



Appendix E:

Public Participation and Responses to Comments

APPENDIX G: PUBLIC PARTICIPATION AND RESPONSES TO COMMENTS

Introduction:

The intent of the RTP is to offer a vision and blueprint for the future of the transportation network in the Madison area. To develop this vision and find consensus between competing interests, it is important to have a robust dialog between the community, stakeholders, and local officials. The MPO staff worked to facilitate opportunities for all interested parties to participate in the planning process and attempted to make that process more inclusive for those that may not feel comfortable or have the time for traditional forms of participation. The public involvement process was broken down into three phases:

- Phase One: Introduction to the Planning Process
- Phase Two: Review of Existing Conditions
- Phase Three: Presentation of the Draft Plan and Recommendations

Due to Covid-19 safety precautions, all public involvement was conducted virtually. A summary of these public engagement activities can be found in Chapter 1. The following is a summary of the materials presented online and at the public information meetings and includes:

- [Focus Group Summary Input](#)
- [Connect Greater Madison RTP Website](#)
- [RTP Public Survey Summary Presentation](#)
- [RTP Public Survey Full Results](#)
- [Public Involvement Meeting #1 – Meeting Presentation and Attendee Overview](#)
- [Public Involvement Meeting #2 – Meeting Presentation and Attendee Overview](#)
- [Public Involvement Meeting #3 – Meeting Presentation and Attendee Overview](#)
- [Phase 2 – RTP Comment Maps](#)
- [Outreach methods](#)

FOCUS GROUP SUMMARY INPUT



Connect Greater Madison – Regional Transportation Plan 2050

Community Focus Group Conversations

Focus Groups

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

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

Cost of Transportation

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

- “My car payment is my biggest expense. Having a car for regular use means that I have to sacrifice a lot of things in the rest of my life. The money we spend to have that car so that we can have flexibility means that we don't have money to spend on other things. For example we can't go on trips, spend money on meals, or do fun extra activities.” (Bayview)
- “Cabs are costly, usually \$20-\$30 one-way, plus more to tip, so I have to make difficult decisions about which appointments or grocery store to go to. I take a cab to get groceries about once a month so that I can bring home a lot of bags.” (Bayview)
- “Sixty-five dollars for a monthly Metro pass is very high for people with incomes like mine, but the income level for a discounted pass is very low, poverty level. There needs to be a different threshold for low-income families, more like the free school lunch threshold.” (Bayview)



- “I usually spend \$40/week on gas, but that is just on gas. If we have technical issues with the car, then we have to invest more; especially if I do not know how to use the bus, I then have to rent a car and that is very expensive. Recently I had to rent a car to be able to get to work when my car was at the mechanic; I spent around \$600 in one week.” (Latino Academy)
- Bayview participants expressed a strong preference to grocery shop at Woodman’s due to the variety, affordability, and the fact that the store carries more food from their home countries; however, they also noted that the farther one goes from Bayview, the lower the cost for groceries and meals, but the more expensive and time-consuming transportation becomes.
- Sun Prairie participants reported owning a vehicle or sharing ownership with another family member, but the cost of fuel, repairs, and insurance causes them to minimize use. Taxis are sometimes needed, but expensive; only Sun Prairie Transit (shared ride taxi) is at all affordable.

Inconvenience of Public Transit

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

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



- Half of all Latino Academy Focus Group participants reported they would use public transportation if it was more convenient and accessible to them.
- All Sun Prairie participants expressed that full-day local bus service is needed in Sun Prairie.

Knowledge and Language Barriers

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

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

Access for People with Disabilities

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

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



- Sun Prairie participants also reported that a shared taxi ride to Walmart can be as long as 45-60 minutes one-way due to long wait times, even though it is down the street. Although necessary due to their age/disability, the trip is far too long to be making four to five times per month.
- A Bayview participant stated that construction often closes sidewalks, forcing pedestrians to walk/wheel in the street.

Impacts on Family and Community

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

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

Bicycling Pros and Cons

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

- “The pros of bicycling are that it gives me a sense of autonomy, it’s inexpensive, which is a big incentive, and it’s flexible. I can get around easily and there are no parking constraints or fees. The cons are that my kids may not always want to go with me and grocery shopping on a bike is hard; I will make 10-12 trips/month with two kids. I also need to get winter wheels.” (Bayview)
- “I would like more access on the sidewalks because I’m afraid to bike in the streets.” (Bayview)
- “I like to bike, but I don’t do it that much. It’s healthy. I would like to bike more if there were more paths, because I’m not confident on a



bike.” (Bayview)

Connect Greater Madison RTP Website

At the start of the planning process, the MPO worked with a consultant to create an interactive website for the RTP in an effort to increase public participation and interest in the planning process. The website, greatermadisonmpo.konveio.com, provided project news, descriptions of the plan development process, a listing of RTP related boards and committees and corresponding membership, a timeline of public engagement activities and meetings, links to related plans and studies, information about the MPO, and interactive tools at specific points in the planning process. The website also includes Spanish translation of key plan information.



RTP Public Survey Summary Presentation

From June 4th to July 11th, the MPO conducted an online public survey as part of the public engagement process for the RTP 2050 Update. A summary presentation was given to the MPO Policy Board on August 4, 2021.



RTP 2050 Update: Public Survey

Shared and Promoted Via:

- Press and Media Release
- Local Municipality Facebook Post
- Weekly Facebook reminders



Responses Received:

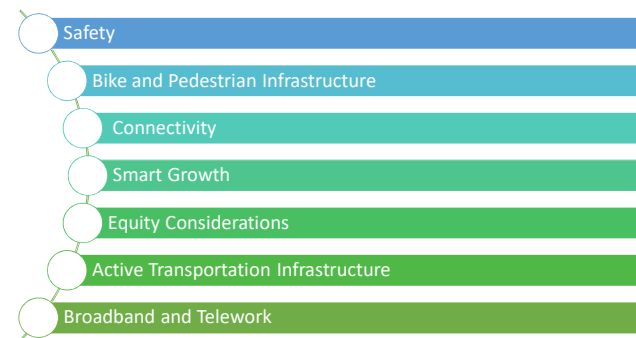
- 871 Total Responses Received
- 274 Human Responses

What we asked:

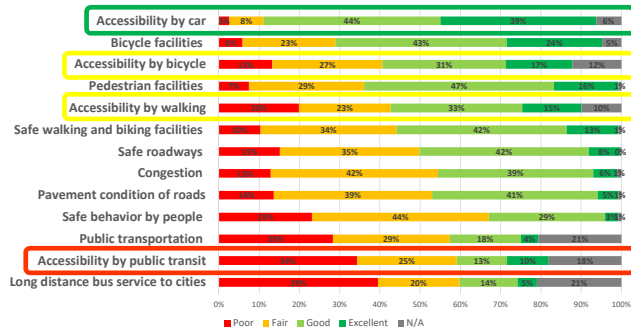
- Rating current conditions (Q1)
- What needs to be improved (Q2, Q3)
- Important transportation issues facing the region and other transportation considerations (Q4, Q5)
- Support for different policies and funding options (Q6, Q7)
- How are we doing (Q8, Q9, Q10)
- Demographic Information (Q11 – Q18)



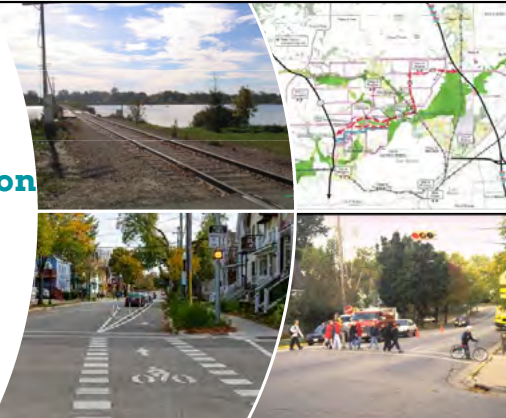
Key Themes



Quality of Existing System



Regional Transportation Investment Priorities



Most Important Issues

- Maintain and improve existing infrastructure
- Expand and improve public transit
- Reduce impact of climate change

Respondents' Least Important Issues:

- Congestion
- Technology Improvements



Themes: Improve Safety

By the Numbers:



Insights:

"I live on the corner of S. Mills St and Drake St. A very dangerous intersection. Cars (and bikes) running the stop sign constantly!"

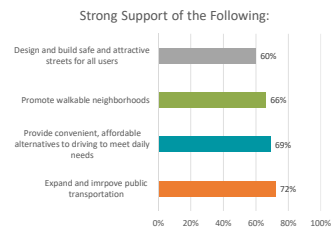
Add sidewalks in communities that have none to encourage walking over driving. Prioritize public transit and bike/foot travel over cars. My neighborhood has no sidewalks. It's very dangerous.

Comment Responses:

- Speeding (particularly on East Washington)
- Distracted driving
- Design for safety

Themes: Improve Regional Connectivity

By the Numbers:



Insights:

"Bus and other services to and from McFarland are a MUST!!!"

"We spend a lot of time driving and not with our families and lives in this town. Until technology moves us to the next things, cars are the thing that allows us quality time in our lives. Please don't make it worse."

"Improving the frequency and destinations of the bus system is a top priority"



Themes: Improve Inter-City Connectivity

"We badly need rail to major cities like Green Bay, Minneapolis, Chicago, Milwaukee etc."

"I would like to see an intermodal station. It's insane that Dubuque has a fantastic one and we've got - a bus stop at Dutch Mill Park and Ride."



Theme: Promote Smart Growth and Smart Land Use Planning

Reduce VMT, plan for density, walkable development and parking policies



"It'd be great if amenities (grocery stores, schools, libraries, and jobs) were spaced out among residential zones so that you'd never have to work/go to school/shop outside of reasonable walking distance. I don't like how the city seems to be set up *for cars* rather than *for people*"

"I would like to see on street parking removed on a broad scale, and the cost of parking increased. It's practically free to park in a ramp downtown!"



Equity Considerations

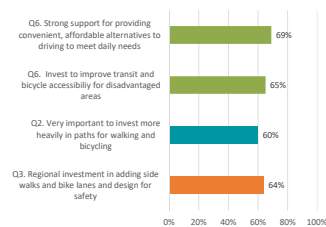
"With an aging population, consideration of transportation options that encourage independence, safety, and ease of use for seniors no longer able to drive (or bike) is important in supporting normal activities."

"...I think Madison gets a little too caught up on their image and that inadvertently hurts the lower income folks of the city. We need better bus service and more reliable transportation for this group of people"



Theme: Improve Active Transportation Infrastructure

By the Numbers:



Insights:

"Madison is consistently known at a bicycling hub, and this is what attracts young people and encourages a healthy & sustainable life/transport. I would love to continue to see the path infrastructure grow to increase ridership."

"We need a better bikeway to get to the UW campus from Fitchburg and other points south."



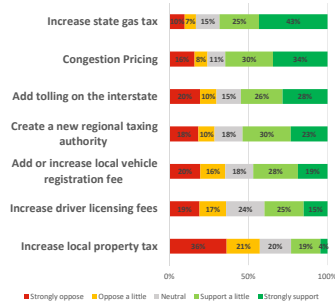
Themes: Telework & Broadband

"Expand broadband access to support more remote work and decrease car traffic!"

"I would like to see more support for broadband for low income households and encouraging employers to shift to workers to one day remote work per week to reduce congestion."



How do we get there?: Finance and Funding



Response:

"This area is insanely expensive to live in and we keep getting slammed with increases in pricing. I find it hard to want to support further increases, even though they clearly need improvement over time."

"We need regional, equitable funding that ideally places the burden of cost on the most inefficient road users (cars)."



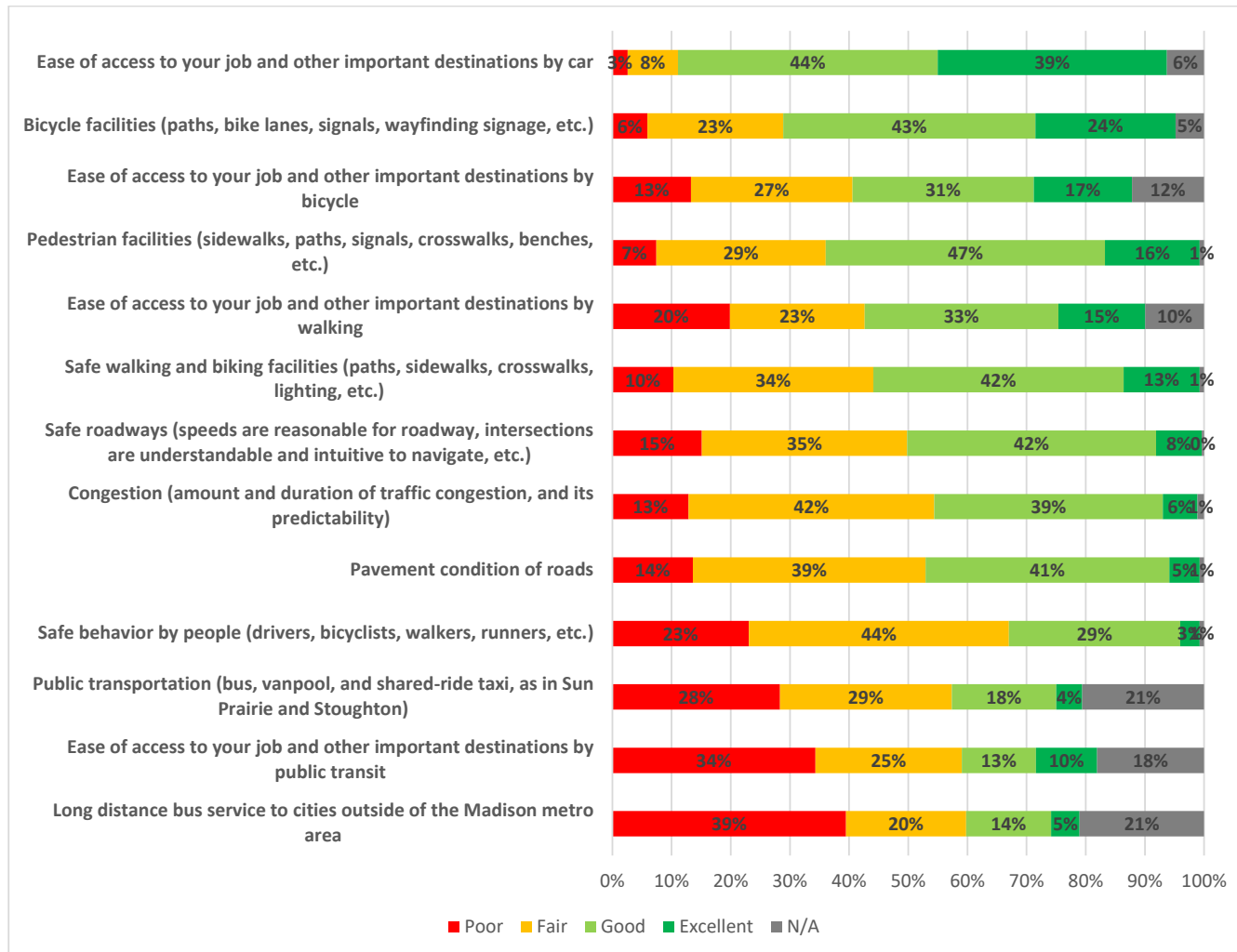
Questions?



Connect Greater Madison RTP 2050 Survey Full Results

Connect Greater Madison RTP 2050 Public Survey

Question 1: Based on your experience, how would you rate the **quality** of the following?

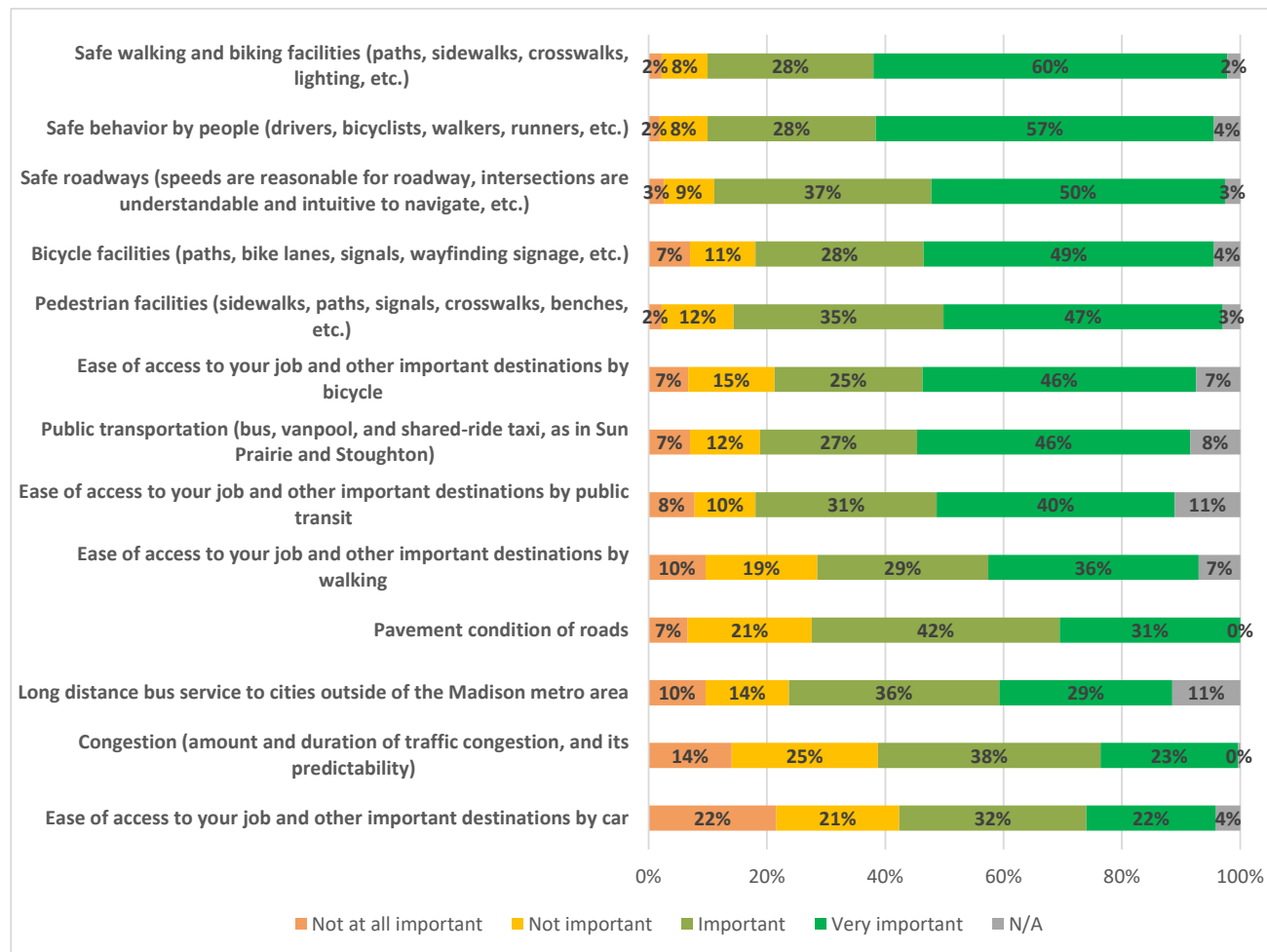


Connect Greater Madison RTP 2050 Public Survey

Answer Choices	Poor	Fair	Good	Excellent	N/A	Total
Ease of access to your job and other important destinations by car	3%, (7)	8%, (23)	44%, (119)	39%, (105)	6%, (17)	271
Bicycle facilities (paths, bike lanes, signals, wayfinding signage, etc.)	6%, (16)	23%, (62)	43%, (105)	24%, (64)	5%, (13)	270
Ease of access to your job and other important destinations by bicycle	13%, (36)	27%, (74)	31%, (83)	17%, (45)	12%, (33)	271
Pedestrian facilities (sidewalks, paths, signals, crosswalks, benches, etc.)	7%, (20)	29%, (77)	47%, (127)	16%, (43)	1%, (2)	269
Ease of access to your job and other important destinations by walking	20%, (54)	23%, (62)	33%, (89)	15%, (40)	10%, (27)	272
Safe walking and biking facilities (paths, sidewalks, crosswalks, lighting, etc.)	10%, (28)	34%, (92)	42%, (115)	13%, (35)	1%, (2)	272
Safe roadways (speeds are reasonable for roadway, intersections are understandable and intuitive to navigate, etc.)	15%, (41)	35%, (94)	43%, (114)	8%, (21)	1%, (1)	271
Congestion (amount and duration of traffic congestion, and its predictability)	13%, (35)	42%, (113)	39%, (105)	6%, (16)	1%, (3)	272
Pavement condition of roads	14%, (37)	39%, (107)	41%, (112)	5%, (14)	1%, (2)	272
Safe behavior by people (drivers, bicyclists, walkers, runners, etc.)	23%, (63)	44%, (120)	29%, (79)	3%, (9)	1%, (2)	273
Public transportation (bus, vanpool, and shared-ride taxi, as in Sun Prairie and Stoughton)	28%, (77)	29%, (79)	18%, (48)	4%, (12)	21%, (56)	272
Ease of access to your job and other important destinations by public transit	34%, (93)	25%, (67)	13%, (34)	10%, (28)	18%, (49)	271
Long distance bus service to cities outside of the Madison metro area	39%, (107)	20%, (55)	14%, (39)	5%, (13)	21%, (57)	271

Connect Greater Madison RTP 2050 Public Survey

Question 2: How important is it to you that the current quality of each of the following be improved?

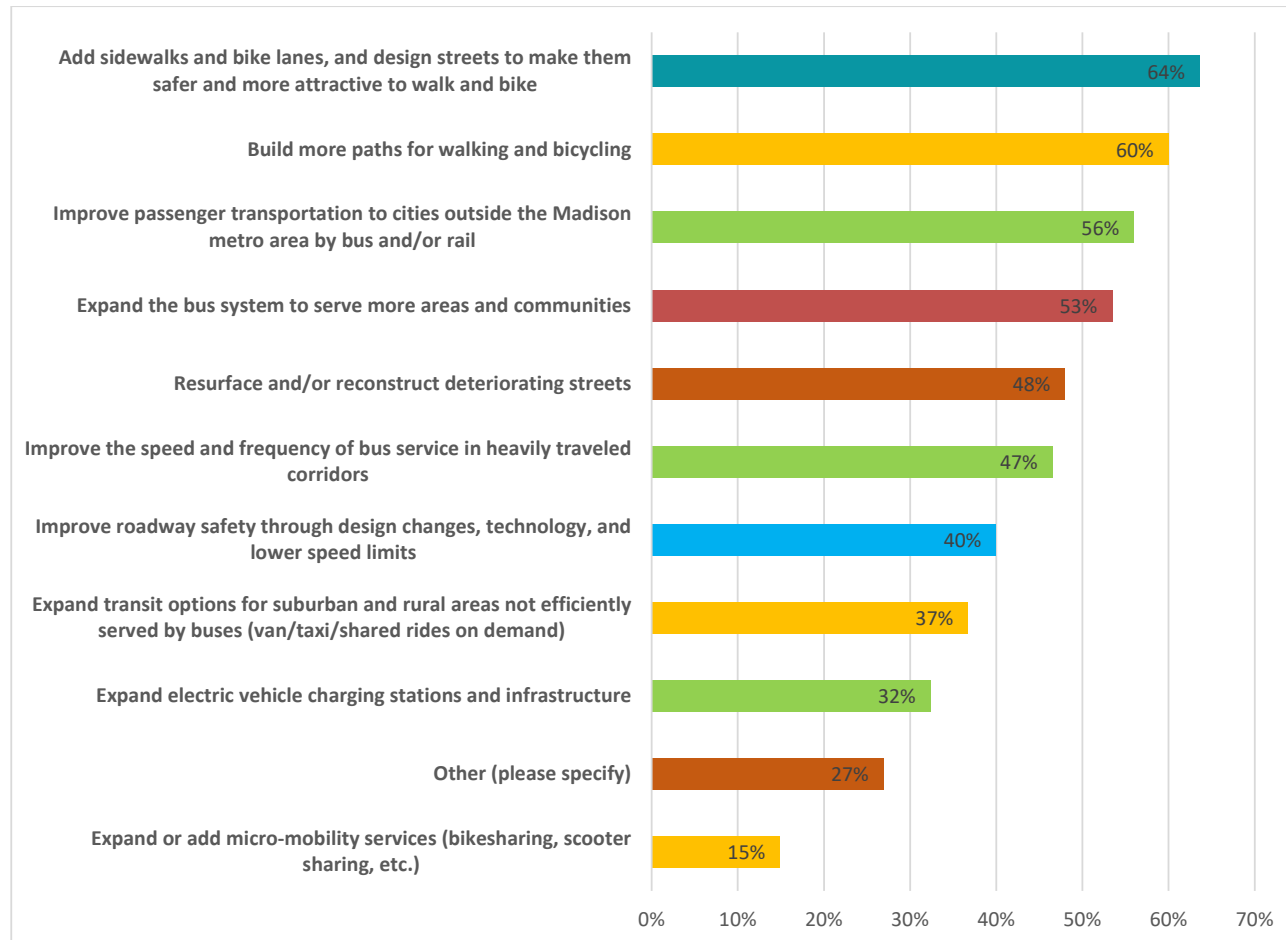


Connect Greater Madison RTP 2050 Public Survey

Answer Choices	Not at all important	Not important	Important	Very important	N/A	Grand Total
Safe walking and biking facilities (paths, sidewalks, crosswalks, lighting, etc.)	2%, (6)	8%, (21)	28%, (76)	60%, (162)	2%, (6)	271
Safe behavior by people (drivers, bicyclists, walkers, runners, etc.)	2%, (5)	8%, (22)	28%, (77)	57%, (155)	4%, (12)	271
Safe roadways (speeds are reasonable for roadway, intersections are understandable and intuitive to navigate, etc.)	3%, (7)	9%, (23)	37%, (99)	50%, (134)	3%, (7)	270
Bicycle facilities (paths, bike lanes, signals, wayfinding signage, etc.)	7%, (19)	11%, (30)	28%, (77)	49%, (133)	4%, (12)	271
Pedestrian facilities (sidewalks, paths, signals, crosswalks, benches, etc.)	2%, (6)	12%, (33)	35%, (96)	47%, (128)	3%, (8)	271
Ease of access to your job and other important destinations by bicycle	7%, (18)	15%, (39)	25%, (67)	46%, (124)	7%, (20)	268
Public transportation (bus, vanpool, and shared-ride taxi, as in Sun Prairie and Stoughton)	7%, (19)	12%, (32)	27%, (72)	46%, (125)	8%, (23)	271
Ease of access to your job and other important destinations by public transit	8%, (21)	10%, (28)	31%, (83)	40%, (109)	11%, (30)	271
Ease of access to your job and other important destinations by walking	10%, (26)	19%, (51)	29%, (78)	36%, (96)	7%, (19)	270
Pavement condition of roads	7%, (18)	21%, (57)	42%, (114)	31%, (83)	0%, (0)	272
Long distance bus service to cities outside of the Madison metro area	10%, (26)	14%, (38)	36%, (96)	29%, (79)	11%, (31)	270
Congestion (amount and duration of traffic congestion, and its predictability)	14%, (38)	25%, (67)	38%, (102)	23%, (63)	0%, (1)	271
Ease of access to your job and other important destinations by car	22%, (58)	21%, (56)	32%, (85)	22%, (59)	4%, (11)	269

Connect Greater Madison RTP 2050 Public Survey

Question 3: What types of transportation projects would you like to see our region invest in more heavily? (Select up to 6)



Connect Greater Madison RTP 2050 Public Survey

Answer Choices

Responses:

Add sidewalks and bike lanes, and design streets to make them safer and more attractive to walk and bike	64%, (175)
Build more paths for walking and bicycling	60%, (165)
Improve passenger transportation to cities outside the Madison metro area by bus and/or rail	56%, (154)
Expand the bus system to serve more areas and communities	53%, (147)
Resurface and/or reconstruct deteriorating streets	48%, (132)
Improve the speed and frequency of bus service in heavily traveled corridors	47%, (128)
Improve roadway safety through design changes, technology, and lower speed limits	40%, (110)
Expand transit options for suburban and rural areas not efficiently served by buses (van/taxi/shared rides on demand)	37%, (101)
Expand electric vehicle charging stations and infrastructure	32%, (89)
Other (please specify)	27%, (74)
Improve traffic flow on major highways through roadway expansions and technology solutions	24%, (67)
Expand or add micro-mobility services (bikesharing, scooter sharing, etc.)	15%, (41)

Connect Greater Madison RTP 2050 Public Survey

Other (please specify)**Write-in responses:**

Make speed limits on East Wash reasonable again. More speed and parking enforcement in residential areas (Elvehjem!).

Add a train connection to Amtrak to increase ease of getting to Mpls, Milw and Chicago

Rail options to major cities of Chicago and Minneapolis.

Expanding traffic volume on the Beltline with the recent Verona Road project was a pathetic blunder that harms human health and forces Madison residents to suffer all the consequences of increased air pollution, noise and collision dangers. We needed a BYPASS for all the traffic passing through on the Beltline that needs no access into Madison. Opening the shoulder to rush hour traffic is another assault on Madison residents, not to mention people needing to pull over safely onto the shoulder for emergencies. Commuters outside the city need to use transit and high-density ride-shares. The land and money being spent on parking is a massive waste, when that land is needed to denser, AFFORDABLE housing. We need to use the RAIL CORRIDOR from Sun Prairie to Middleton for commuter rail, and instead of having more busses in the BRT program, we need to use busses to shuttle students, workers and shoppers to and from the rail line. Now that the pandemic is waning, traffic congestion is once again building back to its pre-pandemic levels of idiocy.

I didn't select "improve traffic flow . . ." because of roadwork currently being done to address that issue.

SERIOUSLY CONSIDER UTILIZING THE EXISTING RAIL NETWORK (OWNED BY THE STATE) FOR COMMUTER SERVICE. AT LEAST TRY A TWO-YEAR TEST USING LEASED EQUIPMENT.

We badly need rail to major cities like Green Bay, Minneapolis, Milwaukee etc. Sure would be nice to have kinetic pavement in high traffic areas in Madison. So cool.

Improving the frequency and destinations of the bus system is top priority.

Better, more consistent police enforcement around distracted and drunk driving. It's kind of bananas how it's socially acceptable to willingly endanger friends and neighbors in Wisconsin.

We badly need rail to major cities like Green Bay, Minneapolis, Milwaukee etc. Sure would be nice to have kinetic pavement in high traffic areas in Madison. So cool.

Close State Street and make it a Pedestrian walkway

I really wish there was a way to convince drivers to take public transportation.

The condition of streets a safety hazard for drivers and bikers

Connect Greater Madison RTP 2050 Public Survey

I have not liked the changes at all to the PD/Verona Road intersection and access to Verona Road, and access from Verona to the Home Depot area. The design is confusing, complex, and a mess.

Reduce vehicle capacity on urban arterials which are killing people and creating a barrier, replace with transit and separated bike facilities.

We need a rail system in Madison. How there isn't a train from Sun Prairie to MSN to the Capitol to Campus to the Hospitals to Middleton to Verona to Epic is beyond me, but we have to commit to something better than the Belt line.

Electric bicycles expanded to connect with Madison system

Build North Mondota Parkway and Build a new South Beltline corridor.

We need more roundabouts. Specifically, on Sigglekow Rd where intersecting with: 1) Valle Rd/Freedom Ring Dr, 2) Autumn Ln/Freese Ln, 3) Marsh Rd, and 4) Holsher Rd. It would slow down traffic naturally and let folks out of subdivisions where it's hard to get out of with the current four way stops (Freedom Ring/Valley) and Holsher Rd intersections. PLEASE consider putting in roundabouts.

Many work zones are confusing to drive through and some work zones exist for multiple years. Improved winter maintenance of streets.

Bus and other services to/from McFarland are a MUST!!!

When we have a battery the size of a gas tank that holds a charge for a 1000 miles and will fully charge in two hrs the technology and resources are here for a green world.

Discourage single passenger trips

North Mendota Parkway is long over due

We live in Fitchburg and bike to Verona for work. Verona has the worst biking infrastructure, please prioritize Verona here.

It'd be great if amenities (grocery stores, schools, libraries, and jobs) were spaced out among residential zones so that you'd never have to work/go to school/shop outside of reasonable walking distance. I don't like how the city seems to be set up *for cars* rather than *for people*

Work with city planners to **reduce the need for transportation**, by ensuring that all urban and suburban residents are within walking and/or biking distance of popular retail destinations (grocery stores, restaurants, etc), and don't have to cross any dangerous roads to get there.

Add sidewalks to residential areas in Cross Plains.

Primary issue for not using other transportation to other cities is combination of cost and time. pretty much HAVE to drive to a place to get on mass transit to go anywhere outside the city.

North Mendota Parkway

Connect Greater Madison RTP 2050 Public Survey

na

Would like to see rail projects to help service surround areas of Madison, and to service outside of Dane county

More non-stop cities from DCRA

Enforcing all traffic laws against sociopathic drivers, of which we have tons

Who is to pay for these improvements? This should be a three part question, i.e., between now and 2030 and then from 2030 to 2040 then 2040 to 2050.

Electric vehicle charging will be important in the future, but I think will be handled by private business. Government needs to make public transit, biking, and walking convenient, affordable, and safe.

I would love to see passenger trains in Madison. I would love to electric buses, including school buses. Focus on fixing the streets and bridges we have, not on adding more.

make developers pay for expansion for future traffic they cause (impact fees)

Stop the drag racing on E Washington Ave - it's a loud and continual hazard for those living within a mile of it.

Build the northern beltline that has been on the maps since 1970. Stop attempting bandaid solutions in residential corridors and county roads that waste money and will never solve the real problem of getting people where they need to go.

North Mendota Parkway is way overdue!

Plan for greater use of autonomous electric vehicles. Perhaps consider support for autonomous vehicle sharing services.

Build the North Mendota Parkway

instead of expanding ways for people to get to work...encourage at a minimum work at home options. The one good thing about Covid---shows it can work. Maybe not fulltime but part time would greatly reduce work related traffic.

Some speed limits should be raised, to relieve congestion, i.e. beltline speed limit should be 65, same for hwy 12 to Sauk City. No speed limit should be lowered, that only increases congestion, roads design should be changed to improve safety NOT lower speeds.

Make public transit more attractive by subsidizing or eliminating fares.

The number of people running red lights is absolutely shocking! It's really ramped up. Camera's, traffic cops, whatever can be done SHOULD be done, stat!

Favor rail transportation to destinations outside of Dane County. Particularly Chicago.

Connect Greater Madison RTP 2050 Public Survey

I like the idea of bikeshare and such, but it is notoriously implemented in a way that doesn't serve lower-income areas of cities. And, as a person without a smartphone, I find that in other cities I visit I am unable to use the scooter systems they have there. I do use BCycle in Madison and like it very much but if it were expanded I'd hope we could be intentional about equitable access.

This entire survey is pointless. Whoever wrote it and whoever approved it should go to college. These questions directly lead the people taking the survey to answer exactly as the department wants to. It's honestly embarrassing that you're even sending this out.

Add way finding signs along bike routes.

Yes rail, please!

Eliminate creating high speed corridors like Monroe St. etc. at special hours of the day. Slow this down, tie it up, I don't care....instead give people park & ride lots. Get the traffic out of our neighborhoods.

rail access to other cities!!!

More educational outreach to all users of the system, especially drivers.

Glowing side walks/bike trails for safety/visibility at night without contributing to light pollution. More protected bike lanes. Stop signs rather than yield signs for roads intersecting bike paths. Signs indicating "look out for bikes and pedestrians". High speed rail to Minneapolis!

More folks on good public transportation, walking& biking= less traffic congestion

Trolley or Light rail from East Towne to West Towne

Nothing to add.

I live on the corner of S. Mills St and Drake St. A very dangerous intersection. Cars (and bikes) running the stop sign constantly!

prioritize rapid transit options within the city and between cities.

improve traffic flow on bike paths at intersections: better-timed lights for bike traffic, accomodation for bikes with a larger turning radius (cargo bikes, bikes with trailers), accomodations for more bikes merging on to bike path from intersection and for more bikes on traffic islands.

Bike paths are recreational, they are not transportation. Please pay attention to Madison's North Side, which needs safe bicycle transportation. Rail is key for regional transportation.

Removing freeways/urban highways like Stoughton Road, Highway 30, or Campus Drive and turning them into surface streets

1. Build North Mendota Parkway.

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The city needs to focus on mass transit as a primary transportation method instead of focusing on commuter needs. It is impossible to take a bus across town or to any of the hospitals during off hours without several transfers and at least an hour of time

Shared streets where driving is at pedestrian speeds.

Non-auto transportation method/supports which are visually attractive, e.g. attractive bus stops and buses (or rail if that's feasible), and separated bike paths in lieu of car lanes which are lined with vegetation, and city/county owned rain gardens in lieu of parking spaces

Expand BRT and feeder buses to BRT. Dramatically increase gas costs so people take the bus (we've seen that work before, and people are healthier and happier). Penalize large cars.

Light rail

Prioritize walking, biking then local and intercity bus and rail, and only after that EVs. Give transportation equity and accessibility priority.

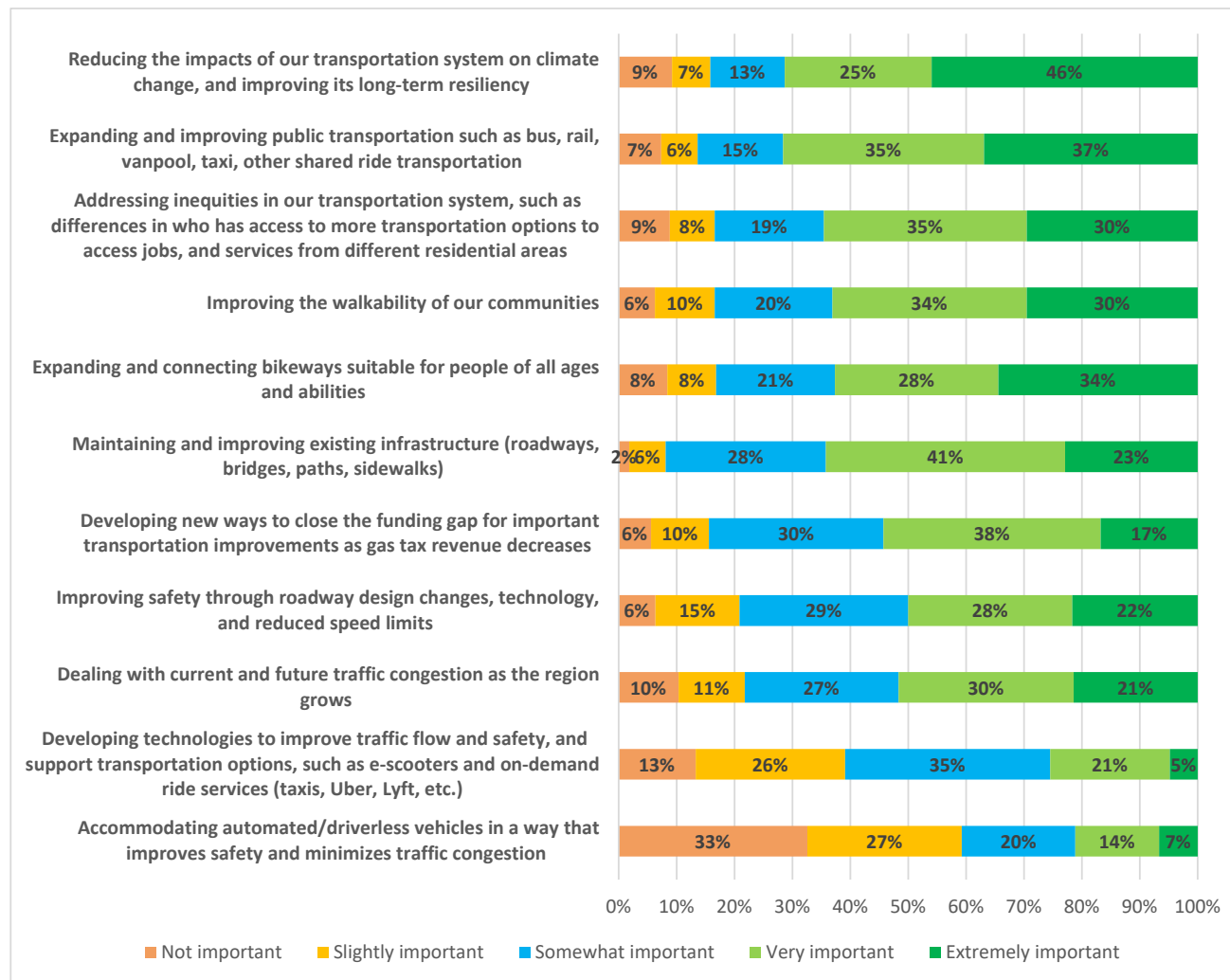
Install Bike Cages, Park and Ride Lots and High Speed Trains

Improve rail to cities and destinations outside of Madison, for example the Dells, Chicago, Milwaukee, and other local areas.

Include options for Cottage Grove either by freeway or county road

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Question 4: In your opinion, what are the most important transportation issues facing the Madison region over the next 30 years?



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Answer Choices	Not important	Slightly important	Very important	Somewhat important	Extremely important	Grand Total
Reducing the impacts of our transportation system on climate change, and improving its long-term resiliency	9%, (25)	7%, (18)	13%, (35)	25%, (69)	46%, (125)	271
Expanding and improving public transportation such as bus, rail, vanpool, taxi, other shared ride transportation	7%, (20)	6%, (17)	15%, (40)	35%, (94)	37%, (100)	271
Addressing inequities in our transportation system, such as differences in who has access to more transportation options to access jobs, and services from different residential areas	9%, (24)	8%, (21)	19%, (51)	35%, (95)	30%, (80)	269
Improving the walkability of our communities	6%, (17)	10%, (28)	20%, (55)	34%, (91)	30%, (80)	271
Expanding and connecting bikeways suitable for people of all ages and abilities	8%, (23)	8%, (23)	21%, (56)	28%, (77)	34%, (94)	271
Maintaining and improving existing infrastructure (roadways, bridges, paths, sidewalks)	2%, (5)	6%, (17)	28%, (75)	41%, (112)	23%, (62)	270
Developing new ways to close the funding gap for important transportation improvements as gas tax revenue decreases	6%, (15)	10%, (27)	30%, (81)	38%, (101)	17%, (45)	271
Improving safety through roadway design changes, technology, and reduced speed limits	6%, (17)	15%, (39)	29%, (78)	28%, (76)	22%, (58)	272
Dealing with current and future traffic congestion as the region grows	10%, (28)	11%, (31)	27%, (72)	30%, (82)	21%, (58)	273
Developing technologies to improve traffic flow and safety, and support transportation options, such as e-scooters and on-demand ride services (taxis, Uber, Lyft, etc.)	13%, (36)	26%, (70)	35%, (96)	21%, (56)	5%, (13)	271
Accommodating automated/driverless vehicles in a way that improves safety and minimizes traffic congestion	33%, (88)	27%, (72)	20%, (53)	14%, (39)	7%, (18)	268

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Other (please specify)

34 Responses Received:

Intersection safety! Protected intersections are a must. Current MUTCD recommendations for bike lanes at intersections is terrible. Our best bike paths are only safe as the intersections they meet.

Many people who use electric and Hybrid vehicles are now paying a disproportionately high share of road costs with the current excessive wheel taxes. Road costs must be based on miles driven and vehicle weight, along with the mass of pollutants emitted.

Providing regional inter-city rail connections (e.g., Chicago, Milwaukee, Green Bay, Dubuque, Minneapolis, etc.)

Abort the BRT bus system plan. It's beyond stupid

We must deal with growth through improved public transit, not more cars and more roads.

Close State Street and make it a Pedestrian walkway

We spend a lot of time driving and not with our families and lives in this town. Until technology moves us to the next things, cars are the thing that allows us quality time in our lives. Please don't make it worse.

Safety over everything. And not using the word safety to expand vehicle lanes, or use the word to justify elaborate technologies with questionable returns. Geometric changes to roadways which improve safety.

When it comes to roads, maintaining is far more important than expanding

Increase affordable housing on the Isthmus and in Downtown areas of suburban cities so lower-wage workers can afford to live closer to their place of employment, reducing the need for vehicles or even mass transit.

Suburban sprawl (including affordable multi-family housing being built on formerly agricultural land on city outskirts is a major source of emissions and also forces low and middle-income residents to travel by car. Housing policy needs to restrict these developments. City parking policies and practices need to be restructures so as to discourage single-occupancy car travel and encourage alternatives to that kind of travel.

Remember a fiscal budget.

Madison is a great size for biking. Encourage this through all sorts of means, like more e-bike stations, paying people to bike, educating people on how they can save money by biking more and driving less, etc.

Reducing speed limits is of limited value. Much more important is street design and signage. And no distracted driving.

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Roads are expensive (\$30M for 1.5 miles of Fish Hatchery Rd?!?). Bike & Pedestrian paths are far greener and cheaper. Concentrate on transitioning urban and suburban residents to biking and walking.

na

Lower speed limits in urban areas!

If public transit, biking, and walking are convenient traffic and congestion will not be issues. We know from 50 years experience that building bigger roads just draws more cars.

Electric charging stations for bicycles and other vehicles. Bring back passenger trains.

We need to incentivise biking/walking/public transport and disincentivise car usage.

We have taken care of bikers And it's time to create the proper roadways for the growing traffic in this county. Most communities our size and many even smaller have loops around the city

Allow for the best transportation option--right now that is the automobile and probably will be into the future--so that people can go where they want to go when they want to go for maximum productivity.

reduced speed limits increases congestion and should not be done, roadway designs should be made to accommodate the current or higher speeds and maintain safety.

Please do not write questions that confound safety (extr. important) with reducing congestion (not important)!

More on focus on livable communities! Access to essential services and ways to access them beyond a car.

Institute a toll system for Illinois and out of state drivers

Every single transportation decision should focus on 2 things: VMT and safety. If it does not decrease VMT or increase safety (ideally both) then back to the drawing board.

Electric cars and automated driving cars are not the future. Cars are a very inefficient use of space, one that an isthmus city cannot afford.

Driving must be made less convenient. Regional transit could help change land use.

Plan the city as so it is not depend upon cars anywhere, and can be adapted to not have cars

De-incentivize single passenger private car use and ownership

The possibility of using smaller buses when economically feasible to expand coverage area.

Enforcing Weight Limits on Trucks as they are the real road Destroyers

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Increase passenger rail to regional destinations, for example Chicago, Dells, and Milwaukee

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Question 5: What else should we consider in long-range transportation planning, that you think will have a big impact on transportation and how people choose to get around over the next 30 years? (examples include changes in technology, roadway tolling, preferences for where people live and how they get around, expanded broadband wireless access, more remote work, etc.)

Open-Ended Response**182 responses:**

Pathways and facilities for electric bikes

Change development practices to better allow more people to live, work, and recreate without having to travel great distances.

n/a

Putting public transportation, bicycle, and walking above all else. We cannot fix congestion with cars and car infrastructure. There's simply not enough space. And even if there was, it's dangerous and polluting.

More flexible parking structure passes for workers working a hybrid mix of in-office and remote employment (e.g. only in office two days a week)

More remote workers will drive the need for broad back accessibility

An intermodal station. It's insane that Dubuque has a fantastic one and we've got - a bus stop at Dutch Mill Park and Ride.

Expanded broadband access.

Urban design needs to continue to require greater density close to transit routes and bike paths. Then there need to be transit options that appeal to everyone living in those corridors. We need fewer acres of parking at office and campus destinations, and incentives for workers and students to get to their destinations without driving any kind of motor vehicle.

Train or metro system for Madison and vicinities. Free public transportation in the city. STOP building in the Isthmus area PLEASE!!!

Sprawl

Change zoning ordinances to allow more flexibility for single family property owners to construct and rent additional dwelling space in order to increase neighborhood population density.

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Tram or light rail system. Something faster and more predictable than the bus system so people aren't relying on cars and can live and work in two different communities.

Ideally, we could reduce transportation needs by providing the internet access necessary for people to work from home. Ride-sharing should be promoted more. Flex hours should be encouraged more. Both would reduce traffic congestion. Better bus routes/service would also reduce traffic congestion. Along with that, though, we need on-line access to the information on bus routes - i.e. fastest way to get from point A to point B and where and when to catch the bus.

Focusing on improvements that mean fewer individual vehicles are on roadways and so fewer roadways are needed and used - how can roadways be used, maintained, and reclaimed as valuable public space?

USE THE EXISTING RAIL NETWORK

Raise taxes on gas, create or utilize taxes on new car purchases to fund infrastructure, implement smart traffic signaling that preferences buses, bikes, and pedestrians, provide lower cost housing options spread over a broad area to make it easier for lower income people to live closer to their jobs

Add sidewalks in communities that have none to encourage walking over driving. Prioritize public transit and bike/foot travel over cars. My neighborhood has no sidewalks. It's very dangerous.

Driverless cars will increase congestion and VMT unless something is actively done to keep that from happening...do something to keep that from happening.

If people working in Madison don't want to live in Madison then I'm not concerned about how they get to their job. I've grown frustrated with out of townworkers complaining about how long it takes them to get to work, or their schools are closed because of the weather so they have to stay home.

Reward people who use low-carbon means of transportation or tax those who don't.

regional rail

encourage driverless cars as technology allows

Safety of vulnerable road users from larger vehicles, especially as personal vehicles continue to get larger and larger.

Parking spaces are bad and don't need to be everywhere. Parking spot policy is a transportation issue. They make neighborhoods unwalkable and unbikeable.

Kinetic sidewalks and rail. Way overdue.

Madison will need to build a lot more housing. That housing needs to be dense and densely served by public transit to avoid more cars and more congestion.

Education about how to use transportation options to reduce personal footprint/climate change. Many people who know that climate change is a real thing have not stepped up to make changes in their personal lives. For instance, how to use the Metro system and the benefits of taking the extra time that that may require.

I'd like to see the business community engage in the health of our transportation system as critical to their resiliency.

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Kinetic sidewalks and rail. Way overdue.

Denser living to help support public transport needs.

Expanding broadband is very important and I would add that having faster internet in Madison with different providers to keep the cost down would be very helpful as well. I would VERY much like to have regional light rail for transportation between other areas in WI and surrounding states.

Close State Street and make it a Pedestrian walkway. This city does not need Buses down state street. Short sightedness is causing tax loss by the powerful lobby group that is advocating for buses that no one will use on State Street.

Emphasize development of RAIL between major cities (MKE, MSP, CHI) and BRT within our city. Anything to reduce cars.

Mitigating and adapting to climate change should be THE No. 1 priority from here on out.

not an expert

North Beltline.

Greater options for public transportation to major cities, eg Twin cities/Chicago

Socioeconomic impacts on transportation needs based on where lower income people are able to live and need to work. Needs for expansion of broadband wireless access. Use of greener technologies.

The fundamental goal of the Long-range transportation plan should be to reduce overall VMT in private automobiles (regardless of the fuel source) and the reduce every year the total lane miles of paved roads. The LRTP should self-consciously be designed to reduce automobile usage overall.

connecting the Burbs to Madison proper

Telework, carbon tax

Regional transit network and regional bike networks. Cities should be connected by transit and bike facilities as well as they are for people driving

More support for broadband for low income households, encouraging employers to shift to workers to one day remote work per week to reduce traffic congestion, increase gas taxes and return the revenues to households.

Smart growth, incentives to bike/walk/bus to work/school, allocating funds specifically for bike/ped projects (Minneapolis does this), make it more challenging/expensive for driving single person cars and easier to bike/work/bus.

None

Easier access to transit in urban, suburban and rural areas, make parking downtown less of a priority so that people choose transit instead of driving. Connecting transit lines to intercity stops and actually having rail as an option for travel.

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I would like to see on street parking removed on a broad scale, and the cost of parking increased. It's practically free to park in a ramp downtown. Why are we footing the bill for people to store their property in public facilities.

Na

Embrace new technology early

Housing affordability directs where people live and this where people have to commute to work from. The transportation plan should also take this into consideration.

I think more will come to the area and bring diversity, especially as remote work becomes more common. The schools are important to keep highly ranked, which would be improved by expanded wireless access, public transportation, ride share, etc.

Expand high speed internet access

Build the north Mendota Bypass and the new new south belting corridor.

High-speed rail service to Milwaukee, Minneapolis, Chicago. Expand broadband wireless and make it more affordable (it should be like electricity).

Encourage/reward businesses that allow remote work. Significantly increase tax incentives/rebates for electric vehicle purchases and other green alternatives like solar panels. Incentives/rebates for e-bike purchases (many drive because they can't bike that far to work but could bike if they had the boost an e-bike provides, eliminating another car from the road).

I've turned down jobs in areas outside of Madison solely based on transportation. Would be nice to have public transport (RAILWAY) to areas. I love that we can drive to Milwaukee and take the rail to Chicago. We know lots of people that do that often. Wish we had that from Madison.

Vehicle technology, especially electrification of vehicles and connected and automated vehicles

No tollways! Increase fees on electric vehicles - they are heavier and take a bigger toll on roads per vehicle and do not currently pay any gas taxes

Expand wireless access; Encourage remote work; Add roadway tolling for inter-city car travel; Increase the number of EV charging stations; Add dedicated bike and e-bike lanes on highways; Prioritize bike and scooter parking over car parking; Reduce the amount of city-owned land dedicated to car parking and increase the cost of car parking; Prohibit car travel on an increasing % of main corridors and offer free shuttles in these corridors; Stop building on agricultural land on the outskirts of town and continue the push toward thriving and dense city centers; Foster EV car sharing businesses; Establish and expand EV van services; Establish better rules for ensuring the safety of bicyclists, scooter-riders, and pedestrians; Establish a transportation safety corps that is not the police which is charged with enforcing safety for travelers; Require Traffic Demand Management Policies for all large buildings

Finding ways to reduce VMT (or minimize VMT growth) as the region grows.

A balance budget bipartisan government election integrity.

Make it less convenient to drive, more convenient to bike/bus/train, etc.

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Open road tolling

increased telework

ConsiderShweeb: <https://en.wikipedia.org/wiki/Shweeb>

Better educate bicyclists on the rules of the road. Keep E-Bikes and all bikes, off the sidewalks!!!!

Finally accept that induced demand is a real problem and stop expanding freeways and multi lane highways throughout the region.

Should enact policies that increase the cost of driving and incentivize methods of transportation that do not rely on fossil fuels.

Prioritize accessibility to the most environmentally friendly transportation such as walking, biking, and public buses. Also, lowering prices of public transportation, and increasing infrastructure that isn't designed only around cars.

Again, ideally things should be set up in such a way that people can easily walk anywhere they need to go.

By de-funding car infrastructure in favor of enabling easy access to the city's destinations via (e)bikes, (e)scooters, and walking, we can save enormous amounts of money while also significantly reducing our contribution to a worsening global climate. We can also re-claim half or more of our parking lots for new businesses to increase our tax base.

Making it affordable and desirable to live close to work and needed services, as well as increasing remote work.

residential costs are pushing more people outwards causing increase traffic. There's a lot more people commuting towards madison or across madison because of housing pressures. Managing the housing situation could help relief the growing commuting issues

No one uses buses here - improve car transport

Changing demographics in family structure, age, economic means, of citizens.

Cars aren't going away. People outside of Madison are actively choosing to get away from things like buses, and bikes are not viable for long distances. Stop trying to push people out of cars!

na

Expand capacity

Rail service to address roadway congestion

My husband has worked in paving for 26 years and said a huge problem is that they desperately need people to learn how to pave roads. Since we live in Wisconsin, their season of work is usually from May to November. The hours are long and the work is serious, but a lot if drivers are retiring and they can't find people to work on road construction anymore. The roads in Dane County are terrible, especially Hwy V in DeForest and 113 into Waunakee. I think we need to

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understand that Dane County will always continue to grow and expand and we need to have a forward vision. Trains or light rail are great options and are economical friendly. I think Madison gets a little too caught up on their image and that inadvertently hurts the lower income folks of the city. We need better bus service and more reliable transportation for this group of people. They're not the ones biking around the lake on their Trek bikes. I grew up in Madison, rode the city busses from middle school through high school and biked around the lake. I remember when the "new" belt line opened in 1989. I think the city has outgrown a lot of their roads and needs to double down on that again. It's hard to have a city on an Isthmus, but we need forward thinking now.

Public transportation options from surrounding communities into Madison proper

N/A

Expanded broadband for remote working. Improving a route along the North side of the region.

Prepare for automated/autonomous vehicles

Carbon tax on gasoline. Per-mile-driven registration fess.

Definitely broadband access. It allows companies the options to let worker work remotely thus less cars and congestion on the roads.

Madison is consistently known at a bicycling hub, and this is what attracts young people and encourages a healthy & sustainable life/transport. I would love to continue to see the path infrastructure grow to increase ridership.

Forget tolling. On arterial streets and highways forget lowering speed limits. Reasonable speeds are needed for arterials to function as they should. Minimize use of highway funds for non-highway uses. We already don't have enough highway funds to properly maintain our highways. Don't divert them!

Issues related to aging populations and expansion of transportation resources aligned with geographic areas of population growth

Green space is very important

Not sure

Prepare for much more electric auto & truck movements, parking, and recharging vehicles

Promote and encourage and reward remote work. Have the people who drive alone and park alone pay for what that REALLY costs. Privilege costs.

Public bathrooms, safe ones. Safe places for bicyclists and pedestrians when storms arise.

Voluntary work from home days to reduce traffic strategically

Midwest rail! -- get connected to Chicago, MKE, Twin Cities, Fox Valley.

I think there will be a rise in personal electric transportation (electric scooters, skateboards, bikes etc.)

The Loop around Madison is most important

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More urban fill in with full service communities--housing, retail, work--to decrease vehicular commuting

Add more bike-shared roads. Add more bicycle paths. Add back street parking in downtown Madison.

With an aging population, consideration of transportation options that encourage independence, safety, and ease of use for seniors no longer able to drive is important in supporting normal activities.

Add more electric charging areas. Expand bicycle/walking paths. Add a commuter train to/from Milwaukee and Madison. Add free parking to downtown Madison.

biggest change needed is a transit system within Fitchburg to cover more areas with a greater frequency than the Madison Metro System

Implement technologies such as driverless cars especially for long-distance and heavily traveled routes using current roadways. New roads built with such capacity. Recognize that the majority of people want their own vehicles which give maximum flexibility and allows for maximum productivity.

definitely more and cheaper broadband access; work at home incentives or shared office spaces in apartments/public buildings if parents can't work at home but could work from a location close to home.

Railroad availability and connections/service.

Broadband access for rural areas.

Do not reduce speed limits, that increases congestion. Redesign roads for safety and higher speeds.

We need a better bikeway to get to the UW campus from Fitchburg and other points south.

Remote work and automotive technology

shortening public transit time-to-destination for major routes increase park-n-ride locations and public transit service to park-n-ride locations

Definitely need a second Beltline at Co Rd M for all the great expanse of the suburbs south of downtown

Better options for transport to local airport

Trying to "fix congestion" by adding more capacity to the highway system and road network is a losing game and a giant waste of taxpayer dollars. By adding more capacity you will only encourage more people to drive more miles and still end up with a similar or worse situation with regards to congestion. For examples of this phenomenon in the wild consider Washington DC and Los Angeles.

Promote zoning to reduce urban sprawl that contributes to transportation problems

How congestion is addressed has a big impact on my answers. If it's be expanding roads, forget it. Getting businesses to stagger work hours and rely on remote work then yes please. Also make traffic lights smarter to reduce fuel usage.

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Climate change is causing road buckling in other areas. Should reduce reliance on roads (and also reduce emissions)

Looking at the big picture when addressing traffic. Don't just look at one section and improve that without looking at what it connects to and if your spending money expanding one roadway to just cause an issue somewhere else. Think about avoiding adding more impervious surfaces near the lakes. There are much better ways to handle things AWAY from the lakes!

Support greater housing density and oppose new sprawling developments.

Less free parking, more room for kids to play in the streets, rail options from/to Madison from/to Sun Prairie/Verona/Fitchburg/Milwaukee/etc

Induced demand - if the city is constantly making infrastructure improvements that cater to greater and greater numbers of car drivers, people have no incentive to explore other transportation options. So far, Madison has made it so that driving a car is the safest and most reliable transportation method, so most people with the means to choose will choose to drive a car.

Making sure any new development or redevelopment includes good access to public transportation and alternatives to personal vehicles. Designing infrastructure for a post-fossil fuels future and building communities that are not car-dependent. Expanded broadband wireless access, particularly in rural and lower socioeconomic areas, is imperative.

n/a

Na

nothing to add

north beltline local rail service other cities rail service A Darn greyhound station for bus service to Milwaukee etc.

After Vision Zero, climate protection is job one! We must stay home, if necessary, to protect it. Active transportation, not EVs!

more low income housing in accessible areas, so if the land is too expensive build the infrastructure to support residents to get fast to employment, food purchases, etc

As our neighborhoods become more dense and traffic increases we need to make our streets safe for all types of transportation. Especially biking and walking. The number of cars speeding and running red lights as traffic increases pushes these safety hazards onto bikes and ped. Aggressive driving needs to be mitigated by better road design and enforcement

Getting younger generations and people of color involved in the discussion. Senior citizens should not be the only voices in the room or transportation professionals. Stay away from tolling that is an income barrier. Post covid, keep in person public involvement. Virtual should be an add on, not the new way of doing business.

Building to promote biking and public transit

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Stop inducing demand; no more expansion. Focus on transportation alternatives - continued expansion only encourages (subsidizes) sprawl in the metro area.

People who live a distance from work need to accept what that choice means. Don't put costs of roads on those who don't commute or live driving cars. Wheel tax is not fair. Tax the parking spaces used by commuters

Safety and accessibility during the winter months and inclement weather

Change zoning to encourage density. The fifteen minute city can be a reasonable goal.

Increased density as people seek out walkable communities creates opportunities to prioritize pedestrians and de-prioritize single-occupant vehicles.

Expanded wireless broadband, more remote work, subsidies for fuel efficient vehicles, subsidies for solar or other sustainable energy infrastructure, free gifts/incentives for citizens to bike commute, glowing bike paths, free bike lights/helmets for low income families

Light rail, rapid bus service and expanded broadband

High speed and commuter rail

Use of cell phones while driving. Look at drivers nowadays, everyone's on their phone. It's dangerous to be on on the roads or sidewalks these days.

I like tolls as a user-tax to generate funds to improve bike paths/roads/walkability/public transit/etc.

Public transit, non motorized transit, and toll roads for Illinois drivers

I support bus transportation to outside of city but not at the expense of ever-expanding paving and suburb building on farm land

The biggest impacts on transportation would seem to be (1) how it's planned (people will tend to adapt to what's easiest for them), and (2) growing inequities in income and transportation mode options.

better land use

Climate change is already here, so everything should keep that as the focus. We need to decrease VMT, and decrease paved surfaces that increase the heat island effect.

Cars should become less central is urban design

Payment methods - implementing some sort of vehicle fee based on miles driven and weight would better fund road work by those who use it most and cause more wear (eg big trucks) and incentive vehicle owners to drive less (hopefully walk or bike or carpool or bus more).

likelihood of increased flooding, limiting impermeable surfaces

make transportation planning just one part of a larger systemic, holistic planning process that includes housing, jobs, entertainment, equity, etc.

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Inter-city mass transit.

Rail. Regional rail.

Improve rural internet access.

Land use policy to support transit, walking, and biking.

Congestion pricing for the isthmus; creating car-free corridors in Madison

Building complete neighborhoods with access to goods and services by foot and by bike.

1. Build a North Mendota Parkway corridor that addresses many issues on the north side of Lake Mendota besides connecting communities, like protecting agricultural lands, bike and ped facility links, stormwater quality and quantity reduction and lake runoff effecting lake levels, and transit options across the north side from DeFo/Waunakee/Northeast Madison/Sun Prairie/American Family to West Madison/Middleton/Verona/Epic.

environmental impacts of types of transportation

aging populations and desire for continued mobility. autonomous vehicles

Making walking and bike riding safer--more bike and pedestrian corridors that are safe and pleasant to use and less catering to speeding automobiles. Make city driving the least appealing option--getting people out of their cars for their commutes is essential.

Reduce reliance upon single occupancy vehicles through increased mass transit and non-car options, and encourage greater residential density in madison and surrounding areas.

A congestion charge would be great. Electric cars are still cars that kill people and neighborhoods (via parking lots), so don't focus too much on those.

Focus on both commuter and non-commuter public transport use, because if a non-commuter can easily use the system to get where they want it should be sufficient for a commuter

Use transport as a mechanism to control future population growth in ways in which prevents/heavily disincentives sprawl, and encourages increased density. Make the city fully functional without cars.

Redesign neighborhoods so people can get to retail, food, work, etc. without a personal car. Use zoning or etc. to demand basic services be available within 1-2 miles of most every home, or easily accessed with BRT. Encourage infill and penalize monoculture housing developments.

Expanded Broadband access to support more remote work and decrease car traffic

Expanded broadband access, more remote work, more public transit, electric charging stations to encourage electric vehicles.

Transit or railway possibilities

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considering the needs of older adults--you act like everyone in Madison is young and most are not, try to get some reality orientation will you? like: you think older adults need better bicycle pathways? your question about says improve bicycle pathways for all ages and abilities--you don't realize that many people older and with disabilities CANNOT AND DO NOT RIDE BICYCLES?!?!?!?!?!?

Incorporate possible bus stops in new neighborhood construction.

Top priority: make sure all city and county roads are well maintained and not like they are today. Make sure hybrid and electric vehicles are paying their fair share for road maintenance.

The number of companies allowing employees to work remotely (and sizes of each)

Believe that there is something called 'induced demand' and act accordingly. That is, do not deny reality. Believe in data, evidence and science.

Self Driving Vehicles need to be accommodated. They will be saver, more efficient, take up less parking space, permit narrowing of traffic lanes and far less a generator of pollutants.

Make the roadways ready for automated vehicles when they come onto the roads. That is going to be needed in the future. Improve passenger rail to nearby regional destination. With automated cars, people may use these to get from city to city and have automated vehicles take them to their local destination.

With the increase transition to autonomous vehicles, this will likely have many ripple effects to society, in addition to the obvious safety and efficiency benefits. For example, this may lend itself to vehicles being owned by private fleets rather than individuals, which could need for less need for parking where people live, but parking facilities to park the vehicles in off-peak travel times. In addition, if private autonomous vehicles are readily available this could also lead to a decrease need for traditional transit.

Roadway tolling will capture the external costs of driving. Climate change is an existential threat and should have top priority. Should be reflected in you planning documents and future agenda!

Remote work incentives, parking availability and costs in the downtown area for commuters

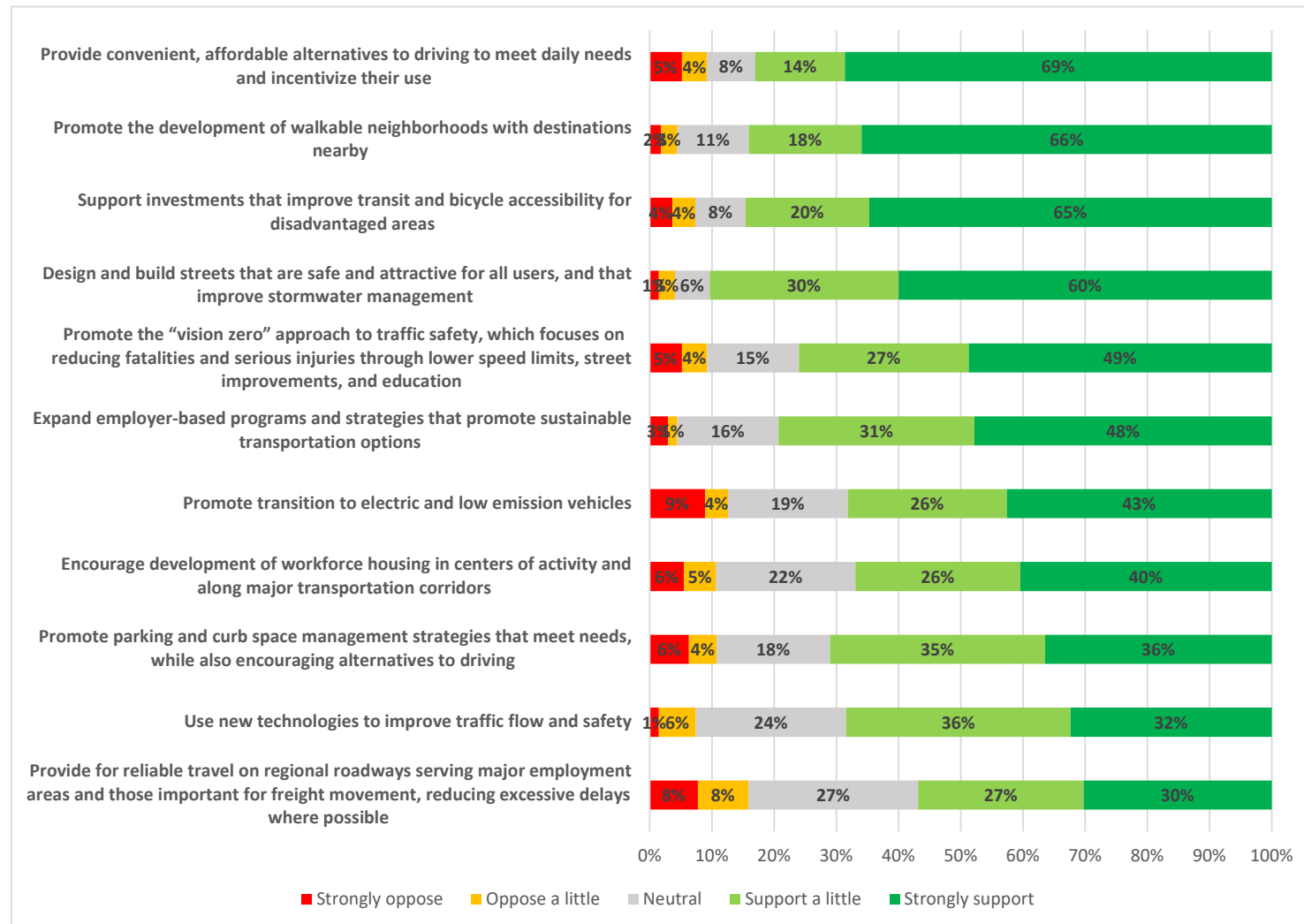
Eliminate vehicles using gas and more emphasis on electric vehicles, expand broadband wireless access and control its current high expense. Hybrid work & higher education. Improve city Parks.

None

It looks like you have it covered

Connect Greater Madison RTP 2050 Public Survey

Question 6: How strongly do you support the following policies and strategies for improving the region's transportation system?

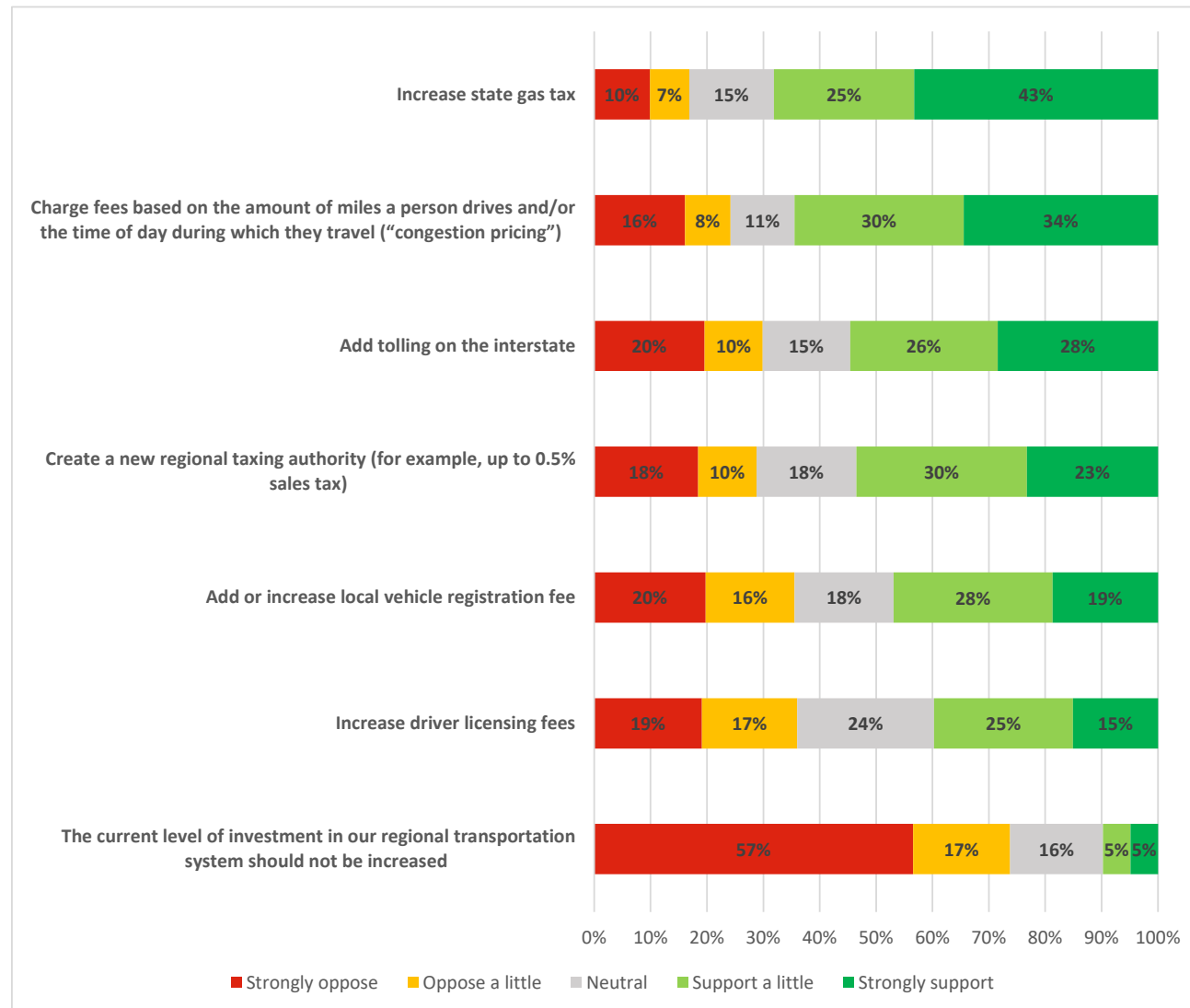


Connect Greater Madison RTP 2050 Public Survey

Answer Choices	Strongly oppose	Oppose a little	Neutral	Support a little	Strongly support	Grand Total
Provide convenient, affordable alternatives to driving to meet daily needs and incentivize their use	5%, (14)	4%, (11)	8%, (21)	14%, (39)	69%, (186)	270
Promote the development of walkable neighborhoods with destinations nearby	2%, (5)	3%, (7)	11%, (31)	18%, (49)	66%, (178)	272
Support investments that improve transit and bicycle accessibility for disadvantaged areas	4%, (10)	4%, (10)	8%, (22)	20%, (54)	65%, (176)	272
Design and build streets that are safe and attractive for all users, and that improve stormwater management	1%, (4)	3%, (7)	6%, (15)	30%, (82)	60%, (162)	271
Promote the “vision zero” approach to traffic safety, which focuses on reducing fatalities and serious injuries through lower speed limits, street improvements, and education	5%, (14)	4%, (11)	15%, (40)	27%, (74)	49%, (132)	269
Expand employer-based programs and strategies that promote sustainable transportation options	3%, (8)	1%, (4)	16%, (44)	31%, (85)	48%, (129)	270
Promote transition to electric and low emission vehicles	9%, (24)	4%, (10)	19%, (52)	26%, (69)	43%, (115)	270
Encourage development of workforce housing in centers of activity and along major transportation corridors	6%, (15)	5%, (14)	22%, (61)	26%, (72)	40%, (110)	270
Promote parking and curb space management strategies that meet needs, while also encouraging alternatives to driving	6%, (17)	4%, (12)	18%, (49)	35%, (93)	36%, (98)	269
Use new technologies to improve traffic flow and safety	1%, (4)	6%, (16)	24%, (65)	36%, (97)	32%, (87)	271
Provide for reliable travel on regional roadways serving major employment areas and those important for freight movement, reducing excessive delays where possible	8%, (21)	8%, (22)	27%, (74)	27%, (72)	30%, (82)	271

Connect Greater Madison RTP 2050 Public Survey

Question 7: How strongly do you support the following options to increase funding for the transportation priorities that matter most to you?



Connect Greater Madison RTP 2050 Public Survey

Answer Choices:	Strongly oppose	Oppose a little	Neutral	Support a little	Strongly support	Grand Total
Increase state gas tax	10%, (27)	7%, (19)	15%, (41)	25%, (68)	43%, (118)	273
Charge fees based on the amount of miles a person drives and/or the time of day during which they travel ("congestion pricing")	16%, (44)	8%, (22)	11%, (31)	30%, (82)	34%, (94)	273
Add tolling on the interstate	20%, (53)	10%, (28)	15%, (42)	26%, (71)	28%, (77)	271
Create a new regional taxing authority (for example, up to 0.5% sales tax)	18%, (50)	10%, (28)	18%, (48)	30%, (82)	23%, (63)	271
Add or increase local vehicle registration fee	20%, (54)	16%, (43)	18%, (48)	28%, (77)	19%, (51)	273
Increase driver licensing fees	19%, (52)	17%, (46)	24%, (66)	25%, (67)	15%, (41)	272
The current level of investment in our regional transportation system should not be increased	57%, (151)	17%, (46)	16%, (44)	5%, (13)	5%, (13)	267
Increase local property tax	26%, (98)	21%, (56)	20%, (53)	19%, (50)	4%, (12)	269

Other (please specify)

61 responses:

Connect Greater Madison RTP 2050 Public Survey

With the current local wheel taxes (city and county), combined with the penalty against hybrids, I am already being overcharged for vehicle registration. The VMT concept is flawed because (1) it doesn't distinguish between in-state and out-of-state travel (i.e., as a Wisconsin resident, I would get charged extra for miles I drove in Minnesota rather than Wisconsin, yet a Minnesota resident could add to the wear and tear on Wisconsin roads without paying through the odometer, and (2) odometer surveillance is a civil liberties violation against a person's fundamental human right to privacy. Funding should instead be through a higher fuel tax and a WEIGHT based registration fee to reflect that less efficient and heavier motor vehicles inflict more damage to the roads and air quality.

Stop raising taxes and fees.

We need regional, equitable funding that ideally places the burden of cost on the most inefficient road users (cars).

I don't mind paying taxes, but increasing taxes in the cities just pushes people out who hate "gubmint" - and they end up using our roadways anyway.

A late work colleague of mine promoted mileage fees and congestion pricing for many years, and was derided by WISDOT, WDNR and legislators. I'm glad to see that you are including this option as a means to discourage lots of the wasteful driving we are suffering from today.

The people who use the roads and the vehicles who wear down the roads the most should pay the most for road maintenance/improvements. I'm not sure how that is easily accomplished.

Tax new car sales? Wheel tax? Tax electric vehicle charging (but not nearly as much as gas)?

Should be able to charge market rate for curb side parking.

Wisconsin needs to produce electricity in climate-friendly ways soon.

The vast majority of current infrastructure is roads, so therefore all tax increases should be placed on operators who place burdens on the road system (ie - cars and trucks)

Honestly, if our property taxes are increased any more, I would consider leaving Madison entirely. We have a HUGE property tax burden as is.

Close State Street to busses and make it a Pedestrian walkway and then stores will come back and therefore an increase in Tax revenue will be realized and can be used for this.

Find solutions that do not disproportionately affect persons who must drive (due to low access or low quality public transport) with greater burden on commercial traffic.

This is all killing off middle-class people who just want to work and go home. Don't PROMOTE things. Provide city services and let us decide what features we use.

There is a real cost to driving cars. That cost should be passed on to drivers, not subsidized by the state.

Connect Greater Madison RTP 2050 Public Survey

I think that road infrastructure for private cars should receive less subsidization from other revenue sources and be fully supported by users. This will require massive increases in tolls, gas tax, registration fees, or other user fees. I would like to see this happen in a manner that is not regressive or onerous towards poor people, e.g. registration fees graduated based on vehicle value or exempted below a certain vehicle value or personal income, etc...

This area is insanely expensive to live in and we keep getting slammed with increases in pricing. I find it hard to want to support further increases, even though they clearly need improvement over time.

Use current dollars to maintain system and don't spend on fringe items.

Increase the cost of parking; single occupancy home owners should pay a LOT in order to park their vehicles on on city property (the street_ instead of in their garages/driveways.

Strongly support a good teen center built into a deserted fire station in Fitchburg.

Increase income tax. To address inequity, transportation funding should be based on ability to pay. To address climate change, gas tax should be increased. Oppose tolling unless toll collected only at entry to State of WI. Also oppose tolling near metro areas because it diverts traffic to local roads.

Stop dis-incentivizing people who choose a more sustainable transportation option (e-car).

It's important for me to clarify that I support raising property taxes specifically on very wealthy homes. I think people living in Shorewood or the person in the huge mansion across from Dunn's Marsh on Seminole Highway should absolutely pay more property taxes. Normal people in regular and reasonable houses are paying a fine amount. It's the rich people we should tax because they not only have the funds, but will also only hoard that money if untaxed rather than putting it back into the local economy.

By removing the need for transportation by car within our urban and suburban areas, and re-claiming parking lots for new businesses, we will simultaneously decrease our need for transportation-related funding while increasing our tax base.

na

Tax the wealthy in this state!! Also, toll roads at the Illinois border! Every weekend our interstate is clogged with Illinois drivers!!

Shift funding to transportation from other parts of the budget. Local taxes are already too high and revenue is already sufficient to do the necessary work of local government. Eliminating Public Health of Madison & Dane County would be a good start to fully funding needed transportation.

Tax the rich!

Personal opinion is strongly favoring a gas/fuel tax to incentivize sustainable alternatives and reduce congestion. It is a proven solution that meets multiple initiatives and taxes the root of the issue (high usage of gas powered cars).

Insufficient data and context

Connect Greater Madison RTP 2050 Public Survey

Add revenues from persons receiving tickets from transportation processes, e.g., driving type (speeding) tickets, illegal parking tickets, etc. Also, encourage park-n-ride lots near main traffic corridors.

All of these options are somewhat regressive. I would like to see a progressive tax option, like vehicle fees based on vehicle value, or income tax. Even property tax can be regressive because it gets passed on to renters.

Environmentally friendly transportation should be taxed less than environmentally destructive transportation.

Make bikes pay for registration. How much has been spent on bike paths that come out of the transportation budget while bikes pay nothing!

Income tax based funding, where higher income bracketed indivs pay more. A lot more.

Most people travel by car please accommodate the increased traffic

Transportation and infrastructure cost money. We should be willing to support the benefits through collective actions to include following traffic laws.

The last statement on not increasing investment in RTS is confusing and should be extracted - previous statements are better

Simply increasing local property taxes in Madison will likely make housing in the city even more unaffordable for low and middle income people and encourage migration to the suburbs while increasing overall commuter miles driven. I would strongly support Madison repealing local property taxes and replacing them with a land value tax. Switching to a land value tax would incentivize more efficient land-use decisions on a micro-level by encouraging individual property owners (from large developers to single-family home owners) to make the most productive and efficient use of their property, thereby increasing the housing affordability and reducing transportation infrastructure costs on a per-capita basis.

I don't know enough about tax policies to know which are least regressive, but I support taxes that impact low-income residents less. I have read that sales taxes are regressive, and maybe gas taxes? I support increasing taxes to spend on transportation infrastructure. That's what governments are there for.

Tighten the belt by eliminating administrative bureaucracy. Take a pay cut. Eliminate feel good do nothing positions.

Support increased fees on drivers, taxes, etc. - but not confident the money will be appropriately spent (e.g. our wheel tax dollars apparently helping to induce further demand on the Beltline with current project under construction).

Increase fees and taxes on trucking businesses and heavy automobiles, as it is their heavier weight that is contributing to road deterioration.

Tax or fees based on size of vehicle

We need revenue to accomplish all the above. How to raise fees above and not disadvantage lower income workers?

charge fees based on vehicle weight.

we should charge people not just based on how much they drive but alternately, how heavy their vehicle is. Massive SUVs and F-150s have much more wear and tear on roads than lighter sedans.

Connect Greater Madison RTP 2050 Public Survey

Distributors and freight companies should pay more to travel through Wisconsin

Use of advertisements to offset cost

Any flat tax or fee disproportionately affects lower income people. This needs to be avoided.

Don't use a sales tax.

Create a surcharge area in downtown madison in which you are charged for driving in, as per London, Copenhagen(?), and the other european cities with similar schemes

Increase price of gas by whatever means possible to at least European prices. Have owners/drivers of private cars really bear the costs of their driving.

Get rid of waivers for farm and other heavy equipment users of roadways, vehicles doing the most damage to the roadways should pay the most for upkeep, like question 6 here.

stop the big spending, I strongly oppose this kind of so-called "regional planning"--the legislature should make the decisions about money that is spent on transportation, not planners!

Tolling specifically for non-Wisconsin plate vehicles on interstate and Beltline. WI plates are exempt.

Parking cashout can benefit everyone

What we don't need are \$750 million or more spent on highway improvements (Verona Road). What we do need is a mind reset from auto centric to all forms being equal including bring in scooters, bike cages, BRT, high speed trains, and maybe commuter rail. WE need to thank TREK for the electric bikes.

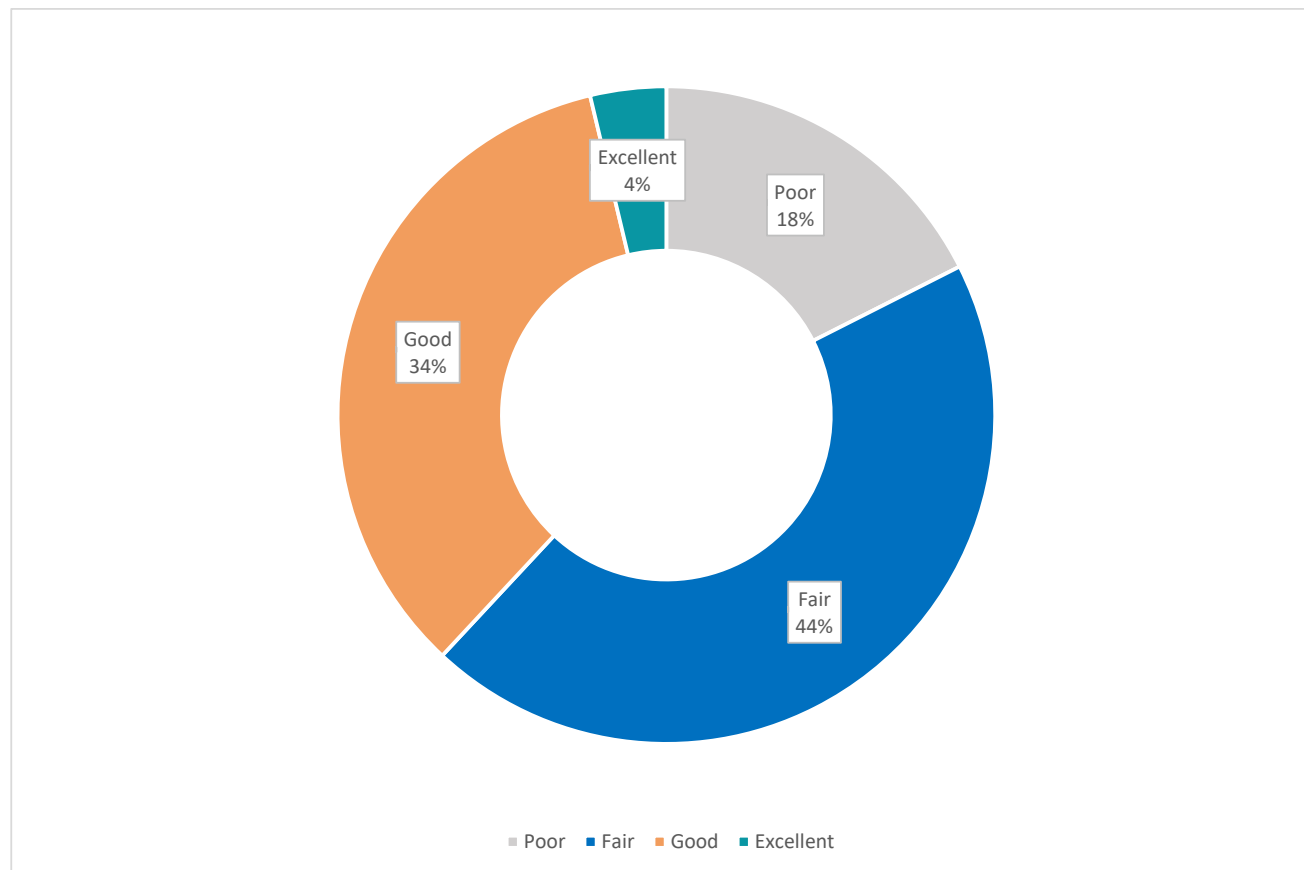
The cost must be aligned with usage and we can't mix in incentives for the types of vehicles (ie lower costs for electric or hybrid vehicles) as part of the plan. It may actually be that these alternative vehicles are not "paying their share" currently through the gas tax, so increased registration for these vehicles to balance out the usage costs may be necessary. Also consider increased registration fees for Autonomous vehicles before they become popular, so that as there is equal potential for them to potential reduce OR increase congestion, that we can capture revenue from them accordingly.

Need to find a way to increase revenue for transportation needs that do not decrease travel for people.

Just a comment: The last question appears poorly worded considering the answers.

Connect Greater Madison RTP 2050 Public Survey

Question 8: How would you rate the performance of the greater Madison region when it comes to planning and preparing for growth in the region?



Answer choices

Responses

Poor

18%, (47)

Fair

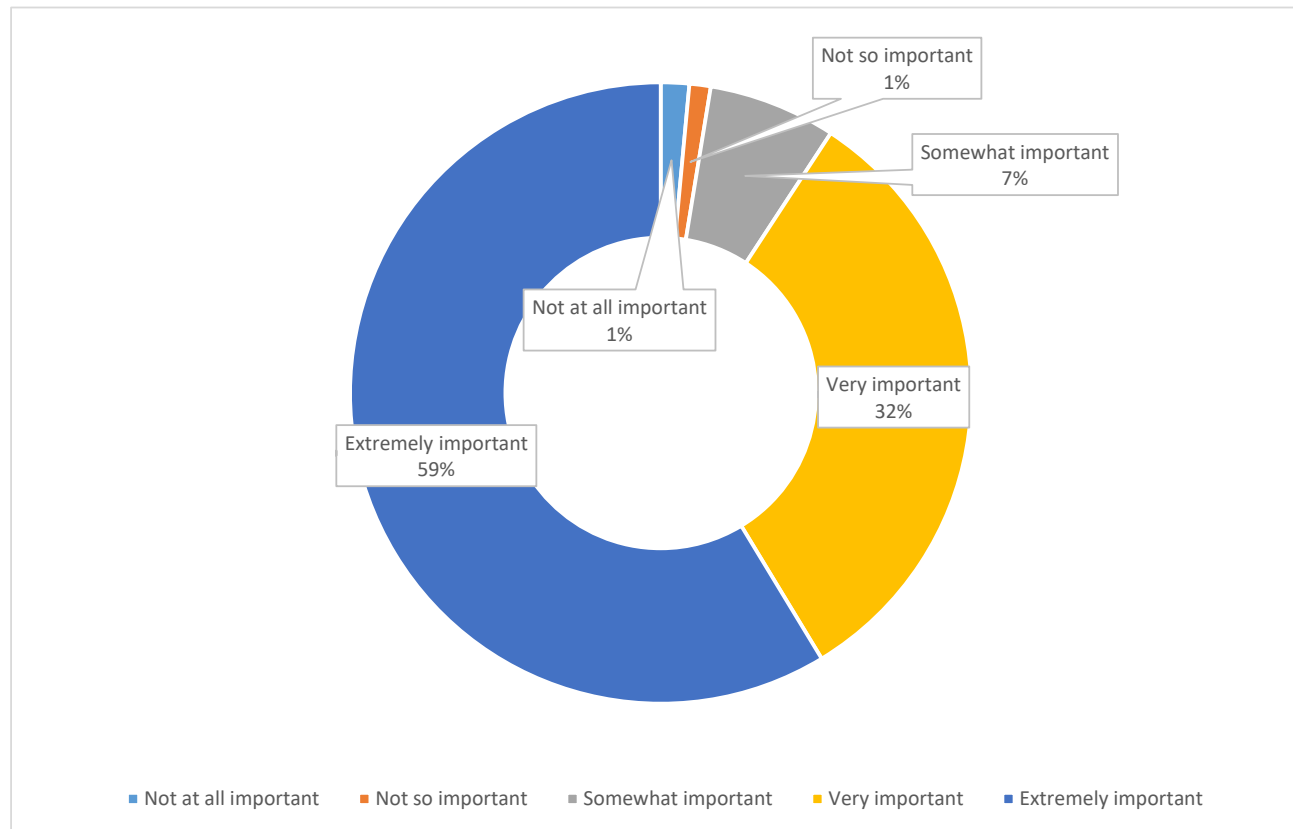
44%, (119)

Connect Greater Madison RTP 2050 Public Survey

Good	34%, (92)
Excellent	4%, (10)
Grand Total	268

Connect Greater Madison RTP 2050 Public Survey

Question 9: How important is it that the greater Madison region has a vision or a long range plan to deal with transportation issues?



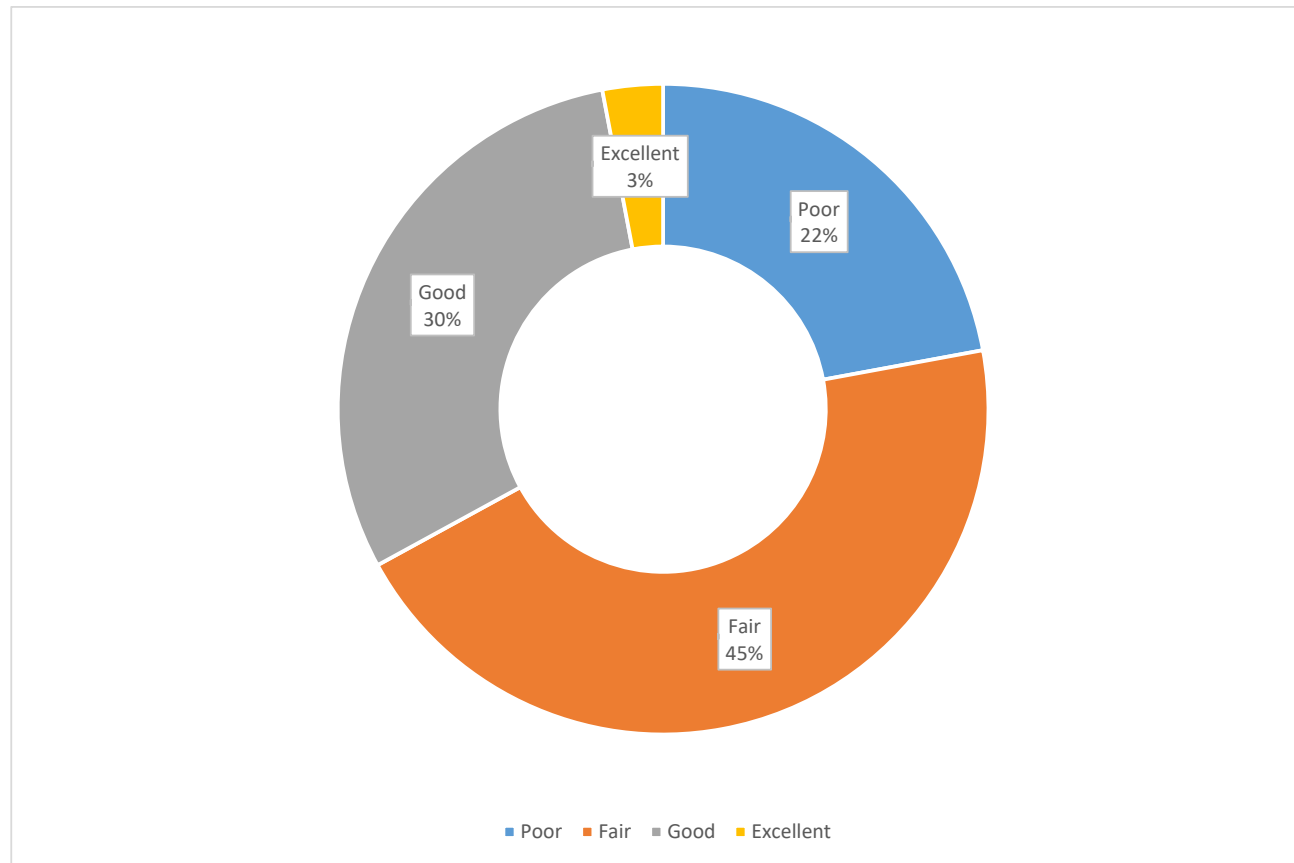
Answer Choices	Response
Not at all important	1%, (4)
Not so important	1%, (3)
Somewhat important	7%, (18)
Very important	32%, (87)

Connect Greater Madison RTP 2050 Public Survey

Extremely important	58%, (159)
Grand Total	272

Connect Greater Madison RTP 2050 Public Survey

Question 10: How would you rate the performance of the greater Madison region when it comes to planning and implementing transportation solutions?



Answer Choices

Response

Poor

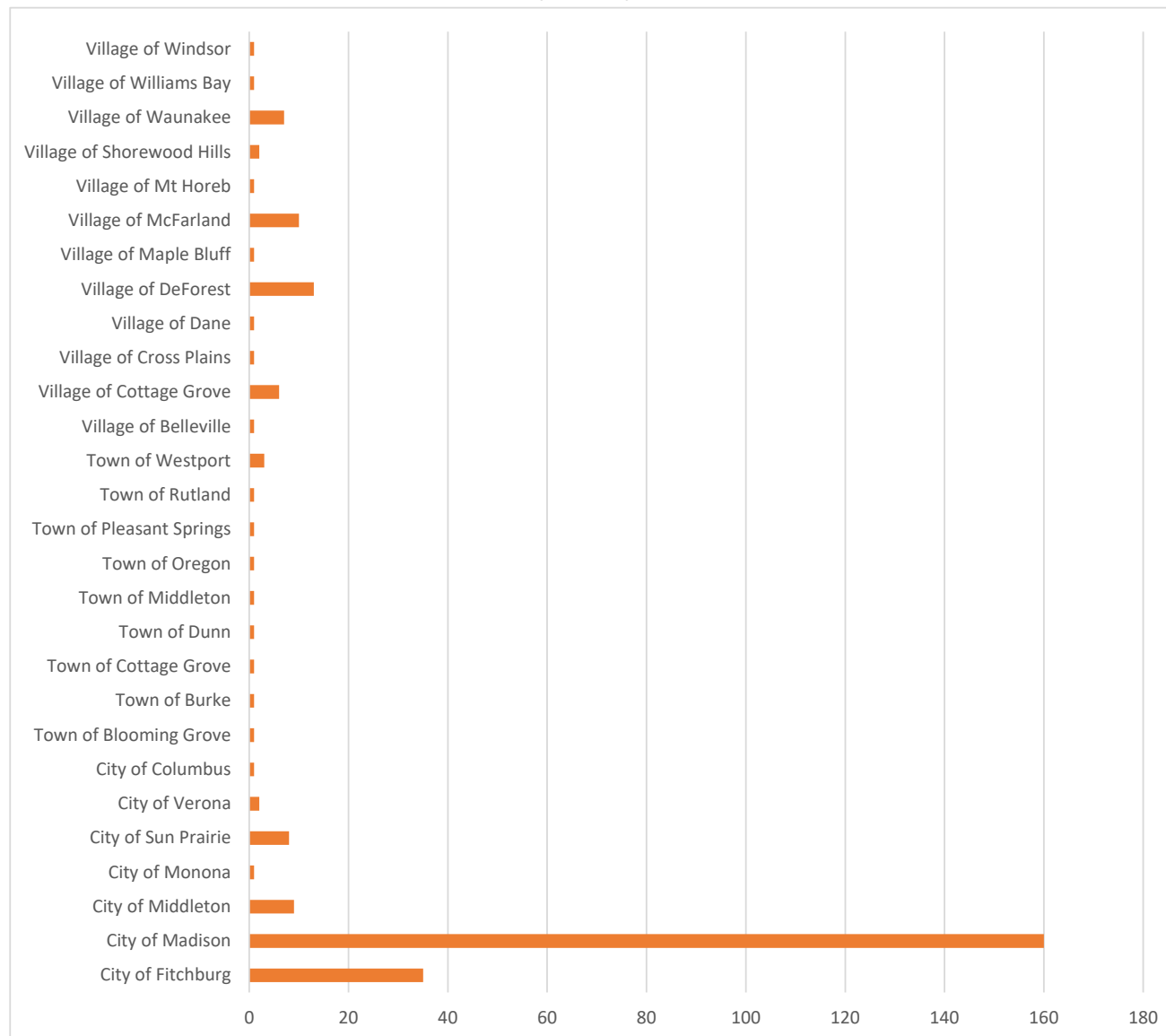
22%, (59)

Connect Greater Madison RTP 2050 Public Survey

Fair	45%, (120)
Good	30%, (80)
Excellent	3%, (8)
Grand Total	268

Connect Greater Madison RTP 2050 Public Survey

Question 11: What community do you live in?

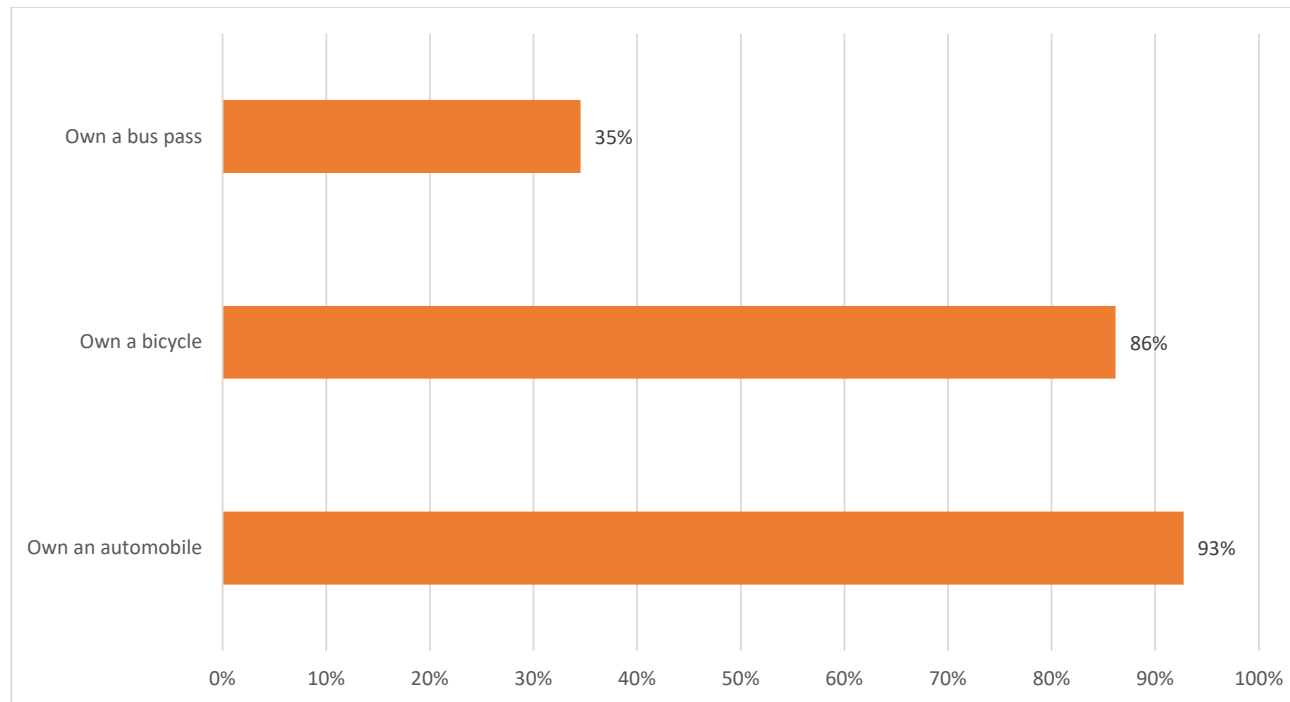


Connect Greater Madison RTP 2050 Public Survey

Answer Choices	Response
City of Fitchburg	13%, (35)
City of Madison	59%, (160)
City of Middleton	3%, (9)
City of Monona	0%, (1)
City of Sun Prairie	3%, (8)
City of Verona	1%, (2)
Columbus	0%, (1)
Town of Blooming Grove	0%, (1)
Town of Burke	0%, (1)
Town of Cottage Grove	0%, (1)
Town of Dunn	0%, (1)
Town of Middleton	0%, (1)
Town of Oregon	0%, (1)
Town of Pleasant Springs	0%, (1)
Town of Rutland	0%, (1)
Town of Westport	1%, (3)
Village of Belleville	0%, (1)
Village of Cottage Grove	2%, (6)
Village of Cross Plains	0%, (1)
Village of Dane	0%, (1)
Village of DeForest	5%, (13)
Village of Maple Bluff	0%, (1)
Village of McFarland	4%, (10)
Village of Mt Horeb	0%, (1)
Village of Shorewood Hills	1%, (2)
Village of Waunakee	3%, (7)
Village of Williams Bay	0%, (1)
Village of Windsor	0%, (1)

Connect Greater Madison RTP 2050 Public Survey

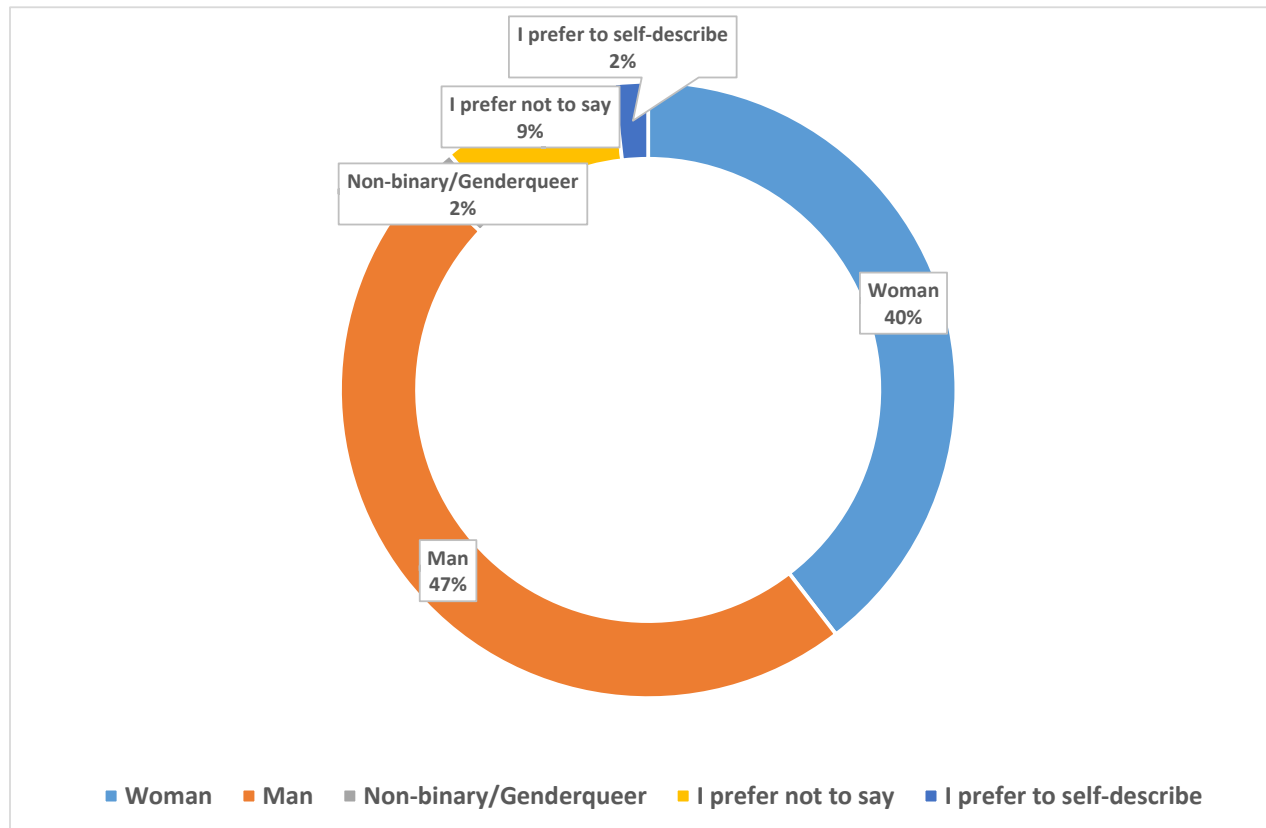
Question 12: Do you or a member of your household: (check all that apply)



Answer Choices	Response
Own an automobile	93%, (255)
Own a bicycle	86%, (237)
Own a bus pass	35%, (95)

Connect Greater Madison RTP 2050 Public Survey

Question 13: What is your gender? (please select any that apply)



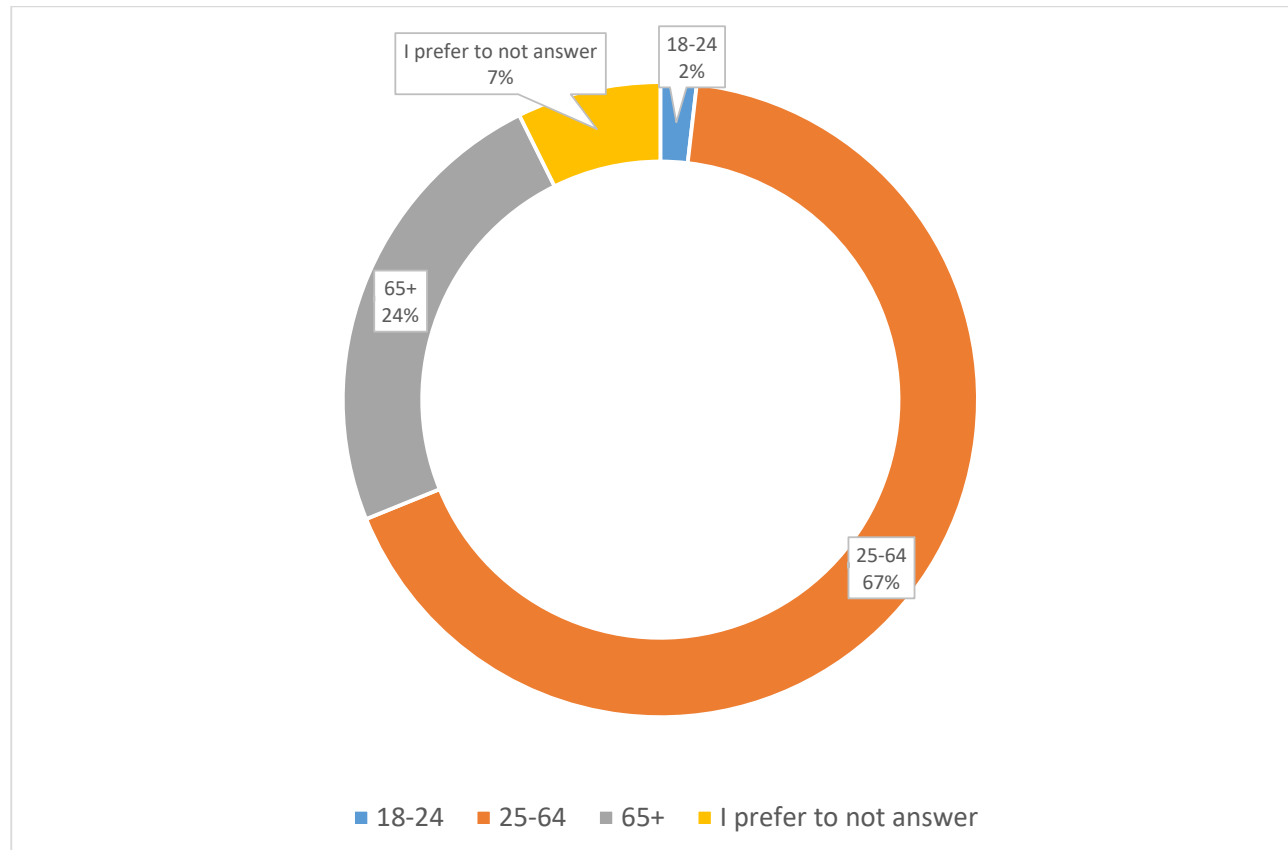
Answer Choice	Response
Woman	40%, (110)
Man	47%, (132)
Non-binary/Genderqueer	2%, (5)
I prefer not to say	9%, (26)
I prefer to self-describe	2%, (5)

Connect Greater Madison RTP 2050 Public Survey

Grand Total

278

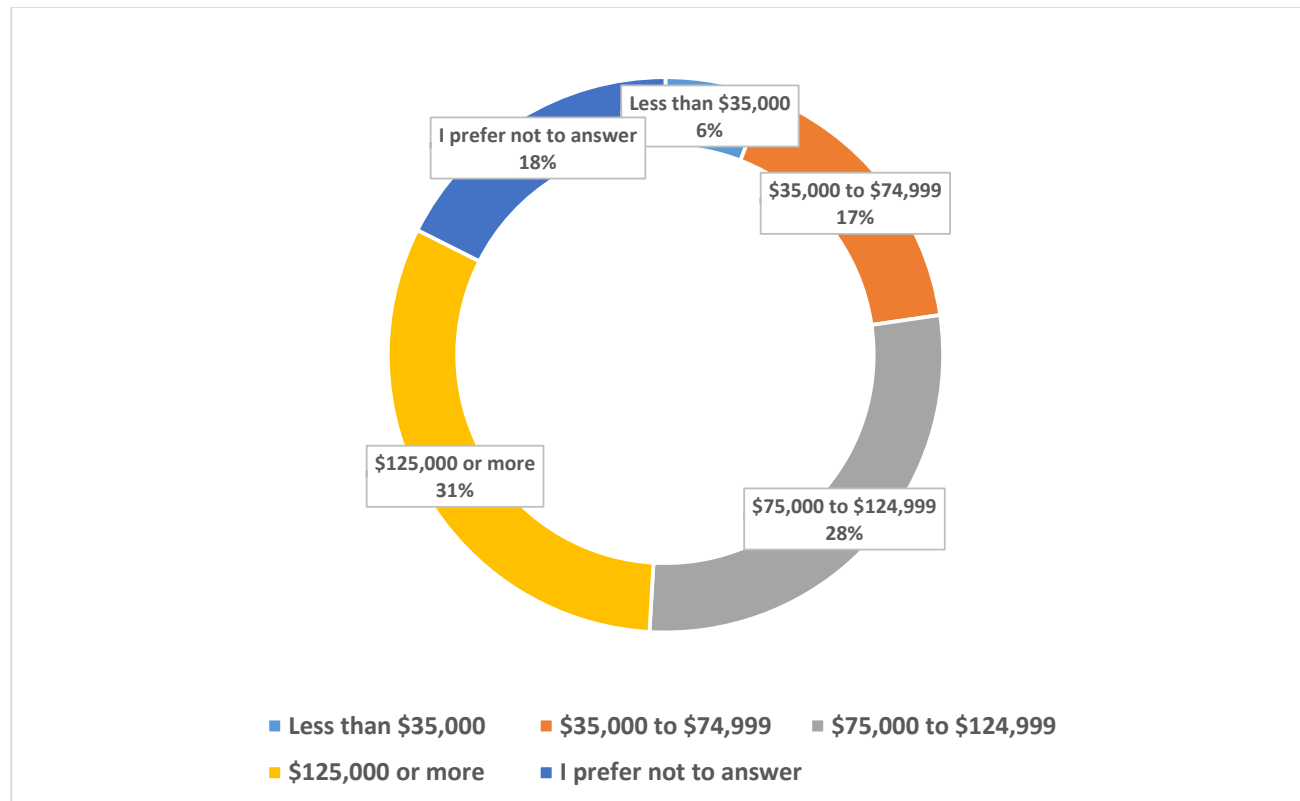
Question 14: What is your age?



Answer Choices	Response
18-24	2%, (5)
25-64	67%, (183)
65+	24%, (65)
I prefer to not answer	7%, (20)
Grand Total	273

Connect Greater Madison RTP 2050 Public Survey

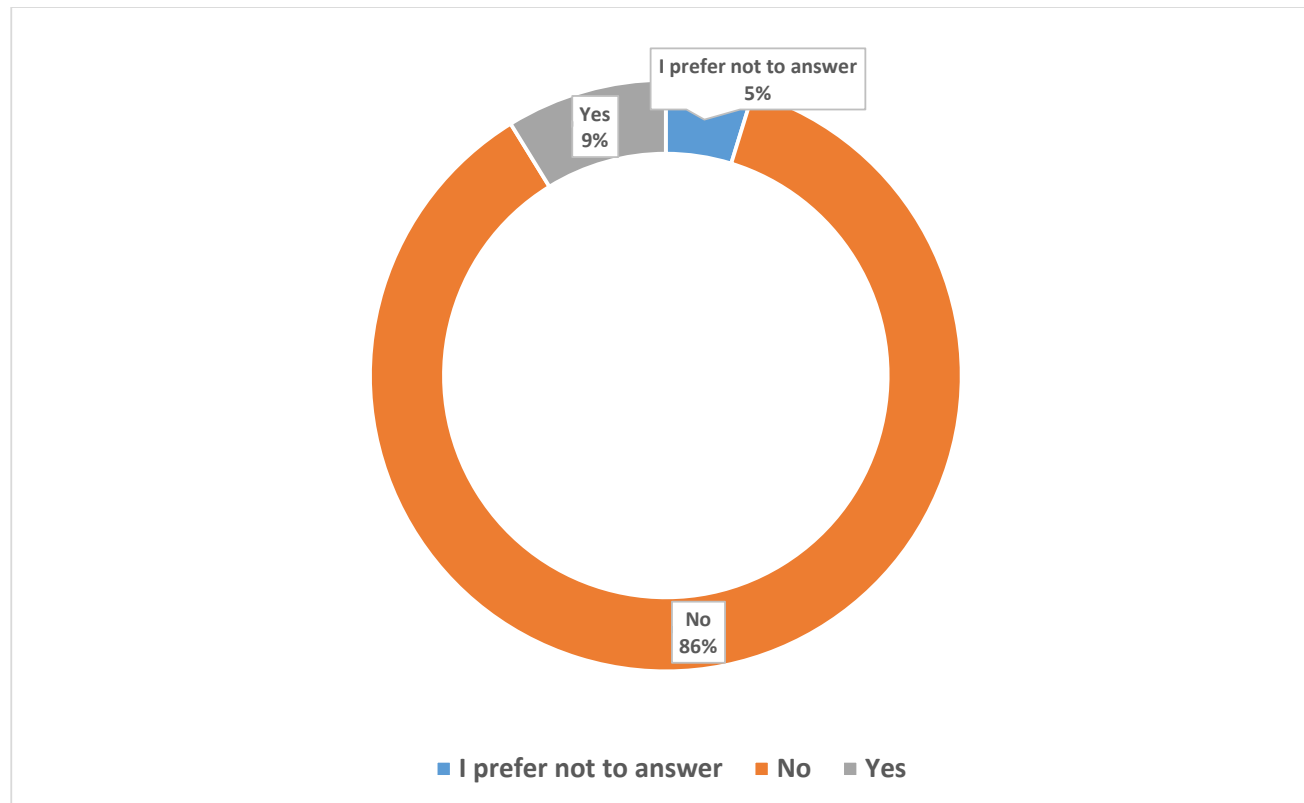
Question 15: What is your annual household income?



Answer Choices	Response
\$125,000 or more	32%, (86)
\$35,000 to \$74,999	17%, (46)
\$75,000 to \$124,999	27%, (77)
I prefer not to answer	18%, (48)
Less than \$35,000	6%, (16)
Grand Total	273

Connect Greater Madison RTP 2050 Public Survey

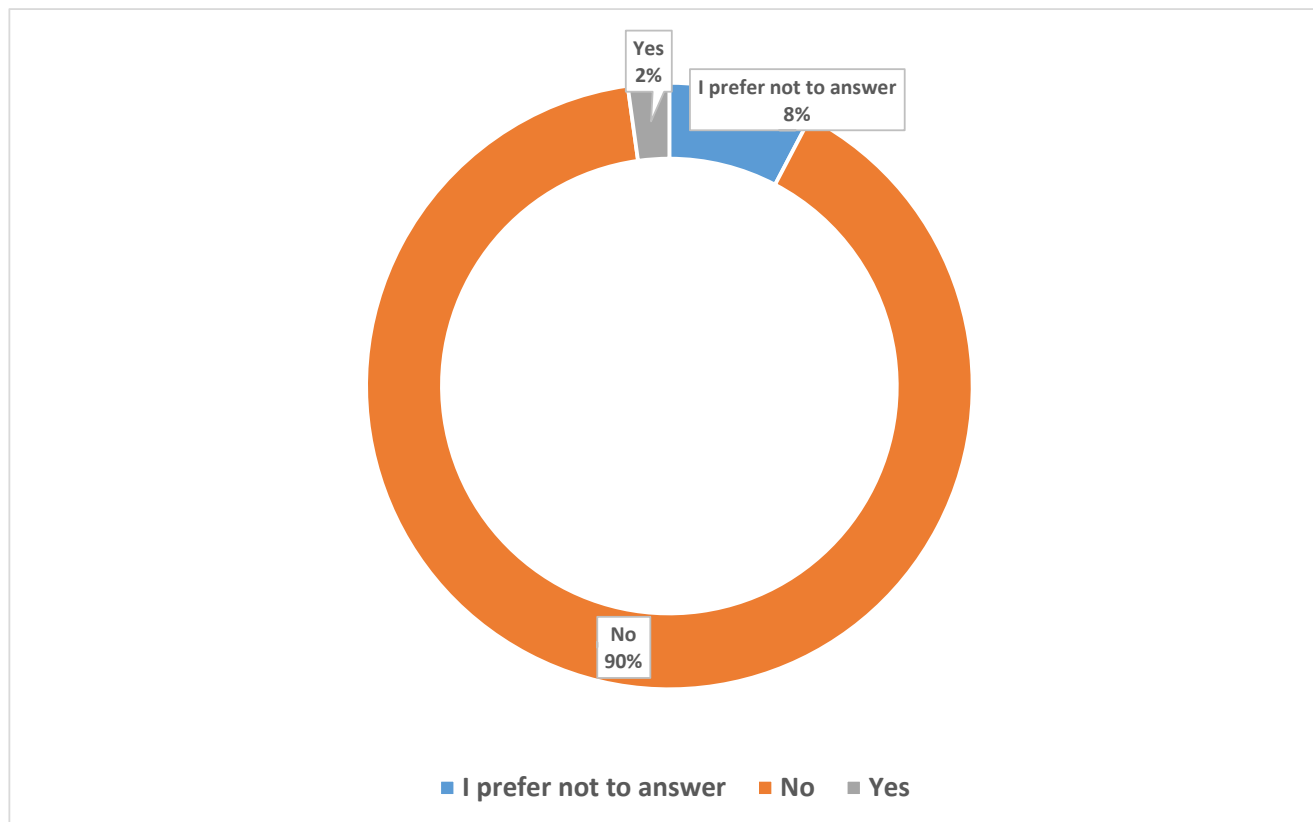
Question 16: Do you have a mobility limitation?



Answer Choices	Response
I prefer not to answer	5%, (13)
No	86%, (236)
Yes	9%, (24)
Grand Total	273

Connect Greater Madison RTP 2050 Public Survey

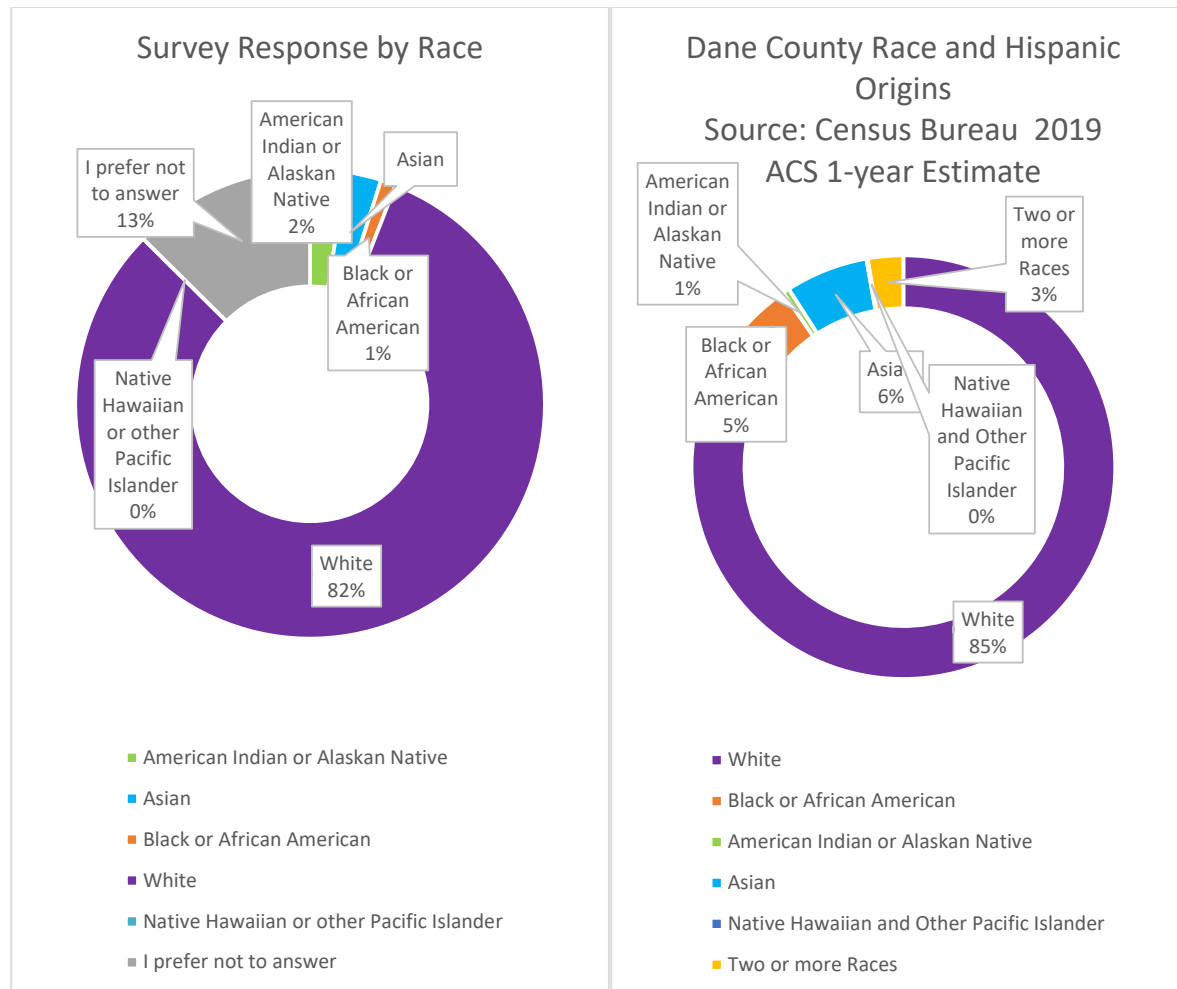
Question 17: Do you identify as Hispanic or Latinx?



Answer Choices	Response
I prefer not to answer	8%, (21)
No	90%, (246)
Yes	2%, (6)
Grand Total	273

Connect Greater Madison RTP 2050 Public Survey

Question 18: Please check all of the following that describe your race:



Connect Greater Madison RTP 2050 Public Survey

Answer Choices	Response
American Indian or Alaskan Native	2%, (7)
Asian	2%, (7)
Black or African American	1%, (3)
White	81%, (233)
Native Hawaiian or other Pacific Islander	0%, (0)
I prefer not to answer	13%, (36)
Grand Total	286

Public Involvement Meeting #1: Presentation Slides and Attendee Overview



POLL

Who is Joining us Tonight?

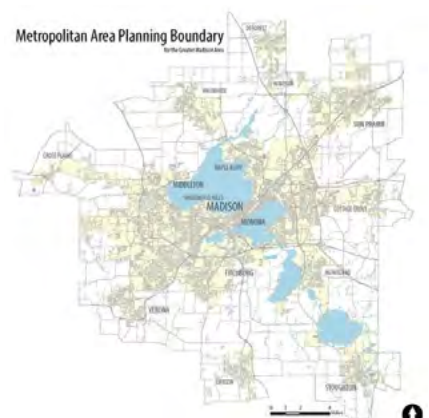
ABOUT THE MPO

MISSION

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.



Governance Structure of the Greater Madison MPO



ABOUT THE MPO

What the MPO Does



Brings communities together to prioritize, coordinate, and fund transportation projects in our region.



Develops a long-range Regional Transportation Plan (RTP) that looks ahead 20-30 years.



Collects data and develops special plans and studies, such as the Dane County Bicycle & Pedestrian Crash Study.



Approves federal funding for projects.



Manages www.RideshareEtc.org and promotes sustainable transportation options such as bicycling, bus, carpool, vanpool and walking.

What the MPO Does NOT Do



Design, construct or maintain roadways or bike paths



Control traffic or enforce traffic laws



Operate public transit service



Plan how land is used

WHAT IS A REGIONAL TRANSPORTATION PLAN (RTP)?

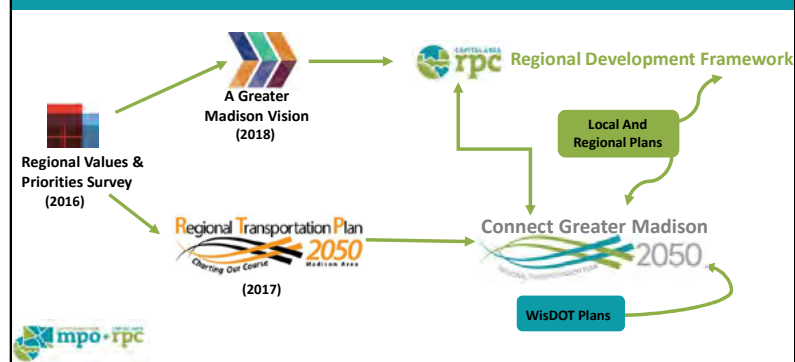
Continuous, Coordinated, Comprehensive

The RTP sets the **framework** for the future of transportation in the Madison region.

- ☐ Official plan for federal and state funding purposes
- ☐ Identifies future transportation projects, studies, and strategies/actions to be implemented (20+ years)
- ☐ Based upon and designed to support CARPC's Regional Development Framework and local comprehensive plans
- ☐ Financially constrained plan
- ☐ Refined through corridor, area, and mode specific plans and other planning efforts



PLAN BUILDING BLOCKS

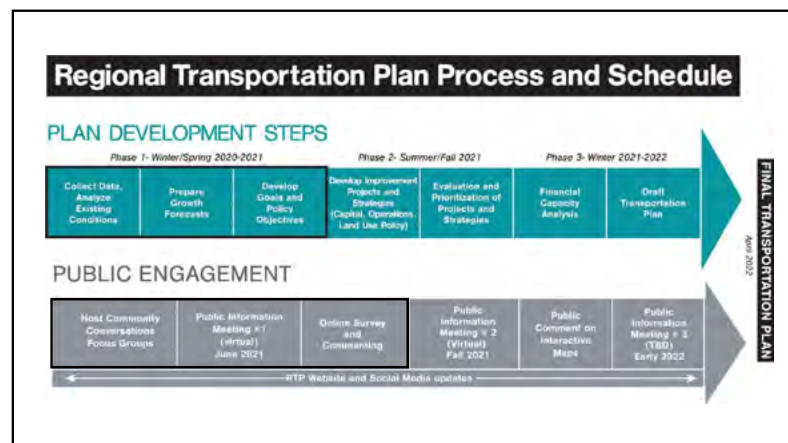


PLANNING TOGETHER

CARPC Regional Development Framework

Connect Greater Madison MPO Regional Transportation Plan

- ☐ Shared forecasts and growth scenario
- ☐ Shared goals/vision



WHAT'S NEW SINCE THE LAST PLAN?

- ☐ Local Comprehensive Plan Updates
- ☐ Projections/RDF Growth Scenario
- ☐ New Travel Forecast Model
- ☐ Household Travel Survey
- ☐ Bus Rapid Transit (BRT)
- ☐ Transit Network Redesign
- ☐ Beltline Flex Lanes Project
- ☐ COVID-19



PLAN GOALS

Create
Connected
Livable
Neighborhoods
and
Communities



PLAN GOALS

Improve Public Health, Safety, and Security



PLAN GOALS

Support Personal Prosperity and Enhance the Regional Economy



PLAN GOALS

Improve Equity for Users of the Transportation System



PLAN GOALS

Reduce the Environmental Impact of the Transportation System



PLAN GOALS

Advance
System-Wide
Efficiency,
Reliability, and
Integration
Across Modes



PLAN GOALS

Establish
Financial
Viability of the
Transportation
System



Tracking Goal Performance: Annual MPO Performance Measures Report

Regional Transportation Plan Goals and Measures

Goal I: Create Connected Livable Neighborhoods and Communities

- Miles of Pedestrian Facilities
- Low-Stress Bike Facilities
- Bicycle Utilization

Goal II: Improve Public Health, Safety, and Security

- Motor Vehicle Crash Fatalities
- 5-year average # of fatalities*
- 5-year average rate of vehicle fatalities*
- Motor Vehicle Series Injuries
- 5-year rolling average # of injuries*
- 5-year average rate of vehicle injuries*
- Pedestrian and Bicycle Fatalities and Serious Injuries
- 5-year rolling average # of non-motorized fatalities and serious injuries

Goal III: Support Personal Prosperity and Enhance the Regional Economy

- Airline Passenger Traffic

Goal IV: Improve Equity for Users of the Transportation System

- Transit Ridership

Goal V: Reduce the Environmental Impact of the Transportation System

- Vehicle Miles Traveled
- Mode of Transportation to Work
- Air Quality

*Bold italicized measures are federally required.

Goal VI: Advance System-wide Efficiency, Reliability, and Integration Across Modes

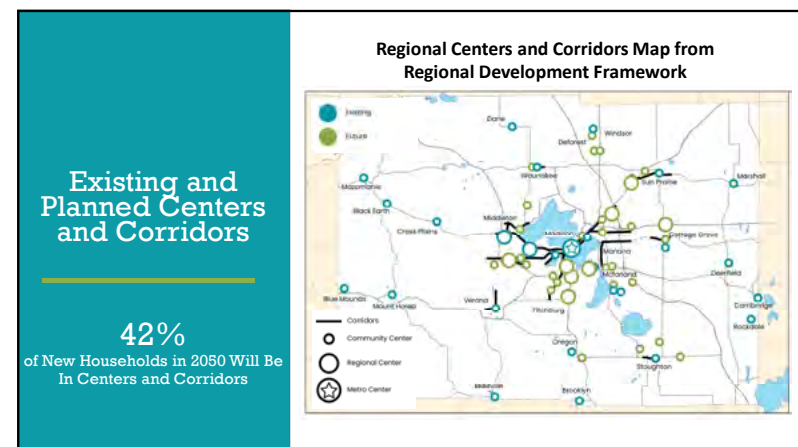
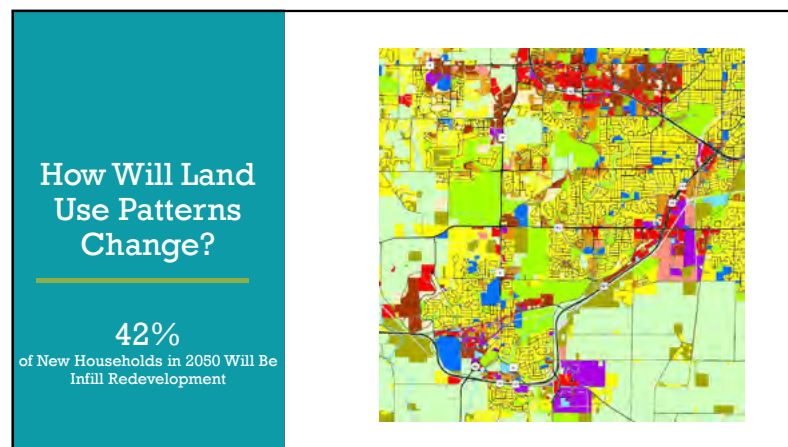
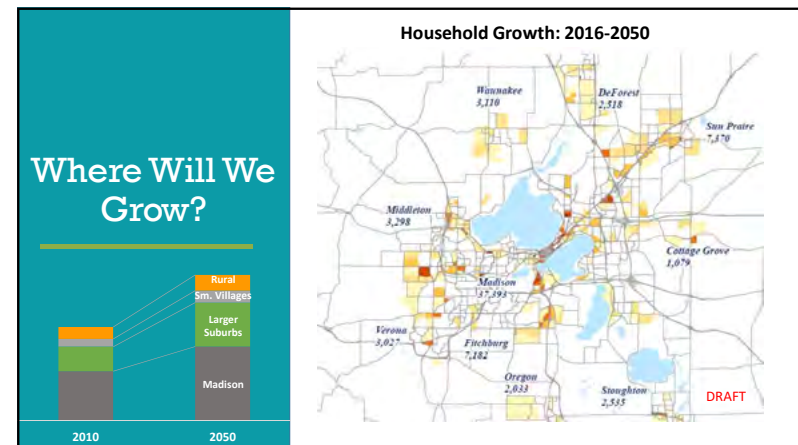
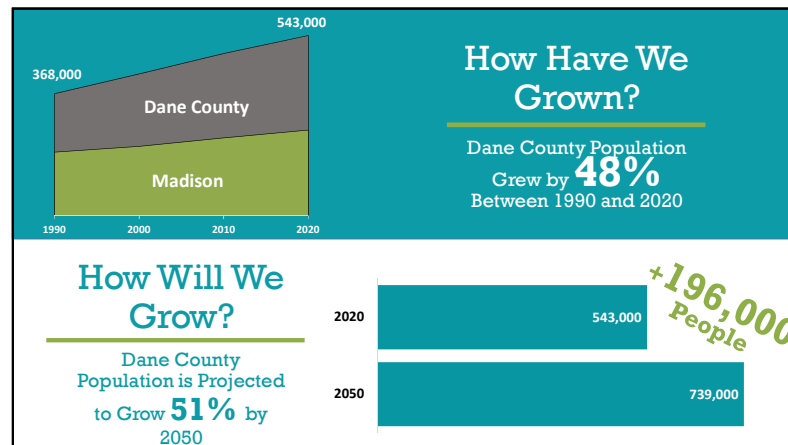
- Transit On-time Performance
- Roadway Congestion and Reliability
- Percentage of miles Traveled on the Interstate that are Reliable*
- Percentage of miles Traveled on the Non-Interstate NHS that are Reliable*
- Truck Travel Time Reliability (TTTR) Index*

Goal VII: Establish Financial Viability of the Transportation System

- Buses at or Past Replacement Age*
- Bridge Condition
- Percentage of NHS Bridges Classified as in Good Condition*
- Percentage of NHS Bridges Classified as in Poor Condition*
- Bridge Condition of Non-NHS Bridges
- Pavement Condition
- Percentage of Pavements on the Interstate System in Good Condition*
- Percentage of Pavements on the Interstate System in Poor Condition*
- Percentage of Pavements on the Non-Interstate NHS in Good Condition*
- Percentage of Pavements on the Non-Interstate NHS in Poor Condition*

PLANNED GROWTH, TRANSPORTATION TRENDS, AND CRITICAL ISSUES

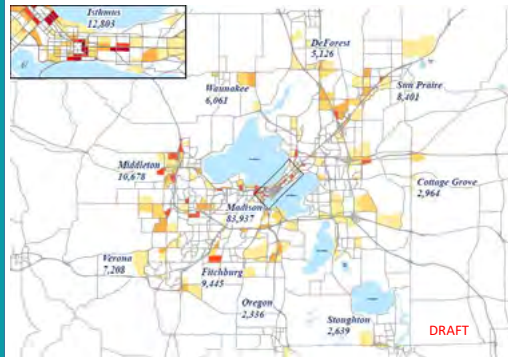




Where Will New Jobs Be Added?

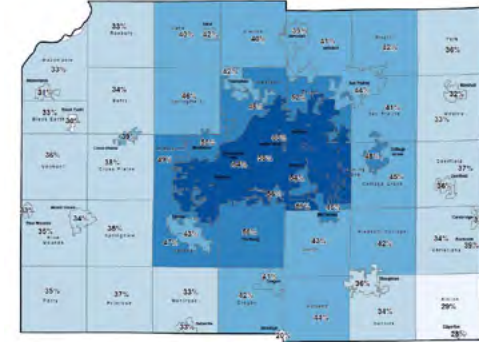
Dane County is Projected to Add Almost 100,000 New Jobs by 2050

Employment Growth: 2016-2050



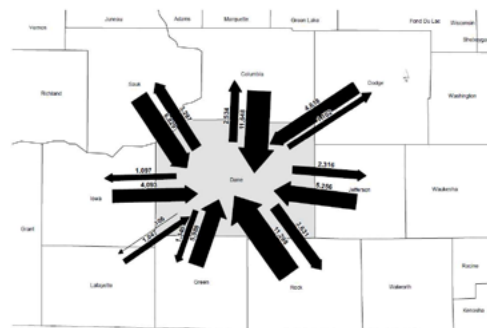
From Home to Work- Where Are People Commuting?

Percent of Workers Commuting from Outer Dane County to Madison (2017)



From Home to Work- Where Are People Commuting?

Work Trips Between Dane County and Adjacent Counties (2017)



How Are People Using our Transportation System?

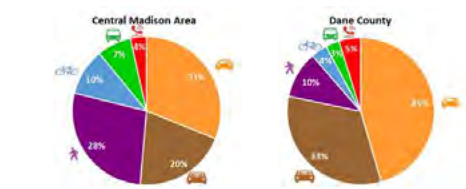
Estimated Daily VMT for Dane County



Mode of Transportation to Work



Weekday Trip Distribution by Mode



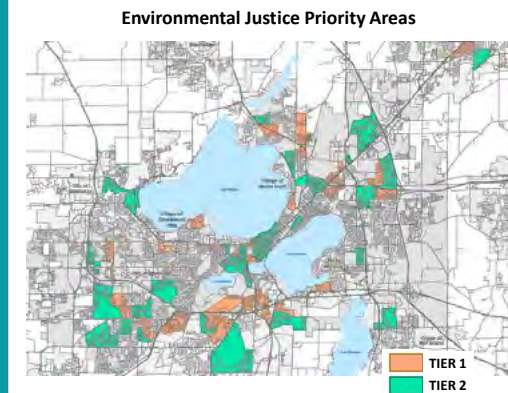
Drivers of Change:

What New Technology and Changing Trends May Impact How We Use the Transportation System?



Critical Issues:

Addressing Historical Racial Disparities and Ensuring Equity for ALL



Critical Issues:

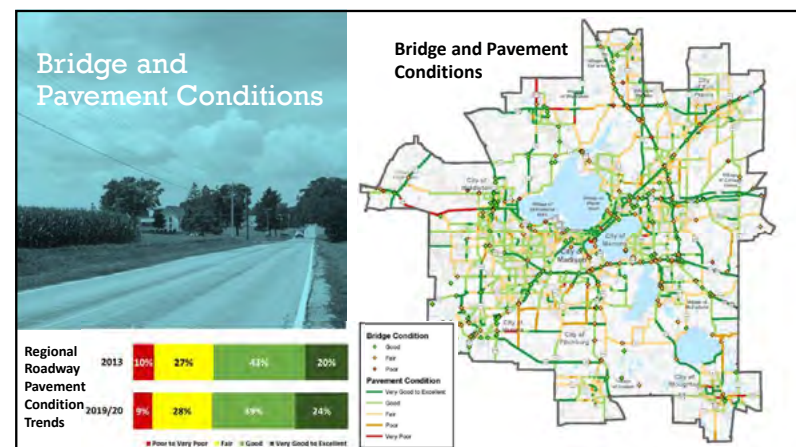
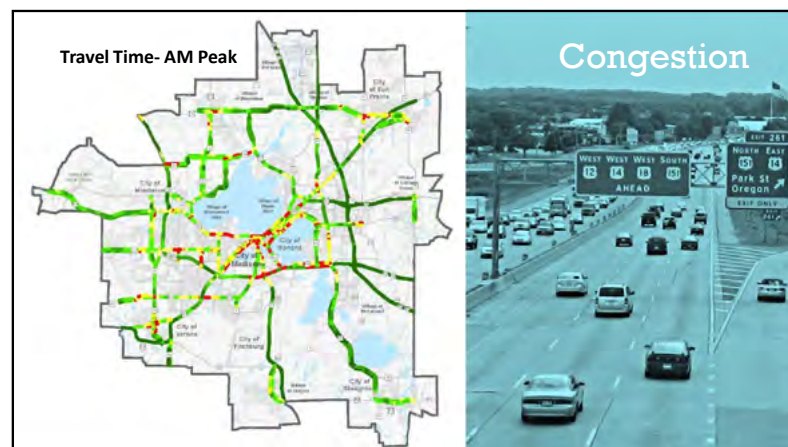
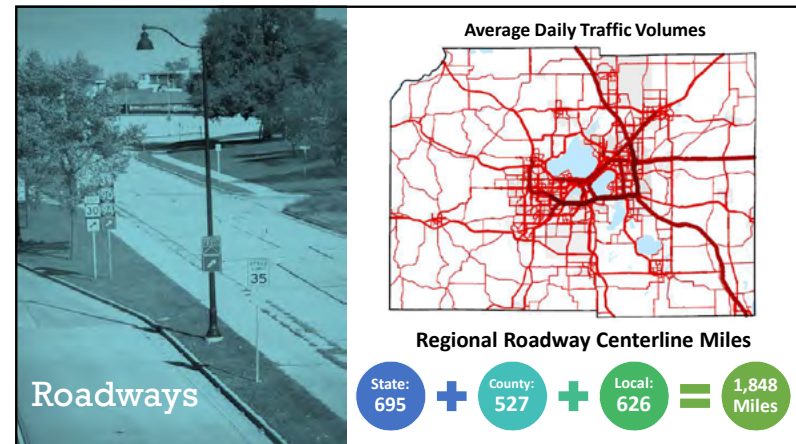
Confronting Climate Change and Improving System Resiliency

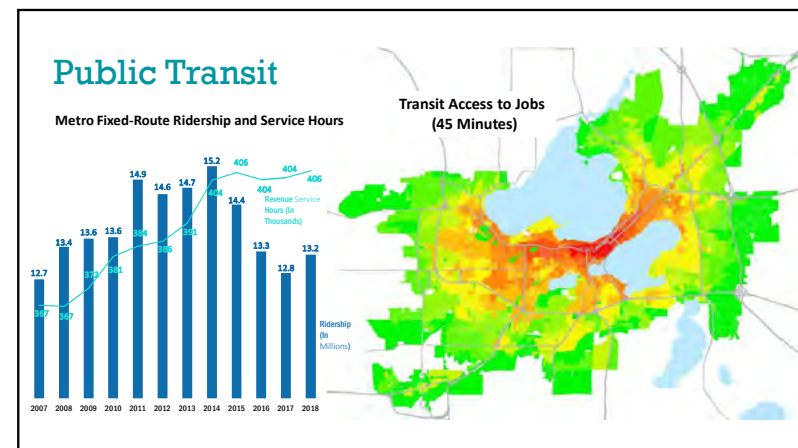
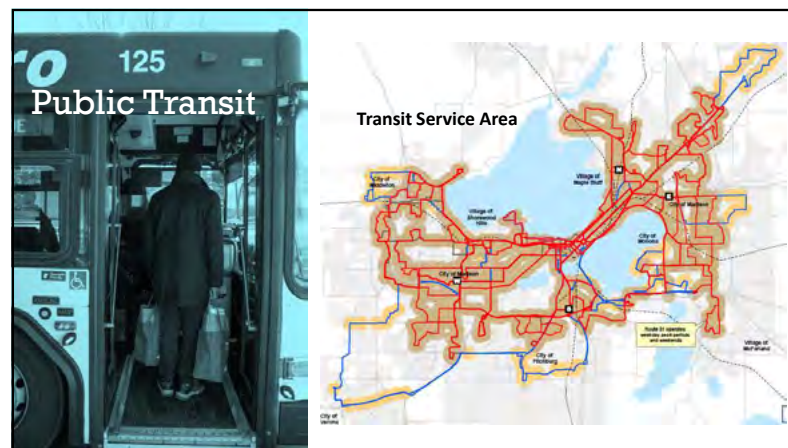
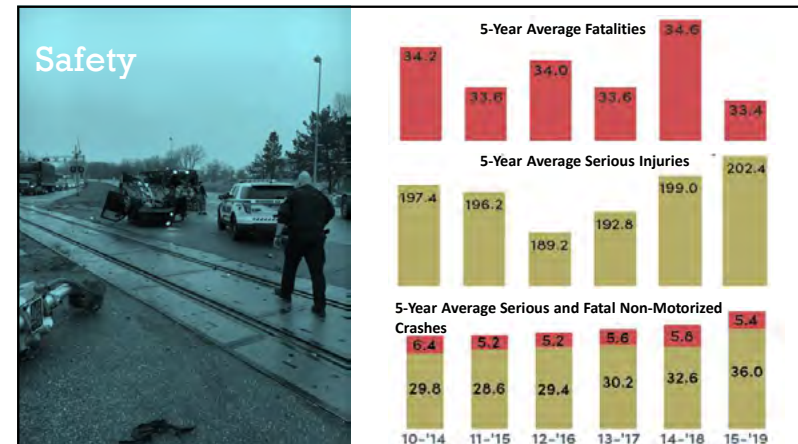
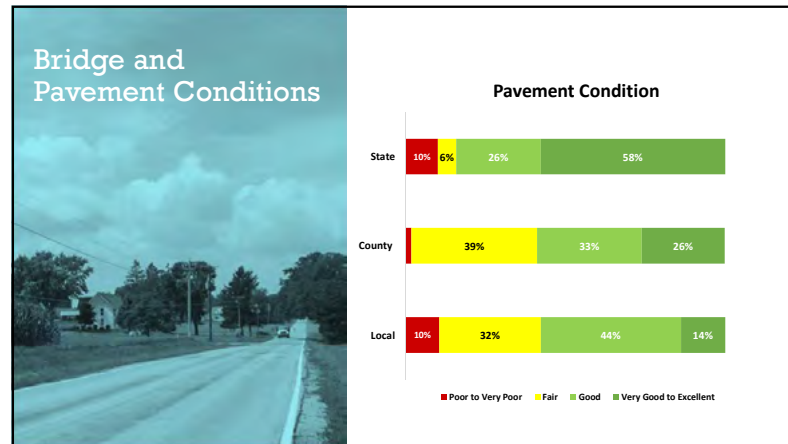


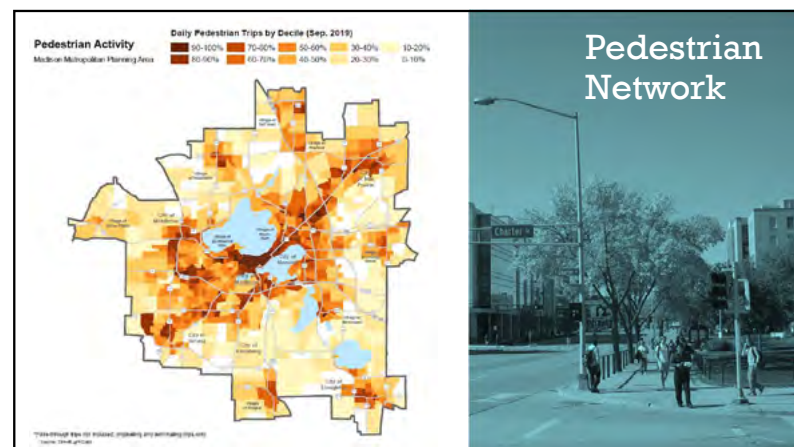
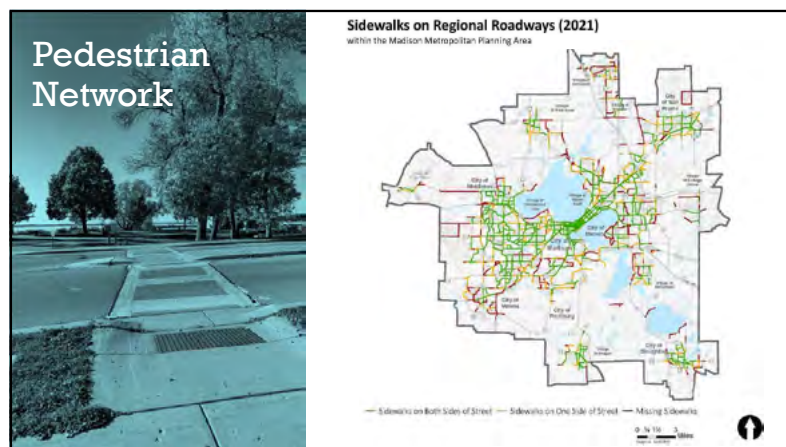
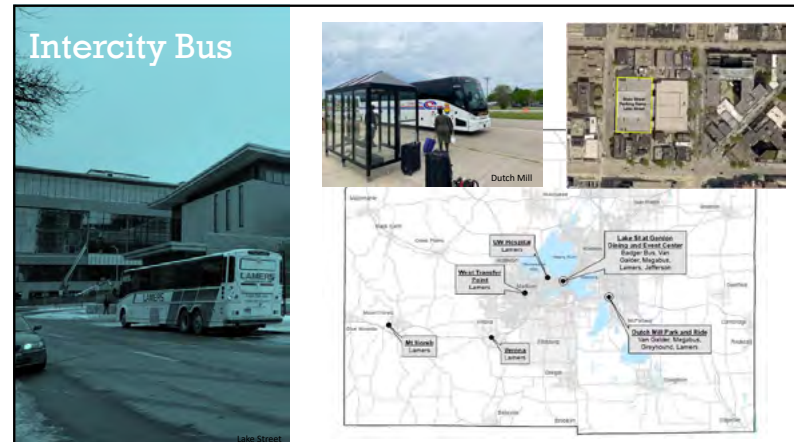
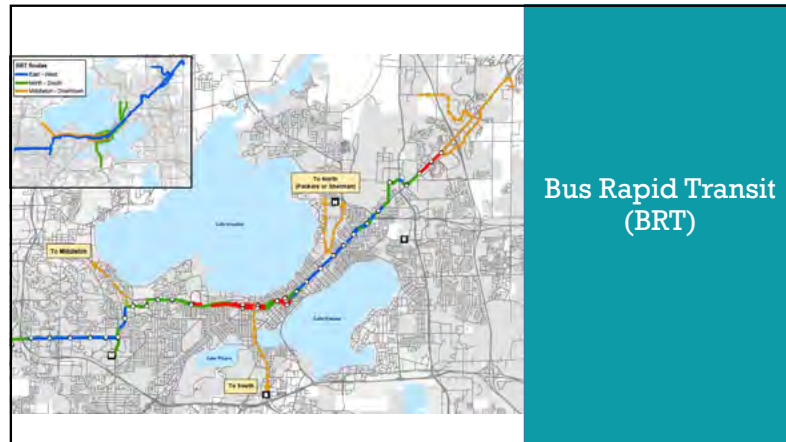
POLL

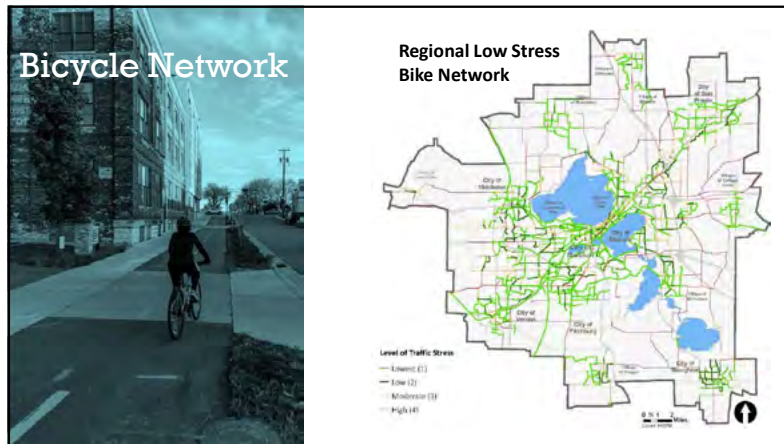
In your opinion, what are the most important transportation issues that the Madison region should work on over the next 30 years?

Select up to 5









Plan Website



Public Survey

Current Goals

Upcoming Meetings

Focus Group Input

Past Meetings

Submit a Comment

Sign up for Project Updates

Participate

Public Survey

¡Haga clic aquí para completar la encuesta y de el transporte en el área de Madison!

Submit a Comment

Upcoming Meetings

Watch Recordings of Past Meetings

<https://greatermadisonmpo.konveio.com/>

Plan Website

<https://greatermadisonmpo.konveio.com/>

Public Comment

What we've heard so far:
Community Focus
Groups Takeaways

Public Survey

- Public Survey now open, available in [English](#) and [Spanish](#)
- Looking for feedback on priorities for investment, policies, goals, and programs at a regional scale

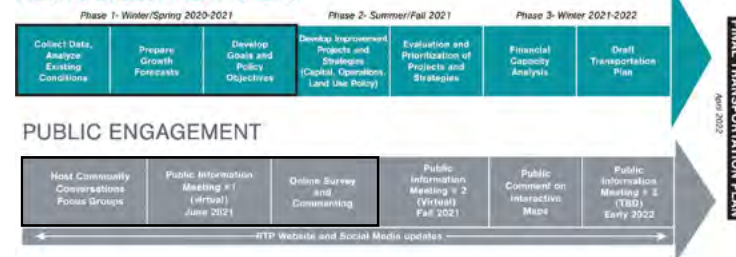
* 3. What types of transportation projects would you like to see our region invest in more heavily? (Select up to 6)

<input type="checkbox"/> Expand or add micro-mobility services (bikesharing, scooter sharing, etc.)	<input type="checkbox"/> Expand the bus system to serve more areas and communities
<input type="checkbox"/> Improve traffic flow on major highways through roadway expansion and technology solutions.	<input type="checkbox"/> Resurface and/or reconstruct deteriorating streets
<input type="checkbox"/> Expand electric vehicle charging stations and infrastructure	<input type="checkbox"/> Build more paths for walking and bicycling
<input type="checkbox"/> Improve the speed and frequency of bus service in heavily traveled corridors	<input type="checkbox"/> Add sidewalks and bike lanes, and design streets to make them safer and more attractive to walk and bike
<input type="checkbox"/> Improve roadway safety through design changes, technology, and lower speed limits	<input type="checkbox"/> Improve passenger transportation to areas outside the Madison metro area by bus and/or rail
<input type="checkbox"/> Expand transit options for suburban and rural areas not efficiently served by buses (vanpools, shared rides on demand)	

Other (please specify):

Regional Transportation Plan Process and Schedule

PLAN DEVELOPMENT STEPS



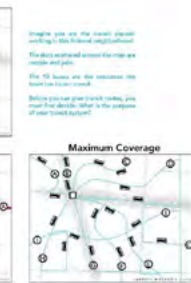
CONNECT GREATER MADISON 2050 REGIONAL TRANSPORTATION PLAN

Questions and Comments



Metro Network Redesign

Is it more important for bus service to be very frequent, or for service to be available very nearby?



Public Information Meeting #1 - Attendee Overview:

Due to public health measures, all public information meetings were held virtually via Zoom. For the round of public information meetings, 35 people registered and 17 people attended. Attendees were polled on where they worked and what they believed was the most important transportation issue facing the Madison region in over the next thirty years. Attendees had backgrounds from nonprofit or advocacy groups, local county government staff or elected officials, as well as some interested community members. Attendees indicated a variety of answers to the most important transportation issues facing the region over the next thirty years including: expanding transportation funding, improving equity in transportation improving public transportation, planning for automated/driverless vehicles, reducing impacts on climate change, improving walkability and bikability. Attendees asked questions concerning bus rapid transit plans, transit equity, bicycle accessibility during Q&A session. A recording of one of the webinars was posted to the MPO YouTube page and received 47 views.

Public Involvement Meeting #2 - Meeting Presentation and Attendee Overview:



POLL

Who is Joining us Tonight?

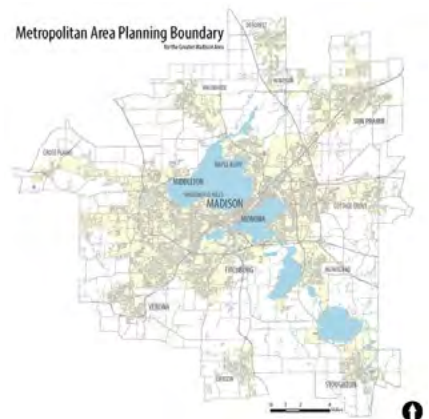
ABOUT THE MPO

MISSION

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.



Governance Structure of the Greater Madison MPO



ABOUT THE MPO

What the MPO Does



Brings communities together to prioritize, coordinate, and fund transportation projects in our region.



Develops a long-range Regional Transportation Plan (RTP) that looks ahead 20-30 years.



Collects data and develops special plans and studies, such as the Dane County Bicycle & Pedestrian Crash Study.



Approves federal funding for projects.



Manages the RoundTrip program (www.roundtripgreatermadison.org), and promotes sustainable transportation options such as bike, bus, car/vanpool and walking.

What the MPO Does NOT Do

✗ Design, construct or maintain roadways or bike paths

✗ Control traffic or enforce traffic laws

✗ Operate public transit service

✗ Plan how land is used

WHAT IS A REGIONAL TRANSPORTATION PLAN (RTP)?

Continuous, Coordinated, Comprehensive

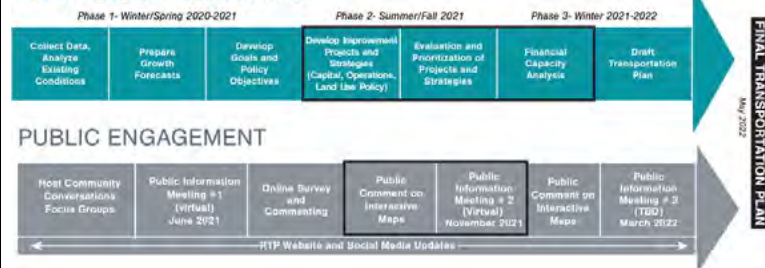
The RTP sets the framework for the future of transportation in the Madison region.

- ☐ Official plan for federal and state funding purposes
- ☐ Identifies future transportation projects, studies, and strategies/actions to be implemented (20+ years)
- ☐ Based upon and designed to support CARPC's Regional Development Framework and local comprehensive plans
- ☐ Financially constrained plan
- ☐ Refined through corridor, area, and mode specific plans and other planning efforts



Regional Transportation Plan Process and Schedule

PLAN DEVELOPMENT STEPS



Public Involvement Meeting Series 1 Recap

- ☐ Introduction to RTP
- ☐ Relationship to CARPC Regional Development Framework
- ☐ Forecasts
- ☐ Growth Scenario
- ☐ Current Transportation System



What We've Heard So Far: Public Engagement

Community Conversations Focus Groups

Bayview Foundation –
5 participants



Latino Academy –
2 sessions, 15
participants each



Sun Prairie Neighborhood
Navigators Program – 4
participants



Focus Group Key Themes

Cost of Transportation

Desire for More Convenient Public Transit

Knowledge and Language Barriers

Access for People with Disabilities & Seniors

Impacts on Family and Community

Bicycling Pros and Cons

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

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

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

Online Public Survey

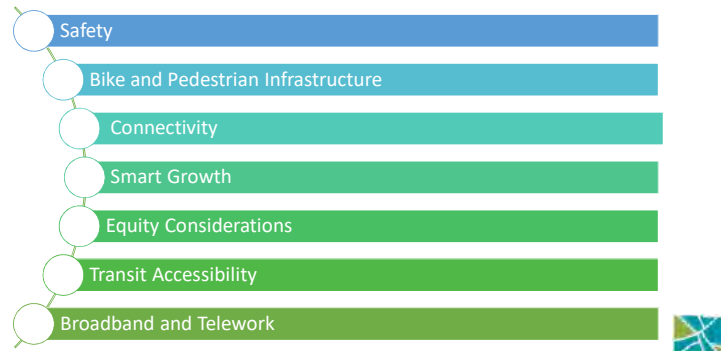
274
Respondents



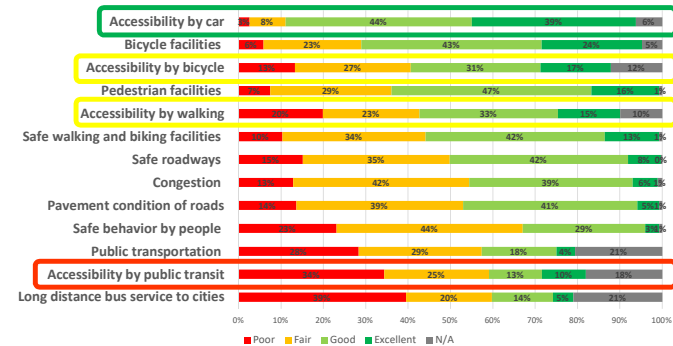
Review public survey results at: <https://greatermadisonmop.konveio.com/public-survey-results>



Online Public Survey Key Themes



Survey: Quality of Existing System



Survey: Most Important Issues

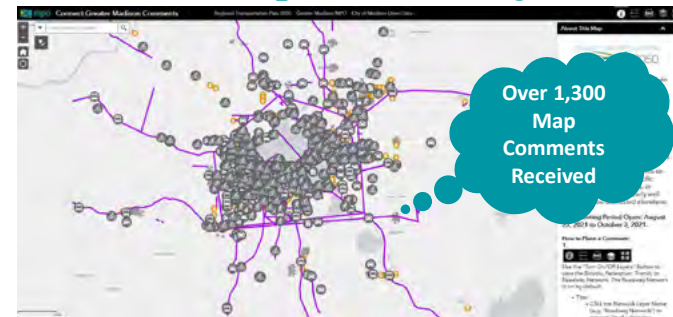
- Maintain and improve existing infrastructure
- Expand and improve public transit
- Reduce impact of climate change

Respondents' Least Important Issues:

- Congestion
- Technology Improvements



Interactive Map Commenting Tool



View Map Comments At:
<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=ac962ec7e11a4e9b9aa518fb50bcf79>

A map of San Francisco, California, highlighting various urban areas and transportation infrastructure. The map is overlaid with several callout boxes containing text about pedestrian safety and infrastructure needs. A legend in the bottom right corner identifies symbols for different types of crossings and data sources. The map shows a dense network of streets, with major highways like I-805 and I-580 visible. Various colored dots and lines indicate specific locations of interest related to pedestrian crossings and safety concerns. The callouts provide context for these locations, such as the need for sidewalks, crosswalks, and safe crossing distances at certain intersections. The legend includes categories like 'Grid', 'Ped Accessibility', 'Ped Intersection', 'Ped Crossing', 'Ped - Snow Removal', and two data source entries for 'Date_countyDATA_ADMIN/EJ_Areas_Tier1_2020' and 'Date_countyDATA_ADMIN/EJ_Areas_Tier2_2020'. The map also shows green spaces and water bodies, providing a comprehensive view of the city's geography and infrastructure.

This path is in dire need of repaving/crack repairs. In its current condition it is a hazard especially for bikers."

"This is the safest section of bike path in the city! Separate ped & bike lanes make safer and faster for both."

"NB on Whitney, I have to bike in the turn lane, which then runs right into the traffic island, and from there I have to merge into 3 lane car traffic."

Map Legend:

- Blue arrow: Bike Route
- Red circle with 'X': No Access to motorized traffic
- Blue circle with 'X': No Rail Stop
- Green circle with 'X': Crossing
- Yellow circle with 'X': Intersection
- Blue circle with 'X': Stop
- Green circle with 'X': Greenway (from greenway to greenway)
- Green circle with 'X': Greenway (from greenway to greenway)
- Green circle with 'X': Greenway (from greenway to greenway)

Legend
 Commuter_Rail, CTV
 Lines

- Transit - Commuter
- Transit - Commuter
- Transit - Inter City and Rail
- Transit - Rapid Rail
- Transit - Rapid Rail (2000)
- Transit - Rapid Rail (2000)
- Transit - Rapid Rail (2000)
- Transit - Rapid Rail (2000)

“Re-establish morning commuter lines after pandemic ends.”

“Too many bus stops. Takes forever as the bus stops every block or two for only one rider. Should consolidate the stops.”

“Need a direct connection from Middleton to Downtown during rush hour. Perhaps a park and ride?...Current route is too long and circuitous.”

“More frequent, and more reliable, bus service to this area and neighborhood, please.”

"This stretch, being hilly and winding, seems dangerous because it is 4 lanes with no center turn lane, and there are also a lot of pedestrians. Would a road diet help?"

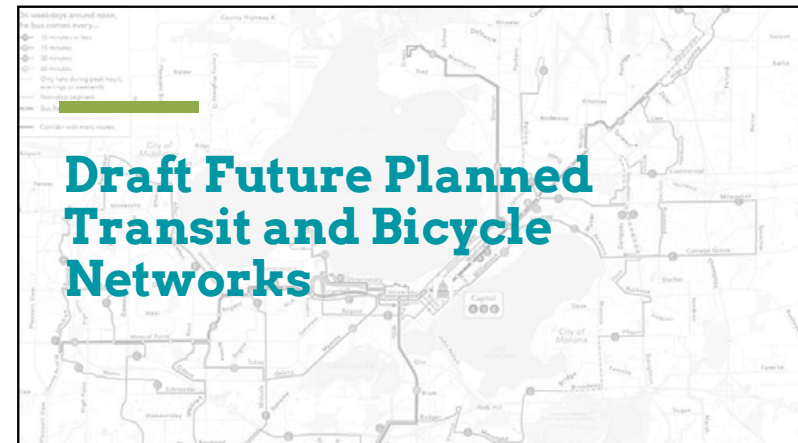
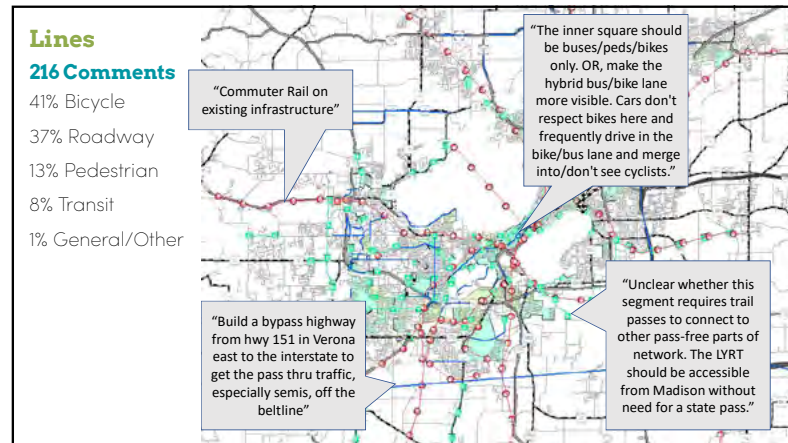
"Add dedicated left turn arrows all around. Its very difficult to see whether its safe to turn."

"Consider conversion to a full interchange - traffic keeps going up on Old PB with increased development and businesses in this area"

"Extend Forward over Beltline to reduce congestion at existing interchanges"

Legend

- Safety
- Design
- Signal
- Operations
- New Connection
- Wider Roadway
- Roundabout
- Stop Sign
- Road Diet
- Traffic Calming
- Congestion
- Speed
- Maintenance
- Other



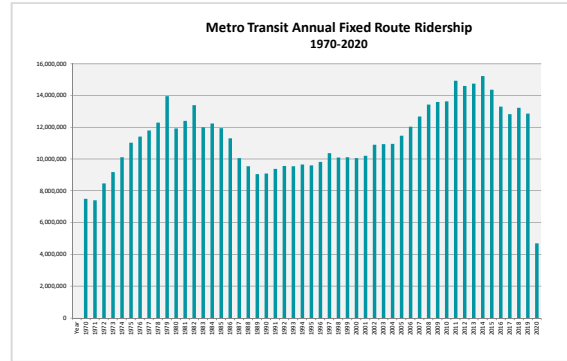
Public Transit



Ridership declined to below 37% of pre-pandemic levels in 2020

Year-over-year monthly ridership began to recover in April, 2021

Expect full recovery to take years



Public Transit

Metro Transit

Current Service Network began in 1998 (Transfer Points)

BRT planned to open in 2024, with route changes implemented in 2023

Changing development and travel patterns require revisions to system

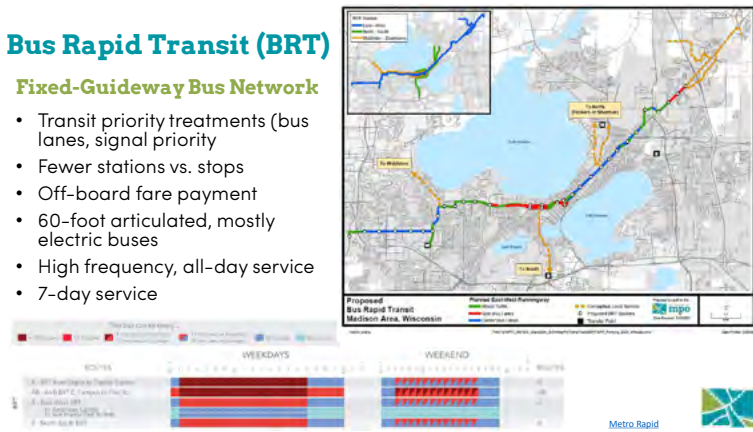
Network Redesign Project (now underway) will result in an entirely new system designed around BRT as its high-frequency core



Bus Rapid Transit (BRT)

Fixed-Guideway Bus Network

- Transit priority treatments (bus lanes, signal priority)
- Fewer stations vs. stops
- Off-board fare payment
- 60-foot articulated, mostly electric buses
- High frequency, all-day service
- 7-day service

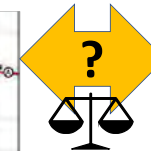


Metro Network Redesign



Maximum Ridership

Frequent Service
Limited Routes
Serves High Density Land Uses & Major Destinations



Maximum Coverage

Infrequent Service
Many Routes
Some Service Almost Everywhere

Metro Network Redesign



Public Transit

Job Accessibility

Access Change – An Example

How far can I travel in 45 minutes from
Allied at Lovell
on weekdays at noon using
Ridership Network?



Coverage Network?



How many more jobs can the
average person reach?

Of Residents: +112%
People of Color: +120%
People with Low Incomes: +28%

Metro Transit Network Redesign Alternatives Report, JWA



Public Transit

Network
Redesign –
Direction:
Ridership
Alternative,
but Add a
Little More
Coverage...



BRT & Network Redesign Next Steps



BRT Station Design Competition – First Place (#1286)

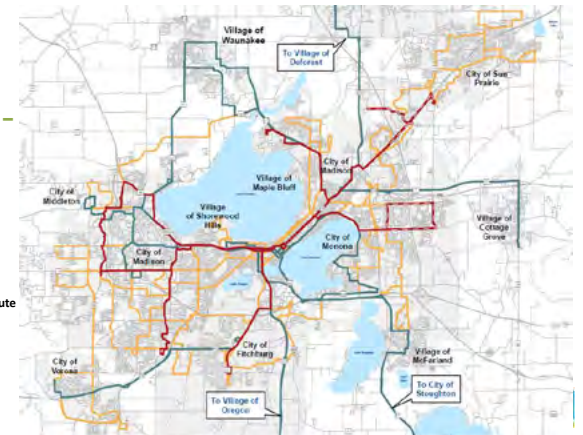
- ❑ Network Redesign – Draft Network Plan (Jan. 2022)
- ❑ East-West BRT – Construction (2023–2024)
- ❑ Network Redesign – Implementation (Likely Phased – August 2022, August 2023, and August 2024)
- ❑ East-West, North-South, and Middleton BRT – Route Implementation (Likely Phased with Network Redesign, East-West BRT Fully Operational in August 2024)
- ❑ North-South BRT – Construction (Potentially 2024–2026)



Public Transit

Future Network – Service Types

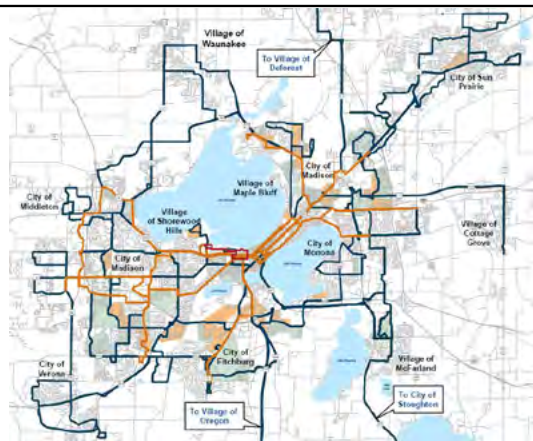
- Bus Rapid Transit (BRT) Route
- BRT Route- Local Service
- Express/Commuter Route
- Local Route



Public Transit

Future Network – Route Headways (AM & PM Peak)

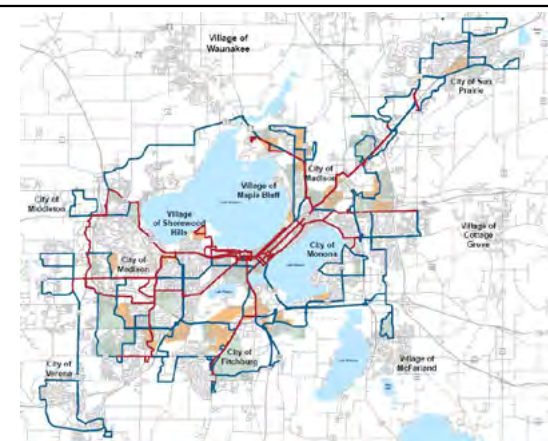
- < 15 Minutes
- 15 Minutes
- 30 Minutes
- EJ Areas: Tier 1
- EJ Areas: Tier 2



Public Transit

Future Network – Frequent Service Network (Mid-Day)

- 1-4 Buses
- 5-28 Buses
- EJ Areas: Tier 1
- EJ Areas: Tier 2



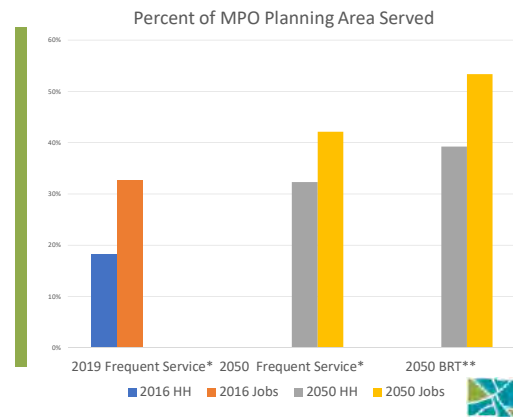
Future Transit Access Analysis

Frequent Service Network Access*:

275% growth in Households (HH)

185% growth in Jobs

*Within 1/4 mile of frequent transit service (4 or more buses/hour or 15-minute headways mid-day)
 **Within 1/2 mile of BRT, including local extensions (mid-day)



Other Transit Service Models & Support

Taxi/TNC*

- Potential partnership with Metro for reduced/flat fare areas to/from transit
- Shared-ride taxi (e.g. Sun Prairie, Stoughton)



*Transportation Network Company (Uber, Lyft, Carepool)

Microtransit

- Deviated route or demand-response
- Limited service area
- Contracted Service or Directly Operated



RTD FlexRide (Denver, CO)

Mobility Hub

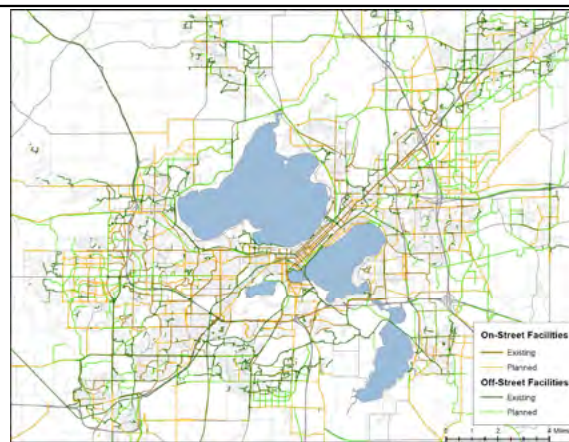
- Transit access
- Taxi/TNC stand
- Micromobility options (BCycle, e-scooters)
- Covered bicycle storage, fix-it stations
- Car share (e.g. Zipcar)



Minneapolis, MN

Bicycle Network

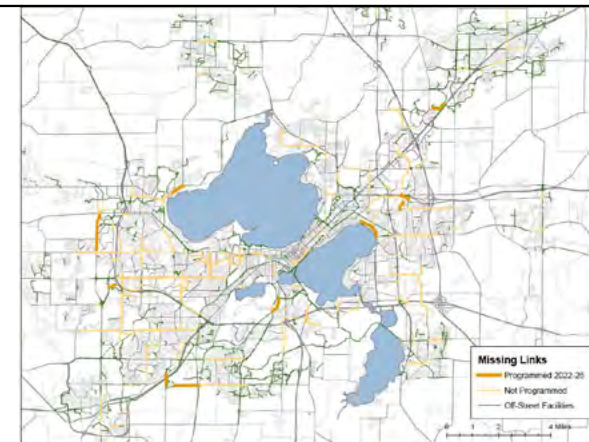
Existing and Planned Bike Facilities



Bicycle Network

Priority Missing Links

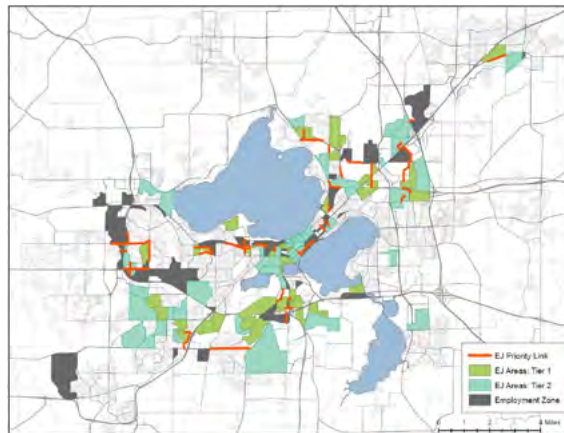
Immediate Needs Serving Existing Development



Bicycle Network

Missing Links

Priority links connecting environmental justice (EJ) areas with employment zones.



Bicycle Network

Planned Regional Routes

Includes existing and planned future facilities.

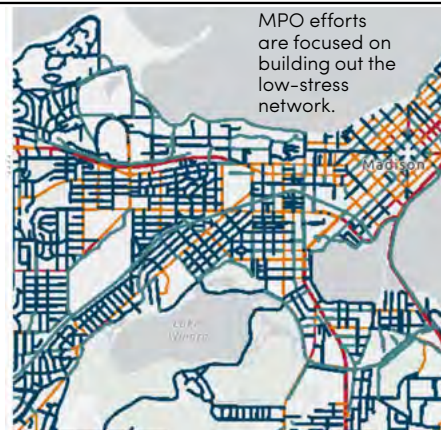


Bicycle Network

Level of Traffic Stress

Bike Level of Traffic Stress (LTS) Existing

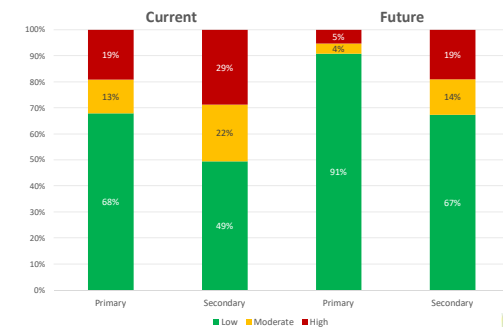
- Off Street LTS 1
 - Bike Path
- On Street LTS
 - LTS 1: Lowest stress
 - LTS 2: Low stress
 - LTS 3: Moderate stress
 - LTS 4: Highest stress
 - Bicycles prohibited



Bicycle Network

Current and Future LTS on Regional Routes

Planned improvements are expected to substantially reduce LTS on the regional network.



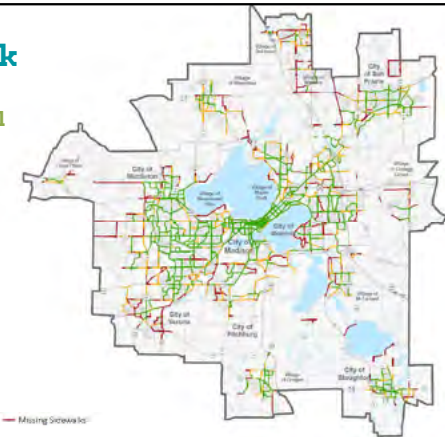
Pedestrian Network



Pedestrian Network

Sidewalks on Urban Arterial and Collector Roads

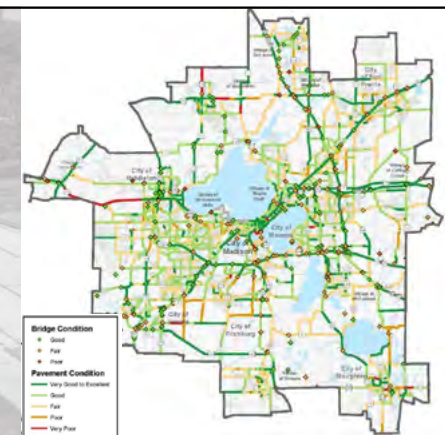
Sidewalk coverage is most robust in the City of Madison and in central areas of suburban communities.

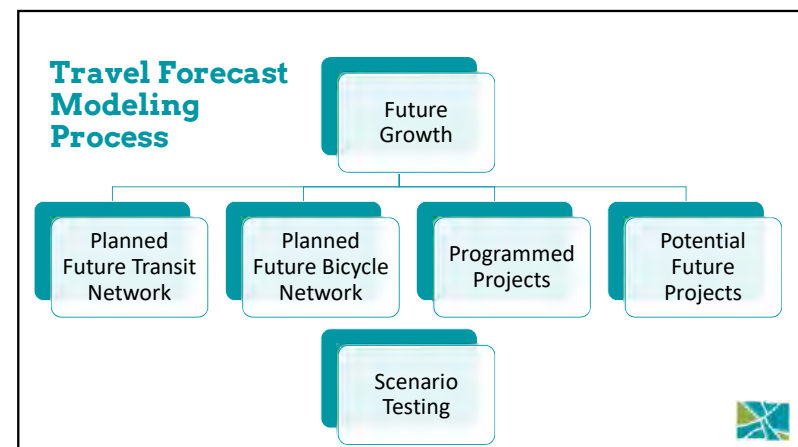
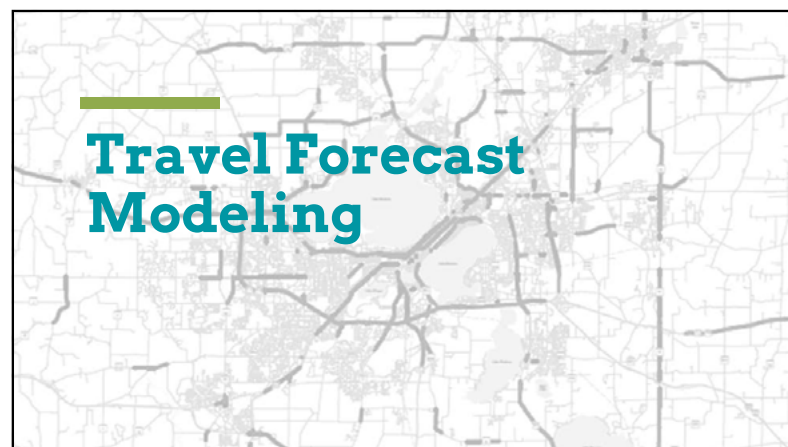
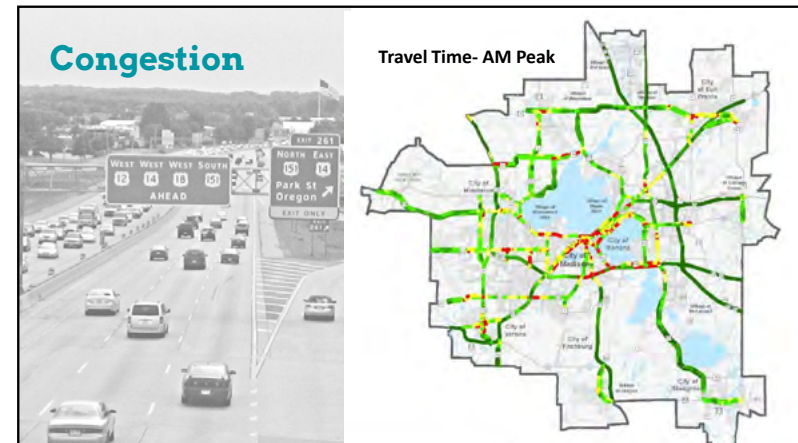
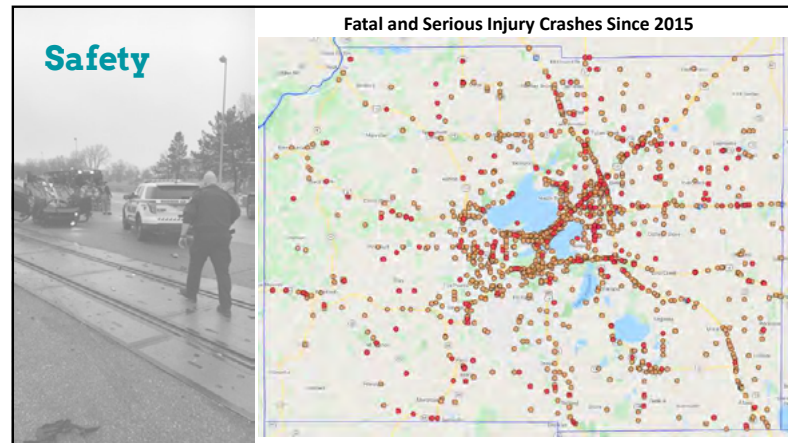


Draft Roadway Facility Needs Analysis



Pavement Conditions

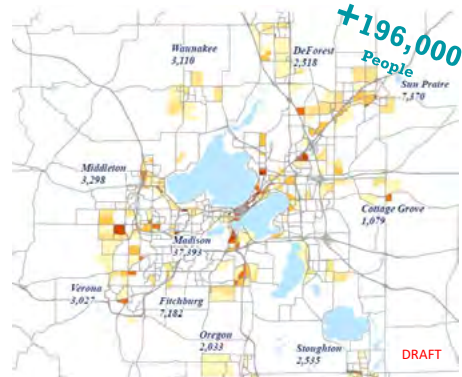




Where Will We Grow?

Dane County Population is Projected to Grow **51%** by 2050

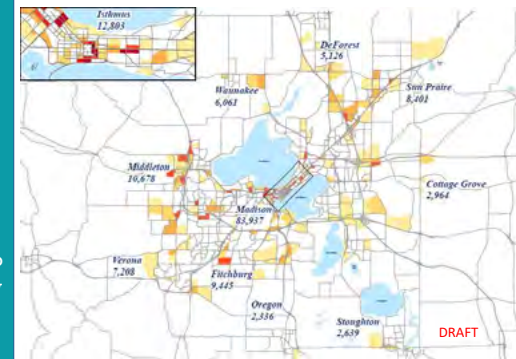
Household Growth: 2016-2050



Where Will New Jobs Be Added?

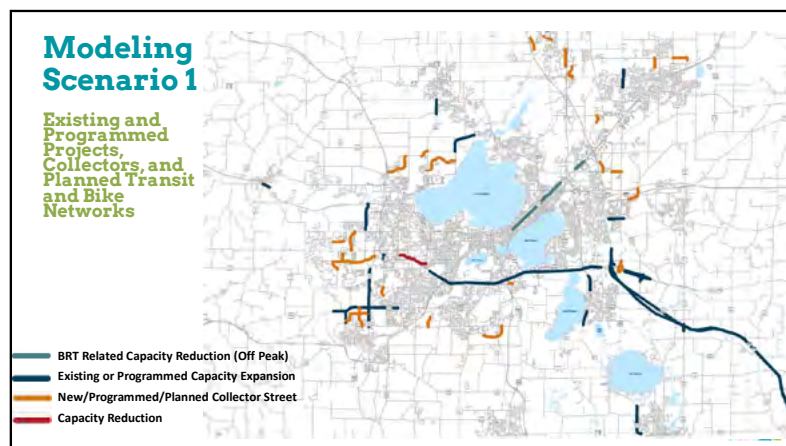
Dane County is Projected to Add Almost 100,000 New Jobs by 2050

Employment Growth: 2016-2050



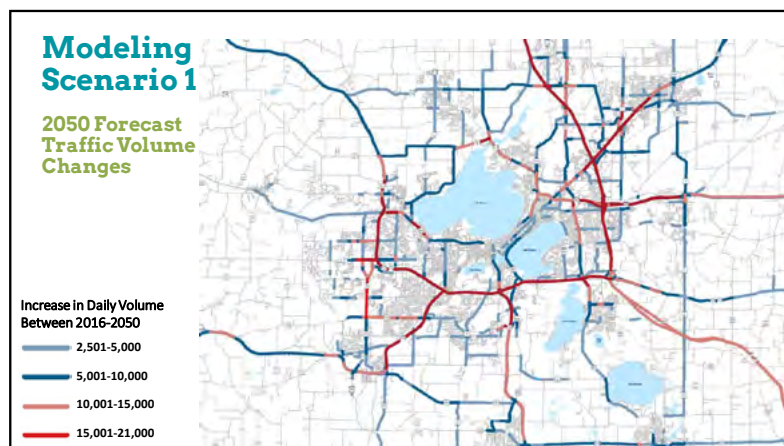
Modeling Scenario 1

Existing and Programmed Projects, Collectors, and Planned Transit and Bike Networks



Modeling Scenario 1

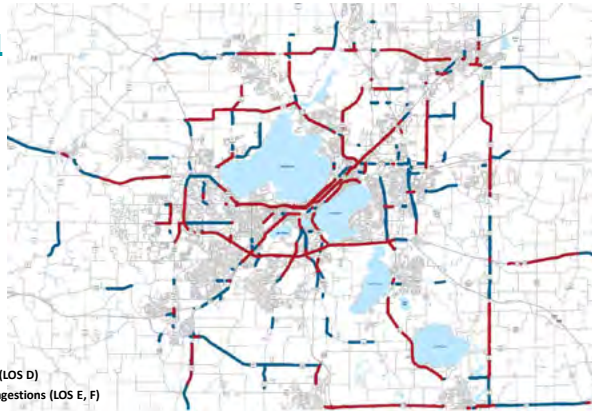
2050 Forecast Traffic Volume Changes



Modeling Scenario 1

2050 Level of Service (LOS)

Moderate Congestion (LOS D)
Severe to Extreme Congestions (LOS E, F)



Dane County Travel Demand Model Statistics

2016 Mode Share

2050 Mode Share

Total VMT:

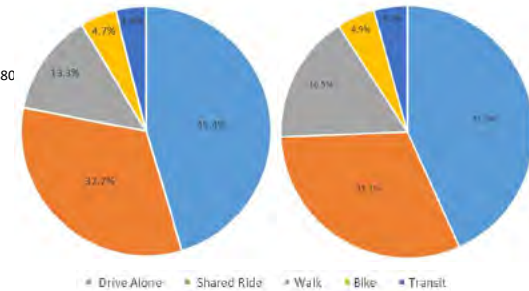
2016: 14,547,933

2050 (Scenario 1): 19,953,880

Total Daily Transit Trips:

2016: 54,499

2050 (Scenario 1): 91,758



Drivers of Change:

What New Technology and Changing Trends May Impact How We Use the Transportation System?



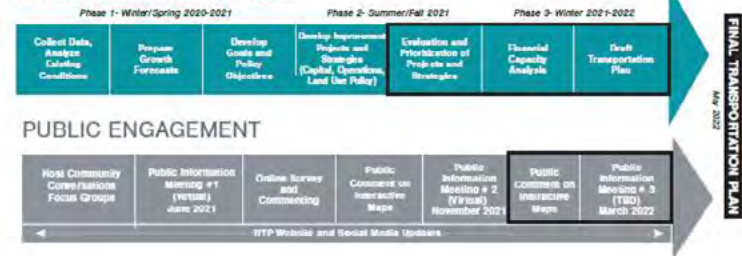
Other Plan Components



What's Ahead?

Regional Transportation Plan Process and Schedule

PLAN DEVELOPMENT STEPS



CONNECT GREATER MADISON 2050 REGIONAL TRANSPORTATION PLAN

Questions and Comments



Bicycle Network?? Better for PIM 3?

Considerations:



Pedestrian Network

Considerations:



Specialized Transportation

Public Transit & Paratransit

- Level boarding for BRT
- Continued accessibility upgrades to Metro stops
- Network Redesign will affect *required* Paratransit service area – communities may choose to expand this area
- Local service expansion to Sun Prairie will bring Paratransit service – Shared-Ride Taxi may be discontinued

Other Specialized Transportation

- Improved coordination between service providers and improved communication with riders (e.g. app-based)
- New Non-Profit Dane County Accessible Taxi Service adds accessible vehicles to Union Cab fleet
- Dane County Transportation Call Center merged with Aging and Disability Resource Center

Public Information Meeting 2 - Attendee Over view:

For the second round of Public Information Meetings, the MPO held two meetings, one on November 11, 2021 at 5:30 p.m. and a meeting on November 16, 2021 at Noon. For the evening option, 10 people registered, of which five attended the meeting. For the noon option, 33 were registered to attend, of which 20 were in attendance. A recording was posted to the MPO YouTube page and received 36 views.

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Public Information Meeting 3 - Meeting Presentation and Attendee Overview



POLL

Who is Joining us Tonight?

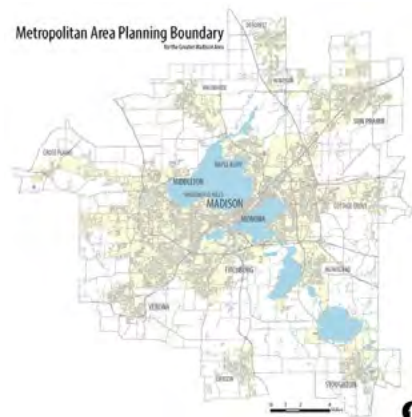
ABOUT THE MPO

MISSION

Lead the collaborative planning and funding of a sustainable, equitable transportation system for the greater Madison region.

VISION

A sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all.



Governance Structure of the Greater Madison MPO



ABOUT THE MPO

What the MPO Does



Brings communities together to prioritize, coordinate, and fund transportation projects in our region.



Develops a long-range Regional Transportation Plan (RTP) that looks ahead 20-30 years.



Collects data and develops special plans and studies, such as the Dane County Bicycle & Pedestrian Crash Study.



Approves federal funding for projects.



Manages the RoundTrip program (www.roundtripgreatermadison.org), and promotes sustainable transportation options such as bike, bus, car/vanpool and walking.

What the MPO Does NOT Do

✗ Design, construct or maintain roadways or bike paths

✗ Control traffic or enforce traffic laws

✗ Operate public transit service

✗ Plan how land is used

WHAT IS A REGIONAL TRANSPORTATION PLAN (RTP)?

Continuous, Coordinated, Comprehensive

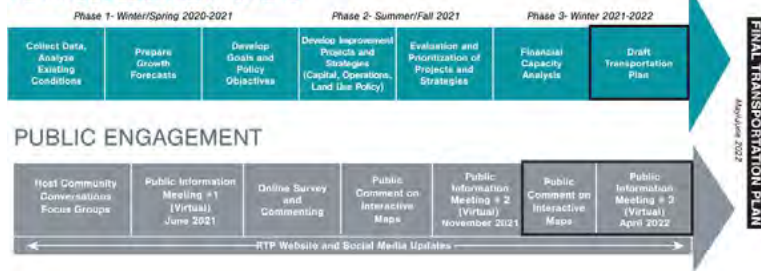
The RTP sets the framework for the future of transportation in the Madison region.

- ☐ Official plan for federal and state funding purposes
- ☐ Identifies future transportation projects, studies, and strategies/actions to be implemented (20+ years)
- ☐ Based upon and designed to support CARPC's Regional Development Framework and local comprehensive plans
- ☐ Financially constrained plan
- ☐ Refined through corridor, area, and mode specific plans and other planning efforts



Regional Transportation Plan Process and Schedule

PLAN DEVELOPMENT STEPS



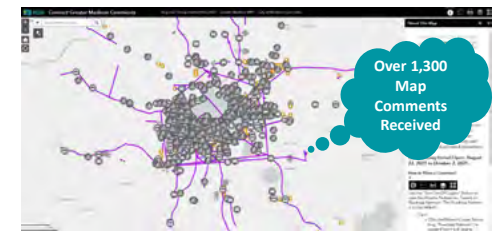
Past Public Involvement Opportunities

- Focus groups
- Public Survey
- Interactive map commenting tool

274

Public Survey
Respondents

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



Plan Goals



GOAL 1: LIVABLE COMMUNITIES

Create connected livable places linked to jobs, services, education, retail, and recreation through a multimodal transportation system that supports compact development patterns, increasing the viability of walking, bicycling, and public transit.



GOAL 2: SAFETY

Ensure that the transportation system enables all people to get to where they need to go safely with an emphasis on enhanced protection for vulnerable roadway users through use of a safe systems approach, thereby helping to achieve the long-term goal of eliminating fatal and serious traffic injuries.



GOAL 3: PROSPERITY

Build and maintain a transportation system that provides people with affordable access to jobs, enables the efficient movement of goods and services within the region and beyond, and supports and attracts diverse residents and businesses, creating a shared prosperity that provides economic opportunities for all.



GOAL 4: EQUITY

Provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs; engage traditionally underrepresented groups; and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.



GOAL 5: ENVIRONMENTAL SUSTAINABILITY

Minimize transportation-related greenhouse gas emissions that contribute to global climate change; avoid, minimize, and mitigate the environmental impacts of the transportation system on the natural environment and historic and cultural resources; and design and maintain a transportation system that is resilient in the face of climate change.



GOAL 6: SYSTEM PERFORMANCE

Maximize the investment made in the existing transportation system by maintaining it in a state of good repair and harnessing technological advances; promote compact development and travel demand management to minimize the need for new roadway lane-miles and maximize mobility options; and manage the system to maximize efficiency and reliability.

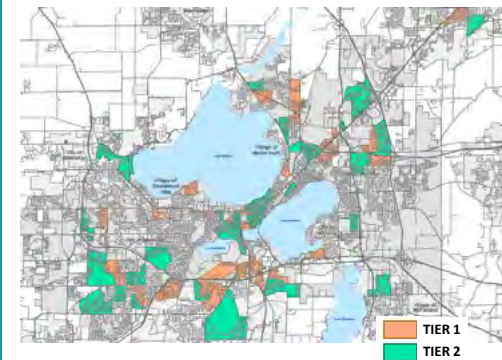
Critical Issues



Critical Issues:

Addressing
Historical Racial
Disparities and
Ensuring Equity
for ALL

Environmental Justice Priority Areas



Critical Issues:

Confronting
Climate Change
and
Improving System
Resiliency



Critical Issues:

Supporting
Healthy
Communities



2050: Where and How Will We Grow?



Prioritize Growth
in Centers and
Corridors

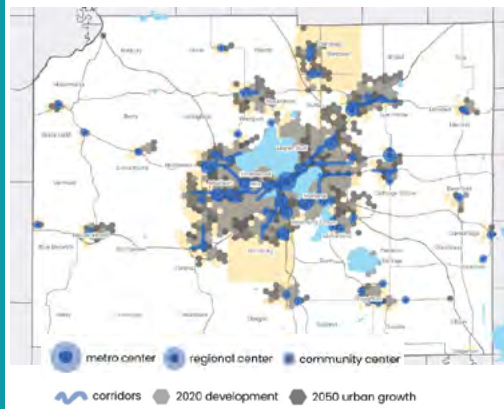
50%
of New Households in 2050 Will Be
In Centers and Corridors

Regional Centers and Corridors Map from
Regional Development Framework



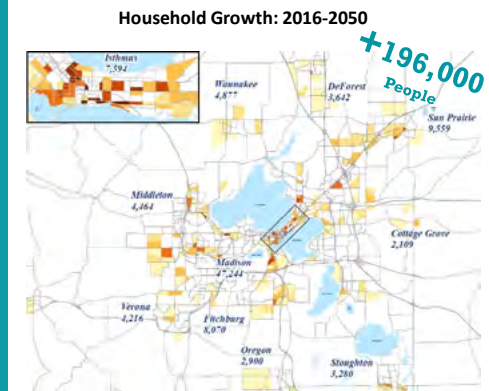
Prioritize Growth in Infill/ Redevelopment Areas

44%
of New Households in 2050 Will Be
In Already Developed Areas



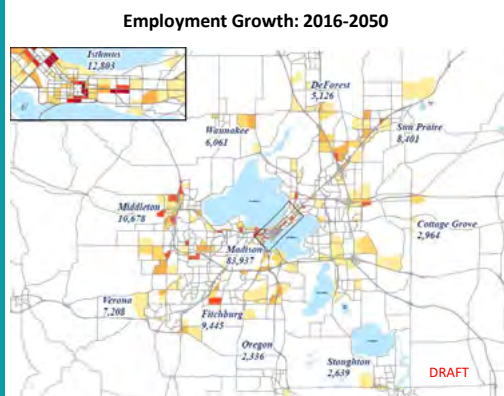
Where Will New Households Be Added?

Dane County
Population is Projected
to Grow **51%** by
2050



Where Will New Jobs Be Added?

Dane County is Projected to
Add Almost 100,000 New
Jobs by 2050



Our System Tomorrow: Needs Analysis and Recommendations





Land Use and Transportation Integration



Land Use/Transportation Connection

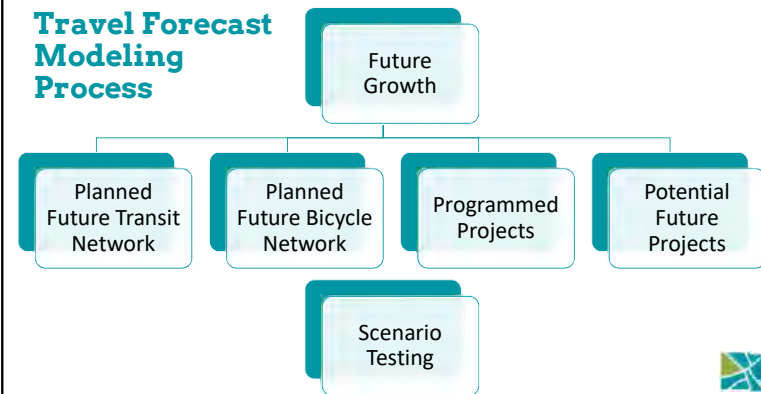
- RTP designed to support the Regional Development Framework's (RDF) vision for future growth.
- MPO recommends transportation policies and prioritizes projects for funding that support the RDF.
- For plan to be successful, however, transportation policies and investments must be coupled with local land use plans, policies and ordinances that support the RDF.

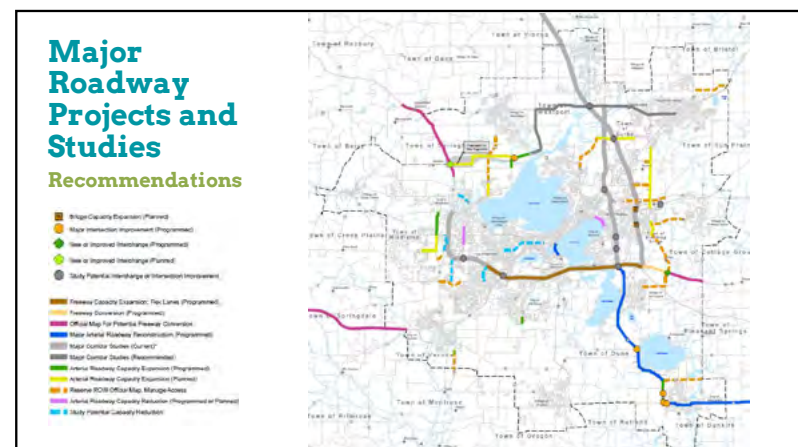
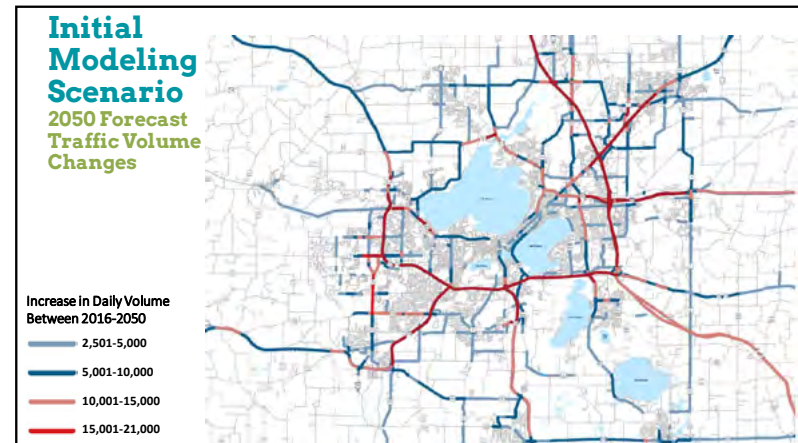


Streets and Roadways



Travel Forecast Modeling Process



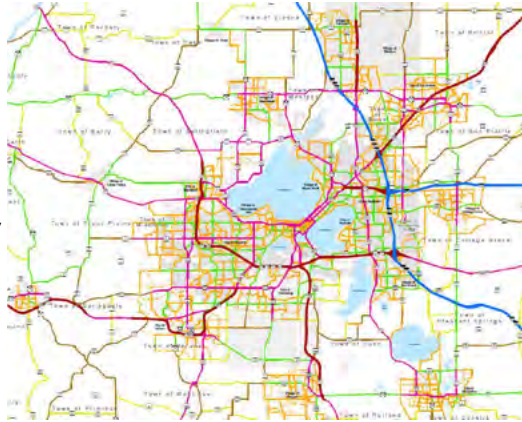


Future Roadway Functional Classification System

Recommendation

Construct new roadways to efficiently accommodate future growth

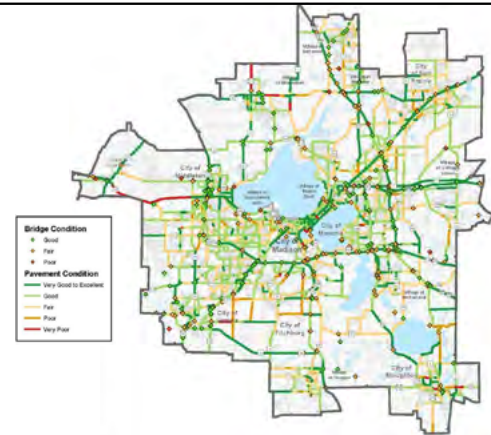
- Principal Arterials - Interstate
 - Principal Arterials - Other Freeway
 - Principal Arterials - Other
 - Minor Arterials
 - Collectors - Urban
 - Collectors - Major Rural
 - Collectors - Minor Rural
- *Dashed lines indicate future streets and segments



System Preservation

Recommendation

Preserve and maintain the region's street and highway system in a manner that minimizes their life cycle cost, maintains safety, and minimizes driver costs while reducing their impact on the environment



Safety

Recommendation

Adopt a Safe System Approach for addressing safety needs on the regional roadway system through a comprehensive "4-E" approach (Engineering, Education, Enforcement, and Emergency Services)



TSM and Technology

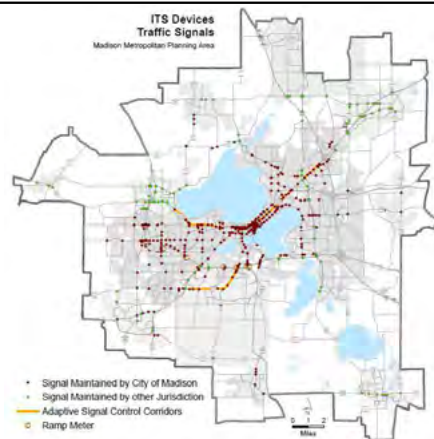


Transportation Systems Management

Recommendations

Develop a Regional Transportation Systems Management and Operations (TSMO) Plan.

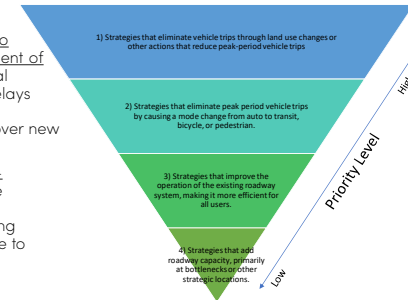
Implement and update the Regional Intelligent Transportation Systems Strategic Plan.



Congestion Management Process

Objectives and Priorities

- ❑ Increase system reliability for all modes to provide for the safe and efficient movement of people and goods on the region's arterial roadway network, reducing excessive delays where possible, prioritizing operational improvements of existing infrastructure over new roadway capacity expansion
- ❑ Prioritize TDM and alternatives to single-occupancy vehicle (SOV) travel to reduce roadway demand, increase equity, and minimize environmental impacts, including greenhouse gas emissions that contribute to climate change
- ❑ Support the Regional Dev. Framework



Vehicle Electrification

Recommendation

Promote transition towards electric vehicles to reduce greenhouse gas (GHG) emissions by developing charging infrastructure.



Public Transit



Network Redesign

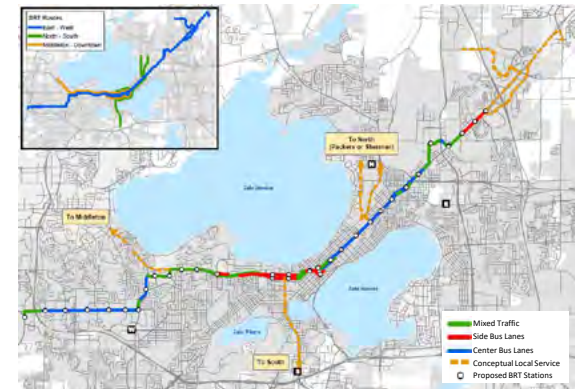
Draft Plan: Foundation for Regional Transit Plan

...Optimize the local bus network to maximize its utility...and complement the BRT system



Bus Rapid Transit

The spine of the recommended future transit network



Future Network - Service Types

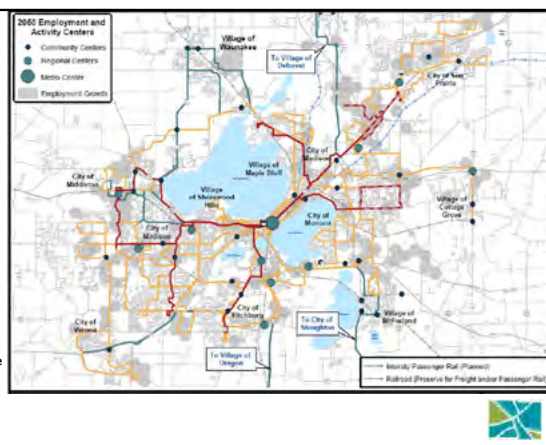
Recommendations

Implement BRT System Vision

Implement regional express network

Add service in developing neighborhoods

- Bus Rapid Transit (BRT) Route
- BRT Route- Local Service
- Express/Commuter Route
- Local Route

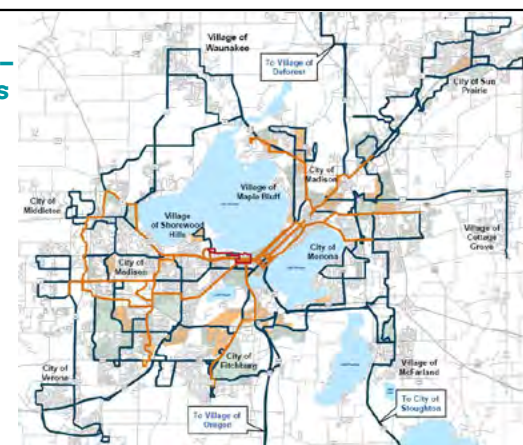


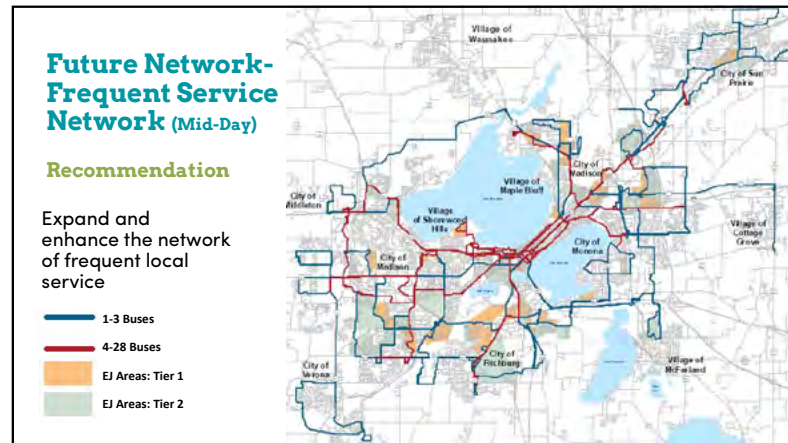
Future Network-Route Headways (AM and PM Peak)

Recommendation

Enhance Bus Network, Increasing Frequency

- < 15 Minutes
- 15 Minutes
- 30 Minutes
- EJ Areas: Tier 1
- EJ Areas: Tier 2





Recommendation: Explore Other Transit Service Models Where Appropriate & Integrate with Other Transp. Options

Taxi/TNC*

- Potential partnership with Metro for reduced/flat fare areas to/from transit
- Shared-ride taxi (e.g. Sun Prairie, Stoughton)



*Transportation Network Company (Uber, Lyft, Carepool)

Microtransit

- Deviated route or demand-response
- Limited service area
- Contracted Service or Directly Operated



RTD FlexRide (Denver, CO)

Mobility Hub

- Transit access
- Taxi/TNC stand
- Micromobility options (BCycle, e-scooters)
- Covered bicycle storage, fix-it stations
- Car share (e.g. Zipcar)



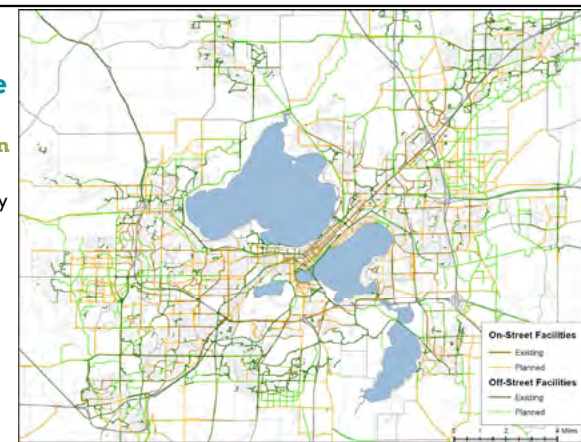
Minneapolis, MN



Existing and Planned Bike Facilities

Recommendation

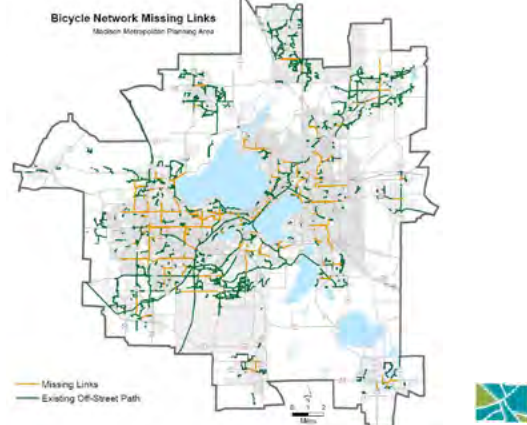
Expand the bikeway system with new shared-use paths and on-street facilities.



Priority Missing Links

Recommendation

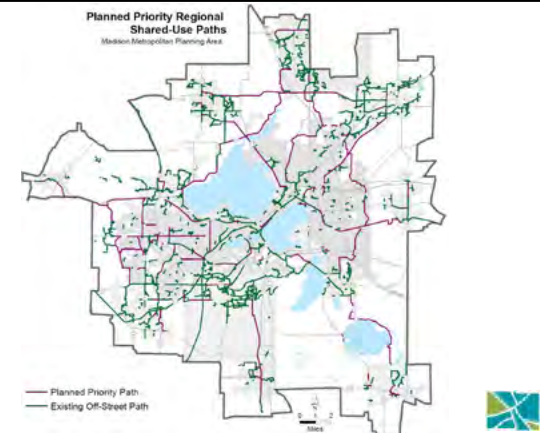
Prioritize development of connected, low stress network, filling in missing links.



Priority Regional Paths

Recommendation

Also focus on completing regional priority paths connecting communities and major destinations.

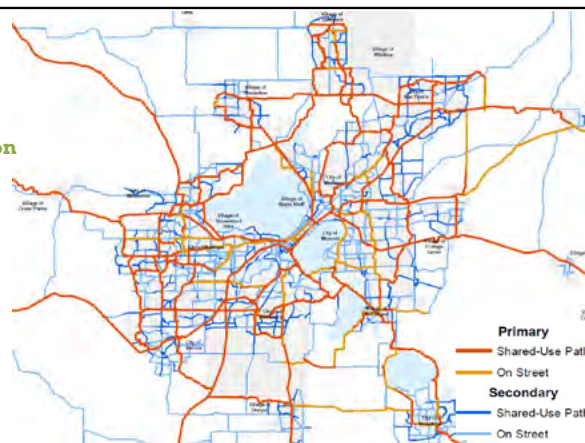


Planned Regional Routes

Recommendation

Provide enhanced or premium bicycle facilities in key urban arterial corridors within right-of-way where feasible.

*Includes existing and planned future facilities.



Pedestrian Network

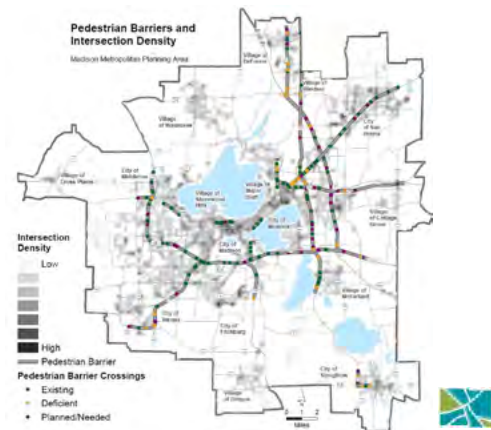
Barriers and Crossings

Recommendations

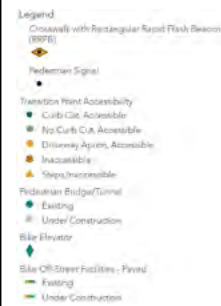
Reduce barriers to walking and bicycling.

Improve safety at intersections and crossings.

Improve accessibility of the pedestrian network.



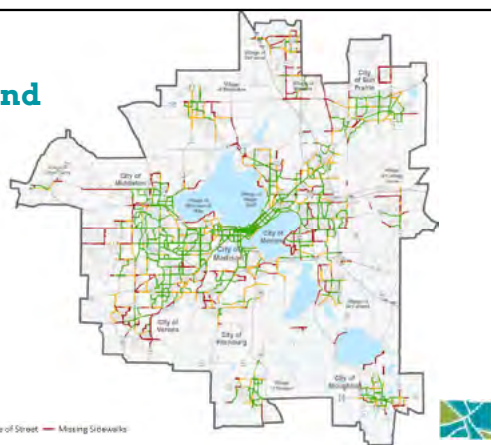
Pedestrian Network



Sidewalks on Urban Arterial and Collector Roads

Recommendation

Prioritize addition of missing sidewalks on arterial and collector streets with higher demand for walking.



Transportation Demand Management (TDM)



TDM Recommendations

1. Develop a strategic plan for the MPO TDM program and increase capacity for regional TDM planning and programming.
2. Expand the availability and use of facilities and services that support shared mobility in the Madison region.
3. Work with municipalities, employers, and institutions to implement and promote TDM strategies.
4. Expand the availability, use, funding, and marketing of financial incentives and encouragement programs.
5. Support transportation options at schools through infrastructure and programming.



Other Plan Components and Recommendations



Drivers of Change

Recommendation:

Monitor and evaluate how new technology and changing trends will impact how we use the transportation system



Equity: Environmental Justice Analysis



Why Community Focus Groups?

Your experiences are important

- We have data – lots of it – but need to hear of experiences to make the numbers tell a story
- Public meetings can be dominated by particular attitudes or voices
- Small group discussions help explore issues & build understanding
- Because YOU have a unique experience of the Madison area



(Slide from RTP Focus Group Orientation)



What we Heard

Autos

- Private autos are expensive but often necessary
- Vehicle sharing and ride sharing are common ways to reduce personal expenses

Transit

- Threshold for low-income passes is too low for many households struggling with transportation insecurity to qualify
- Service hours do not meet needs of many people
- Out-of-direction travel and transfers further reduce viability of using transit

Walking

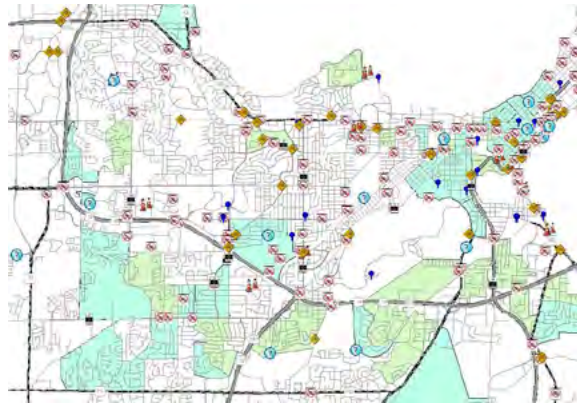
- Free and good for health, but not reasonable for long distances or when carrying groceries or accompanied by children
- Missing curb cuts, dangerous street crossings, and snow removal pose barriers

Biking

- Incomplete low-stress network leads people to ride on sidewalks (when available)
- Inclement weather makes biking difficult without special equipment
- Street crossings are often a barrier to biking

Interactive Map Commenting Tool for RTP 2050 Update

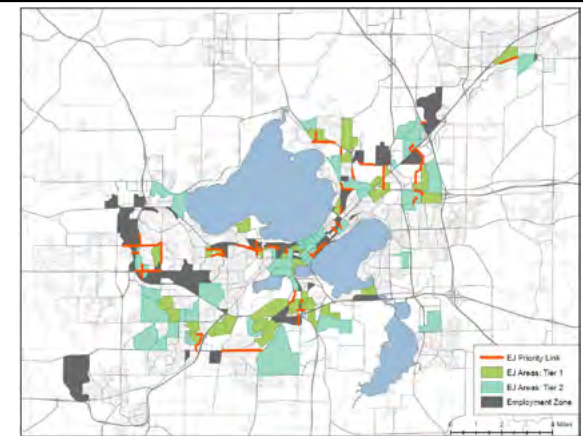
Analyzed comments in Environmental Justice (EJ) Areas and compared them to comments elsewhere

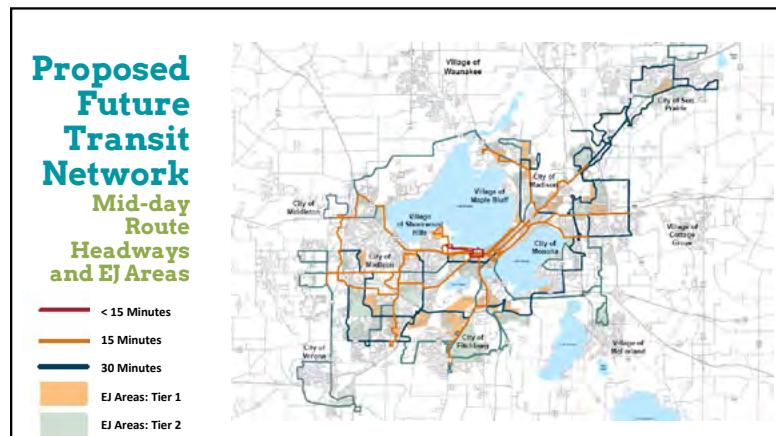
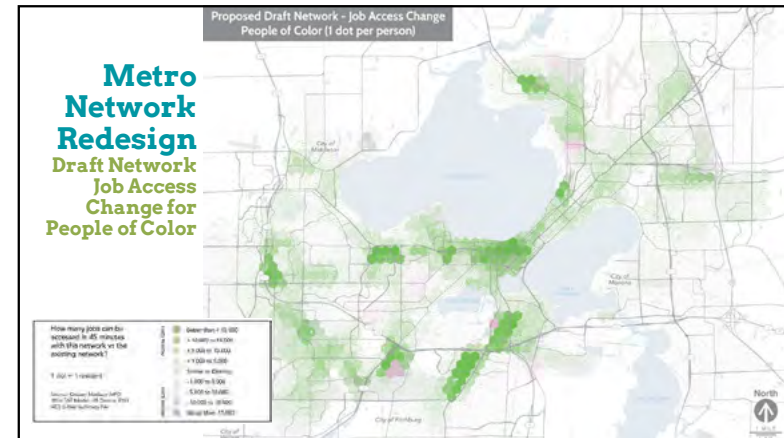
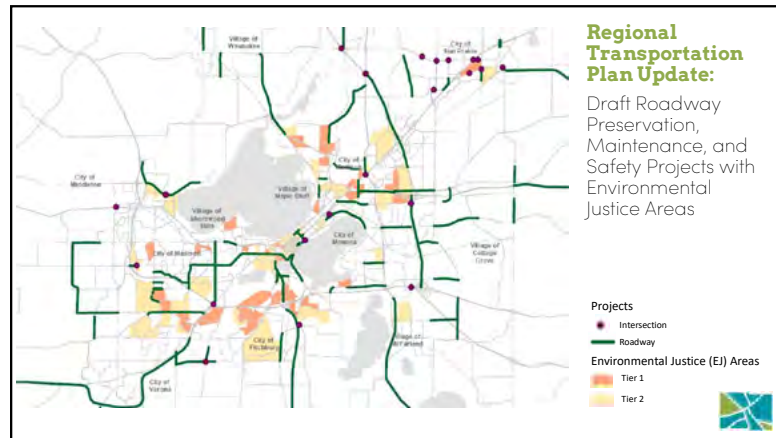


Bicycle Network

Missing Links

Priority links connecting environmental justice (EJ) areas with employment zones.





Plan Performance Measures

Plan Evaluation Metrics

Quantitative

- New development built in centers and along transportation corridors (RDF)
- New development built in already-developed areas (RDF)
- Vehicle Miles Traveled (per HH)
- Vehicle Hours of Delay/Vehicle Hours of Travel
- Mode of Transportation (Home-Based Work/University and Other Trips)
- Transit Ridership
- Frequent Transit/BRT Access (HHs, Jobs)
- Job Access by Mode (Transit, Bike, Auto)
- Low-Stress Bike Network

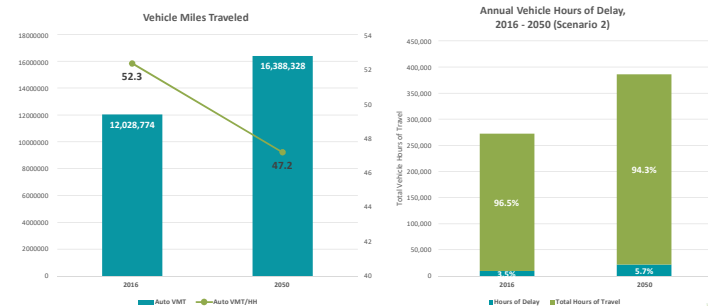
Qualitative

- Motor Vehicle Crash Fatalities-Frequency and Rate
- Motor Vehicle Serious Injuries-Frequency and Rate
- Pedestrian and Bicycle Fatalities and Serious Injuries
- Interstate and NHS Reliability
- Truck Travel Time Reliability
- Bridge Condition
- Pavement Condition

Other Performance Measures: BCycle Utilization & Service Area, Transit On-Time Performance, Buses at or Past Replacement Age



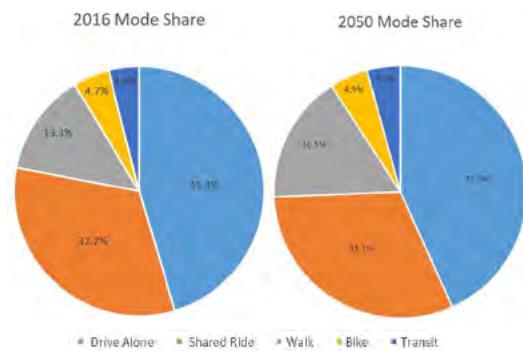
Vehicle Miles Traveled and Delay



Mode of Transportation and Transit Ridership

Daily Transit Boardings

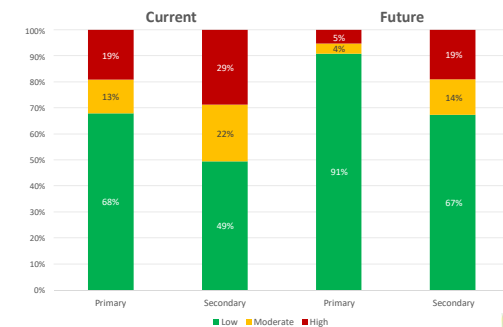
2016: 59,200
2050: 102,700
(74% increase)



Bicycle Network

Current and Future LTS on Regional Routes

Planned improvements are expected to substantially reduce LTS on the regional network.



Funding the Plan: Fiscal Constraint



Funding the Plan

Fiscal Constraint

- Federal rules require that RTPs be fiscally constrained
 - Additional projects may be identified, but aren't part of the official plan if funding for them can't be demonstrated
- Purpose: Realistically assess ability to fund plan; avoid "wish list" of projects; identify new funding sources, if necessary

Assumptions

Continuation of recent funding levels; projects currently programmed in TIP

Federal Infrastructure Bill formula funding levels assumed to continue

2% annual inflationary increases in federal and state funding

*Note: state roadway construction funding has actually decreased 1% per year in constant dollars

4% annual increase in local roadway construction funding and 3.5% for maintenance and operations

*Needed to account for much higher recent expenses and increase in street mileage



Funding Conclusions



Increased state and local funding needed to reverse trend of declining roadway pavement condition



Uncertain whether all three major state highway corridor projects currently being studied (Beltline, Stoughton Rd., Interstate) could be funded



Sufficient funding for identified major local arterial roadway reconstruction projects and priority regional multi-use path projects



RTA needed to fund the full BRT system vision and much of the planned new or improved service



New transportation funding source needed to replace gas tax in future with electrification of the vehicle fleet.

What's Ahead?



More Ways to Get Involved

- **Project website:**
www.GreaterMadisonMPO.Konveio.com
 - **View past meeting recordings and public comment summaries**
 - **Interactive future system map:** Comment March 14 through April 15
 - **Draft RTP:** Comment April 7 through May 8
- Email:
mpo@cityofmadison.com



Plan Adoption & Implementation

- **Public hearing on Draft RTP:** May 11, 6:30 p.m. (MPO Policy Board meeting)
 - Barring any major changes, the RTP will be adopted at this meeting.
- **What Comes Next?**
 - Educational resources
 - Local community presentations
 - Collaboration on local project development
 - Implementation through funding



Questions and Comments



Examples of MPO Equity Considerations

Procedural Equity

- Regional Transportation Plan Update Community Focus Groups organized by contracted Community Organizations
- Translate surveys, executive summaries, and fact sheets into Spanish

Geographic Equity

- STBG – Urban and Transportation Alternatives program scoring metrics: projects serving MPO-identified Environmental Justice Areas earn additional points
- Review construction, rehabilitation, planning, and Metro Transit service change projects for impacts to EJ Areas

Social Equity

- Use Big Data and other sources to identify travel needs unique to particular demographic groups



Public Information Meeting 3 - Attendee Over view:

For the third and final round of Public Information Meetings, the MPO held two meetings, one on April 7, 2022 at 5:30 p.m. and a meeting on April 12, 2022 at Noon. For the evening option, 15 people registered. A recording was posted to the MPO YouTube page.

RTP Comment Map Summary



RTP Comment Map – Comment Summary

12/8/2021¹

As part of the second round of public participation for the Connect Greater Madison – Regional Transportation Plan 2050 update, the Greater Madison MPO invited the public to provide feedback through interactive maps of the existing transportation system in the greater Madison area. The maps were available for comment from August 23 through October 3, 2021. Participants were able to drop pins or to draw lines to indicate the location of their comment, and to select a transportation mode for the comment. Maps with comments can be viewed at <https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=ac962ec7e11a4e9b9aa518ffb50bcf79>.

Map data is available for download at <https://www.greatermadisonmpo.org/maps/onlineMapping.cfm>.

Comments by Mode

Safety-Flagged (627)

In addition to selecting a transportation mode relevant to their comment, respondents could choose to flag their comment as a safety concern. 48% of all comments were flagged as such; the number of safety-flagged comments is listed with each mode in the following sections.

¹ Previous summaries did not include comments submitted as the “Line” type. Additionally, some comments were re-categorized by staff after initial comment summaries were released. Accordingly, comment category totals and percentages in this summary will differ from those in earlier materials and presentations.

Pedestrian (183) (114 Safety-Flagged)

Accessibility – 2

Identified barriers to accessible routes

Other – 14

Corridor-wide reconstruction and design guidelines; land use suggestions; and, recreational facilities.

Connection – 75

Identified gaps in network; suggested new pedestrian malls (King St, Livingston St, MLK Blvd); also suggested new or improved connections between adjacent facilities.

Concentrated in areas developed under auto-centric paradigm, but also exist in streetcar neighborhoods in near-east Madison, near-west Madison, Middleton, Fitchburg, and where highways create barriers. Few comments identify the same connection repeatedly.

Crossing – 88

Identified unsafe or otherwise problematic crossings and barriers; many suggest use of RRFBs, speed tables/humps or raised crosswalks, or overly-wide crossings.

Concentrated in the Isthmus, near west, and near east of Madison, but also throughout Middleton, SW Madison, S Madison, NE Madison, Fitchburg, McFarland, Sun Prairie, and Waunakee. Locations with multiple comments include East Washington Ave corridor (14), S. Midvale Blvd. corridor (7), S. Whitney Way corridor (3), and intersection of Yuma Dr. and Cherokee Dr. (9).

Snow Removal – 4

Identified locations where lack of snow removal poses issues for crossings, connections, or bus stops.

Transit (125) (10 Safety-Flagged)

Other – 9

Includes comments regarding train horns, stop consolidation, integrating Monona service, route and schedule variability, requests for water taxi/ferry, and requests for specific origin-destination pairs served by a single route (3).

Commuter – 7

Requests and suggestions for commuter service serving Mazomanie-Black Earth-Cross Plains (3), Mineral Point Rd. west of the Beltline (2), McFarland, and North Madison.

Coverage – 10

Requests for service to peripheral areas; some request return of pre-Covid service, others request new or continued service.

Inter-City and Rail – 58

Majority of comments suggest a light rail/commuter rail station location (50 + 1 negative); some request service to Milwaukee or Chicago (3); suggested rails with trails facilities (2); shuttle to Amtrak in Columbus; and, grade separation of RR tracks.

Ridership – 6

Requests for increased service frequency to increase capacity and usefulness of service.

Specific Route or Stop – 35

Stop comments include problems with access to stops, level of infrastructure or amenities.

Route comments include requests for particular amendments to routes, changes to schedule or frequency, and desire for service in the Gammon Rd. corridor. There were also comments regarding adding or eliminating bus-only lanes. Comments on specific routes include:

- Route 19 (re-establish) (8)
- Route 55 (increase frequency)
- Route 70 (increase frequency, existing loop is inefficient)
- All buses/BRT off State Street (4) [*these were entered as Pedestrian comments and re-categorized as Transit comments by staff*]

*Bike (480) (253 Safety-Flagged)**BCycle – 27*

Requests for new BCycle docks. About half of the suggested locations are within the current BCycle “service area.” The rest represent modest expansions, e.g., Whitney Way & Odana Rd. and the airport.

Need New or Improved Facility – 333

Comments regarding needed facilities and suggested improvements are scattered throughout the county and are most heavily concentrated in the Cities of Madison and Middleton. Many comments along the John Nolen/Capital City Path corridor, University Avenue (downtown to Whitney Way), Atwood (Olbrich to Cottage Grove Rd), and Century Ave. in Middleton.

Road Design - 18

Nearly all comments are located in the City of Madison. Common themes include dangerous curves, dangerous merging conditions (often where bike lane or shoulder ends, or where parking begins), parking, and blind corners.

Crossing – 54

Comments are largely concentrated in Madison. Common themes include motorist behavior (speeding, not yielding to bikes), traffic signal problems (bikes not detected, hard to reach button), overly long waits at intersections where bikes require two light cycles to cross.

Maintenance – 24

Common themes include poor pavement condition (both on paths and bike lanes), inadequate snow removal, encroaching foliage, and path/tunnel flooding problems.

Other – 24

Wide variety of comments. Common themes include requests for better speed limit enforcement, suggested policy changes (e.g., allow bikes to yield on red), and requests for additional signage.

*Roadway (487) (250 Safety-Flagged)**Design – 310*

Complete Streets, road diet, traffic calming, and comments suggesting pedestrian-only areas accounted for 25% of roadway design comments. Suggested new roadway connections, including Beltline Relievers and other bypass routes around communities, accounted for 13 % of Design comments. The design of intersections, interchanges, and their attendant features (e.g. roundabouts, stop signs, turn lanes) were the subject of 32% of design comments. 15% of design comments related to how traffic flows through a corridor, including lane drops, roadway width, weaving behavior, and lane configuration such as suggestions for use of Two-Way Turn Lanes (TWTL).

Maintenance – 40

Maintenance comments generally indicate areas where lane markings are needed or have worn away, and/or where surface condition is poor.

Operations, Signals, Safety, and Speeding² – 124

Comments regarding roadway operations compose 67% of these comments, and range from turning movement problems, merging/weaving, signal timing, transit lanes, and traffic control devices.

Safety-related comments account for 11% of these comments, and almost universally relate to the operation of intersections and/or drivers ignoring traffic control devices at intersections. *Note that these are comments which staff categorized as “safety” comments for lack of a better category; many comments in other categories also relate to safety. See Safety-Flagged comment numbers.*

Speed-related comments that did not mention particular remedies (e.g. traffic calming, road diet) account for 22% of these comments. Of these, 37% favor increasing speed limits on one or more roadways and 59% favor reducing speed limits on one or more roadways; one suggested that the posted speed limit is irrelevant without enforcement but did not suggest changing speed limits, and one suggested (hopefully sarcastically) that speed limits should be increased as a means of ensuring human sacrifices for the gods.³

Other – 10

Other comments were generally not transportation-related, with 60% of them regarding land use. 20% of Other comments are in regard to the difficulty in making multi-modal connections to and from Dane County Regional Airport.

Environmental Justice Area Comments by Mode

Comments were reviewed as they applied to areas within or directly adjacent to MPO-defined Environmental Justice (EJ) areas ([Tier 1 and 2](#)).

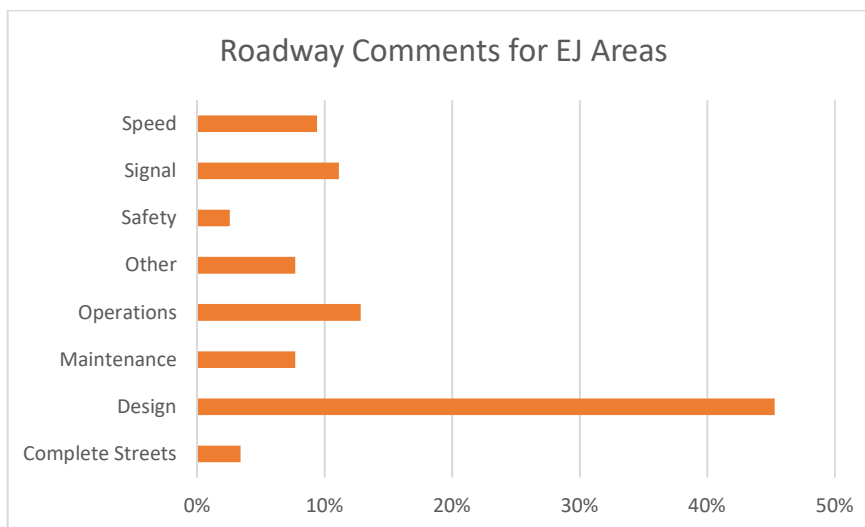
² Speed is grouped with other operational comments, as it is an operational symptom of design.

³ “Increase vehicle speeds so Madison can have its own Tzompantli only of traffic fatalities”

Roadway

487 comments were received regarding the roadway network; 24% of these comments were pinned to the map in or directly adjacent to EJ areas. As shown in Figure 1, comments regarding roadway design accounted for nearly half of all roadway comments, while no other categories had more than 13% of roadway comments associated with them.

Figure 1: Roadway Comments for EJ Areas

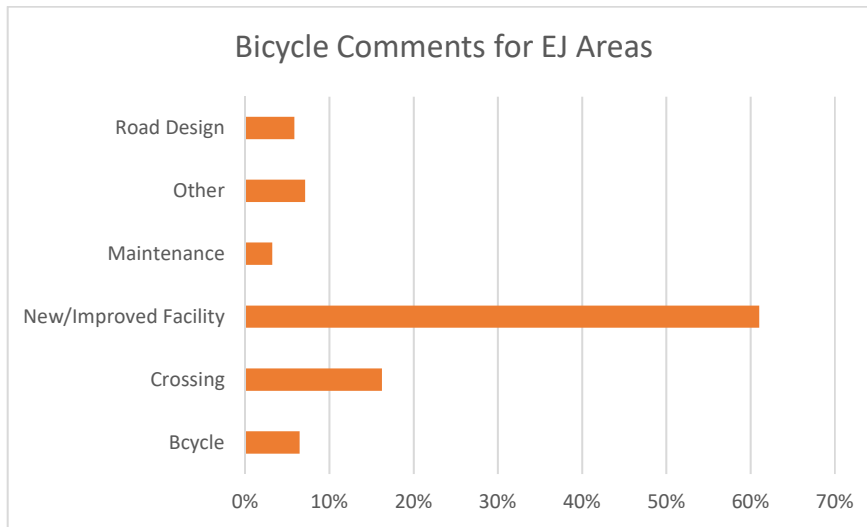


Although less than ¼ of roadway comments were pinned in or adjacent to EJ areas, 100% of non-railroad noise-related comments were pinned to or adjacent to EJ areas, and 44% of all speed-related comments were pinned to or adjacent to EJ areas. Comments requesting capacity expansion/lane addition projects on the Beltline and the I-39/90/94 corridors would result in disproportionate noise and air quality impacts to adjacent EJ areas.

Bicycle

480 bicycle-related comments were submitted, 32% of those were “pinned” to or adjacent to identified Environmental Justice areas. 61% of EJ-area bicycle comments were in regard to needed new or improved facilities and an additional 16% were in regard to street crossings (Figure 2).

Figure 2: Bicycle Comments for EJ Areas



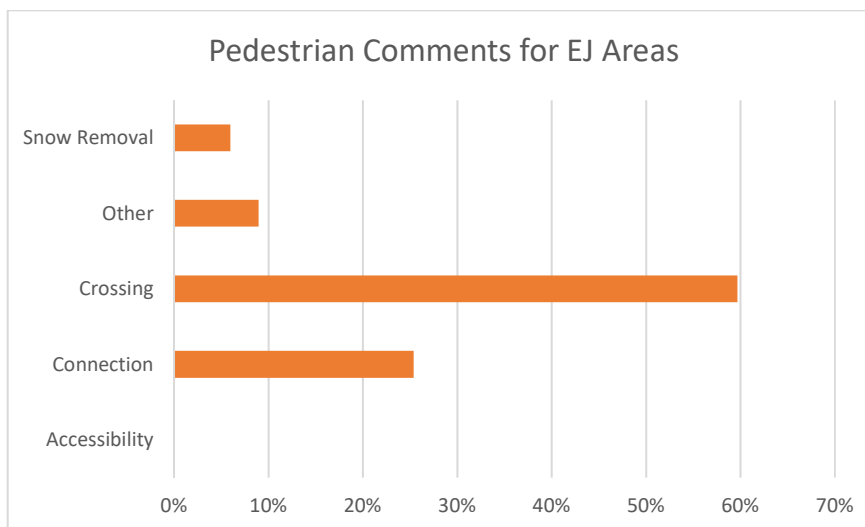
Although less than 1/3 of bicycle comments were pinned to or adjacent to EJ areas, 50% of the Road Design, 46% of the Crossing-related and Other⁴ Bicycle comments were pinned to or adjacent to EJ areas.

⁴ Other comments include need for enforcement (33%) and positive feedback on existing facilities (25%).

Pedestrian

183 pedestrian-related comments were received through the interactive map commenting tool; 37% of these were “pinned” to or adjacent to identified Environmental Justice areas. As shown in Figure 3, 60% of these comments were in regard to roadway crossings, and 25% were in regard to missing connections in the pedestrian network.

Figure 3: Pedestrian Comments for EJ Areas



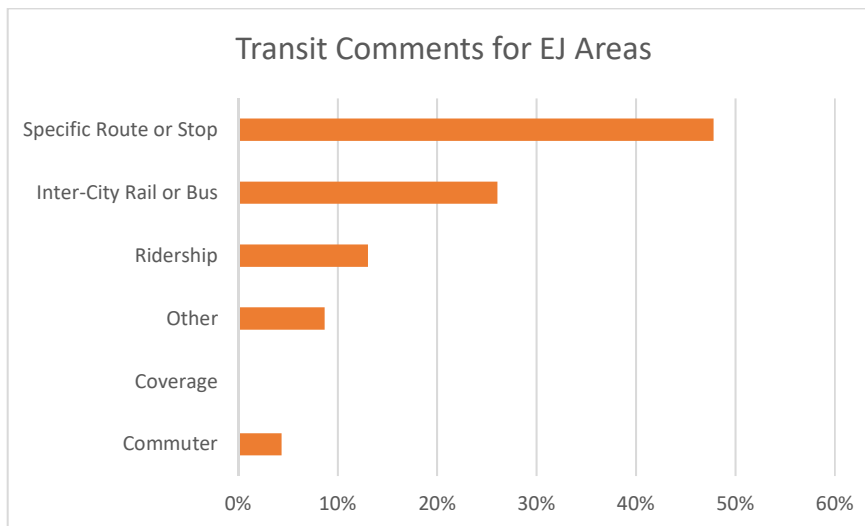
Although only 37% of pedestrian comments were pinned to or adjacent to EJ areas, 45% of crossing comments and 43% of Other⁵ pedestrian comments were pinned to EJ areas. 100% of snow removal comments were pinned to or adjacent to EJ areas.

⁵ Interestingly, one-half of the Other pedestrian comments for EJ areas suggest complete redesign and reconstruction of the Regent St. corridor near the UW-Madison campus; other comments in this category included questions about existing facilities and that Century Ave. in Middleton is unpleasant to walk along in inclement weather.

Transit

125 transit-related comments were received, 18% of these were “pinned” to or adjacent to identified Environmental Justice areas. 48% of these were in regard to a particular route or stop, and 26% were in regard to inter-city bus or rail service. Based on the Ridership/Coverage tradeoff investigated in the Metro Transit Network Redesign, 13% of EJ-area transit comments support transit service modifications that would improve ridership, while no EJ-area comments supported service modifications that would improve coverage – although 4% supported provision of commuter/peak-period service. (See Figure 4)

Figure 4: Transit Comments for EJ Areas



Although only 18% of transit-related comments were pinned to or adjacent to EJ areas, 50% of comments interpreted to support a network that focuses on being useful to many people, with high service frequencies in specific corridors or other features such as stop consolidation and improved route directness were pinned to EJ areas. 31% of all comments regarding a specific route or stop were pinned to an EJ area.

Outreach Methods:

Through every public involvement phase of the plan, outreach was done to engage the public and stakeholders and bring awareness to public involvement meetings, interactive comment maps, and other opportunities to provide public feedback. Press releases were distributed prior to each phase of public involvement, some of which were advertised through local news agencies. One such example is included in the following pages. Opportunities for comment and public involvement meetings were regularly communicated through Facebook posts. Finally, a public hearing for draft plan was conducted on May 11 and a public hearing notice was posted to the MPO's website and can be found in the following pages.

DANE COUNTY | TRANSPORTATION

Map your wishes: Dane County transportation planners launch interactive map for feedback

Chris Hubbuch | Wisconsin State Journal
Aug 25, 2021



Chris Hubbuch | Wisconsin State Journal

Madison-area planners are looking for input on the region's transportation network.

Public Hearing Notice

The Greater Madison MPO (Metropolitan Planning Organization) will conduct a public hearing on the Draft Connect Greater Madison Regional Transportation Plan 2050. The Regional Transportation Plan (RTP) is the MPO's framework plan covering all modes of transportation. It sets guiding policy and identifies future projects, studies, and strategies to be implemented. It is the official plan for Federal funding purposes. Comments are invited on the draft plan.

Public Hearing

Wednesday, May 11, 2022

6:30 p.m.

Virtual Meeting via Zoom

[Note: See agenda when posted [here](#) for link and information on how to register to speak.]

Additional opportunities to learn about and provide input on the draft plan include the second of the final round of virtual public meetings on April 12 (see below) and [an interactive comment map of the draft future transportation network](#), available through Friday, April 15.

Phase 3 Public Meetings: Connect Greater Madison: Regional Transportation Plan 2050

Staff will provide a presentation on the draft RTP goals, recommendations, performance measures, and future transportation network maps, and there will be time for Q&A.

RTP Public Meeting #3 ([daytime option](#)): Tuesday, April 12, 12:00-1:00 p.m. – virtual – [Register Here](#)

Written comments will be accepted through Sunday, May 11, 2022 through the Plan website at the link below, by email to mpo@cityofmadison.com, or by mail addressed to the MPO office located at 100 State Street, Suite 400, Madison, WI 53703.

The draft Regional Transportation Plan 2050 document is available on the Plan website at the following link:
<https://greatermadisonmpo.konveio.com/>





Draft RTP Comment Summary

5/9/2022 Summary

As part of the third round of public participation for the Connect Greater Madison – Regional Transportation Plan (RTP) 2050 update, the Greater Madison MPO invited the public to provide feedback on the draft RTP. The draft Recommendations and Supporting Actions were published to the project web site on March 23, the draft chapters and all but one draft appendix were published on April 15, and the last Appendix (B) was published on April 20, 2022. The comment period was open through May 8, 2022.

Eighteen comments¹ were submitted on the draft Recommendations and Supporting Actions, and 35 comments were submitted on the draft Plan (which includes the Recommendations in Appendix A). All comments are combined in the following summary.

Transportation Networks - 30

Bikes – 11

Four comments were in regard to design standards (e.g. protected bike lanes v. standard lanes, separated paths v. shoulders on rural roads) and their applicability. One was a question about how a recommendation would be implemented, one suggested working towards year-round bicycle share operation, and one suggested including research into innovative ways to improve bicyclist safety as a supporting action. Two comments supported building out the low-stress network. Two bicycle comments were observations.

Roadway – 4

One comment argued that the North Mendota Parkway and a similar southern bypass route “should be rejected in the current plan as it contradicts one of the 6 key goals of limiting sprawl”.² One agreed that capacity expansion should be the option of last resort, another asked if the high number of short trips on the

¹ Two comments are not included in this total, and are not discussed further in this summary: One of them posed a question about the content of a particular map, and the other comment clarified that the reviewer had resolved their question.

² Although none of the six goals of the RTP specifically mention sprawl, Goal 1 Livable Communities, Goal 3 Prosperity, Goal 5 Environmental Sustainability, and Goal 6 System Performance all relate to the built environment in a way that discourages sprawling development patterns.

Beltline could be addressed through design improvements, and the last spoke to the need for roadway designs to change in order to influence driver behavior/speeding.

Pedestrian – 4

One comment each suggested changes to pedestrian facility recommendations, suggested that traffic calming be implemented on all streets to improve pedestrian safety, called out Stoughton Rd as a pedestrian barrier, and recognized that all trips begin and end as pedestrians regardless of mode(s) used for the rest of the trip.

Access to Dane County Regional Airport – 3

Two comments suggested improving bicycle and transit access to the airport, and one asked why the North-South BRT is not shown serving the airport (a Locally Preferred Alternative has not been identified for this route yet, so it is not shown on the map).

Passenger Rail – 2

Two comments supported prioritizing planning for inter-city passenger rail.

Intercity Bus – 2

One comment decried that intercity bus service has not been improved, and has even declined as a result of the COVID-19 pandemic, and another spoke to the importance of a bus terminal with passenger facilities.

Transit – 2

One comment spoke to the importance of connecting employment centers with robust transit service, and another called for increased funding of transit.

TDM, Parking, and Land Use - 19³

Parking Requirements – 7

Seven comments suggested eliminating parking requirements for new and existing developments, one of which also suggested adopting parking maximums in some areas.

Multimodal Access - 4

Two comments suggested referred to the importance of secure, covered bicycle parking to a multimodal system, one called out the importance of strong multimodal options being an economic driver and an important factor in attracting a workforce, and another spoke to the equity considerations of the cost of vehicle ownership and maintenance for those who do not have access to other modes for their desired trips.

³ One comment suggested eliminating parking requirements as well as suggesting changes to parking management; it is counted once in each of those sub-categories, but only once in the overall Parking category.

Parking Management – 2

Two comments suggested changes to parking pricing structures (including free parking) that promote driving.

Park and Rides – 2

Two comments were submitted in support of park and rides and transit access to them; Middleton (CTH M/Century at Allen) and Dutch Mill were called out in particular.

Transit Oriented & Mixed Use Development – 2

Two comments spoke to the importance of developing dense, mixed-use, transit-oriented communities to support the use of travel modes other than single-occupant vehicles.

Other TDM – 3

One comment spoke to the importance of TDM in reducing single occupant vehicle trips across the isthmus and through downtown, one spoke to the impact of reducing VMT on the importance of other modes, and another called for making TDM a key strategy in reducing single occupant vehicle use.

Other – 5

Two comments spoke to the need for improved driver education of how to relate to bicyclists safely. One comment asked if the high percentage of short walks in peripheral communities could be related to telecommuting, one pointed out that using rideshare services (TNCs) does nothing to reduce VMT and may actually be worse than driving single-occupant vehicles unless rides are shared with other passengers, and another called out an instance where the travel demand model projected mode share is not listed in the draft RTP (this projection will be added after the scenario has been re-run, due to error in original network coding).

May 5, 2022

Connect Greater Madison Regional Transportation Plan 2050 Update

Addition/Change Sheet

Chapter 4 – Our Transportation System Tomorrow

Revise Map 4-a (p. 4-14) “Future Roadway Functional Classification System” in Verona and Sun Prairie based on staff comments as follows:

- Realign Shady Oak Ln. to intersection of Northern Lights Rd.
- Remove planned extension of Paulson Rd. between Shady Oak Ln. and Woods Rd.
- Add planned road from intersection of Stony Ridge Cir. and Rock Ridge Ct. to CTH PD
- Remove planned road between Meriter Way and Prairie Oaks Dr.
- Remove planned road between Northern Lights Rd. and Country View Rd.
- Revise road alignment near Verona High School, and add planned road from Verona High School area to Valley Rd.
- Remove planned road between Verona High School area and STH 69
- Revise planned road alignment between Shady Bend Rd. and Whalen Rd.
- Realign Valley Rd. south and onto Pine Row Rd to shift Valley Rd-STH 69 intersection south
- Add Clar Mar Drive extension to Bailey Road
- Add Summerfield Way extension to Clar Mar Drive.

Add the following footnote to item #2 on page 4-25: “Due to differing schedules of the RTP Update and the Metro Network Redesign, the RTP proposed future transit network was based on an alternative network that was designed in order to elicit feedback, not to be implemented. The Madison Transportation Policy and Planning Board (TPPB) directed staff to develop a draft transit network based on the Ridership Alternative with improved coverage; the proposed future transit network is consistent with that direction but does not incorporate most of the changes incorporated into the draft network currently being considered due to conflicting project schedules. However, the planned local routes are intended to be conceptual.”

Revise Map 4-j (p. 4-40) “Planned Future Bicycle Network Functional Class” as follows per comments from Verona staff:

- Realign the Old PB path to parallel Old PB/PB on west side of the roadway north of CTH M
- Add planned path on CTH M from CTH PB to Thousand Oaks/Liberty Dr.

May 5, 2022

- Remove planned sidepath on Lincoln St. from southern terminus to Holiday Ct., on Holiday Ct, and extending east from Holiday Ct. to bridge over Badger Mill Creek.

Revise Map 4-l (p. 4-42) “Planned Priority Regional Shared Use Paths” to realign the Old PB path to parallel Old PB/PB on west side of the roadway north of CTH M based on comments by Verona staff.

Revise Figure Fig 4-i (p. 4-43 – 4-44) “Bicycle Recommendations and Supporting Actions” to add new supporting actions 5C and 5D and add text to supporting action 6C based on public comments:

5C: “Research and adopt innovative safety treatments.” / New / WisDOT, MPO, local governments.

5D: “Support local efforts to identify corridor level systemic safety improvements, and work with WisDOT to identify changes to safety program criteria to allow funding of such projects.” / New / WisDOT, MPO, local governments

6C: add “...as well as exploring potential year-round operation.”

Revise Figure 4-l (p. 4-55) “Parking Recommendations and Supporting Actions” to add new supporting actions 1E and 2D and revise supporting action 2C based on public comments:

1E: “Discourage employer-subsidized parking, or if parking is subsidized, encourage employers to provide a financial incentive of at least equivalent value to employees who forgo single-occupancy parking, such as parking cash-out or multimodal benefits.” / New / employers

2C: New text: “Conduct a regional study on parking to assist communities in adequately pricing and right-sizing parking requirements and facilities.”

2D: “Encourage unbundled parking in new residential and commercial developments, priced at market rate, to distribute the cost of parking equitably.” / New / private owners

Revise Figure 4-n (p. 4-59 – 4-60) “Freight, Air, and Rail Recommendations and Supporting Actions” to add new recommendation 7 based on public comments: “Improve multi-modal access to airports” / New / Dane County, local governments, Metro

Appendix A

Revise Figure A-b (p. A-3) “Arterial Street/Roadway Improvements: Potential Capacity Improvements” to add planned capacity expansion to CTH M (CTH PB to Liberty Dr) in response to discussions with Verona staff; estimated Construction Cost: \$1,613.

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Revise Figure A-d (p. A-6 – A-7) “Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects” based on public comments and discussions with City of Sun Prairie staff to add:

- Egge Road/USH 151 Interchange Study
- Egge Road extension (CTH N to USH 151) as new two-lane roadway project; estimated construction cost: \$5,953
- Egge Road (CTH N to CTH C) as reconstruction to urban cross section project; estimated construction cost: \$10,487

Revise Figure A-m (p. A-25 – A-26) “Pedestrian Recommendations and Supporting Actions” to clarify intent, based on comments from WisDOT Planning staff and the public to replace text for supporting action 2E with, “Identify and install accessible pedestrian signal systems and other ADA accessibility treatments where they are missing.”

Revise Figure A-q (p. A-32 – A-33) “Air, Freight, and Rail Recommendations and Supporting Actions” based on comments from WisDOT Planning staff to add “OCR, railroad companies” as implementing parties for supporting actions 5A, 5B, and 5C.