The Madison Area Transportation Planning Board (MATPB) has completed the draft Regional Transportation Plan (RTP) 2050, culminating a planning process that began in 2015. The plan identifies transportation system needs and makes recommendations across all modes and seeks to coordinate investments of implementing agencies, including the Wisconsin Department of Transportation (WisDOT), Dane County, and local communities.

The robust planning process involved input from the public, standing boards and committees, and an ad hoc RTP Advisory Committee comprised of stakeholders from across the region. These groups helped to refine the plan throughout its development process, which included:

- Establishing a regional vision and goals;
- Examining demographic, economic, land use, and travel data, transportation system performance, and emerging technologies to identify trends that may impact the future transportation system;
- Developing population, household, and employment forecasts for the planning period;
- Analyzing the existing condition of the transportation system in combination with forecasts to develop improvement strategies, policies, and projects to address future travel demand; and
- Evaluation and prioritization of strategies and projects to ensure consistency with the regional vision and plan goals.

The draft RTP is available for review on MadisonAreaRTP.com. A final series of public information meetings was just completed. Comments are requested by March 22 to ensure incorporation into the final plan. The final RTP will be available after board adoption.

WisDOT Cancels I-39/90/94 Study

In late February the Wisconsin Department of Transportation and Federal Highway Administration announced the cancellation of the I-39/90/94 Study from Madison to Portage, citing a reprioritization of major transportation projects. The study had previously identified seven possible alternatives, including widening the existing Interstate as well as four new off-alignment corridors. The termination of the study removes all of these alternatives from consideration. A new environmental study will be initiated to evaluate the replacement of the Interstate bridges over the Wisconsin River in Columbia County, which was previously included in the I-39/90/94 Study.

The termination of the I-39/90/94 Study has no effect on either the current I-39/90 expansion project from the State line to the Madison Beltline, or the separate environmental study of the I-39/90 and Beltline interchange.

The official announcement can be viewed here.
Park Street Corridor Connected Vehicle Pilot Project

The City of Madison has designated the Park Street corridor, encompassing all of Park Street and Fish Hatchery Road from University Avenue to just south of the Beltline as the site for a connected vehicle pilot project, which is expected to be completed over the next five years.

Initially, the City of Madison Traffic Engineering Division, in coordination with the Traffic Operations and Safety (TOPS) Lab at UW-Madison, will install DSRC (Dedicated Short Range Communications) technology infrastructure at a handful of intersections in the corridor and begin equipping some of the buses that regularly use the route with on-board units to enable transit signal prioritization (TSP) for buses running behind schedule. According to Yang Tao, Assistant City Traffic Engineer, "success for the initial deployment will be measured through improved travel-time and on-time reliability of transit vehicles, while causing minimal adverse effects on other road users." Beyond enabling TSP, the system will also be able to provide information to bus drivers. For example, it could alert bus drivers turning through a crosswalk if a pedestrian has pushed the button for the walk signal and may be crossing. Eventually, the technology will be installed at 20-30 intersections in the corridor. The map, at left, shows the planned installation locations and some of the bus routes that would be involved.

Following the initial phase, onboard units will be installed in fire trucks, ambulances, and taxis that use the route, and eventually applications will be developed for vehicle-to-pedestrian and vehicle-to-bicycle communications. The corridor will also be open to other private partners for testing and research purposes.

The project is a response to the SPaT Challenge, issued by AASHTO, the V2I Deployment Coalition, and others—the goal of which is for every state to create a V2I (vehicle-to-infrastructure) corridor featuring DSRC roadside units broadcasting the signal phase and timing (SPaT) message along an arterial corridor with at least 20 intersections. The City of Madison currently has funding to complete the first few pilot installations but additional funding from partners (WisDOT, USDOT, technology providers, etc.) will be required to complete installation throughout the corridor.

The project will also benefit from synergy with UW-Madison’s designation as one of ten USDOT Automated Vehicle Proving Grounds.

New Staff at MATPB

**Colleen Hoesly** comes to MATPB from the WisDOT’s Southwest Region where she was a transportation planner in the Major Studies unit. During her time with WisDOT she was involved with preparing the environmental studies for many important Madison area roadways, including the Beltline, Stoughton Road, and Interstate. Prior to returning home to Wisconsin, she was a transportation planner with the Rockford Metropolitan Agency for Planning in Illinois.

Colleen received her Bachelor’s Degree in History and Political Science with a minor in Geology from Rocky Mountain College in Billings, Montana, and Master’s Degree in Urban and Regional Planning from the University of Wisconsin-Madison. Colleen is a proud native of New Glarus.

**Bill Holloway** also joined MATPB as a transportation planner last month. Since 2010, Bill had worked at the State Smart Transportation Initiative (SSTI), based at UW-Madison, as a transportation policy analyst. At SSTI, he worked on a wide variety of projects involving big data, land use, accessibility measurement, and freight transportation. Prior to joining SSTI, he was a freight analyst at the Austin, Texas office of Cambridge Systematics, Inc., where he worked on a number of state and regional freight plans and studies in the western U.S.

Bill completed his undergraduate studies at Colorado College and holds a Master’s Degree in Urban and Regional Planning from the University of Wisconsin-Madison. He served as a Peace Corps volunteer in Tonga for two years between 2003 and 2005.

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