

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

November 1, 2023

[Virtual Meeting Via Zoom](#)

6:30 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.

2. **Register for Public Comment:**

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

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

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit

<https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>

4. **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:

- (877) 853-5257 (Toll Free)
Meeting ID: 812 6145 2904
- If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting,
contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

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

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

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

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。

请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of October 4, 2023 Meeting Minutes
3. Communications

4. Public Comment (for items **not** on MPO Agenda)
5. MPO 2023 Resolution No. 11 Approving Amendment to the 2023 Work Program
6. MPO 2023 Resolution No. 12 Approving 2024 Unified Planning Work Program
7. MPO 2023 Resolution No. 13 Adopting the 2023 MPO Title VI Non-Discrimination Program and Limited English Proficiency (LEP) Plan (Title VI Plan)
8. MPO 2023 Resolution No. 14 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services in 2024
9. MPO 2023 Resolution No. 15 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2024
10. Brief Presentation and Update on Regional Safety Action Plan and Safe Streets and Roads for All (SS4A) Grant Discussion
11. Status Report on Capital Area RPC Activities
12. Announcements and Schedule of Future Meetings
 - Wednesday, December 6th, 2023, Virtual
 - Wednesday, January 3rd, 2024, Virtual
13. Adjournment

**Greater Madison Metropolitan Planning Organization (MPO)
October 4, 2023 Meeting Minutes**

[Virtual Meeting hosted via Zoom](#)

Opitz called the meeting to order at 6:31 PM.

1. Roll Call and Introductions

Members present: , Phil Caravello, John Duncan, Pam Dunphy, Paul Esser, Derek Field, Steve Flottmeyer, Barbara Harrington-McKinney, Tom Lynch, Mark Opitz, Kristi Williams, Doug Wood

Members absent: Charles Myadze, Richelle Andrae

MPO staff present: Alex Andros, Ben Lyman, David Kanning, Colleen Hoesly

Others present in an official capacity: None.

2. Approval of September 6, 2023 Meeting Minutes

Williams moved, Wood seconded, to approve the September 6, 2023 meeting minutes. Motion carried.

3. Communications

- Letter from WisDOT approving Amendment No. 5 to the 2023-2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to add the USH 18/151 (CTH G to STH 69) Ramp/Auxiliary Lane and Bridge Widening Project.

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

None.

5. Review and Recommendation on Scoring and Proposed Funding of STBG-Transportation Alternatives (TAP) Set Aside Project Applications

Lyman noted that the MPO has sufficient funding available to fund all nine eligible applications at 65% across the board, and at 80% for those eligible to receive the higher percentage. Staff recommends funding these TAP projects at 65% federal share instead of the MPO's typical 60% federal share, in order to avoid carryover and be consistent with recent changes to the MPO's STBG-U funding policy. Lyman noted that WisDOT has approved waiving the minimum project cost for the Rectangular Rapid Flash Beacon (RRFB) project in Verona, as it can be considered "installation" instead of construction.

Wood asked if there is something unique about the RRFB project. Lyman stated that the MPO has a history of approving funding for corridor projects that include RRFBs, but that this project is unique in being a standalone RRFB installation. The project is also located at a key pedestrian crossing with access to five different schools. It is more expensive because it requires additional work to modify the intersection design for pedestrian safety. This would be the first TAP-funded project in Verona.

Williams moved, Field seconded, to approve the scoring and proposed funding of the STBG-Transportation Alternatives (TAP) set aside project applications. Motion carried.

6. Review and Approve Revised STBG-Urban Priority Projects

Andros stated that the MPO received its preliminary STBG-Urban allocation from WisDOT and will receive an estimated total of \$32.845 million for the 2025-2029 program cycle, which is larger than the \$17 million originally anticipated. She reviewed a marked-up version of the draft *2024 - 2029 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects* table included in the board packet, with changes reflecting the new estimated funding allocation. Changes include funding for projects previously not approved, as well as increasing funding levels for approved projects.

Harrington-McKinney asked why the Raymond Road project was not recommended to receive funding from the additional allocation. Andros noted that the project did not score well originally compared to the other projects.

Esser moved, Duncan seconded, to approve the revised STBG-Urban priority projects. Motion carried.

7. MPO 2023 Resolution No. 10 Adopting the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Kanning reviewed the Addition/Change Sheet dated 9/27/23, included in the board packet. The sheet includes the revised STBG-Urban priority projects approved by the board under the previous agenda item, as well as the TAP projects approved under agenda item 5.

Esser moved, Williams seconded, to approve MPO 2023 Resolution No. 10 Adopting the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County. Motion carried.

8. Approval to Release Draft 2023 MPO Title VI Non-Discrimination Program and Limited English Proficiency (LEP) Plan (Title VI Plan) for Review and Comment

Lyman highlighted a note in the cover sheet for this agenda item that requests completed self-identification forms from Policy Board members who have not yet submitted one. These are required in order to complete the plan. WisDOT staff have reviewed the draft plan and confirmed that it meets the technical requirements.

Esser moved, Williams seconded, to approve release of the Draft 2023 MPO Title VI Plan for review and comment. Motion carried.

9. Review and Recommendation on CRRSSA & ARPA Section 5310 Funding Process and Disbursement

Lyman noted that the MPO previously approved funding for a project that was unable to be obligated within the funding period, leaving the MPO with \$38,379 in available un-obligated Section 5310 supplemental apportionments from CRRSAA and ARPA. Because the MPO received no applications for eligible projects in the 2023 solicitation for Section 5310 funding, staff proposes to distribute these funds to current Section 5310 recipients who are already completing necessary federal reporting for the program. See memorandum in the board packet dated September 12, 2023 for more information.

Williams moved, Field seconded, to approve the proposed method of distributing available funding, without modification. Motion carried.

10. Approval to Release Draft 2024 MPO Unified Planning Work Program (UPWP) for Review and Comment

Andros noted that the UPWP includes numerous continuing work items in addition to several new items.

Lynch stated that Alder Slack is interested in a transportation survey and that the MPO had previously conducted a supplemental survey to the National Household Travel Survey (NHTS). Andros said that the next NHTS survey will occur in 2025, which will align well with preparing for the next RTP (regional transportation plan). Lynch noted that the UPWP includes selecting a consultant for the future on-board survey, so it could include a similar work item that foreshadows the future supplemental survey. Lynch also noted that many city plans include the goal of reducing vehicle miles traveled (VMT), and that the MPO used Streetlight Data last year to calculate VMT and documented dramatic results. VMT is a performance measure that he is accountable for but does not have the staff capacity to track. It is also a performance measure that could be of interest to everyone in the meeting, as a benchmark for the many plans in the region focused on improving non-drive-alone modes. Andros stated that the UPWP includes an item for tracking performance measures, but that VMT could be identified specifically. Hoesly noted that the MPO does collect VMT as part of its performance measures dashboard and plans on looking at Madison VMT. Staff can certainly drill down to VMT for other specific areas. Field asked whether the idea of exploring commuter parking options in outlying areas along the BRT route that was discussed at a past meeting was included. Andros said that staff had identified a countywide parking study as a potential project, but that it is not in the 2024 UPWP; it could be included in 2025.

Wood moved, Esser seconded, to approve the release of the Draft 2024 MPO Unified Planning Work Program (UPWP) for review and comment. Motion carried.

11. Review and Recommendation on Draft 2024 MPO Budget

Andros reviewed the budget table included in the board packet and noted that the numbers may change a bit as the budget process continues, due to the number of agencies involved. The format presented follows past budget proposals.

Lynch asked whether the MPO is maximizing its federal share. Andros stated yes, the MPO is using its full federal share, including rollover from 2023 that will be used in 2024.

Esser moved, Williams seconded, to recommend approval of the 2024 MPO budget by the city of Madison. Motion carried.

12. Status Report on Capital Area RPC Activities

Andros noted the list of updates in the board packet and highlighted that the commission is recruiting for a new executive director. The current director, Steve Steinhoff, will retire in January.

13. Announcements and Schedule of Future Meetings

Next MPO Board Meetings:

- Wednesday, November 1st, 2023 at 6:30 p.m. (Remote meeting via Zoom)
- Wednesday, December 6th, 2023 at 6:30 p.m. (Remote meeting via Zoom)

14. Adjournment

Wood moved, Williams seconded, to adjourn. The motion carried. Meeting adjourned at 7:29 p.m.

MPO Agenda Cover Sheet

November 1, 2023

Item No. 5

Re:

MPO 2023 Resolution No. 11 Approving Amendment to the 2023 MPO Unified Planning Work Program

Staff Comments on Item:

The MPO is expected to have an estimated \$91,570 in total carryover 2023 funding for next year (approximately \$76,600 in federal and state funding, \$15,000 local). This is in part due to:

- The 2nd round of Safe Streets and Roads for All application period differing from the assumed schedule at the time of the Regional Safety Study RFP. The funding will be used to continue the MPO's safety planning activities, including submitting a Safe Streets and Roads for All-Round 3 grant application.
- Consultant services savings due to being able to complete the EV plan in house. The funding will be used on other various miscellaneous consulting services including travel modelling assistance and additional safety planning activities.
- Staff cost savings from the period of transition after Bill Schaefer's retirement and the delay in hiring the new communications and outreach specialist. The funding will be used on public participation activities that were expected to occur in 2023 (including agency communications plan) and ongoing long range transportation planning activities including completing adjustments to the MPO urban area and planning area boundaries.

A Work Program amendment is required in order to extend the period within which to spend the MPO's 2023 Planning funds into next year (to May 31, 2024) for these continuing work activities.

Materials Presented on Item:

1. MPO 2023 Resolution No. 11

Staff Recommendation/Rationale:

Staff recommends approval.

MPO 2023 Resolution No. 11
Approving Amendment to the 2023 Work Program

WHEREAS preparation and adoption of a Unified Planning Work Program is a requirement for all Metropolitan Planning Organizations (MPOs) receiving federal and state planning financial assistance; and

WHEREAS the Greater Madison MPO is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the Greater Madison MPO is annually updated, and the 2023 Work Program dated November 2022 was approved on November 2, 2022; and

WHEREAS planning grants for 2023 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and several local governmental units; and

WHEREAS the City of Madison is the Greater Madison MPO's fiscal and administrative agent and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds; and

WHEREAS the 2023 Work Program includes public participation and outreach activities under Work Element 2150, including developing communications materials and information on MPO Planning efforts, data and visualizations, and outreach to local communities and organizations; and

WHEREAS it is estimated that around \$25,850 of the 2023 budget will be available to carry over into 2024 due to a delay in getting the new MPO Outreach and Communications Specialist position hired, and this funding will be used to develop an MPO communications plan and outreach materials; and

WHEREAS the 2023 Work Program includes long-range system-wide transportation planning activities under Work Element 2200, including updating the MPO's adjusted urban area and planning area boundaries; and

WHEREAS it is estimated that around \$16,534 of the 2023 budget will be available to carry over into 2024, and this funding will be used to continue updates to the MPO's adjusted urban area and planning area boundaries and other continuing long range transportation planning activities; and

WHEREAS the 2023 Work Program includes funding for Miscellaneous Consultant Services and Data/Software under Work Element 4050; and

WHEREAS it is estimated that around \$26,186 of the 2023 budget will be available to carry over into 2024 to supplement the Regional Safety Action Plan, seek additional travel demand modeling assistance, develop an MPO Strategic Plan, and other various consulting needs identified in the 2023 Work Program; and

WHEREAS the 2023 Work Program includes safety analysis work under Work Element 4040 (Regional Safety Action Plan), including developing a Regional Safety Action Plan and applying for Safe Streets and Roads for All Funding; and

WHEREAS it is estimated that around \$25,000 of the 2023 budget will be available to carry over into 2024 due to the application period for the Safe Streets and Roads for All (SS4A) program differing from the assumption of the Regional Safety Action Plan RFP, and this funding will be used for the continuation of this safety work, and submitting a Round 3 SS4A grant application in 2024; and

WHEREAS the Greater Madison MPO is also requesting that the date within which to complete the Regional Safety Action Plan and submit a Safe Streets and Roads for All grant application be extended to May 31, 2024 with the carryover 2024 funding to be spent and invoiced by that date:

NOW, THEREFORE, BE IT RESOLVED the Greater Madison MPO is therefore requesting that the work program be amended to carry over into 2024 the estimated \$91,570 (\$773,256 federal, \$4,574 state, \$13,740 local) in 2023 funding for these continued planning activities under Work Elements 2150, 2200, 4040, and 4050 (as reflected in the attached modified draft 2024 work program budget table) :

BE IT FURTHER RESOLVED that the Greater Madison MPO approves an amendment to the 2023 Unified Planning Work Program extending the date to complete the aforementioned work and spend the funding until May 31, 2024 with the carryover funding to be spent and invoiced by May 31, 2024; and

BE IT FURTHER RESOLVED that the MPO Planning Manager is authorized and directed to submit this work program amendment to WisDOT and FHWA for approval; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Greater Madison MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair

2024 GREATER MADISON MPO BUDGET AND WORK PROGRAM ELEMENTS

| WORK ELEMENT NUMBER | | PERSON MONTHS | STAFF HOURS | FHWA/ FTA PL FUNDS 100.0% (See Key) | | FHWA/ FTA PL FUNDS 80.0% WisDOT (1) MPO/ Local | | STBG-U 80% (2) MPO/ Local | | OTHER PROGRAMS (See Key) OTHER MPO/ Local | | | TOTAL MPO Non-Local Total MPO/ Local | | MPO PROGRAM TOTAL | | |
|---|---|------------------|----------------|---|---------|---|--------|------------------------------------|---------|--|--------|----------|---|---------|----------------------|---------|---------|
| STAFF AND INDIRECT COSTS | | | | | | | | | | | | | | | | | |
| 2100 | Transportation Admin/Service | 9.26 | 1,555 | | | 95,441 | 5,959 | 17,901 | | | | | | 101,400 | 17,901 | 119,301 | |
| 2150 | Public Participation Activities | 9.64 | 1,619 | | | 99,350 | 6,203 | 18,634 | | | | | | 105,554 | 18,634 | 124,188 | |
| 2200 | Long-Range System-Wide Transportation Planning | 11.83 | 1,987 | | | 121,979 | 7,616 | 22,878 | | | | | | 129,596 | 22,878 | 152,474 | |
| 2250 | Safe and Accessible Transportation Options | 18.21 | 3,058 | (8) | 234,629 | | | | | | | | 234,629 | 0 | 234,629 | | |
| | Complete Streets (Safe and Accessible Transportation Options) Related Activities -2.5% | 1.71 | 287 | (9) | 50,000 | | | | | | | | 50,000 | 0 | 50,000 | | |
| | | | | 21,999 | | | | | | | | | 21,999 | 0 | 21,999 | | |
| 2300 | Data Collection Activities | 15.32 | 2,572 | | | 157,905 | 9,860 | 29,617 | | | | | | 167,764 | 29,617 | 197,381 | |
| 2400 | TSM Planning and Technology | 7.11 | 1,195 | | | 73,326 | 4,578 | 13,753 | | | | | | 77,904 | 13,753 | 91,657 | |
| 2500 | Short Range Transit & Specialized Transportation Planning | 4.65 | 780 | | | 47,896 | 2,991 | 8,983 | | | (3) | See note | | 50,887 | 8,983 | 59,870 | |
| 2600 | Transportation Improvement Program (TIP) | 8.26 | 1,387 | | | 85,153 | 5,317 | 15,971 | | | | | | 90,470 | 15,971 | 106,442 | |
| 2700 | Roadway and Transit Corridor & Special Area Studies | 2.74 | 460 | | | 28,240 | 1,763 | 5,297 | | | | | | 30,003 | 5,297 | 35,300 | |
| 2800 | Ridesharing/TDM - Staff | 8.40 | 1,410 | | | | | 86,549 | 21,637 | | | | | | 86,549 | 21,637 | 108,186 |
| | Ridesharing/TDM - Ad, Consultant Services, Materials, Etc. | 2.29 | 385 | | | | | 16,451 | 4,113 | (4) | 9,000 | | 25,451 | 4,113 | 29,564 | | |
| 2900 | Capital Area RPC - MPO Planning Services | 0.42 | 71 | | | | | | | (5) | 4,366 | 1,091 | 4,366 | 1,091 | 5,457 | | |
| OTHER DIRECT COSTS | | | | | | | | | | | | | | | | | |
| 4030 | StreetLight Data Analytics Platform Subscription (6) | | | | | 105,165 | 6,566 | 19,725 | | | | | | 111,731 | 19,725 | 131,456 | |
| 4060 | Fly Dane countywide imagery (7) | | | | | 16,000 | 999 | 3,001 | | | | | | 16,999 | 3,001 | 20,000 | |
| 4050 | Misc. Consulting Services, potentially including TSMO plan & Active Transportation plan (6) | | | | | 21,046 | 1,314 | 3,947 | | | | | | 22,360 | 3,947 | 26,307 | |
| SUMMARY OF TL COSTS BY TYPE | | | | | | | | | | | | | | | | | |
| TOTAL PERSON-TIME | | 99.85 | 16,766 | | | | | | | | | | | | | | |
| CONSULTING SERVICES AND DATA/SOFTWARE (6) | | | | 0 | | 142,211 | 8,880 | 26,673 | | | | | | 151,090 | 26,673 | 177,763 | |
| OTHER DIRECT COSTS | | | | | | | | | | | | | | | | | |
| STAFF | | | | 306,628 | | 709,289 | 44,288 | 133,034 | 103,000 | 25,750 | 13,366 | 1,091 | 1,176,571 | 159,876 | 1,336,447 | | |
| TOTAL 2024 COST | | | | 306,628 | | 851,500 | 53,168 | 159,707 | 103,000 | 25,750 | 13,366 | 1,091 | 1,327,661 | 186,548 | 1,514,210 | | |

(1) FHWA/FTA PL (80%), WisDOT (3.65%), MPO (16.3%) Dane County (\$5,000 for Specialized Transp Services) (4) \$3,000 from three partners (7) MPO contribution to Dane LIO. City & others also contribute.
(2) STBG Urban Rideshare (80%) MPO (20%) (5) Capital Area Regional Planning Commission (6) Data Software and Consultant Services (8) SATO Staff & Indirect Costs (9) Other SATO Direct Costs

2023 MADISON AREA TRANSPORTATION PLANNING BOARD CARRYOVER FUNDING BUDGET AND WORK PROGRAM ELEMENTS

| WORK ELEMENT NUMBER | | PERSON MONTHS | STAFF HOURS | FHWA/ FTA PL FUNDS 80.0% | | | STBG-U 80% (2) | | OTHER PROGRAMS | | | TOTAL MPO | | MPO PROGRAM TOTAL |
|---------------------------|---|------------------|----------------|--------------------------|------------|--------|----------------|-------|----------------|-----------|------------------|-----------|--------|----------------------|
| | | | | WisDOT (1) | MPO/ Local | | (See Key) | OTHER | MPO/ Local | Non-Local | Total MPO/ Local | | | |
| 4040 | Regional Safety Action Plan (6) | | | 20,000 | 1,249 | 3,751 | | | | | | 21,249 | 3,751 | 25,000 |
| 4050 | Misc. consultant services & data/software | | | 20,949 | 1,308 | 3,929 | | | | | | 22,257 | 3,929 | 26,186 |
| 2150 | Public Participation Activities | | | 19,080 | 1,191 | 3,579 | | | | | | 20,271 | 3,579 | 23,850 |
| 2200 | Long Range MultiModal Planning | | | 13,227 | 826 | 2,481 | | | | | | 14,053 | 2,481 | 16,534 |
| TOTAL 2023 CARRYOVER COST | | | | 73,256 | 4,574 | 13,740 | | | | | | 77,830 | 13,740 | 91,570 |

MPO Agenda Cover Sheet

November 1, 2023

Item No. 6

Re:

MPO 2023 Resolution No. 12 Approving the 2024 MPO Unified Planning Work Program

Staff Comments on Item: A notice and summary of the draft 2024 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. No comments were received on the draft work program from local officials or the general public.

Only a few minor changes are being proposed to the draft, including some of the carryover funding being changed from Roadway and Transit work element (2700) to Long Range Multimodal Transportation work element (2200) for transportation planning activities including updating the MPO's adjusted urban area and planning area boundaries and adding in a reference about using Streetlight Data to generate VMT estimates for the City of Madison and rest of the MPO area.

For reference, the Draft 2023 MPO Unified Planning Work Program is posted on the MPO website at this link: https://www.greatermadisonmpo.org/documents/DRAFT_UPWP2024_Web.pdf

Materials Presented on Item:

1. MPO 2023 Resolution No. 12
2. UPWP Addition/Change Sheet

Staff Recommendation/Rationale: Staff recommends approval of the draft Work Program with the minor change. The 2024 Unified Planning Work Program is the basis for MPO contracts with local units of government and with state and federal agencies for 2024 planning activities and funding.

MPO 2023 Resolution No. 12
Approving the 2024 Greater Madison MPO Unified Planning Work Program

WHEREAS a Unified Planning Work Program (UPWP) is a requirement for receiving federal and state planning financial assistance; and

WHEREAS the UPWP for the Greater Madison MPO (Metropolitan Planning Organization) is annually updated, and the 2024 Work Program is the first year of the 2024-2026 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2024 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

WHEREAS the City of Madison is the administrative and fiscal agent for the MPO and is a legally constituted entity under the laws of the State of Wisconsin and able to receive these funds:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the Draft 2024 Unified Planning Work Program dated October 2023 with the changes reflected in the Addition/Change sheet dated 10/25/23; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2023 and to execute appropriate agreements and contracts with said agencies on behalf of the MPO; and

BE IT FURTHER RESOLVED that the MPO Transportation Planning Manager is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts, which may be required as part of these planning grant contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 11101(e) of the Infrastructure Investment & Jobs Act (Pub. L. 117-58, also known as the Bipartisan Infrastructure Bill) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**Greater Madison MPO
2023 Unified Planning Work Program
Change Sheet**

1. Remove reference to providing assistance to the recently completed Sun Prairie Active Transportation Plan on pages 1 and 18.
2. Page 20 under Detailed Work Activities for Work Element 2300 (Data Collection Activities):
Revise 3rd bullet on the page as follows:

Continue to utilize the StreetLight Data analytics platform to obtain data to support MPO and local planning projects. This includes using the platform to measure annual VMT within the county, city of Madison, and subareas of the county to support MPO and city transportation performance measure monitoring. Continue to participate in periodic trainings and meetings sponsored by StreetLight and continue to hold meetings of the StreetLight Data users group to provide peer learning on the platform.
3. Pages 20 and 23 were updated to reflect that the timing of the Metro Transit Onboard survey will be the spring of 2024.
4. Page 31: Revise the 2024 MPO Work Program Budget Table to modify the Work Element category for the 2023 carryover funding shown in the amount of \$16,534 (\$13,277 federal, \$826 state, \$2481 local) from WE 2700 (Roadway And Transit Corridor & Special Area Studies) to WE 2200 (Long Range System-Wide Transportation Planning.)

MPO Agenda Cover Sheet

November 1, 2023

Item No. 13

Re:

MPO 2023 Resolution No. 13 Adopting 2023 MPO Title VI Non-Discrimination Program and Limited English Proficiency (LEP) Plan (Title VI Plan)

Staff Comments on Item:

The Draft 2023 MPO Title VI Non-Discrimination Program and Limited English Proficiency (LEP) Plan (Title VI Plan) was approved for release and public comment at the October 4, 2023 meeting. The availability of the draft Title VI Plan for review was publicly noticed through posting on the MPO web page, on the MPO Facebook page, through distribution through email contact lists maintained by the MPO, and through a press release to media contacts. No comments were received on the draft Title VI Plan.

Note that Table 1 (page 7) has been modified as recommended by WisDOT staff, as Self-Identification forms have not been received from all Policy Board and Technical Coordinating Committee members. If the remaining Self-Identification forms are received prior to final publication of the adopted plan, this table will be updated accordingly.

All other changes between the Draft and Final Plans consist of adding or updating Chinese translations such as the contact information if translation services are required, and adding the Spanish, Hmong, and Chinese Vital Documents.

The draft plan is located online at

<https://www.greatermadisonmpo.org/documents/Draft2023TitleVIPlan.pdf>. Once approved the final plan will be posted to the website by mid November.

Materials Presented on Item:

1. MPO 2023 Resolution No. 13 Approving the 2023 Title VI Non-Discrimination Program and Limited-English Proficiency Plan.

Staff Recommendation/Rationale:

Staff recommends adoption of the Title VI Plan.

MPO 2023 Resolution No. 13

Approving the 2023 Title VI Non-Discrimination Program and Limited-English Proficiency Plan

WHEREAS, the Fixing America's Surface Transportation (FAST) Act signed into law in 2015 is codified in Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450) and in 49 CFR 613. Section 450.316, Interested Parties, Participation, and Consultation, requires MPOs to develop a participation plan in consultation with all interested parties; and

WHEREAS, the United States Department of Transportation regulations require the Greater Madison MPO to establish and maintain a Title VI Program to carry out U.S. Department of Transportation Title VI regulations (49 CFR part 21) and to integrate into its programs and activities considerations expressed in the Department's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons (70 FR 74087, December 14, 2005); and

WHEREAS, the Greater Madison MPO intends that no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Greater Madison MPO program or activity, regardless of funding source; and

WHEREAS, the Greater Madison MPO will affirmatively ensure that in any contract entered into, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award; and

NOW, THEREFORE, BE IT FURTHER RESOLVED: that the Greater Madison MPO approves the ***Title VI Non-Discrimination Program and Limited-English Proficiency Plan*** as being consistent with metropolitan plans and policies.

Date Adopted

Mark Opitz, Chair

MPO Agenda Cover Sheet

November 1, 2023

Item No. 9

Re:

MPO 2023 Resolution No. 14 Authorizing the City of Madison to Enter into an Agreement with Dane County for MPO to Provide Specialized Transportation Coordination Services in 2024

Staff Comments on Item:

It is proposed that the MPO continue to provide staff assistance to Dane County for specialized transportation planning and coordination services as provided in previous years. The services are outlined in the attached scope of work. The agreement also includes Metro Transit's service agreement with the county since the City of Madison is the contracting agent for both the MPO and Metro.

Materials Presented on Item:

1. MPO 2023 Resolution No. 14
2. Description of scope of work for proposed County funding of MPO planning and coordination services and Metro Transit's promotion and transit information services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2023 Resolution No. 14
Authorizing the City of Madison to Enter into an Agreement
with Dane County for the Greater Madison MPO to Provide Specialized Transportation
Coordination Services in 2024

WHEREAS, the staff of the Greater Madison MPO (Metropolitan Planning Organization) has historically provided assistance to Dane County for specialized transportation planning and coordination services; and

WHEREAS, the MPO intends to continue this assistance of planning and coordination services to the county again in 2024; and

WHEREAS, the County has budgeted \$5,000 for this service for the year 2024; and

WHEREAS, this service is included in the Greater Madison MPO's adopted 2024 Unified Planning Work Program; and

WHEREAS, the County requests that this agreement be part of Metro Transit's service agreement and contract for transit information, promotion efforts, and operations, since the contracting agent for both Metro Transit and the MPO is the City of Madison; and

WHEREAS, the services to be provided by the MPO and Metro Transit are outlined in the attached scope of services document:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO agrees to have MPO staff provide this service to Dane County in 2024 and authorizes the City of Madison on behalf of the MPO to execute the agreement and contract to provide this service.

November 1, 2023

Date Adopted

Mark Opitz, Chair
Greater Madison MPO

**DANE COUNTY FUNDED 2024 PUBLIC TRANSIT SERVICES
PROVIDED BY METRO TRANSIT
AND
SPECIALIZED TRANSPORTATION COORDINATION SERVICES
PROVIDED BY
GREATER MADISON MPO**

Schedule A: Scope

Public Transit Services. Dane County will fund the following public transit services of the City of Madison to be provided by Metro Transit.

1. Assistance to Customer Service Center (CSC)

The major area-wide information point for transit has been Metro's Customer Service Center, which provides information on routes, schedules, etc., for those who telephone and responds to E-mail questions regarding routes and schedules. CSC representatives also provide paratransit ride scheduling, transportation referrals, and ridesharing (266-RIDE) referrals for vanpool and carpool services. Representatives utilize Teleinterpreters for interpretation services when callers who speak only foreign languages contact the CSC.

2. Transit Information/Promotion Assistance

Provide assistance to Metro Transit for transit information and promotion costs including:

- Printing map and schedule information.
- Promoting Commute Card pass and existing prepaid fares such as 31-Day, 31-Day Senior/Disabled.
- Promoting Park & Ride lots, commuter routes and routes to outlying parts of the Madison urban area (such as Fitchburg and Middleton routes).
- Creating other promotional materials, including public information to increase awareness of Metro.

Overall transit information/promotion program is to be approved by County Public Works & Transportation Committee prior to release of funds.

3. Contribution Toward Operating Costs of Metro Transit

During 2024 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary's employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2024, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.

Specialized Transportation Coordination. Dane County will fund the following specialized transportation planning and coordination services of the City of Madison to be provided by the Greater Madison MPO (Metropolitan Planning Organization) staff.

- 1) Serve on and provide technical assistance to the Dane County Specialized Transportation Commission, as needed.

- 2) Provide assistance to the Adult Community Services Division of the Department of Human Services in planning, coordinating and evaluating their specialized transportation services.
- 3) Assist in monitoring of and collecting data on the operations of specialized transportation providers, and collecting and analyzing data on the location of elderly and persons with disabilities from the American Community Survey and other sources.
- 4) Assist in implementation of the 2019 Dane County Coordinated Public Transit – Human Services Transportation Plan recommendations.
- 5) Work with Metro Transit to implement the Section 5310 (Enhanced Mobility for E/D Persons) Program Management and Recipient Coordination Plan, including project scoring and selection by the MPO and administration of the program by Metro.
- 6) Coordinate various projects with county agencies and service providers, both public and private, to make Dane County's specialized transportation services more cost-effective.

Schedule B: Payments

- a. Upon receipt of invoice from the City of Madison, payment will be rendered as follows:

Payment in full for Public Transit Services (\$24,300 to Metro Transit)

1. Assistance for Customer Service Center
2. Transit Info/Promotion Assistance (following committee approval)

- b. Upon receipt of invoices from the Greater Madison MPO, payment will be rendered as follows:

Payment for Specialized Transit Coordination (\$5,000 to Greater Madison MPO)

| | |
|---------------|----------------|
| June 2024 | \$2,500 |
| December 2024 | <u>\$2,500</u> |
| | \$5,000 |

Schedule C: Reports

Narrative progress reports will be provided by MPO staff to County staff in conjunction with the invoices.

MPO Agenda Cover Sheet

November 1, 2023

Item No. 9

Re:

MPO 2023 Resolution No. 15 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MPO to Provide Transportation Planning Work Activities to CARPC in 2024

Staff Comments on Item:

CARPC is once again requesting Federal Planning funds from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County generally outside of the Madison Metropolitan Area. A total of \$5,457 of this amount (including the local match) will be set aside for MPO planning services. CARPC is requesting that the MPO provide services similar to previous years.

These MPO staff services have historically included conducting analyses of the impact of proposed Sewer Service Area (SSA) amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the Regional Transportation Plan. Services in 2024 may or may not include this activity as CARPC is considering eliminating the land use/transportation review of SSA amendments and replacing that with reviews and assistance on comprehensive plans.

MPO staff will provide assistance to CARPC staff in preparing the transportation component of comprehensive plans, and providing other local transportation planning assistance. MPO staff will also assist in preparing consistency reviews of comprehensive plans. MPO staff also continue to coordinate with CARPC on integrating regional land use and transportation planning, including on tracking performance measures and on outreach efforts.

This MPO activity is included in the 2024 MPO Unified Planning Work Program.

Materials Presented on Item:

1. MPO 2023 Resolution No. 15
2. Agreement between City of Madison and CARPC for MPO to provide planning services

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2023 Resolution No. 15

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Greater Madison MPO to Provide Transportation Planning Services to CARPC in 2024

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO for the Madison Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

WHEREAS, the Capital Area Regional Planning Commission (CARPC) is the regional land use planning and area-wide water quality management planning agency for the Dane County region with responsibilities that include preparing a master framework plan for the physical development of the region; and

WHEREAS, CARPC is in need of services to conduct transportation planning for areas in Dane County, particularly outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is requesting federal Planning funding from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is also requesting that the Greater Madison MPO provide these services in a similar manner to previous years; and

WHEREAS, these services are to consist of: (1) conducting analyses of the impact of proposed Urban Service Area amendments on the multi-modal transportation system, including capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and the overall consistency with the goals, policies, and recommendations in the MPO's Regional Transportation Plan; and (2) coordinating on CARPC's work to finalize and begin implementing the Regional Development Framework plan, including coordination on the performance measures to be used to gauge successful implementation of plan goals and objectives; and

WHEREAS, the MPO will bill CARPC on a quarterly basis for the 80% federal funding share of providing the transportation planning services with the city covering the required 20% local match to the federal funding, and the cost of these services will not to exceed \$5,457 (including the local match) for calendar year 2024; and

WHEREAS, these MPO work activities are included in the adopted 2024 MPO Unified Planning Work Program:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO authorizes the City of Madison to enter into an agreement with CARPC for the MPO to provide transportation planning services to CARPC in calendar year 2024 with CARPC providing for the reimbursement of MPO staff services for an amount not to exceed \$4,366 or 80% of the \$5,457 total.

November 1, 2023

Date Adopted

Mark Opitz, Chair

Greater Madison MPO

**AGREEMENT BETWEEN
CITY OF MADISON ON BEHALF OF THE GREATER MADISON MPO
AND THE
CAPITAL AREA REGIONAL PLANNING COMMISSION
FOR TRANSPORTATION PLANNING SERVICES**

Parties: This agreement is by and between the City of Madison, hereafter “City,” and Capital Area Regional Planning Commission, hereafter “CARPC.”

Term: The term of this agreement is January 1, 2024 through December 31, 2024.

Scope of Services by City/MPO: The city will provide transportation planning services to CARPC. These services will be provided by city staff to the Greater Madison MPO (Metropolitan Planning Organization) housed within the city’s Planning Division. These planning services will consist of:

- (1) conducting analyses of the impact of proposed Sewer Service Area amendments in the county on the multi-modal transportation system, including an assessment of the capacity to handle the traffic to be generated, ability to serve the development with public transit, accommodations for pedestrians and bicyclists, other design issues, and overall consistency with the goals, policies, and recommendations in the MPO’s Regional Transportation Plan (RTP), *Connect Greater Madison 2050*;
- (2) provide assistance in preparing the transportation element of comprehensive plan updates for communities or providing other transportation related local planning assistance;
- (3) provide assistance in preparing regional plan (RTP and Regional Development Framework) consistency reviews of comprehensive plans;
- (4) work with CARPC staff to integrate regional land use and transportation planning generally and coordinate performance measure tracking and outreach efforts; and
- (5) engage in any other joint planning initiatives.

Payment: The City of Madison will bill CARPC on a quarterly basis for the 80% federal funding share of providing the transportation planning services. The city will cover the required 20% local match to the federal funding. The city will provide a progress report on services provided, which will be submitted with the quarterly invoice. The total cost of MPO transportation planning services will not exceed \$5,457 (including the local match) for calendar year 2024.

Non-Discrimination: During the term of this agreement, the parties agree to abide by their respective policies of non-discrimination and affirmative action. Further, the parties agree that this agreement does not subject either party to the other’s jurisdiction for the determination of such matters.

Liability: CARPC shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The city shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The obligations of the parties under this paragraph shall survive the expiration or termination of this agreement.

IN WITNESS THEREOF, the parties have caused this agreement to be executed by individuals and officers duly authorized on the dates noted below.

**CAPITAL AREA REGIONAL
PLANNING COMMISSION**

By: _____
Steve Steinhoff
Agency Director

Date: _____

CITY OF MADISON

By: _____
Satya Rhodes-Conway
Mayor

Date: _____

By: _____
Maribeth Witzel-Behl
City Clerk

Date: _____

Countersigned:

By: _____
David Schmiedicke
City Finance Director

Date: _____

Approved as to Form:

By: _____
Michael Haas
City Attorney

Date: _____

MPO Agenda Cover Sheet

November 1, 2023

Item No. 10

Re:

Brief Status Update Presentation and Funding Discussion on Regional Safety Action Plan

Staff Comments on Item:

At the September 2022 Board meeting, the Board approved staff to release an RFP to hire a consultant to assist with preparing a Regional Safety Action Plan and submitting an application for FY 2024 Safe Streets and Roads for All (SS4A) implementation funding. The MPO selected SRF Consulting Group to lead the project, with support from Alta Planning+ Design and KL Engineering. SS4A is a competitive discretionary funding program, which provides funding to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

Work is well underway to develop the draft Regional Safety Action Plan, which is expected to be ready for review in early 2024. A regional High Injury Network was developed by the UW Traffic Operations and Safety Lab (TOPS Lab), serving as the foundation of the plan; additional work has included an analysis of existing conditions, locations and historical trends of crashes involving fatalities and serious injuries, and a review of state and local policies and best practices. The project team recently met with municipal staff from 10 communities to review this data and begin discussing safety projects and strategies to include in the plan, and is currently working on completing a systemic analysis.

Included in Phase 2 of the consultant contract is assistance with putting together a regional SS4A application for Round 3 of the funding program, anticipated to be released in April 2024. The SS4A program requires a 20% local match of non-federal funds. Initially it was anticipated that the application would be for project implementation funding (safety improvement construction projects), and that local communities would be responsible for contributing the 20% match for any project they may be awarded. However, we have since learned that project implementation funding is extremely competitive with less than 20% of applications being funded in the previous round and we may not have enough competitive construction ready projects for the 3rd round of funding. The SS4A program also offers supplemental planning grants, which can include planning studies and projects that enhance a regional safety action plan, such as Safe Routes to School planning, active transportation plans, speed management plans and corridor studies. These planning activities could be done at the regional level by the MPO, however that would require a 20% local match that can not come from MPO planning funding. The SS4A supplemental planning grant program has been undersubscribed and has awarded funding to every application it has received. Supplemental planning applications should be a minimum of \$100,000, with the typical range of a supplemental planning application being between \$250,000 and \$500,000.

Materials Presented on Item:

1. PowerPoint Presentation Slides
2. Project memo dated June 2023 summarizing the findings from the development of the regional high injury network
3. Project memo dated August 2023 summarizing the review of system-wide crash data to develop crash profiles highlighting specific conditions that account for a large share of fatal and serious injury crashes in the Madison region

Staff Recommendation/Rationale:

For review and discussion. Staff is seeking initial Policy Board feedback and possible board action on how to proceed with Phase 2 of this project; scenarios include:

1. Submit a regional SS4A supplemental grant application which would require the MPO to secure the required 20% local match
 - The approach has the highest likelihood of getting funded but requires addition contributions to the MPO's local match
2. Submit a regional SS4A project implementation grant application on behalf of interested communities, requiring participating communities to provide the local match if their projects are selected
 - This funding is extremely competitive and it is not likely we would have competitive projects ready to be included in this round of funding
3. Not submit an application for Round 3 of SS4A funding program. Individual communities within the MPO planning area would likely still be eligible to apply for select SS4A funding if consistent with the Regional Safety Action Plan.



Greater Madison MPO Regional Transportation Safety Action Plan





SS4A Grant Program – General Overview

The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program with \$5 billion in appropriated funds over the next 5 years.

Purpose: Promote Safety, Employ low-cost, high-impact strategies, Ensure equitable investment, Incorporate evidence-based project,



Eligible Activities:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.



Safety Action Plan Components

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selection*
- Progress and Transparency




Schedule

| | 2023 | | | | | | | | | | | | 2024 | | | | | | | | | | | |
|---|-------|-----|------|------|-----|------|-----|-----|-----|-----|-----|-----|------|-----|------|--|--|--|--|--|--|--|--|--|
| | April | May | June | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June | | | | | | | | | |
| Task # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | | | | | | | | | |
| Phase 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | K | F | M | | M | | M | | | | | | | | | | | | | | | | | |
| Develop Work Plan/Project Management | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| Analysis of Existing Transportation System Safety Performance | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| Review of Policies and Identification of Best Practices | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | F | | | | | | | | | | | | | | | | | |
| Prioritization of Safety Strategies and Improvement Projects | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| Regional Safety Action Plan | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| SS4A Implementation Grant Application | | | | | | | | | | | | | | | | | | | | | | | | |

K = Kickoff Meeting
M = Key Project Meetings
F = Focus Group Mgs with Local Stakeholders
T = Presentation to the MPO's Technical Coordinating Committee
P = Presentation to the MPO's Policy Board
o = Bi-weekly 1/2 hour coordination call
* = Weekly Grant coordination meetings

Anticipated Due date for SS4A Round 3 App.
Adopt Plan and Acquire Resolutions



High Injury Network

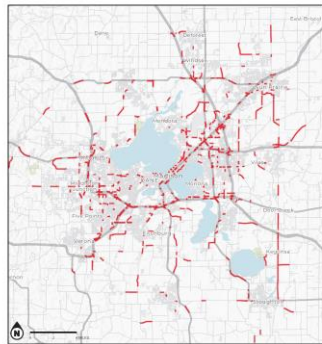


High Injury Network

- Developed by UW TOPS Lab
- Considers intersections and segments separately to create comprehensive High Injury Network
- General Methodology
 - Using 2017-2020 WisDOT collision data
 - Some review and correction of collision data to improve accuracy
 - Development of crash prediction models
 - Identified high-risk locations based on difference in observed and predicted collisions
 - Network screening and ranking of high risk segments and intersections resulting in a Level of Safety Score (LOSS) and ultimately HIN
- Considerations / Limitations
 - Focus on predicted rather than observed collisions



High Injury Network Segments



MADISON MPO HIN (2017 - 2020)
SEGMENTS

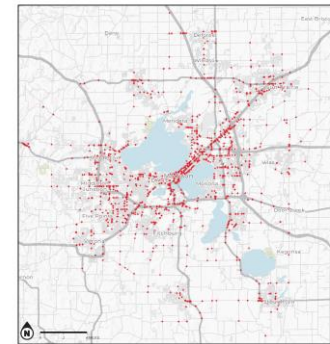
MADISON MPO
SAFETY ACTION PLAN

alta

mpo



Intersection Network Screening



MADISON MPO HIN (2017 - 2020)
INTERSECTIONS

MADISON MPO
SAFETY ACTION PLAN

alta

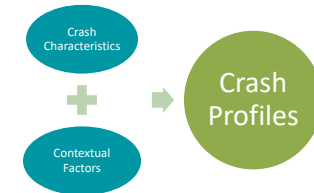
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Crash Profiles



Crash Profile Development



- Summarized at three levels:
 - all crashes
 - injury/fatal (FI)
 - severe injury/fatal (KSI)



Crash Profiles

| Profile Name | Mode | Number of FI Crashes | Number of KSI Crashes |
|--|------------|----------------------|-----------------------|
| Vehicles | | | |
| Multi-Lane Arterials | Vehicle | 2,049 | 121 |
| Turning Vehicles at Signalized Intersections | Vehicle | 775 | 47 |
| Roadway Departure in Rural Areas | Vehicle | 293 | 53 |
| Bicyclists | | | |
| Signalized Intersections | Bicycle | 76 | 8 |
| Uncontrolled Intersections | Bicycle | 25 | 6 |
| Roads Without Bike Infrastructure | Bicycle | 91 | 12 |
| Multi-Lane Arterials | Bicycle | 65 | 12 |
| Pedestrians | | | |
| Commercial Areas | Pedestrian | 136 | 29 |
| Multi-Lane Arterials | Pedestrian | 84 | 31 |
| Hit & Run Crashes | Pedestrian | 41 | 16 |
| Mid-Block Crossings | Pedestrian | 66 | 12 |

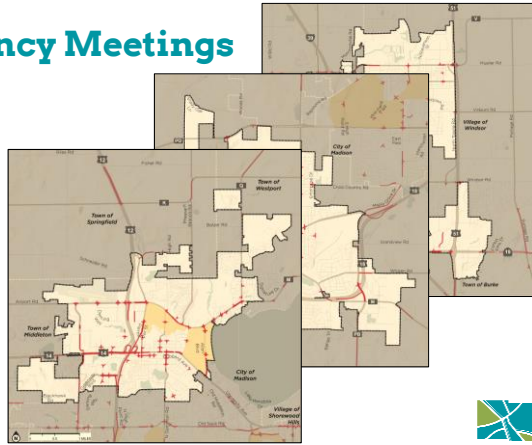


What We've Heard So Far



10+ Local Agency Meetings

- Many communities exploring road diet solutions
- Support for Bike/Ped improvements
- Traffic calming and Complete Streets improvements needed to moderate speed
- Support for supplemental planning activities including Safe Routes to School planning

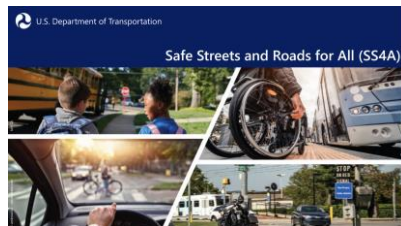


Safe Streets and Roads for All (SS4A) Grant Application preparation



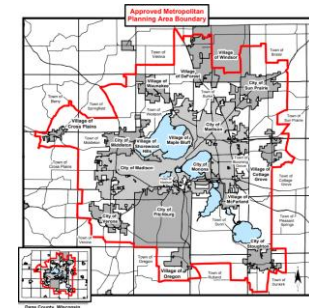
Program Overview

- \$1 billion overall funds per year
 - Planning & Demonstration Grants
 - Undersubscribed in 2022 & 2023
 - Year 3 anticipated - \$600+ million
 - Implementation Grants
 - Oversubscribed in 2022 & 2023
 - < 20 percent likely to be funded
 - Year 3 anticipated - \$600 million
- Key takeaways
 - Spread the wealth
 - Geographic diversity
 - Expect partial awards



What does a regional application look like?

- Identify & bundle common-themed projects
 - High-level solutions identified
- Collaboration between various jurisdictions
 - Flexibility in SS4A
 - **Cost match: 20%**
- Application overview
 - Safety Impacts
 - Equity, Engagement, & Collaboration
 - Effective Practices & Strategies
 - Alignment with DOT Strategic Goals
 - Project Readiness
 - Funds to Underserved Communities
 - Rural Areas
 - Geographic Diversity
 - Federal Funding Requests < \$10 million



Supplemental Activities

- Objective – Enhances or Improves an Action Plan
- Supplemental Activities
 - Road Safety Audits
 - Safety Analysis and Data Collection
 - Targeted Equity Assessments
 - Stakeholder Engagement and Collaboration
 - Follow-up data collection
 - Progress reporting
 - Updating Existing Action Plan



Supplemental Examples: Richmond, VA

- Speed Management
 - follow-up stakeholder engagement and collaboration in support of the equitable roll-out of the automated speed enforcement program in Richmond.
- ADA Transition Plan
 - Conduct ADA Audits by focusing along the HIN and within
- Lighting Management
 - fund a citywide lighting management plan that will use a data driven approach to create an implementation plan and identify areas that need safety, security, and access pedestrian lighting upgrades.
- High Risk Impaired Driver
 - pilot programming that addresses upstream mental and behavioral health issues through patient screening and assessment to address substance use disorders prior to a KA crash through appropriate treatments and supervision.
- HIN Roadway Safety Assessments
 - evaluate short-, mid-, and long-term solutions along high priority, high-risk roadways along the HIN and HDC tracts



Demonstration Activities

- Objective – Informs Action Plan
- Demonstration Activities
 - Feasibility studies using Quick Build Strategies
 - Pilot projects – behavioral/operational
 - MUTCD Engineering Studies
 - Pilot projects – new technologies

Demonstration activities in support of an Action Plan (A).

- Temporary in nature
- Pilots and testing, finite period
- Small scale
- Informs the list of projects and strategies in an Action Plan
- Assesses the benefits of an approach

Projects and strategies identified in an Action Plan (C).

- Listed in an Action Plan as a project and/or strategy
- Permanent
- Major construction
- System wide
- Implementing the Action Plan



Demonstration Activities in Detail

Feasibility Studies

- Examples include:
 - Planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements (see photo 1 below); and
 - Paint and plastic delineator posts to experiment with impermanent roadway design changes (see photos 2 and 3 below).



Photo 1. Source: Solomon Foundation



Photo 2. Source: U.S. DOT Volpe Center



Photo 3. Source: Solomon Foundation



Questions and Discussion





Date: June 2023

Re: Task 2.1 Crash Data Review

The Federal Highway Administration recommends that municipalities take a holistic view of Vision Zero plans to create a safe system that anticipates human mistakes and keeps impact energy on the human body at tolerable levels.¹ The Greater Madison MPO Regional Transportation Safety Action Plan (Safety Action Plan) relies on a thorough understanding of motor vehicle, bicycle, and pedestrian crash trends to inform strategic investments in safety improvements aimed at decreasing fatal and severe injuries on roadways throughout the region.

This technical memorandum documents the High-Injury Network (HIN) for the Greater Madison MPO region. A HIN consists of the roadway corridors on which many people have been killed or severely injured due to motor vehicle crashes. Adoption of a HIN is recommended as part of a Vision Zero strategy. This moves beyond typical crash history and allows for a better description of the types of roadways and intersections in the Madison MPO where users are the most at risk. This allows the MPO to proactively work to minimize the occurrence and severity of crashes into the future.

In addition to the development of a HIN, the Safety Action Plan will also rely on collision profiles, which considers crash types, land use context and road user behavior to identify the most prevalent and severe injury crashes in the area to inform implementation recommendations.² Collision profiles will be developed as part of Task 2.2. The potential use of StreetLight data as an input to future analysis is discussed at the end of this memorandum, though it was not determined feasible to use the data as part of this project.

Madison MPO HIN Overview

The HIN was developed by the Traffic Operations and Safety Laboratory (TOPS Lab) at the University of Madison Wisconsin. The HIN is comprised of two separate analyses: the first considers segments while the second considers intersections. Both analyses use collisions occurring from the four-year period from 2017 through 2020. While a 5-year time period is frequently used in collision analyses, the Wisconsin crash reporting format changed at the beginning of 2017, therefore increasing the complexity of collision reporting with data organized in multiple formats. The analysis primarily considers arterial and collector roadways though some additional roadways and intersections were also evaluated (see Map 1).

¹ Federal Highway Administration. Lessons Learned from Development of Vision Zero Action Plans. Accessed at https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA-SA-20-073_Lessons_Learned_from_Development_of_Vision_Zero_Action_Plans.pdf

² Wisconsin collision data uses a KABCO collision assessment scale. For more information on various collision ranking methods see: https://safety.fhwa.dot.gov/hsip/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf

Statistical Basis of HIN

In Wisconsin, collision severity is assessed using the KABCO scale utilizing the following definitions:³

- K – Fatal Injury
- A – Suspected Serious Injury
- B – Suspected Minor Injury
- C – Possible Injury
- O – No Apparent Injury

The HIN considers K, A, B and C collisions, that is those with a possibility of injury or greater.

The HIN was identified through the development of Safety Performance Functions (SPFs), which are then used to implement the Empirical Bayes method to calculate segment or intersection level scores. These ratings are then translated into a Level of Safety Service (LOSS) for intersections and segments.⁴

The LOSS method was used to sort segments and intersections into four categories. Scores of LOSS 1 and 2 have a low to moderate potential for crash reduction. Scores of LOSS 3 and 4, which are used to define the HIN, have a moderate to high potential for crash reduction. For additional detail on how the HIN was developed see Appendix A and Appendix B.

The Madison MPO's highly statistical basis to develop an HIN is rigorous and atypical. Many HINs are typically comprised of intersections and segments with a high number of observed severe collisions. However, the HIN methods attempt to identify long-term trends in collision patterns that account for regression to the mean.

HIN Findings

The HIN is comprised of 1,688 segments and 1,146 intersections. See Map 2 through Map 4 for additional information on their location around the region.

HIN Segments

Roadway segments in the HIN are predominately local roadways (35% by mileage) and county highways (31%). US Highways and highway ramps account for another 13% of segments, each. Accordingly, 64% of HIN segments have one lane of travel in each direction, while 27% have two lanes in each direction and 9% have three lanes.

³ Federal Highway Administration. (n.d.). KABCO Conversion Table by State. Retrieved from https://safety.fhwa.dot.gov/hsip/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf

⁴ The Federal Highway Administration defines SPFs as crash prediction models, mathematical equations that relate the number of crashes of different types at a given location to specific site characteristics such as traffic volumes, lane width and traffic controls.

The speed limit of HIN segments ranges from 15 to 55 mph, with 55 mph as the most common segment speed limit (24%) and followed by 25 mph (21%). The full distribution of speed limits is shown in Figure 1.

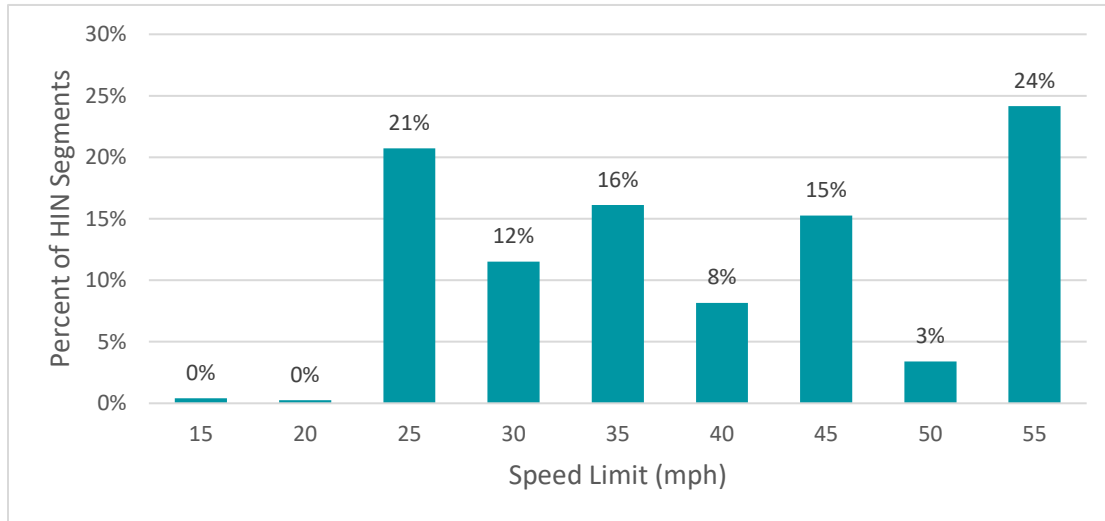


Figure 1. HIN Segment Speed Limit

The volume of roadway segments in the HIN ranges from less than 2,000 to over 25,000 AADT (or vehicles per day). Figure 2 shows that the distribution is heaviest on the lower volume end of the range, clustered from 1-12,000 AADT.

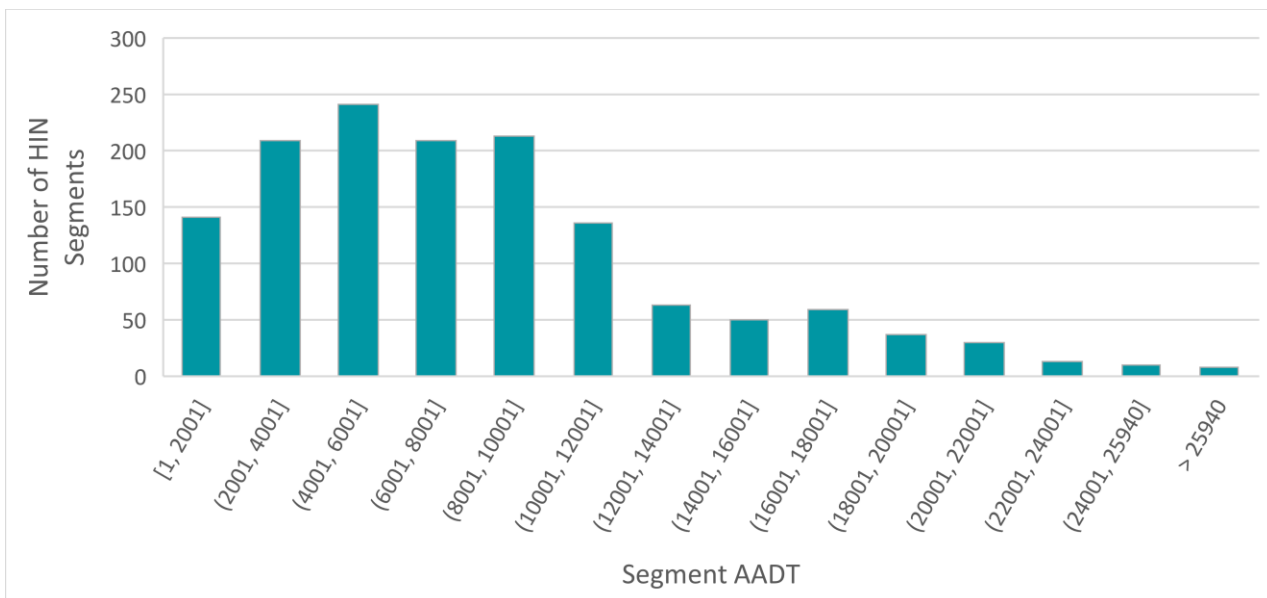


Figure 2. HIN Segment Traffic Volumes (AADT)

The HIN is spread throughout the Greater Madison MPO region, with a concentration in the City of Madison (40% of segments by mileage). The Cities of Fitchburg and Middleton, and the Towns of Burke, Sun Prairie, and Pleasant Springs all have 10 or more miles of HIN in their jurisdictions. Mileage for these communities is shown in Table 1, with their distribution shown in Map 3. All additional MPO Jurisdictions encompass three percent or less of the HIN, each.

Table 1. HIN Segment Distribution Across MPO Jurisdictions

| Municipality | Percent of MPO HIN Miles | Miles |
|--------------------------|--------------------------|--------|
| City of Madison | 40% | 116.43 |
| City of Fitchburg | 9% | 24.95 |
| City of Middleton | 5% | 13.24 |
| Town of Burke | 4% | 13.07 |
| Town of Sun Prairie | 4% | 11.44 |
| Town of Pleasant Springs | 4% | 10.75 |

HIN Intersections

There are 1,114 total intersections in the HIN analysis, shown in Map 2. Of these, the vast majority are stop-controlled from one direction (71%), with 18% signal-controlled. An additional four percent are all-way stop-controlled or have no control, respectively.

The maximum speed limit at HIN intersections ranges from 20 to 55 mph. The most frequent speed limit of HIN intersections is 25 mph (36%), which is consistent with the high number of intersections in the City of Madison.

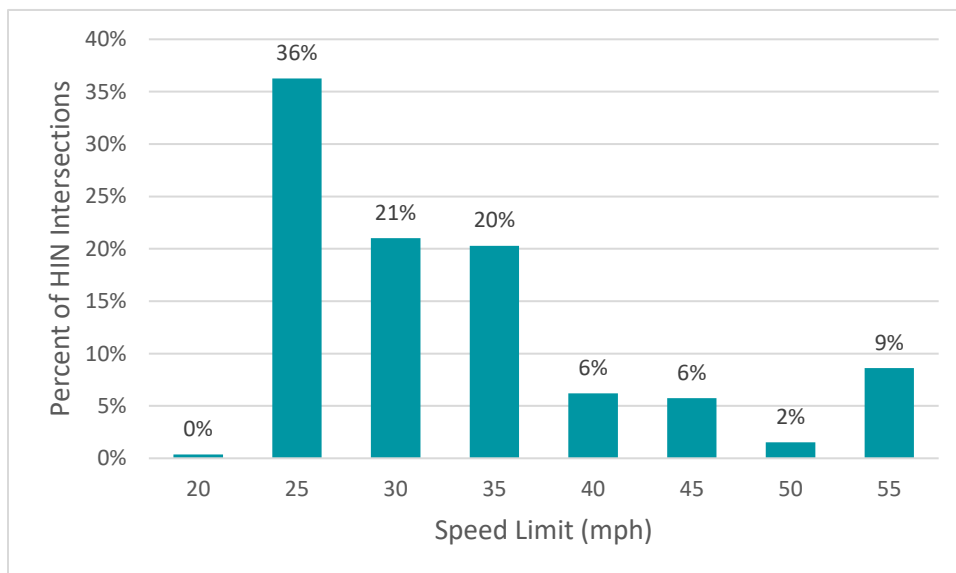


Figure 3. HIN Intersection Speed Limit

The traffic volume of intersections in the HIN (representing the highest volume leg of the intersection) ranges from less than 2,000 to over 38,000 AADT. Figure 4 shows that the distribution is heaviest on the lower volume end of the range, especially from 2,000-10,000 AADT.

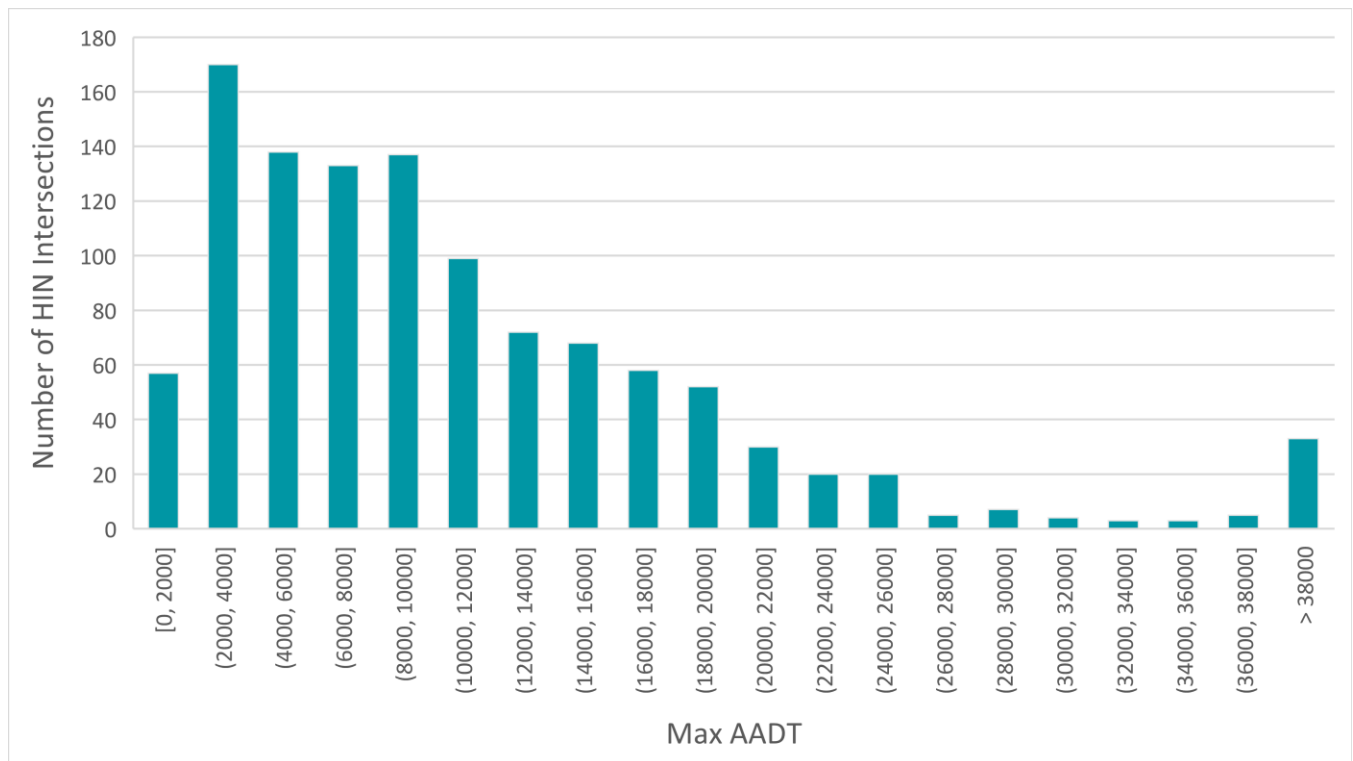


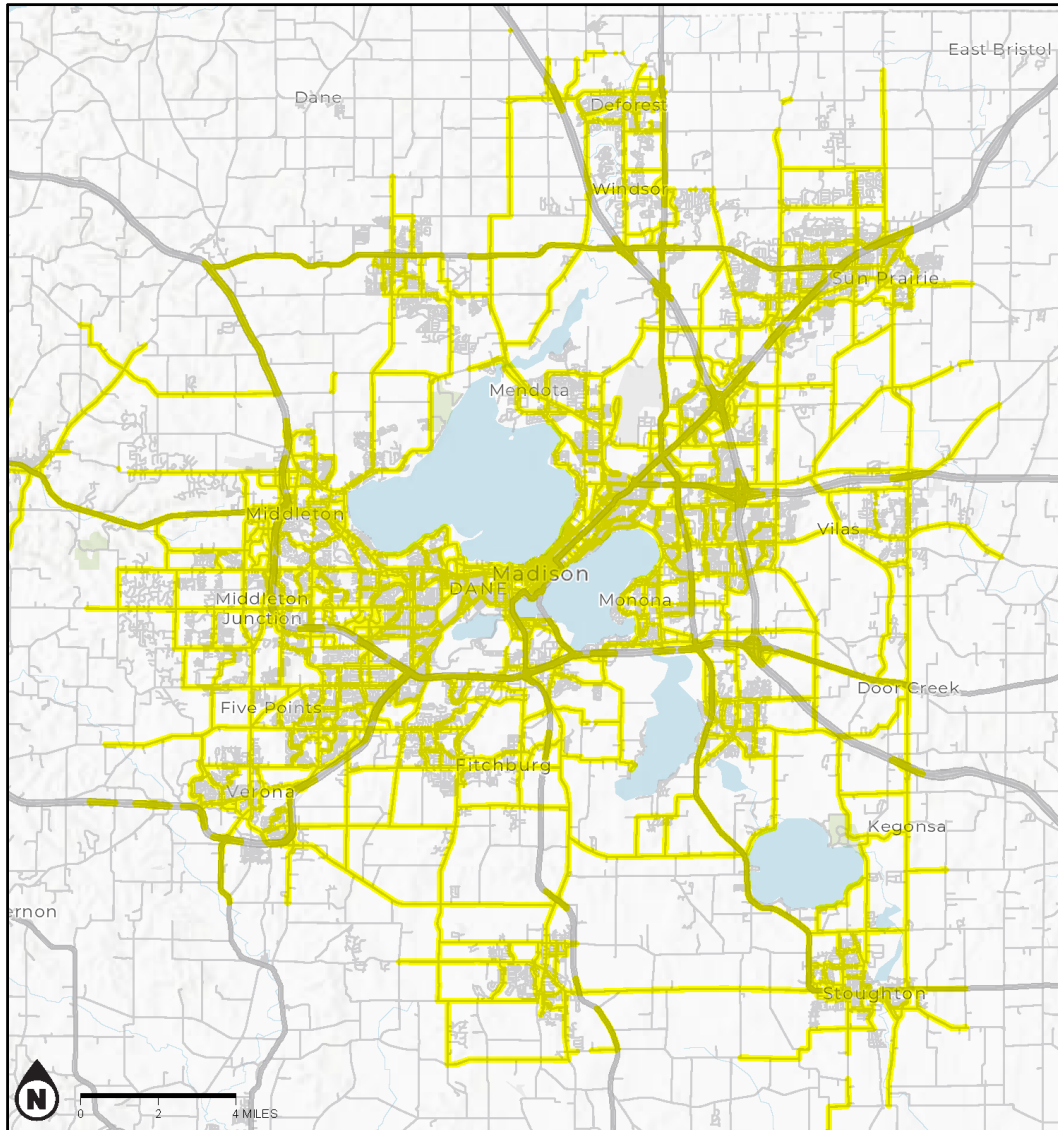
Figure 4. Intersection Traffic Volumes (AADT)

Like segments, the HIN intersections are spread throughout the region, but have a heavy concentration in the City of Madison (57%). Intersection distribution for the remaining jurisdictions with two percent or more of the HIN intersections is shown in Table 2. All additional MPO Jurisdictions encompass one percent or less of the HIN intersections, each.

Table 2. HIN Intersection Distribution Across Jurisdictions

| Municipality | Percent of MPO HIN Intersections | Number of Intersections |
|---------------------|-------------------------------------|----------------------------|
| City of Madison | 57% | 654 |
| City of Fitchburg | 6% | 70 |
| City of Sun Prairie | 6% | 68 |
| City of Middleton | 5% | 63 |
| City of Stoughton | 3% | 33 |
| City of Verona | 2% | 22 |
| Village of Waunakee | 2% | 21 |
| Village of DeForest | 2% | 19 |

Map 1. Evaluated Intersections and Roadways



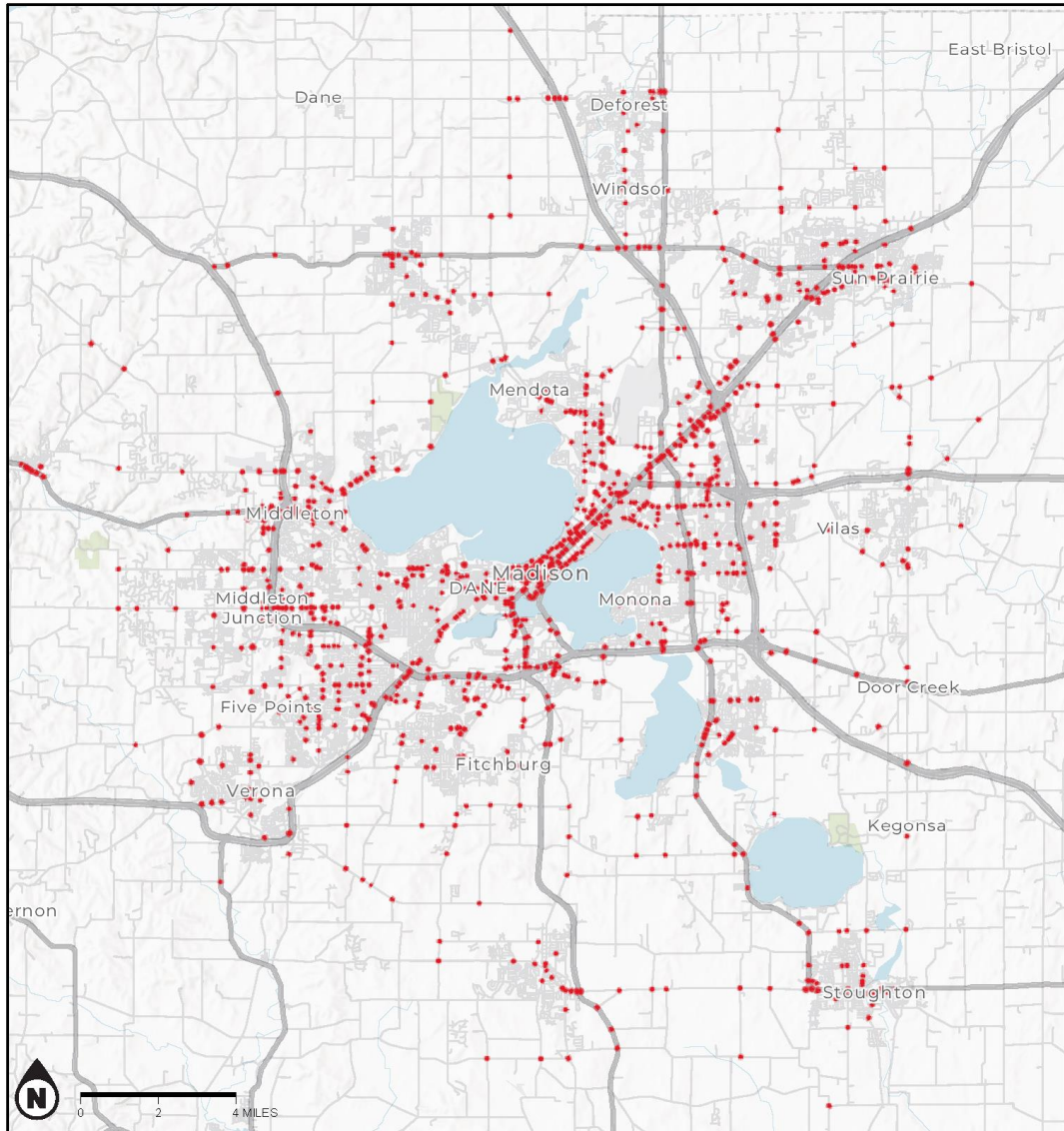
MADISON MPO HIN (2017 - 2020)
INTERSECTIONS AND SEGMENTS ANALYZED
FOR POTENTIAL INCLUSION IN HIN

MADISON MPO
SAFETY ACTION PLAN

SAFETY ASSESSMENT

Intersection or Segment
Analyzed for Potential
Inclusion in HIN

Map 2. HIN Intersections

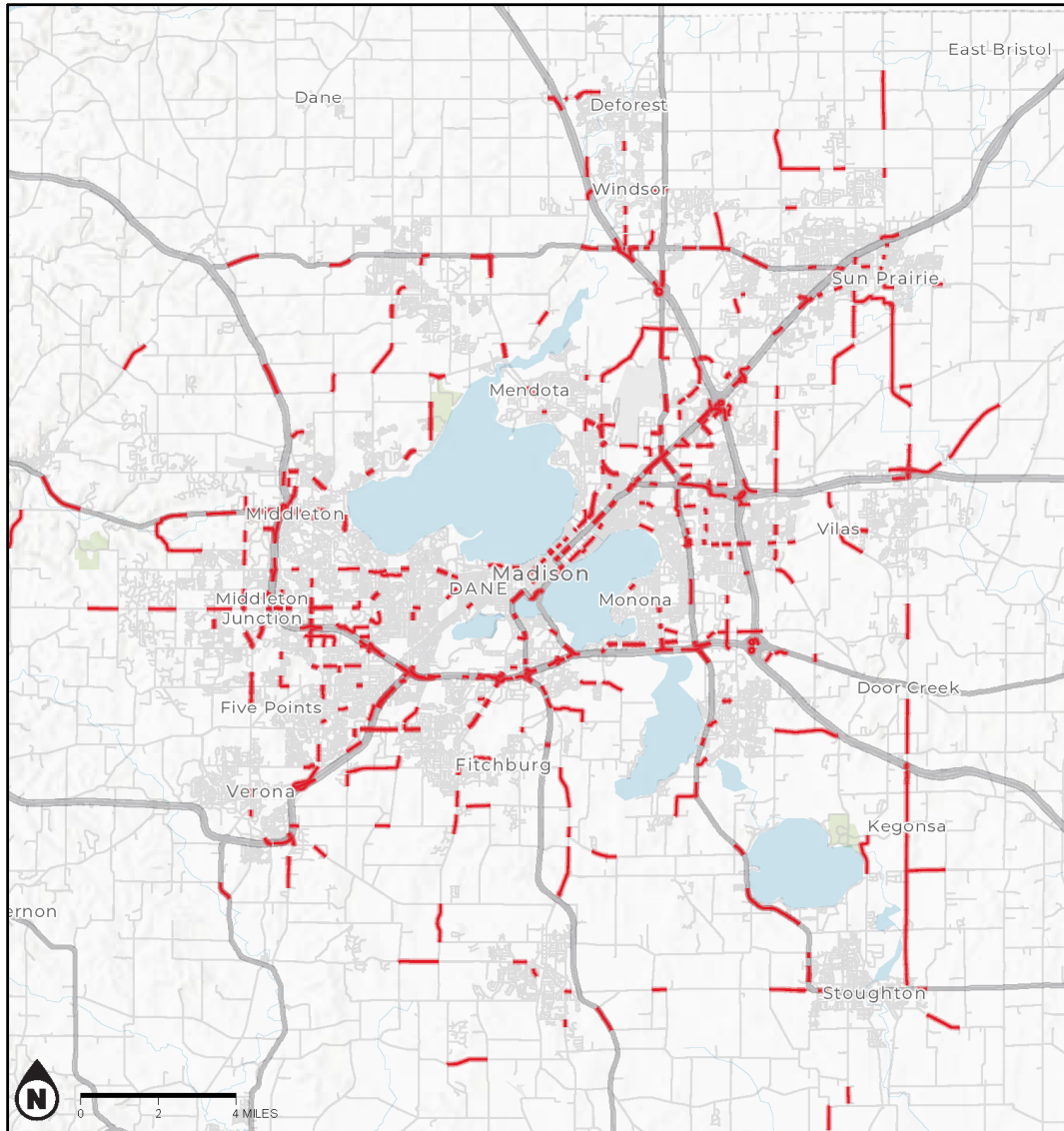


**MADISON MPO HIN (2017 - 2020)
INTERSECTIONS**

MADISON MPO
SAFETY ACTION PLAN

HIGH INJURY NETWORK
— HIN Intersection

Map 3. HIN Segments

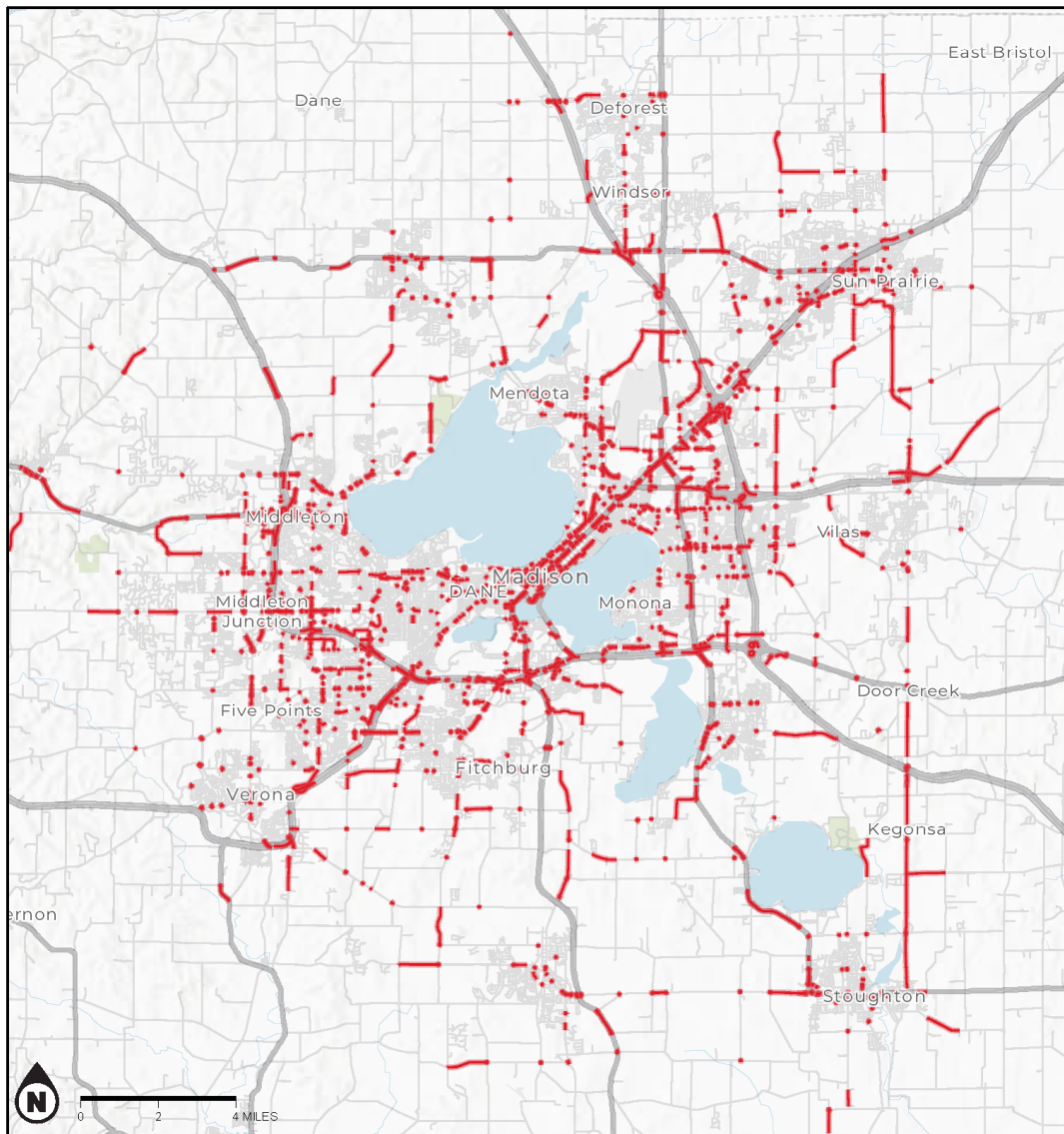


MADISON MPO HIN (2017 - 2020)
SEGMENTS

MADISON MPO
SAFETY ACTION PLAN

HIGH INJURY NETWORK
— HIN Roadway Segment

Map 4. HIN Intersections and Segments



MADISON MPO HIN (2017 - 2020)
SEGMENTS AND INTERSECTIONS

MADISON MPO
SAFETY ACTION PLAN

HIGH INJURY NETWORK
— HIN Roadway or
Intersection Segment

HIN Use Considerations

As mentioned earlier, the Madison MPO HIN is unique among other HINs developed by different city, MPO, and state agencies due to the methods and data structure used. The following list outlines these differences and includes relevant considerations for usage.

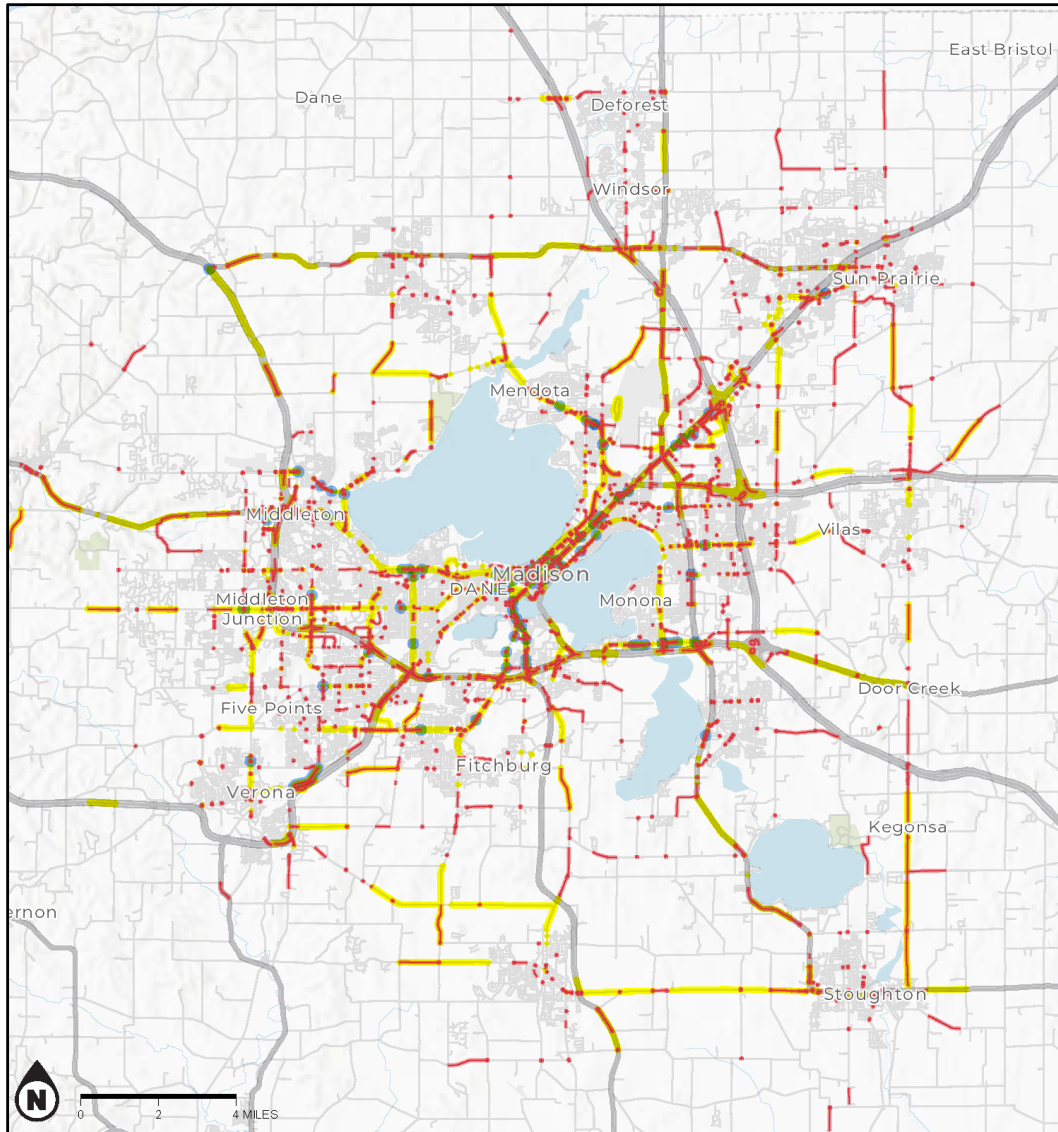
- **Comprised of two unique datasets.** The HIN is comprised of two data sets, one that represents segments and one that represents intersections. While both are composed of segment-based geometry and represent the same 4-year time period, each has a unique set of data attributes and was created at a different time. While each dataset is very robust, this data structure may complicate analysis that considers both intersections and segments simultaneously. For example, there are often wide geographic differences between clusters of identified HIN intersections and segments.
- **Consideration of Expected, Not just Observed Collisions.** The HIN is based on a LOSS score which describes the expected crash risk which is derived through SPF factors which considers both observed and predicated collisions. Typically, HINs are calculated solely on observed collisions and naturally reactive. Consideration of expected collisions within a HIN deviates from the current industry standard, which constructs an HIN based solely on observed collisions. This makes the HIN a dataset that is both proactive and reactive and care should be taken when using the data. For example, if a grant application will provide funding for locations with a known safety risk (observed collisions), the HIN should be used in conjunction with collision data to confirm that the appropriate types of collisions were present at the segment or intersection in question. This is because it is common for grant applications to ask for an actual collision history as part of the grant application. Since the HIN is constructed using both observed and predicted collisions either the collision data itself or the underlying HIN network data should be consulted to confirm that observed collisions occurred at the location in question.
- **Not all locations with fatalities are represented in the HIN.** For the reasons mentioned previously, not all in locations with fatality collisions were represented. This may be due to data aggregation of attributes in the underlying network segmentation or because the of a lower LOSS score calculate for a given segment or intersection. Intersections and segments with an observed fatality, located within 500 feet of the designated HIN with a LOSS score of II and therefore not included in the HIN are shown on Map 4. Madison MPO may choose to review these locations and consider whether these types of locations should be considered in future iterations of the HIN.
- **Observed Locations with bicycle and pedestrian injury collisions.** Map 5 shows the locations of observed bicycle and pedestrian fatality or injury collisions in blue. The HIN is shown in red as well as segments and intersections with a bike or pedestrian EPDO ranking in the top 20% of bicycle and pedestrian are shown in yellow.⁵ There is substantial overlap between all three types of locations, though the overlap is inconsistent across the MPO. While areas of blue show locations with observed collisions that might be included in an HIN developed solely based on observed collision locations shown in yellow are highlighted through predictive analysis and would not be identified as potential HIN locations if observed locations only were used as inputs. These findings will be assessed further in development of collision profiles (Task 2.2.)

Use of proxy data to identify bicycle and pedestrian exposure. Proxy datasets (e.g., bicycle activity estimates from StreetLight and presence of commercial areas) were used to help develop assessment of bicycle and pedestrian risk. These data sets represent best industry practice, but care should still be taken when to validate modeled data findings when assessing individual corridors in more detail.

⁵ Additional information on EPDO crash valuation is found here.

[https://safety.fhwa.dot.gov/hsip/resources/fhwasa09029/sec2.cfm#:~:text=Equivalent%20Property%20Damage%20Only%20\(EPDO,property%20damage%20only%20crash%20cost.](https://safety.fhwa.dot.gov/hsip/resources/fhwasa09029/sec2.cfm#:~:text=Equivalent%20Property%20Damage%20Only%20(EPDO,property%20damage%20only%20crash%20cost.)

Map 5. KA Bike Ped Collisions in Proximity to HIN



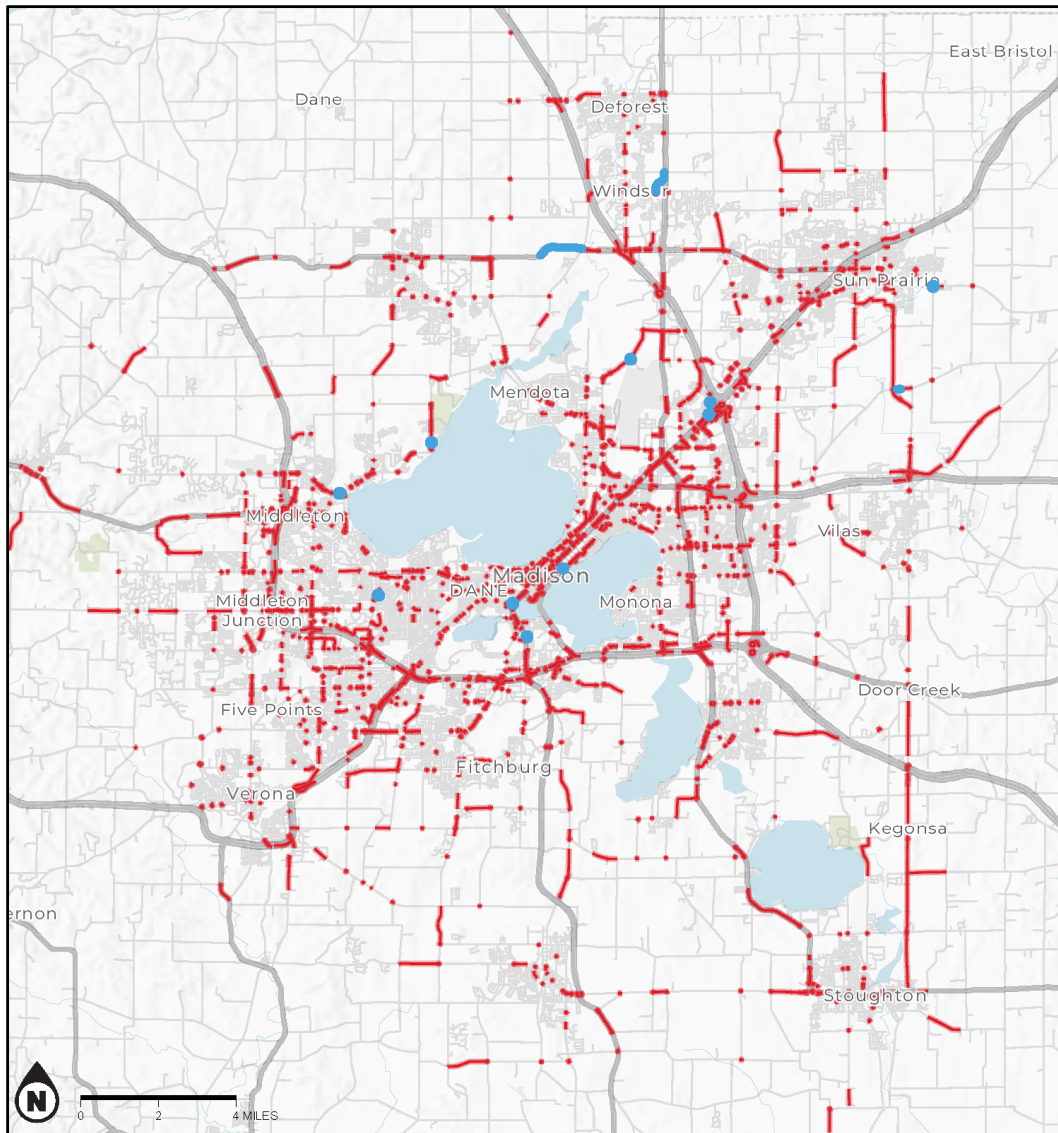
MADISON MPO HIN (2017 - 2020)
BIKE PED FATALITY AND INJURY COLLISIONS AT
ANALYZED LOCATIONS IN RELATION TO HIN

MADISON MPO
SAFETY ACTION PLAN

SAFETY ASSESSMENT

- HIN Roadway or Intersection Segment
- Intersection or Segment with Bike/Ped EPDO Ranking in Top 20%
- Intersection or Segment with Bike/Ped KA Collision

Map 6. FI Collisions in Proximity to HIN



MADISON MPO HIN (2017 - 2020)
FSI LOCATIONS IN PROXIMITY TO HIN

MADISON MPO
SAFETY ACTION PLAN

HIGH INJURY NETWORK
— FSI Location in Proximity to HIN
— HIN Roadway or Intersection Segment



Date: August 2023
Re: Task 2.2 Crash Profiles

Crash Profiles by Mode

Through an examination of crash characteristics and contextual factors, the most pertinent crash trends were identified for further analysis through “crash profiles.” Crash profiles highlight specific conditions that account for a large share of fatal and serious injury crashes in the Madison region.

The following sections describe the specific crash profiles identified by mode for the Madison region, summarized below in **Table 1**. For each profile, the associated crash and contextual factors are described, as well as the number of crashes that match the described circumstances. Crash severities are summarized at three levels:

- All crashes
- Injury/fatal (FI) crashes (excludes property damage only)
- Severe injury/fatal (KSI) Crashes (KABCO injury level K or A¹)

FI crashes are tabulated to align with the previously completed high injury network analysis and KSI crashes are included to emphasize profiles with the highest number of the most severe crashes. **Table 2** shows the number of crashes by mode for each tabulation level.

¹ More information on the KABCO injury code definitions can be found here:
https://safety.fhwa.dot.gov/hisp/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf

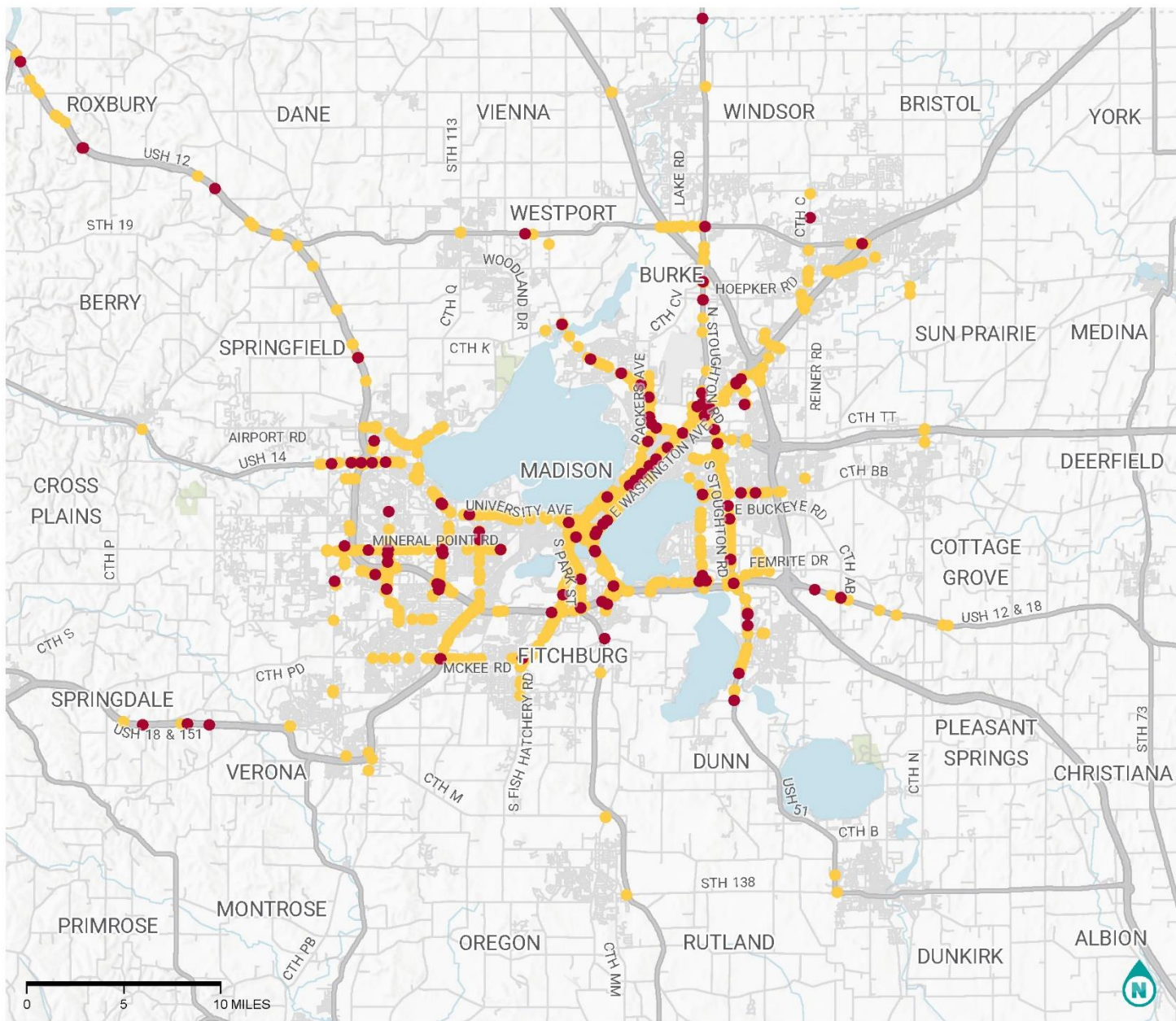
Table 1. Summary of Crash Profiles

| Profile Name | Mode | Number of FI Crashes | % of Modal FI Crashes | Number of KSI Crashes | % of Modal KSI Crashes |
|--|------------|----------------------|-----------------------|-----------------------|------------------------|
| Vehicles | | | | | |
| Multi-Lane Arterials | Vehicle | 2,049 | 32% | 121 | 27% |
| Turning Vehicles at Signalized Intersections | Vehicle | 775 | 12% | 47 | 11% |
| Roadway Departure in Rural Areas | Vehicle | 293 | 5% | 53 | 12% |
| Bicyclists | | | | | |
| Signalized Intersections | Bicycle | 76 | 18% | 8 | 16% |
| Uncontrolled Intersections | Bicycle | 25 | 6% | 8 | 16% |
| Roads Without Bike Infrastructure | Bicycle | 91 | 22% | 12 | 25% |
| Multi-Lane Arterials | Bicycle | 65 | 16% | 12 | 24% |
| Pedestrians | | | | | |
| Commercial Areas | Pedestrian | 136 | 35% | 29 | 27% |
| Multi-Lane Arterials | Pedestrian | 84 | 21% | 31 | 29% |
| Pedestrian Hit & Run Crashes | Pedestrian | 41 | 10% | 16 | 17% |
| Mid-Block Crossings | Pedestrian | 66 | 17% | 12 | 11% |

Table 2. Summary of Crashes by Mode and Injury Severity

| Mode | All Crashes | FI Crashes | % FI Crashes | KSI Crashes | % KSI Crashes |
|------------|-------------|------------|--------------|-------------|---------------|
| Vehicle | 27,684 | 6,338 | 23% | 447 | 2% |
| Bicycle | 454 | 412 | 91% | 49 | 11% |
| Pedestrian | 416 | 391 | 94% | 106 | 25% |
| All Modes | 28,554 | 7,141 | 25% | 602 | 2% |

Crashes occur across the MPO region, with different collision profiles concentrated throughout. The following maps identify where crashes aligning with each crash profile occurred during the study period. Each map is accompanied by a table to highlight the number and type of crashes contributing to each profile. Crash profiles are organized by mode, starting with vehicle crashes.



Data provided by Greater Madison MPO and the University of Wisconsin TOPS Lab.

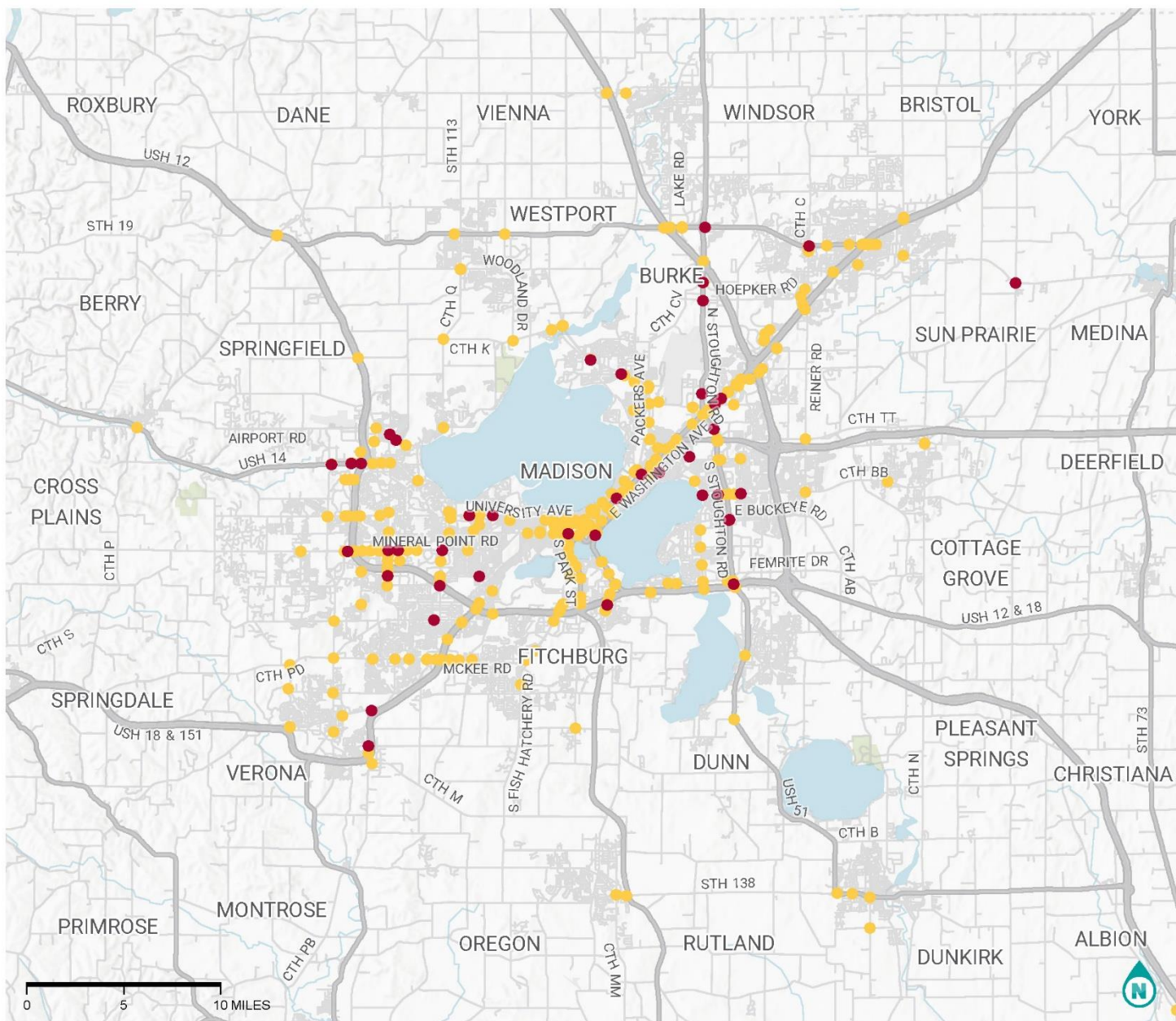
VEHICLES ON MULTI-LANE ARTERIALS

This profile analyzes crashes that resulted in a severe or fatal injury on multi-lane arterials with posted speed limits of 30 mph or greater.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 8,083 | 29% | 2,049 | 32% | 121 | 27% | 20% |



Data provided by Greater Madison MPO and the University of Wisconsin TOPS Lab.

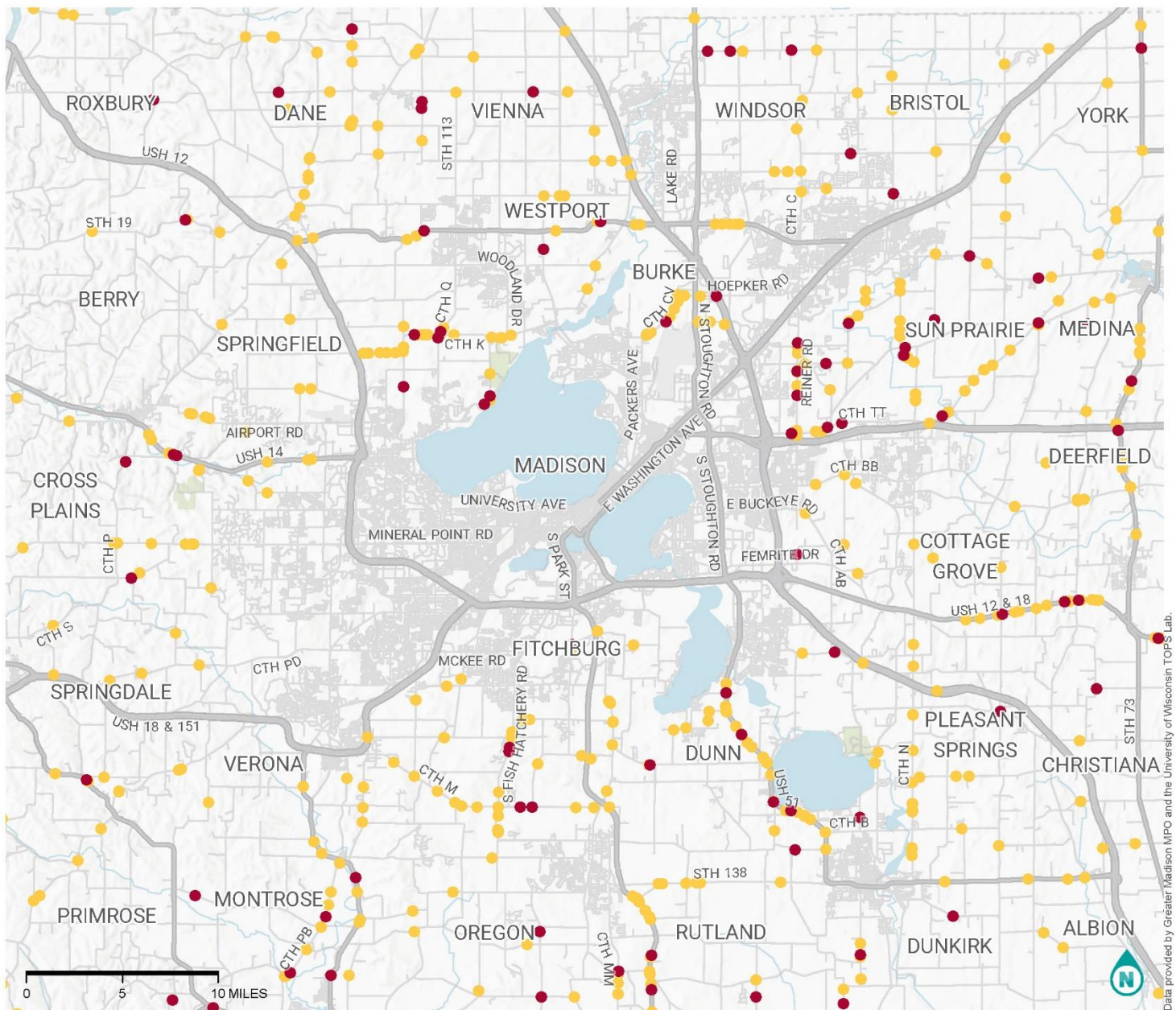
TURNING VEHICLES AT SIGNALIZED INTERSECTION

This profile analyzes crashes that resulted in an injury from a front-to-side vehicle crash at a signalized intersection.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 1,918 | 7% | 775 | 12% | 47 | 11% | 8% |



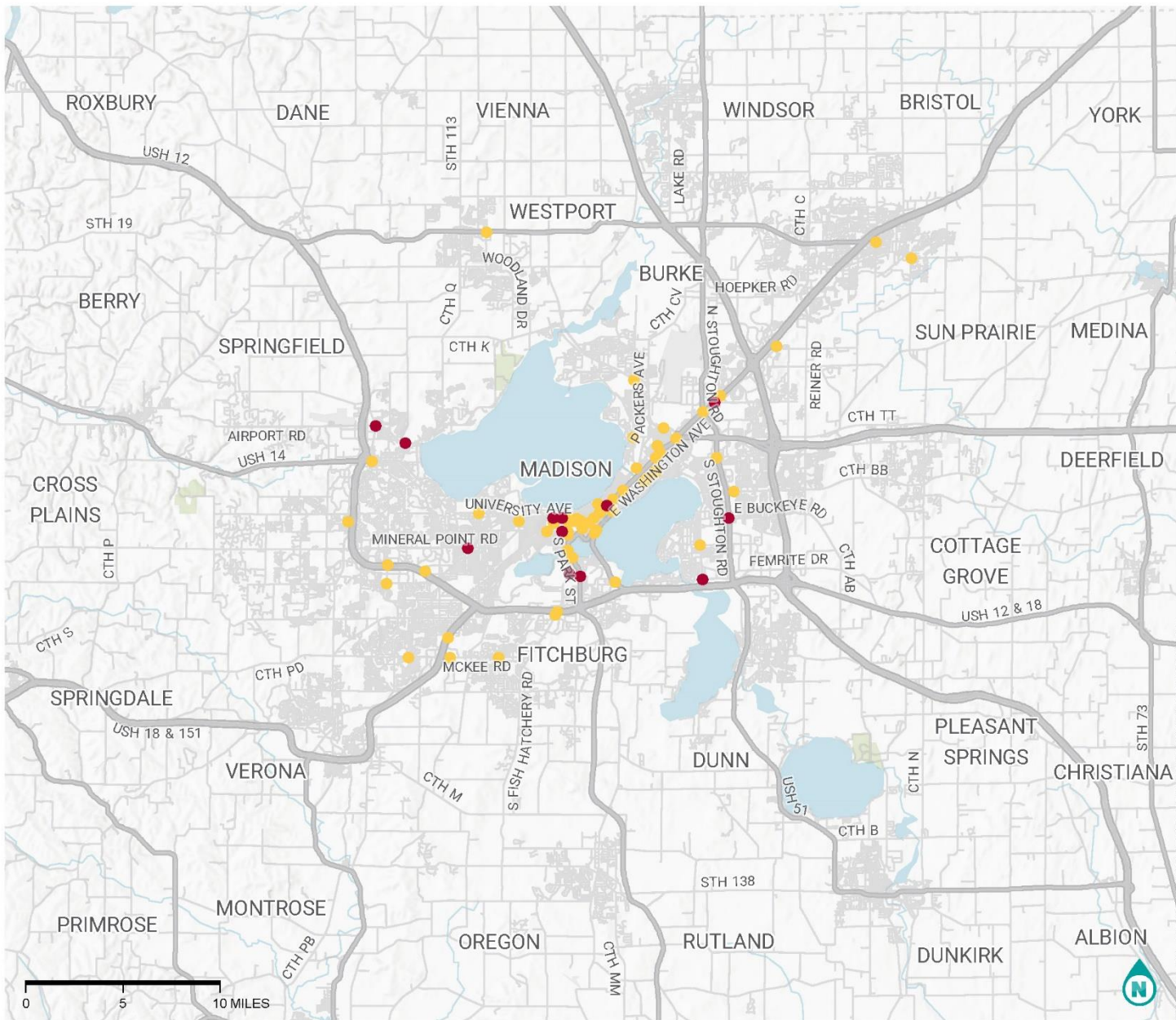
RURAL ROADWAY VEHICLE DEPARTURE

This profile analyzes crashes that resulted in a severe or fatal injury. These non-junction crashes occurred on undivided rural roads with posted speed limits of at least 35 mph. Injuries resulted from the vehicle leaving the roadway and striking another object or otherwise losing control.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 1,224 | 4% | 293 | 5% | 53 | 12% | 9% |



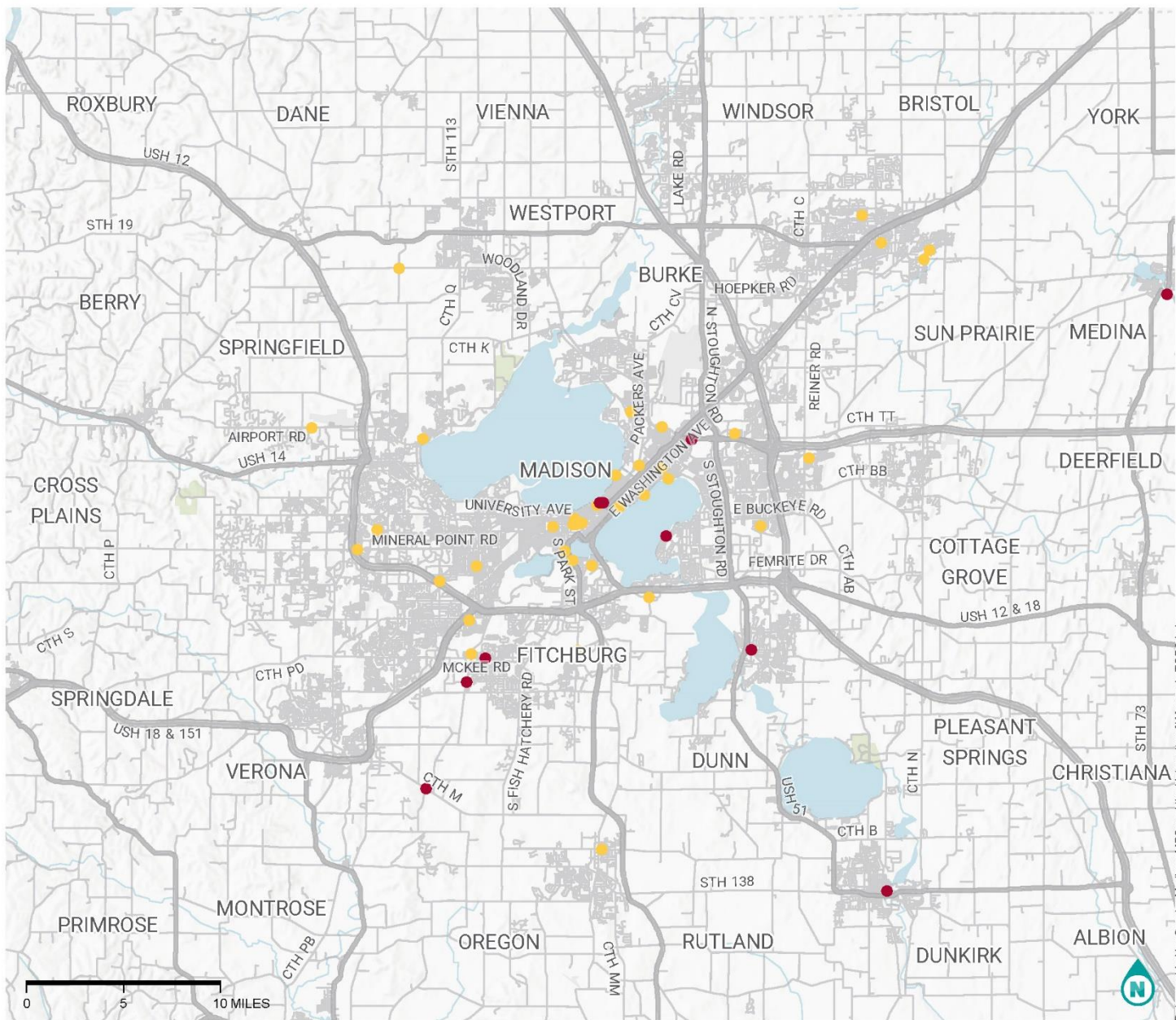
SIGNALIZED INTERSECTION BICYCLE CRASHES

This profile analyzes severe or fatal bicycle crashes that occurred when a vehicle struck a bicyclist at a signalized intersection.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 102 | 22% | 93 | 23% | 13 | 27% | 2% |



Data provided by Greater Madison MPO and the University of Wisconsin TOPS Lab.

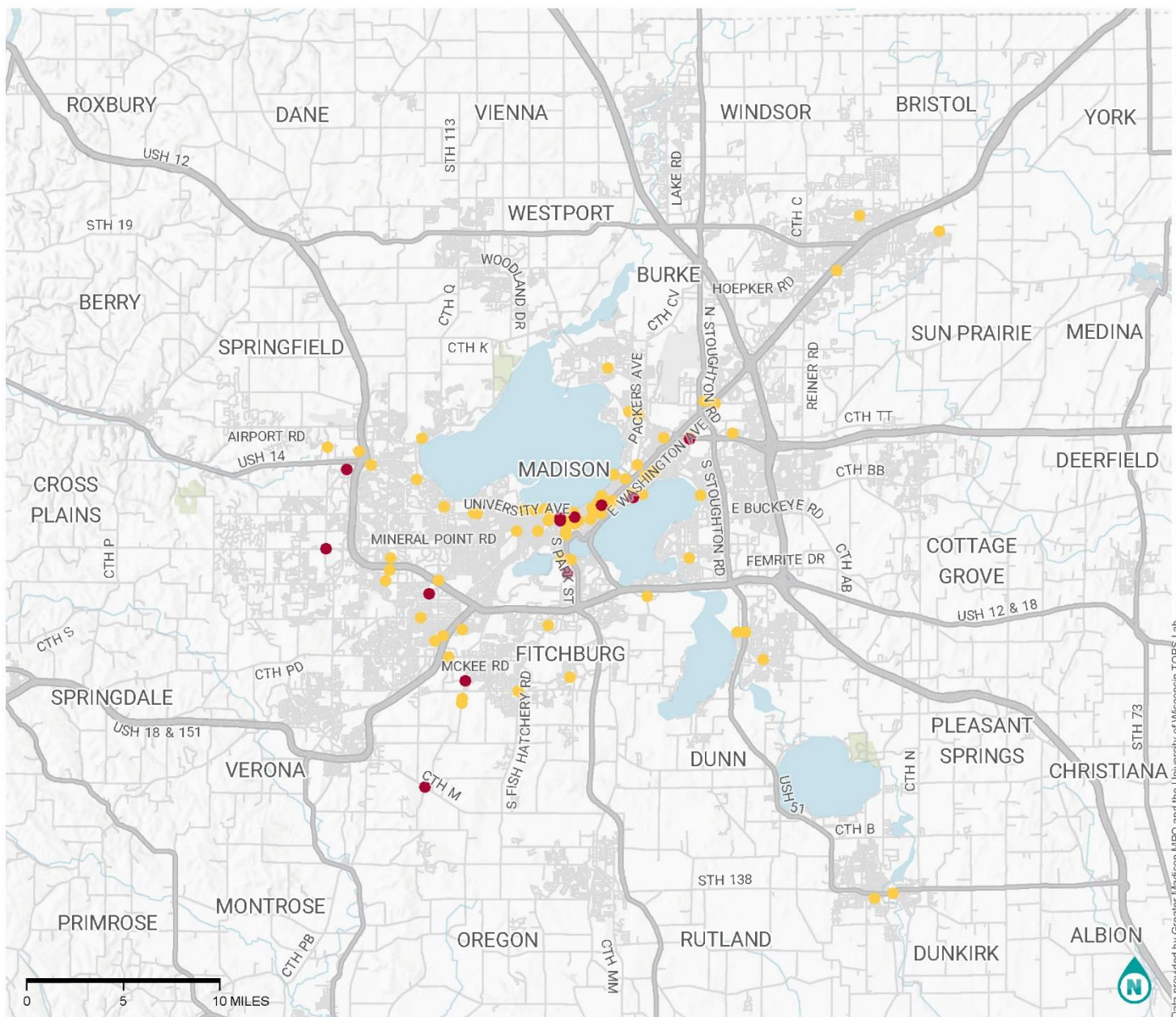
UNCONTROLLED INTERSECTION BICYCLE CRASHES

This profile analyzes severe or fatal bicycle crashes that occurred when a vehicle struck a bicyclist at an intersection with no traffic control devices.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 56 | 12% | 51 | 12% | 10 | 20% | 2% |



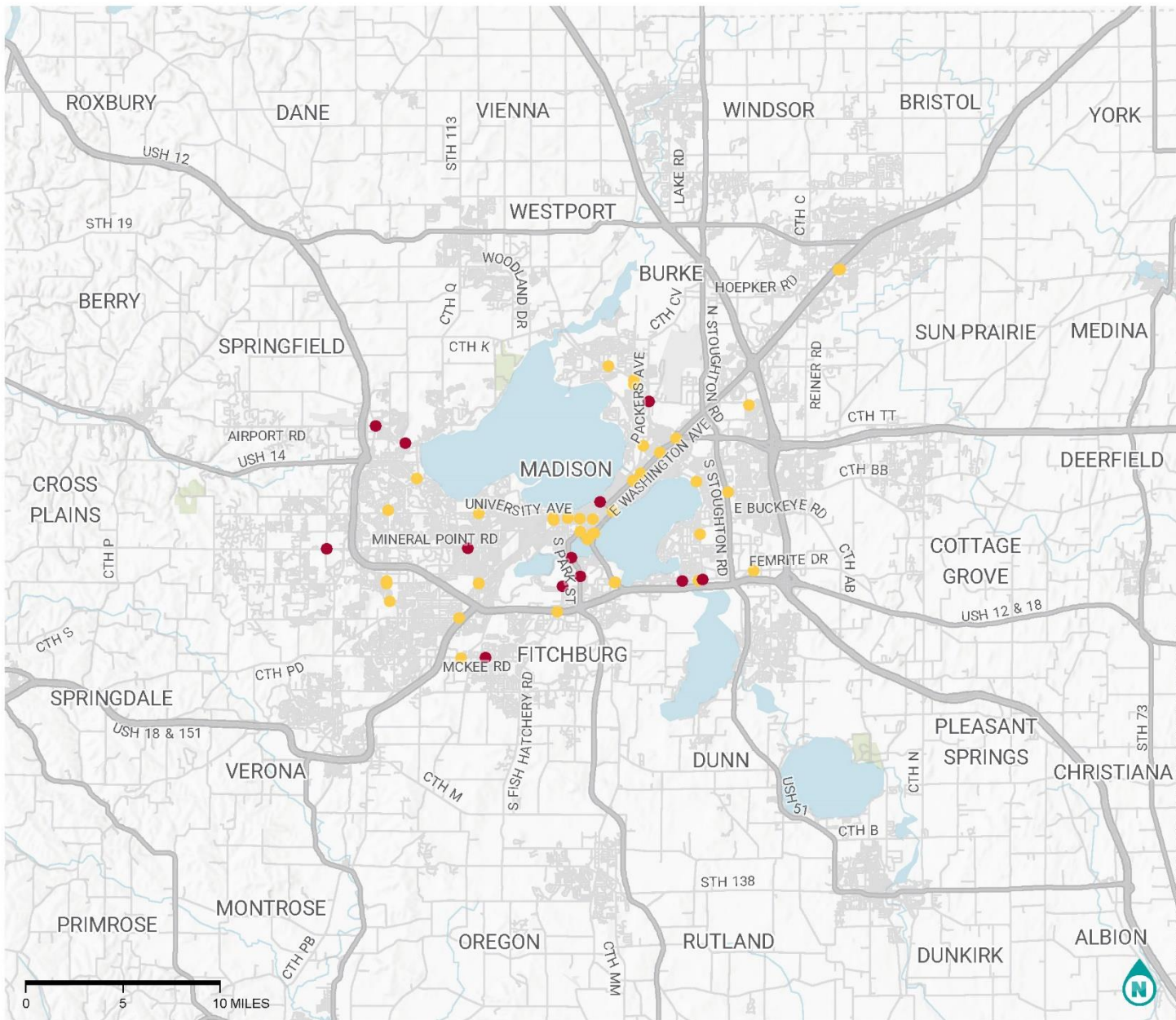
BICYCLE CRASHES ON ROADS WITHOUT BIKE INFRASTRUCTURE

This profile analyzes bicycle crashes that occurred while the bicyclist was riding along an urban city street that had no bicycle infrastructure.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 100 | 22% | 91 | 22% | 12 | 25% | 2% |



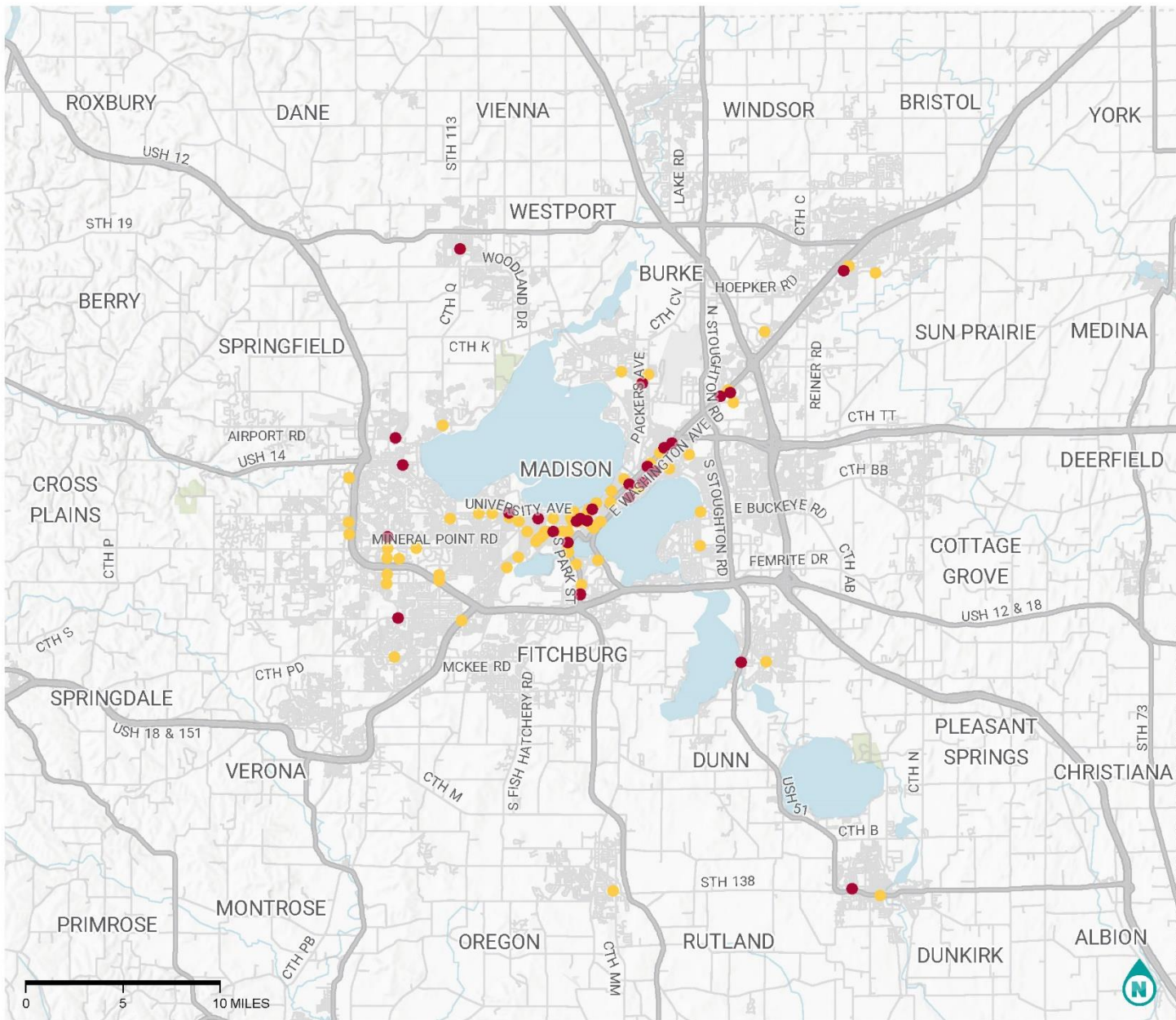
BICYCLE CRASHES ON MULTI-LANE ARTERIALS

This profile analyzes severe or fatal bicycle crashes that occurred on multi-lane arterials with posted speed limits of at least 30 mph.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 70 | 15% | 65 | 16% | 12 | 24% | 2% |



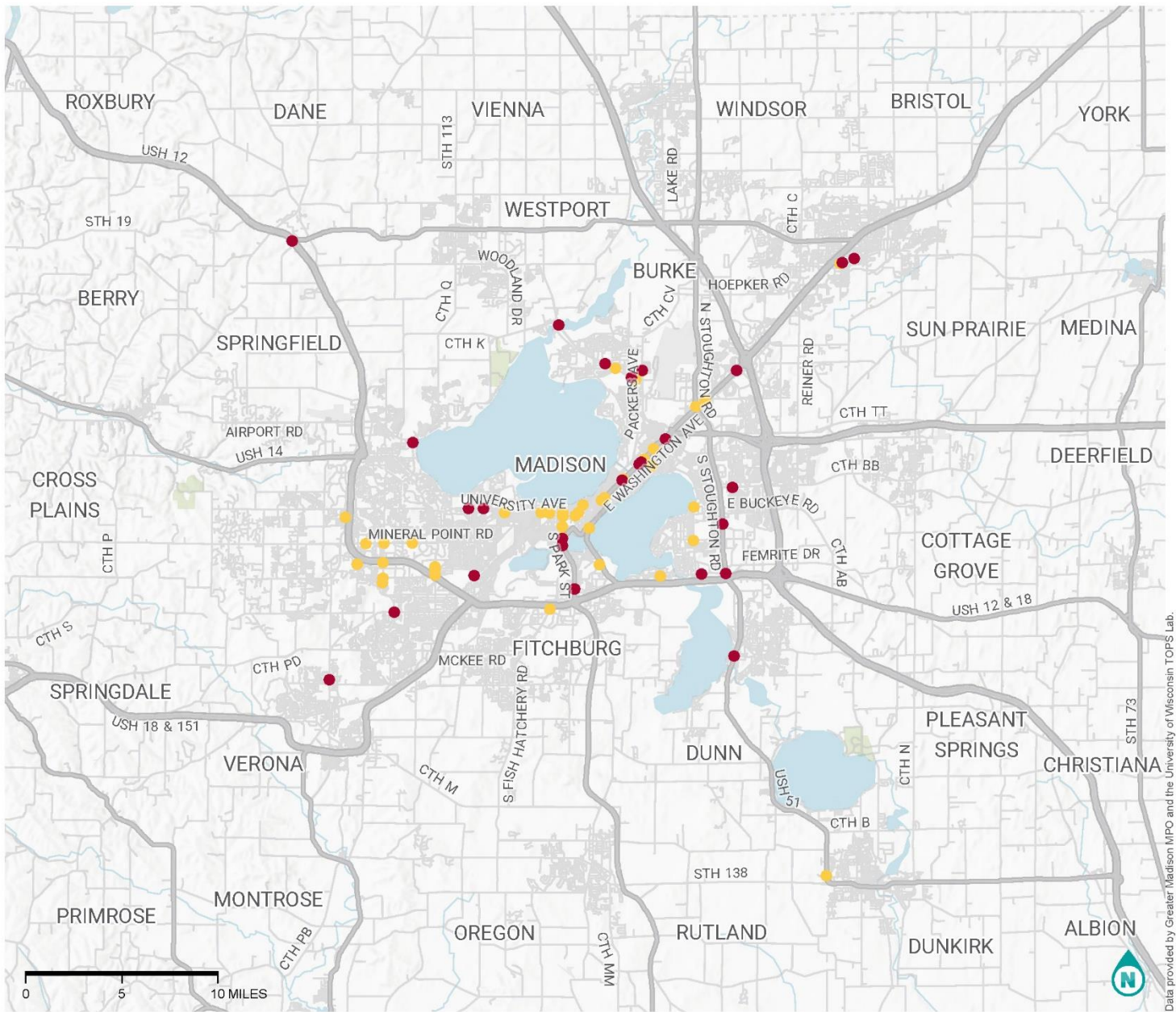
PEDESTRIAN CRASHES IN COMMERCIAL AREAS

This profile analyzes pedestrian crashes that occurred while pedestrians were crossing the road in marked crosswalks in areas with commercial land uses.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 143 | 34% | 136 | 35% | 29 | 27% | 5% |



Data provided by Greater Madison MPO and the University of Wisconsin TOPS Lab.

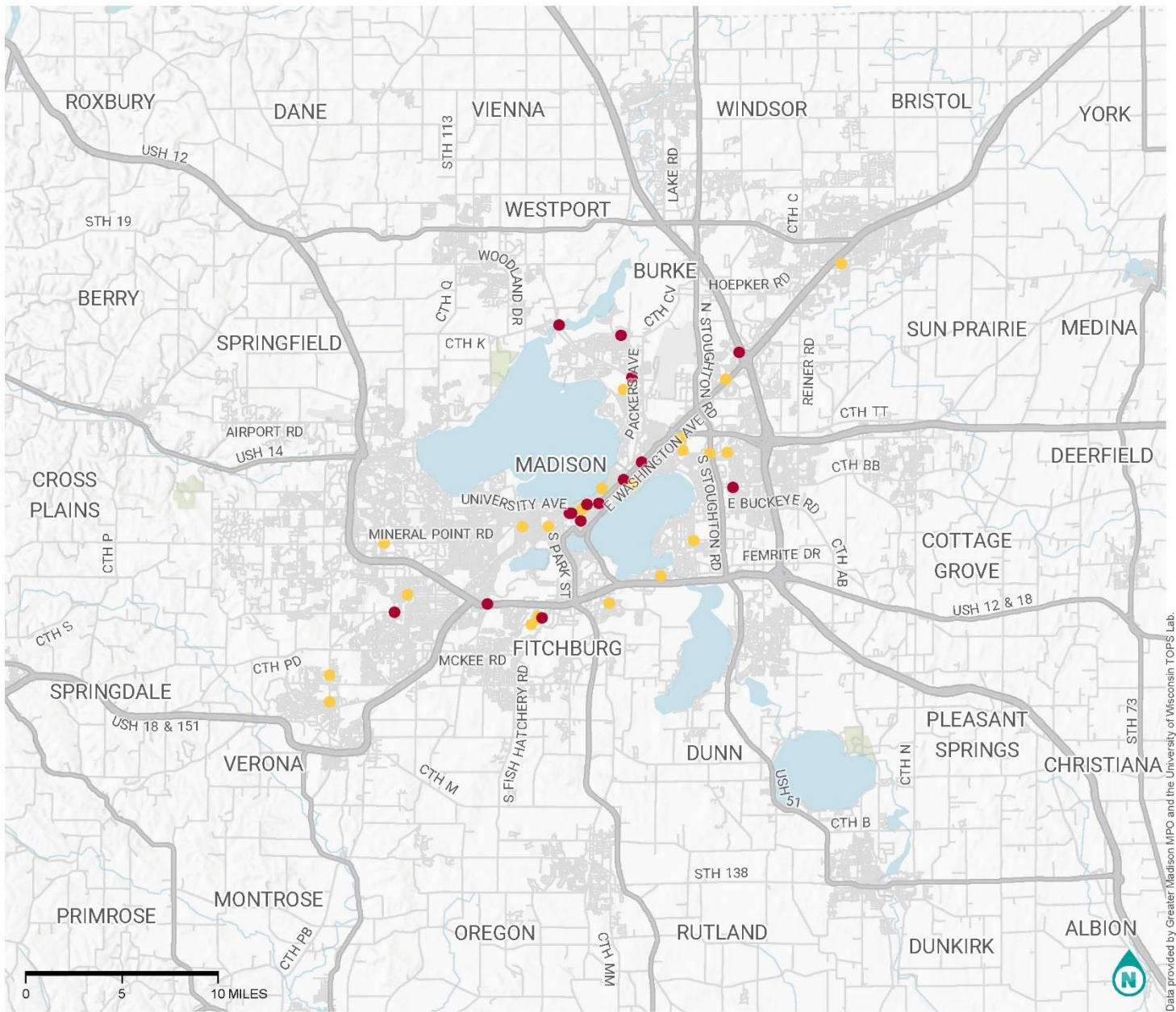
PEDESTRIAN CRASHES ON MULTI-LANE ARTERIALS

This profile analyzes severe or fatal pedestrian crashes on multi-lane arterials with posted speed limits of 30 mph or greater and annual average daily traffic of at least 6,000 vehicles.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 88 | 21% | 84 | 21% | 31 | 29% | 5% |



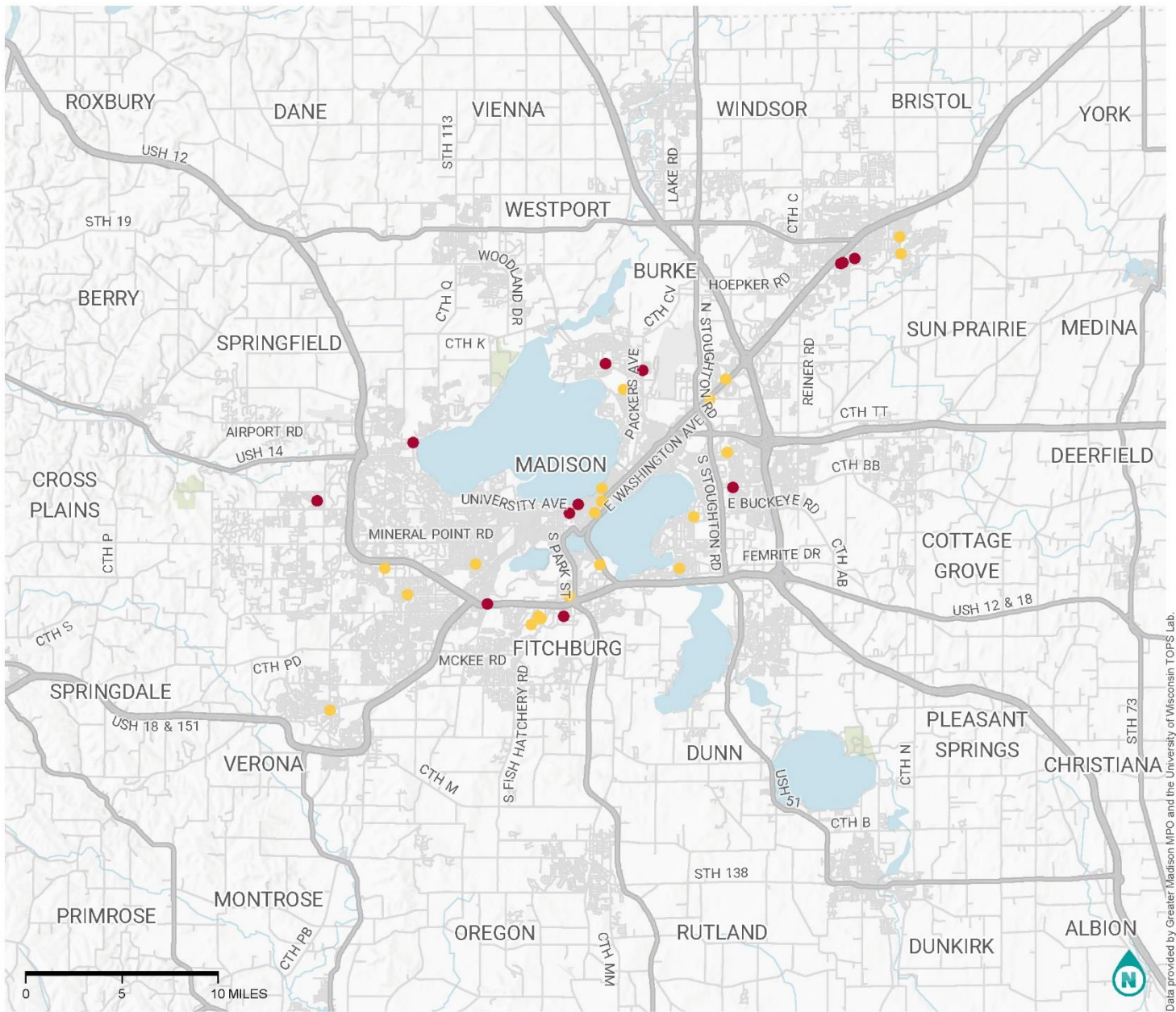
PEDESTRIAN HIT & RUN CRASHES

This profile analyzes severe or fatal hit and run pedestrian crashes that occur in urban settings at night.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 43 | 10% | 41 | 10% | 16 | 17% | 3% |



PEDESTRIAN CRASHES WHILE CROSSING MID-BLOCK

This profile analyzes severe or fatal pedestrian crashes in urban settings where the pedestrian is struck while crossing the road outside a marked crosswalk, not at an intersection.

CRASH SEVERITY

- Severe or Fatal
- Lesser Injury

| All Crashes | | FI Crashes | | KSI Crashes | | % of All KSI Crashes |
|--------------|--------------------|-----------------|-----------------------|------------------|------------------------|----------------------|
| # of Crashes | % of Modal Crashes | # of FI Crashes | % of Modal FI Crashes | # of KSI Crashes | % of Modal KSI Crashes | |
| 35 | 8% | 66 | 17% | 12 | 11% | 2% |

Speeding Behavior

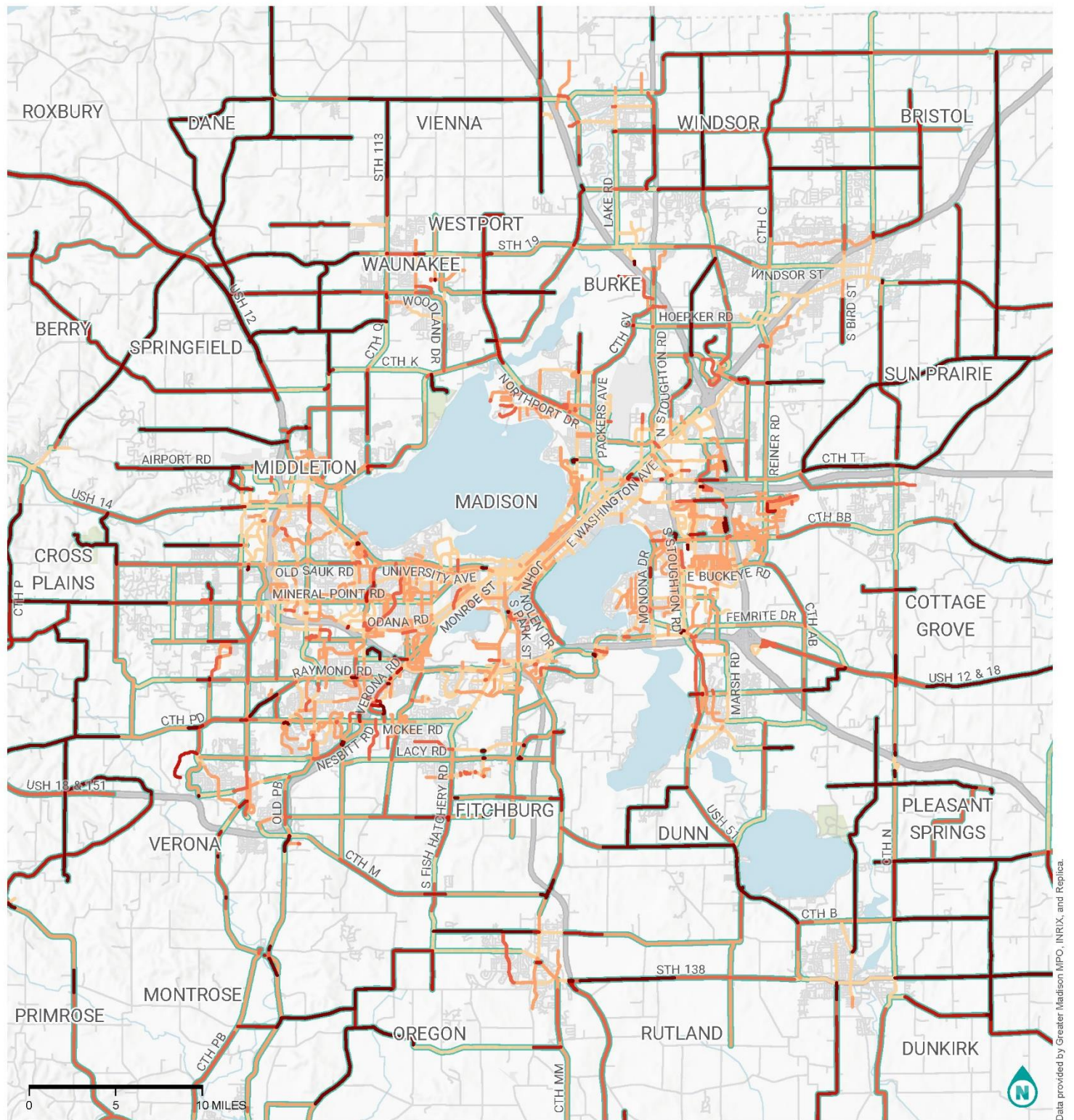
Increased vehicle speeds result in more severe injury outcomes.² **Figure 1** shows the difference between modeled free-flow vehicle speeds and the posted speed limit around the county. Free-flow speed is based on the 66th percentile speed during off-peak hours, per INRIX GPS trace data developed by Replica.³ Additionally, the map highlights roads where the free-flow speed is 30 mph or greater.

Vehicle free-flow speeds exceed posted speed limits by more in rural areas than they do in urban areas. Most rural roads outside of Madison show free-flow speeds of at least 15 mph greater than the posted speed limit. In general, speeding is lowest in downtown Madison and near the University of Wisconsin-Madison campus and increases in the suburban areas. Notable urban roads with prevalent speeding in the modeled data are S Whitney Way, Mineral Point Rd, S Segoe Rd, John Nolen Dr, and Cottage Grove Rd.

² Read more about the link between vehicle speeds and injury severity here:
https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwas1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf

³ [Replica](#) develops annual average free-flow traffic speeds per roadway network link, based on speeds during off-peak hours. Data used for this analysis was from 2022.

Figure 1. Modeled Free-Flow Speed



MODELED FREE-FLOW SPEED

Free-flow speed is defined as the 66th percentile speed during off-peak hours, based on INRIX GPS traces. Freeways have been removed.

MADISON MPO
SAFETY ACTION PLAN

FREE-FLOW SPEEDING ABOVE POSTED SPEED LIMIT

- Greater than 15 mph
- 11 to 15 mph
- 6 to 10 mph
- 1 to 5 mph
- At or below
- No data
- Indicates free-flow speed of 30 mph or greater

MPO Agenda Cover Sheet

November 1, 2023

Item No. 11

Re:

Status Report on Capital Area Regional Planning Commission (CARPC) Activities

Staff Comments on Item:

This is the list of updates from CARPC:

- Authorized Execution of WDNR Surface Water Planning Grant application documents
- Discussed establishment of a CARPC Water Quality Plan Committee
- Interviewing for Executive Director position
- Hiring an Environmental Engineer
- Announced Solar-Friendly Planning & Zoning Workshop on November 30

October CARPC Newsletter available at <https://www.capitalarearpc.org/october-2023-newsletter/>.

Materials Presented on Item: none

Staff Recommendation/Rationale: none