the transit system. There was also a widespread lack of knowledge about specialized transportation programs and services that may be helpful, such as those provided by Dane County and local senior centers.

- “I use my own car but I would like to learn how to use public transportation. My job is as a nail technician and I go to various locations in town, especially I would like to learn how to use the bus for when I do not have a car (if car breaks down), what I will do or how would I travel to do my work since I do not know how to use public transportation.” (Latino Academy)
- “I believe that Metro System makes it easier for people to get around but many people decide not to use public transportation because it is a very lengthy and slow system. There is also a lack of knowledge about bus routes.” (Latino Academy)
- “I’m not sure if my scooter [power wheelchair] can fit on the bus. I’ve also heard that a bus ride is expensive now, and I’ve wanted to call Metro to ask, but haven’t done that. It would be great to have a smaller bus option that can take residents to places like Woodman’s to get culturally

specific foods. That would feel safer. I was overwhelmed by the idea of needing to transfer on the south side to get to Woodman's." (Bayview)

- "If there were programs that could help people learn how to use public transportation, it would be great for us to enroll so we can learn to use public transportation, since that is very beneficial to the community." (Latino Academy)

Access for People with Disabilities

Focus group participants with mobility limitations expressed challenges to accessing public transit and using sidewalk networks due physical challenges or discomfort/lack of knowledge about options.

- Sun Prairie participants said that barriers caused by incomplete and poorly maintained sidewalk networks make mobility difficult, especially during winter.
- Sun Prairie participants also reported that a shared taxi ride to Walmart can be as long as 45-60 minutes one-way due to long wait times, even though it is down the street. Although necessary due to their age/disability, the trip is far too long to be making four to five times per month.
- A Bayview participant stated that construction often closes sidewalks, forcing pedestrians to walk/wheel in the street.

Impacts on Family and Community

Focus group participants shared that the transportation barriers they face make it difficult and sometimes impossible to meaningfully engage with their family and community. Some expressed frustration with having to rely on family for transportation, which limits their independence and strains family resources.

- "The bus is often hard with too many transfers and unreliable timing. My kids want to go to sporting events and want me to participate in their activities, and I often make excuses that I have a headache because it's too hard to get there by bus." (Bayview)
- "I would like to be able to get to places like the mall or the casino by myself with my scooter [power wheelchair], so that I don't have to rely on family all the time." (Bayview)
- "It is hard to be involved with kids' after school activities and things like parent-teacher conferences due to transportation limitations." (Bayview)
- "I would like to be a part of the community and go to farmers markets, make trips to Madison and go to other events, but I cannot due to limited bus service." (Sun Prairie)

Bicycling Pros and Cons

Some participants shared comments about bicycling. They enjoy bicycling (or the idea of bicycling), and feel that it is healthy and affordable; however, many avoid it due to fear of riding on roads.

- "The pros of bicycling are that it gives me a sense of autonomy, it's inexpensive, which is a big incentive, and it's flexible. I can get around easily and there are no parking constraints or fees.

The cons are that my kids may not always want to go with me and grocery shopping on a bike is hard; I will make 10-12 trips/month with two kids. I also need to get winter wheels.” (Bayview)

- “I would like more access on the sidewalks because I’m afraid to bike in the streets.” (Bayview)
- “I like to bike, but I don’t do it that much. It’s healthy. I would like to bike more if there were more paths, because I’m not confident on a bike.” (Bayview)



Community Focus Groups for RTP: Learning Points

Greater Madison MPO Policy Board | July 7, 2021



Focus Groups: Community Organizations

**Bayview Foundation –
5 participants**



Bayview

**Latino Academy –
2 sessions, 15
participants each**



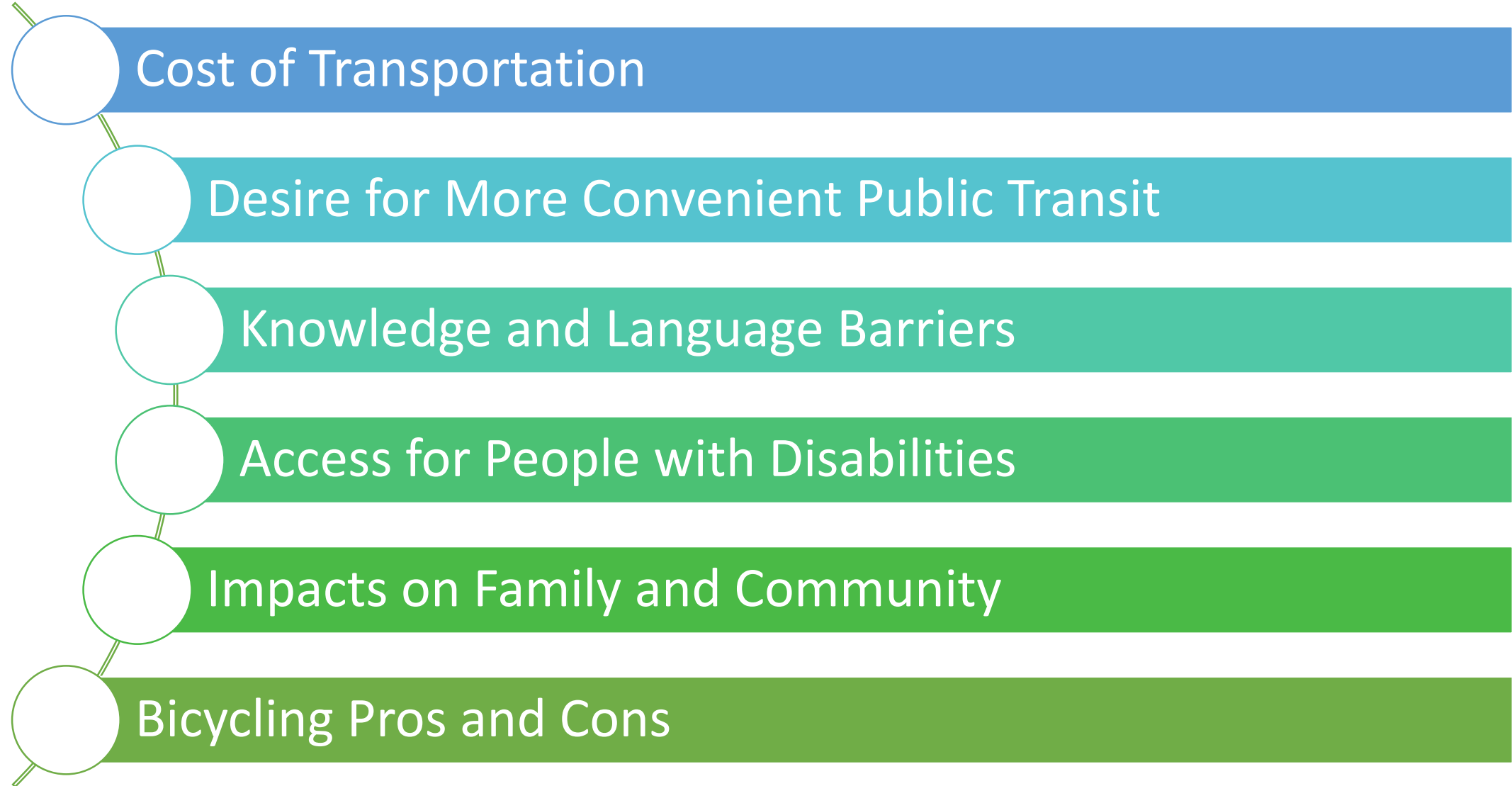
**Sun Prairie Neighborhood
Navigators Program –
4 participants**



**... and coming up: Badger Rock
Neighborhood Center**



Key Themes





Public Transit: Community Feedback

- Beneficial to the community
- Helps more people get around
- Much more affordable than private transport
- Preferred by people who are uncomfortable driving

Public Transit: Themes & Insights

“I believe that Metro System makes it easier for people to get around, but many people decide not to use public transportation because it is a very lengthy and slow system. There is also a lack of knowledge about bus routes.”

“Sixty-five dollars for a monthly Metro pass is very high for people with incomes like mine, but the threshold for a discounted pass is too low, poverty level. It should be more like the free school lunch threshold.”





Private Vehicles: Community Feedback

- Faster and More Convenient than Public Transit
- More Expensive than Public Transit
- Allows for Greater Flexibility
- Ability to do more Daily Tasks

Private Vehicles: Themes & Insights

“My car payment is my biggest expense. Having a car for regular use means that I have to sacrifice a lot of things... The money we spend to have that car so that we can have flexibility means that we don't have money to spend on other things like trips, meals, or fun extra activities.”

“The only reason I use my car is because public transit is not available where I live.”

Half of all Latino Academy Focus Group participants reported they would use public transportation if it was more convenient and accessible to them.





Bicycling, Walking, and Other Modes

- Poorly maintained sidewalk networks make mobility difficult
- Biking is perceived as affordable and healthy, but challenging
- Shared-ride taxi services can be time-consuming
- Ride-hailing is too expensive for everyday use

Other Modes: Themes & Insights

Sun Prairie participants said that barriers caused by incomplete and poorly maintained sidewalk networks make mobility difficult, especially during winter.

“I like to bike, but I don’t do it that much. It’s healthy. I would like to bike more if there were more paths, because I’m not confident on a bike.”



Impacts on Families and Communities

Family Bonding

“The bus is often hard with too many transfers and unreliable timing. My kids want to go to sporting events and want me to participate in their activities, and I often make excuses that I have a headache because it’s too hard to get there by bus.”

Personal Independence

“I would like to be able to get to places like the mall or the casino by myself with my scooter [power wheelchair], so that I don’t have to rely on family all the time.”

Community Involvement

“I would like to be a part of the community and go to farmers markets, make trips to Madison and go to other events, but I cannot due to limited bus service.”



02

RTP Public Survey Update



Survey Promotion

Outreach to Date:

- › RTP kickoff email w/ survey link sent to MPO email list and focus group partners
- › RTP kickoff press release
- › Weekly Facebook posts & reminders
- › Connected w/ local municipalities with Facebook pages and PIOs
- › Promoted during kickoff webinar and PIM 1

Coming Up:

- › Ongoing Facebook posts & email reminders
- › Survey closes July 9th

