MEETING ANNOUNCEMENT
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

City-County Building
210 MLK Jr. Blvd., Room 354

June 8, 2016
7:00 p.m.

AGENDA

1. Roll Call

2. Approval of April 6, 2016 Meeting Minutes

3. Communications

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

5. Presentation on the City of Madison’s Madison in Motion Sustainable Transportation Plan and Other Transportation Planning Efforts

6. Resolution TPB No. 117 Approving Amendment #3 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   • Glacial Drumlin Trail (I-39/90 to Cottage Grove), Construct path [Cont. design thru ’18; add local const. $ in ’19]
   • Metro Transit Capital & Capital Maintenance Projects [Increase $ to account for both 2015 and 2016 federal grants]
   • Commerce Park Dr./Sub-Zero Pkwy., Extension of street and new parkway [NEW, Const. in ’16-’17 w/ state TEA grant and local funding]
   • Lacy Road (City Hall to Syene Rd.), Extension of street and new parkway [REVISE local utility and const. funding in 2017]
   • Buckeye Road (Monona Dr. to Stoughton Rd.), Reconstruction [Add local utility funding in 2018]

7. Resolution TPB No. 118 Approving Amendment #2 to the 2015 Unified Planning Work Program and Budget

8. Update on Regional Transportation Plan (RTP) 2050
   • Review Draft Goals and Policies and Report Outline

9. Presentation on Transportation Performance Measures Report

10. Appointment of MPO Representative to the Policy Advisory Committee for the Interstate 39/90/94 (Madison to Portage) Corridor EIS Study

11. Update on Dane County Transit Capital Grant Program

12. Status Report on Studies and Plans Involving the TPB:
   • USH 51/Stoughton Road (USH 12/18 to IH 39/90/94) Corridor EIS Study
   • USH 51 (McFarland to Stoughton) Corridor EIS Study
   • Beltline (USH 14 to CTH N) Corridor EIS Study
   • Interstate 39/90/94 (Madison to Portage) Corridor EIS Study
   • Interstate 39/90/Beltline Interchange EIS Study
   • Other WisDOT Corridor Studies
   • City of Madison Sustainable Transportation Master Plan

13. Discussion of Future Work Items:
   • Transit Ridership Modeling Improvements Project
   • Regional Transportation Plan 2050
   • 2007-2011 Transportation Improvement Program
   • MPO Website Redesign and Reorganization
   • Modifications to MPO Operating Rules
14. Announcements and Schedule of Future Meetings

15. Adjournment

Next MPO Meeting:

**Wednesday, July 6 at 6:30 p.m.**
Madison Water Utility Building, 119 E. Olin Ave., Conference Rooms A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318. 
*Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.*

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.
*Por favor avísenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.*
1. Roll Call

*Members present:* David Ahrens, Mark Clear, Steve Flottmeyer, Ken Golden, Chuck Kamp, Steve King, Jerry Mandli, Al Matano, Ed Minihan, Mark Opitz (arrived during item #5), Robin Schmidt, Patrick Stern

*Members absent:* Jason Kramar

*MPO Staff present:* Bill Schaefer, Mike Cechvala

2. Approval of February 3, 2016 Meeting Minutes

Moved by Kamp, seconded by Gruber, to approve the February 3, 2016 meeting minutes. Motion carried with Golden abstaining.

3. Communications

- Letter from WisDOT approving Amendment #1 to the 2016-2020 TIP.
- Letter from WisDOT SW Region Office to members of the technical and policy advisory committees for the USH 51 (Stoughton to McFarland) Study indicating that the department has identified a preferred alternative, a hybrid alternative including some elements of the low-build and four-lane expansion alternatives. Schaefer said an Environmental Assessment will document the new alternative. There will be public meetings in the fall. Schaefer noted MPO staff included a map of the improvements with the letter, and he summarized them.

Ahrens asked if the selection of this preferred alternative offered any insight to WisDOT’s views on the USH 51/Stoughton Road project north of the Beltline. Schaefer said he didn’t think so as the two roadways are very different, although WisDOT is moving to a phased approach for Stoughton Road as well. Minihan said the Town of Dunn is supportive of the intersection and other safety improvements.

- Letter from WisDOT regarding local officials and public meetings on April 7 regarding the Interstate/Beltline interchange study.

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

None

5. Resolution TPB No. 116 Approving Amendment #2 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said this is was really a one-project TIP amendment to modify the listing for the Madison Central Park ped/bike improvements project to add funding for real estate acquisition. The land will be used for a bike path along the rail corridor, car and bike parking, and a drop off area. Three other projects have been included for information purposes because they are locally funded projects. They involve or impact state highways. They include a new roundabout at STH 138 just west of USH 51 for the Kettle Park West development in Stoughton, addition of a lane to the EB on-ramp for USH 18/151 at Epic Lane, and the widening of the Locust Street bridge over USH 18/151 to add bike/ped accommodations.

Moved by Schmidt, seconded by Golden, to approve Amendment #2 to the 2016-2020 TIP. Motion carried.
6. Scoring and Funding of Transportation Alternatives Program Project Applications for the 2016-2020 Program Cycle

Schaefer said that the MPO now receives a direct allocation of funding under the Transportation Alternatives Program, now actually called the STP Block Grant Set-Aside Program. Each program cycle adds two years of projects. He said the MATPB received four years worth of funding because in the last cycle no funding was available due to the delays with the Lower Yahara River Trail project. Eight applications were submitted: three by the City of Madison, one each by the cities of Middleton, Verona, and Fitchburg, and Town of Cross Plains, and one by Dane County for a Safe Routes to School project. He noted that project descriptions with some scoring comments by staff, a project location map, the draft project scoring and ranking table, and a draft funding recommendation table were all included in the meeting packet. He said MPO staff reviewed all of this information with the MPO technical and citizen advisory committees, and they both endorsed the staff’s project scoring and funding recommendations. Schaefer reviewed the eight projects.

Golden asked why Century Avenue was constructed without bike facilities to begin with and when it will be reconstructed. Opitz said it is a county highway and he didn’t recall when it was constructed and why bike facilities weren’t included. He said there was no room within the roadway to add bike lanes. Land acquisition is required on the north side for the side path. The road and bridge have another twenty years-plus lifespan.

Schaefer said that the Middleton and Fitchburg projects and Madison’s West Towne path projects all scored much higher than the other projects under the enhancing mobility/connectivity category. They are all on the designated primary route system, and also either eliminate a barrier or provide a missing link in a corridor without a good, safe alternative. They also score better than the other projects in the usage/accessibility category, which looks at increased use and improved access to jobs. The Verona path project scores well on the quality of life sub-criteria, but not access to jobs and services. The West Towne path and Fitchburg projects scored the highest in terms of project readiness because of the extent of design work that has already been done. The West Towne path scored well for cost effectiveness due to fact the middle segment of the project is being constructed with local funds. It will also be done as part of the Gammon Road reconstruction project.

He said the Safe Routes to School project scored well. It is an ongoing project. The City of Madison had a Safe Routes to School coordinator for a couple of years. Some work with school districts has been done through the Healthy Kids Collaborative and MPO staff has assisted with those efforts. The City of Sun Prairie has also implemented a SRTS program. This project would build on those activities and expand them to other school districts in the county.

Ahrens said that for the non-infrastructure projects, evaluation is more difficult. However, the scoring criteria should address whether a project that is ongoing has been evaluated and proven effective. Mandli commented said that one of the technical challenges for intersection improvements near a school is a roundabout must be considered, but they don’t work well in areas with high pedestrian and bicyclist activity.

Schaefer said the staff recommendation is to fund Madison’s West Towne path, Middleton’s Northeast Connector path, and two of the three years of funding for the SRTS project. There isn’t sufficient funding for the third year, but the county could apply again in the next program cycle. He mentioned that it was discovered the City of Madison made an error in its cost estimate on the application for the West Towne path. However, city staff said they would accept a lower percentage share of federal funding and so the federal share on that one would be 56% instead of 60%.

Ahrens said that an evaluation plan for the SRTS project should be submitted for approval prior to the start of the project, and then a post-project evaluation report be submitted. He suggested requiring this. Schaefer said the MPO could request this as a condition of approval of the funding. In response to a question about funding, Schaefer said the county would need to work within the budget and scale their activities to include the evaluation.
Schaefer said that the projects not selected will be forwarded to WisDOT for potential funding with the statewide pool of funds. WisDOT will use its own criteria for selecting the projects. They will award extra points for projects that aren’t in the larger urban areas that received separate funding. If any of the projects is awarded funding, the federal share will be 80%, which is WisDOT’s policy.

Moved by Schmidt, seconded by Ahrens, to approve the staff recommendations for TAP project funding with the condition that Dane County submit an evaluation plan for its Safe Routes to School project prior to award of funding and submit an evaluation report following completion of the project. Motion carried with Mandli abstaining.

7. Letter of Support for City of Madison/Metro Transit TIGER VIII Application for Funding to Design and Construct a Satellite Bus Garage Facility and Purchase Articulated Diesel-Electric Hybrid Buses

Kamp said that Metro applied last year for a new bus operations facility on city-owned property on Nakoosa Trail, but was not successful. Staff discussed the process with Federal Transit Administration staff, who informed Metro that the project was in the highest scoring group. The fact that Milwaukee secured funding for its streetcar project probably hurt Madison’s chances as well, because typically only urban area in each state receives funding. FTA staff said Metro needed to make the case on the equity and socioeconomic benefits of the project. A different consultant, Vandewalle Associates, that has more local experience was hired to help with the application.

Moved by Opitz, seconded by Schmidt, to approve the letter of support. Motion carried.

8. Citizen Participation Effort and Schedule for Preparing the 2017-2021 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said that he has the board review and approve the schedule and public participation plan for the TIP every year. The format and timeline are similar to other years, except the MPO will not be seeking applications for STP-Urban projects this year as we have gone to a biennial schedule in coordination with the state biennial budget and WisDOT’s local program. The MPO will request project listings for major projects, have an interagency project coordination meeting, compile a draft TIP in August, hold a hearing in September, with by the board in October. He said he was encouraging communities to start thinking about STP-Urban project applications for next year.

Moved by Stern, seconded by Schmidt, to approve. Motion carried.

9. Additional Appointments to the MPO Advisory Committee for the Regional Transportation Plan 2050 for the Madison Metropolitan Area & Dane County

Schaefer said there are two additional persons that are proposed for addition to the committee: Susan Schmitz, the President of Downtown Madison Inc.; and Andrew Disch with the Madison Area Builders Association. Approval is being requested to add them to the RTP committee.

Moved by Clear, seconded by Minihan, to approve the appointments to the committee. Motion carried.

10. Appointment of MPO Representative to the Policy Advisory Committee for the Interstate 39/90/94 (Madison to Portage) Corridor EIS Study

Matano asked if any board members were interested in representing the MPO on the committee. Schaefer said a traffic impact analysis study looking at potential new interchanges and crossings had been completed and WisDOT had now moved to a Tier 1 EIS study. WisDOT has been holding joint technical and policy committee meetings during the day, although that could change. The MPO is a participating agency for the study. If no one is interested, Schaefer said he could provide updates to the board and schedule a presentation at the appropriate time. The meetings are about every few months. Stern said he is potentially interested but
the meeting time during the day is a problem. Golden suggested Jason Kramar. Matano said he would contact Kramar and ask if he is interested.

Moved by Gruber, seconded by Stern, to refer to the next meeting. Motion carried.

11. Recommendation to City of Madison Mayor Regarding Appointment of MPO Representative to the City’s Long-Range Transportation Planning Committee

Schaefer said that it sounded like Tim Gruber had already been appointed by the Mayor to the Long-Range Transportation Planning Committee as the second MPO representative. He said the ordinance calls for the parent body, in this case the MPO, to provide a list of recommended appointees to the Mayor from which to choose. Golden already is on the committee representing the Madison Transit Commission and Matano is also on the committee representing the county. The appointee must be a City of Madison resident. Steve King is the other MPO representative to the committee. The only two other possibilities are Mark Clear and Dave Ahrens.

Moved by Stern, seconded by Minihan, to recommend that Tim Gruber be appointed to this committee as the other MPO. Motion carried.

12. Response to Request for Comments on the Coordination Plan, Impact Analysis Methodology, and Project Purpose and Need for the Interstate 39/90/Beltline Interchange EIS Study

Schaefer said that there is a formal federally required process for engaging other agencies in environmental impact studies. One of the requirements is to prepare an agency coordination plan to outline how and when WisDOT will seek input and comments. The coordination plan for the study has been prepared. In addition to that, WisDOT is also seeking comments on an impact analysis methodology report and a project purpose and need document. The coordination plan and impact analysis methodology are straight forward and staff doesn’t have any comment on those. The purpose and need document, which was included in the packet, provides the basis by which WisDOT evaluates and selects the alternative for the project. Staff has prepared some draft comments on behalf of the MPO on the document. The letter acknowledges the issues in terms of safety, geometrics such as the left-hand exits, and the need to coordinate this project with the other WisDOT projects. The main comment questions WisDOT’s policy to use for their traffic operations analysis the thirtieth highest hour speed and Level of Service C standard. This means planning for never having any congestion. The letter questions the appropriateness of this given financial constraints, costs and potential impacts. This is particularly true for Interstate, which has peak periods different from the usual recurring commute time periods. Schaefer said the letter also recommends thinking long term. This includes consideration of connected and autonomous vehicle technology, and the impact that will have both on safety and capacity.

Golden said that land consumption should be considered and minimized by the design. He recommended that exceptions to design standards should be explored. We do all of our transportation planning for Level of Service D, so a LOS C interchange is irrational. Stern said in defense of the LOS C that tourism up north is very important to the economy and that section of the interstate is an impediment to travel in the summer. Matano said he would have rather seen the letter two weeks ago in order to provide edits. He suggested that he and Golden suggest some edits.

Moved by Clear, seconded by Kamp, to approve the letter with edits suggested by Matano and Golden. Motion carried with Flottmeyer abstaining.

13. Update on the Regional Transportation Plan (RTP) 2050

Schaefer said staff held a series of three kick-off meetings in early March in Madison, Verona, and Sun Prairie. The presentation provided at the meetings was included in the packet. The turnout for the meetings was not great and staff is considering ways to get better turnout for the next series of meetings and to engage the underserved populations in some way even if not through the public meetings. Staff is working on some
tweaks to the plan goals and drafting associated policies, which serve as the foundation for the plan. Staff is also working on the plan report outline and analysis and modeling. The next plan advisory committee meeting is at the end of April.

Schaefer reviewed the presentation from the public meetings, which provided background information about the MPO and the regional transportation planning process, the schedule for the plan, analysis of the existing transportation system, and results of the values and priorities survey.

Golden commented on the survey, indicating he thought people such as his former constituents in the Allied Drive area would want other options on the list such as “How do I get to the grocery store?” People with disabilities would have a different take as well. Matano commented on the disconnect between people saying making their neighborhood more convenient and safe to walk and bike was most important and building more bike paths was a lower priority. He said there were two different concepts in people’s minds: somebody who lives three blocks from Trader Joe’s that enjoy the fact they can walk there versus people who value the Southwest Path more for longer distance travel.


Schaefer said an ITS committee was created as a subcommittee of the technical committee. The plan is to generally meet quarterly to keep the ITS conversation going and facilitate plan implementation. The first meeting was held since adoption of the plan. Presentations were provided by the ITS program director for the Wisconsin TOPS Lab covering several subjects, including a possible real time incident etc. mapping tool idea, and by City of Madison Traffic Engineering on the McKee-Fish Hatchery Road adaptive traffic signal system planned for expansion to the University Avenue corridor. Schaefer said the presentations were in the packet.

15. Status Report on Studies and Plans Involving the TPB

Schaefer said that due to fiscal constraint, WisDOT is going to a phased implementation approach on the USH 51/Stoughton Road corridor with some interim improvements. The traffic forecasts are being redone with the new growth forecasts and new travel model. There will be public meetings in the fall, and the draft environmental impact statement is scheduled to be completed in spring of 2017. WisDOT is following a similar approach with the Interstate study as was done for the Beltline study: they are doing a high level look at alternatives, including out-of-corridor alternatives, as well as transit, ped/bike, and other improvements. One roadway alternative being carried forward for further analysis is a Sun Prairie bypass. This was due to the amount of traffic traveling between I-94 and I-39/90/94.

Golden asked if they will analyze how this “east reliever” might affect land use. Schaefer said yes but right now they were just looking at it from a traffic standpoint to see if it will help the interstate, similar to the Beltline study. Golden said that the Beltline is in an existing developed area and they dismissed the southern reliever. If they determine that the east reliever should not be dismissed for traffic reasons, they should also make sure it is not incompatible with local land use plans.

16. Discussion of Future Work Items

There will be an update on Dane County’s Transit Linking Communities transit capital grant program at the next meeting.

17. Announcements and Schedule of Future Meetings

Schaefer said that the next agenda will be light and he is thinking about an outreach meeting in a different location. Fitchburg will be contacted to see if a meeting can be scheduled there.

18. Adjournment

Moved by Gruber, seconded by Stern, to adjourn. Motion carried. The meeting adjourned at 8:20 PM.
April 18, 2016

Michael Davies
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd. Suite 8000
Madison, Wisconsin 53717

Marisol Simon
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Davies and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board’s Amendment to the 2016-2020 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on April 6, 2016. We will reflect by reference the 2016-2019 federal aid projects covered by this approval in our 2016-2019 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and Resolution TPB Number 116 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2035 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2035 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
    William Wheeler, FTA
    Dwight McComb, FHWA
    Mary Forlenza, FHWA
    Stephen Flottmeyer, WisDOT SW Region
    Donna Brown-Martin, WisDOT BPED
April 20, 2016

William Schaefer
Madison Area Transportation Planning Board
121 S. Pinckney St., Suite 400
Madison, WI 53703

RE:  Coordination Plan, Impact Analysis Methodology
    I-39/90/94 Study
    Madison to Portage
    Dane and Columbia Counties
    WisDOT Project ID 1010-10-00

Dear Mr. Schaefer:

As you know from previous correspondence, the Federal Highway Administration (FHWA) in cooperation with the Wisconsin Department of Transportation’s (WisDOT) Southwest Region is studying a 34-mile section of the I-39/90/94 corridor in Dane and Columbia Counties and preparing a Tier 1 Environmental Impact Statement (EIS). As a Participating Agency, your input on the Coordination Plan for Agency and Public Involvement including Appendix A – Project Specific Impact Analysis Methodology (IAM), and General Impact Analysis Methodology Report is requested. The General IAM document breaks out the standard WisDOT impact analysis methodology and is intended to be consistent for all WisDOT projects. A project location map is attached. Links to download copies of the Coordination Plan including Appendix A – Project Specific Impact Analysis Methodology Report, and the General Impact Analysis Methodology Report are included at the end of this letter for ready reference purposes.

I-39/90/94 Study
A Tier 1 EIS is being prepared along I-39/90/94, from the US 12/18 interchange (Madison Beltline) to the I-39/WIS 78 interchange near Portage. The corridor also includes the following (see enclosed study location map):

- WIS 30 from East Washington Avenue in Madison to I-39/90/94
- I-94 from I-39/90 to Dane County N in Cottage Grove
- US 151 from I-39/90/94 to Main Street in Sun Prairie
- US 51 and WIS 19 triangle in DeForest

The Tier 1 EIS will analyze the project on a broad scale, with the outcome being the identification of a preferred corridor from the US 12/18 interchange (Madison Beltline) to the I-39/WIS 78 interchange near Portage. The Tier 1 study will include a detailed analysis for a 6.6-mile long portion of the corridor between County CS and the I-39/WIS 78 interchange near Portage and identify a Preferred Alternative for that northern portion of the corridor.
The EIS is a full disclosure document that details how the project was developed. It includes project purpose and need, alternatives considered, description of the affected environment, environmental consequences of the proposed action, and the results of coordination with agencies and the public. The EIS also demonstrates compliance with other applicable environmental laws and regulations, and is made available for review by agencies and the public. The EIS process includes a Notice of Intent (NOI) to prepare the EIS, Draft EIS, Final EIS, and Record of Decision (ROD). The NOI was issued in the Federal Register on September 23, 2015.

**Coordination Plan and Impact Analysis Methodology**

Our January 21, 2016 letter explained that in accordance with 23 USC section 139, participating agencies will be afforded the opportunity, together with the other agencies, Indian Tribes, and the public, to be involved in defining the project's purpose and need, identifying potential environmental effects, and determining the range of alternative strategies to be considered. In the letter, you were offered the opportunity to become actively involved as a Participating Agency in the environmental review process for the project. We appreciate your agency’s acceptance of this offer.

This process includes a Coordination Plan (CP) for agency and public involvement, which includes Appendix A – Project Specific Impact Analysis Methodology Report and a General Impact Analysis Methodology Report that documents how potential environmental impacts will be evaluated.

**Input Requested**

*Comments or questions on the Coordination Plan, review and written concurrence of the project schedule in Table 4-1, review of Appendix A – Project Specific Impact Analysis Methodology of the Coordination Plan and Comments or questions on the General Impact Analysis Methodology Report.*

At this time, WisDOT and FHWA ask that you provide concurrence of the project schedule in Table 4-1, written comments on the downloadable copies of the draft Coordination Plan including Appendix A – Project Specific Impact Analysis Methodology Report and draft General Impact Analysis Methodology Report referenced above within 30 days of the date of this letter. Responses may be sent to:

Rob Knorr  
Project Manager, Major Studies Unit  
WisDOT Southwest Region – Madison Office  
2101 Wright Street  
Madison, WI 53704 2583  
(608) 246-5444  
Robert.Knorr@dot.wi.gov

With a copy to:

Bethaney Bacher-Gresock  
Major Projects Environmental Program Manager  
FHWA-Wisconsin Division  
525 Junction Road, Suite 8000  
Madison, WI  53717-2157  
(608) 662-2119  
Bethaney.Bacher-Gresock@dot.gov
Please use the following links to download the reports for review. You will be prompted for a username and password to access the documents. If you have any trouble accessing the reports, please contact me.

Username: aecomonline\agency
Password: I-399094Study

Draft Coordination Plan including Appendix A – Project Specific Impact Analysis Methodology Report

Draft General Impact Analysis Methodology Report

If you would like to discuss the I-39/90/94 Study in more detail, please contact me. You can also visit our project website at www.i399094.dot.wi.gov. Thank you for your consideration and interest in this project.

Sincerely,

Rob Knorr
WisDOT Project Manager

Enc: Project Location Map

cc: Bethaney Bacher-Gresock, FHWA – Wisconsin, Major Projects Environmental Program Manager
Anna Varney, FHWA – Wisconsin, Field Operations Engineer
Rosie Meer, WisDOT BTS – Environmental Process and Documentation Section
Jennifer Grimes, WisDOT Environmental Coordinator
Joel Brown, WisDOT Environmental Coordinator
Jess Billmeyer, AECOM Project Manager
May 19, 2016

Members of Technical Advisory Committee (TAC)
Members of Policy Advisory Committee (PAC)

Re: WisDOT Project ID 5845-06-03
US 51 Corridor Study (Stoughton to McFarland) - Environmental Assessment
I-39/90 to US 12 (Madison South Beltline)
Dane County, Wisconsin

Dear Committee Member:

The purpose of this letter is to provide an update on the US 51 Corridor Study project schedule. You recently received a letter dated March 16, 2016 from the Wisconsin Department of Transportation (WisDOT) indicating Alternative H (Hybrid) was identified as the preferred alternative and that the Draft Environmental Assessment (EA) was scheduled to be signed by the Federal Highway Administration (FHWA) and published in April 2016. The letter also indicated that meetings with the TAC and PAC would be held later this spring in preparation for a public hearing.

It was recently determined that due to statewide priorities and funding limitations the US 51 project would not be able to secure funding for final design and construction in 2016. As a result of the project funding delay, FHWA will not sign the Draft EA at this time, therefore the publication of the document and the public hearing have been postponed.

WisDOT now anticipates that the US 51 project will be funded for final design and construction in the fall of 2018. During this approximate 2 year extension of the US 51 Corridor Study, the study team will continue to refine the design to obtain a more accurate assessment of the impacts for the preferred alternative and will provide periodic updates and coordinate with interested parties, local officials, agencies, and committees. It is anticipated that the next public meeting will be held in the fall of 2017.

If you have any questions, please contact me at (608) 245-2656 or jeff.berens@dot.wi.gov.

Sincerely,

Jeff Berens

cc: Anna Varney, FHWA
Ian Chidister, FHWA
Rosie Meer, WisDOT BTS-EPDS
Jennifer Grimes, WisDOT SW Region
Joel Brown, WisDOT SW Region
Joan Petersen, Strand Associates, Inc.®
Re:
Presentation on the City of Madison’s Madison in Motion Sustainable Transportation Plan and Other Transportation Planning Efforts

Staff Comments on Item:
The City of Madison is finishing up work on Madison in Motion, the City of Madison’s Sustainable Madison Transportation Plan. The strategic plan is intended to provide a framework for future transportation decisions in Madison, to ensure a future with improved walkability, bikability, and transit availability. MPO staff has provided data and technical support for the planning effort and been working with city staff to coordinate the plan with the MPO’s bicycle plan, which was adopted last year, and the regional transportation plan, which is in progress.

City staff and its consultant are in the process of finalizing the draft plan, which will be taken out to the public for review and comment this summer. The committee set up to guide the plan has been reviewing and refining a set of recommendations for the plan. Dave Trowbridge from City Planning has been asked to come provide a presentation on the plan and some other ongoing city transportation planning efforts. The draft set of policy recommendations and specific action items is attached. Input on the recommendations is sought from the board.

Materials Presented on Item:
1. Draft Madison in Motion Plan recommendations

Staff Recommendation/Rationale:
For informational purposes only.
RECOMMENDATIONS: MADISON IN MOTION (DRAFT 3: 5-20-16)

**Note:** Highlighted **Action Items in green** are those already elements of the City’s established transportation planning and/or project development programs, and are thus already underway. Those **Action Items in yellow** are the highest priorities for the City, in terms of helping to achieve the Madison in Motion Mission and meeting the needs of the majority of our residents, businesses and visitors. Note that Policy and Best Practice Recommendations, while critically important to achieving the City’s transportation objectives, are not highlighted in this manner.

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Recommendations contained in the Madison in Motion Plan include a range of recommendation categories.

- Policy & Mission Statements
- System Visions (Maps of Routes and Networks)
- Facility Design Best Practices/Innovative Service Delivery
- Reference to Standing Planning Processes
- Follow-Up Planning and Refinement
- Implementation Actions/Specific Projects

These recommendations are implemented in a variety of ways – through ongoing detailed planning and development processes, established transportation management programs and other transportation implementation mechanisms. As such, many of the Plan’s recommendations will require the initiation of more detailed planning and/or project development processes – either stand-alone planning processes or as part of these established programs.

Policies and best practices recommendations contained in Madison in Motion will help guide the implementation of specific transportation projects, and the maps and route networks are intended to help inform where specific facilities and services should be targeted. Madison in Motion’s Mission Statement and other Plan objectives and policies can be found in section ?, page ?.

**Established Planning and Project Development Processes**

In terms of the established planning process, many are administered by the City of Madison. However, some planning and project development processes that affect the City are managed by other local, regional or state agencies and entities.

Some examples of how various transportation facilities and services in the City of Madison are implemented, and their respective planning and project development processes include:

- Design and development of local streets in new neighborhoods as part of the City’s Neighborhood Development Planning (NDP) processes.
- Implementation of transit system improvements – including a route addition or modification, installation of a new bus shelter or construction of a new park-and-ride facility – through Metro Transit’s 5-year plan, the Transit Development Plan (TDP).
• Evaluation, prioritization and implementation of traffic calming measures through the City of Madison Traffic Engineering Division’s Neighborhood Traffic Management Program (NTMP).

• The planning and project development of new high-capacity transit service in Madison and other Dane County communities, including new express bus service, Bus Rapid Transit service, and improvements to the local bus system.

The City of Madison recognizes the importance of these established processes as a mechanism for implementing the City’s vision. It is critically important that the City’s transportation system goals, objectives and policies are integrated into these ongoing planning and project development processes. It is also important that all affected parties and interests, stakeholders, neighborhood representatives, elected officials and other City policy makers are highly involved in these planning and implementation processes. The City of Madison consistently strives to ensure full public and stakeholder participation in its planning/development processes and transportation implementation programs, and the City urges other regional and state entities to ensure appropriate Madison involvement.

The following implementation recommendations reflect the importance of the many established planning and project development processes affecting the City of Madison, and recommend a high level of continued City involvement. In addition, some new planning and development activities are recommended to help implement City transportation objectives and policies. The recommendations are listed below as:

- Policy and Best Practice Recommendations;
- Action Items (next 1-5 years); and,
- Action Items (6-10 years and beyond).

Note: Specific transportation projects (to be implemented as part of the near-term and long-term capital budgets and plans) are discussed in a separate section (see Projects section/page?). Examples of such projects include street reconstruction projects, traffic calming improvements, pedestrian crossing improvements, public transit facility projects, transit service modifications, etc.

Relationships to non-City Plans and Related Planning Activities

Policy and Best Practice Recommendations

• Ensure that City of Madison elected officials, policy makers and agency staff are active participants on policy and technical advisory committees of multi-agency transportation planning and project development processes that affect the City.

Action Items (next 1-5 years, 6-10 years and beyond)

• Update and implement the City of Madison Comprehensive Plan Transportation Goals, Objectives and Policies though the implementation of a variety of state, regional and local planning, project development and implementation processes (insert Comprehensive Plan url).
• Implement the transportation system recommendations contained in the Madison Transportation Board (MPO) long-range regional land use and transportation plan (insert MPO RTP url).

• The City of Madison should remain a strong partner in the planning, design and implementation of major WisDOT arterial roadway facilities in the region, including the Beltline, Interstate 39/90 and USH 51 Stoughton Road highway corridors (insert WisDOT Project urls).

Ensuring Land Use & Transportation System Coordination

Policy and Best Practice Recommendations

  o Encourage the development of dense, mixed-use Activity Centers, primarily along major existing and future planned transit corridors. Activity Centers should typically include an appropriately dense mix of housing types (including affordable units and larger units for families with children), high levels of transit service, transit supportive commercial uses (such as grocery stores, child care and neighborhood-serving retail), and community facilities (such as libraries and/or senior centers).

  o Evaluate expanding land banking funds for areas surrounding key transit nodes, transit corridors and existing/future Activity Centers.

  o Target infill development to areas and corridors that have, or will have, high levels of transit service.

  o Focus new housing for transit dependent populations, including affordable and senior housing, along corridors with high levels of existing and planned transit service.

  o Closely coordinate anticipated land use, density and neighborhood/urban character with appropriate street design. Provide appropriate level of on-street parking to meet demand without unnecessarily widening pavement.

Action Items (next 6-10 years and beyond)

  o Update and implement the City of Madison Comprehensive Plan Transportation Goals, Objectives and Policies though the implementation of a variety of state, regional and local planning, project development and implementation processes (insert Comp Plan url).

  o Identify the locations of future Activity Centers, both in the City and in peripheral locations throughout the region (see Map page?). Collaborate with neighboring municipalities being served by Metro to maximize transit oriented development outside the City.
Prepare individual Activity Center Plans, working proactively with neighborhood groups and other area stakeholders (with priority placed on those locations most likely to experience near-term redevelopment).

Identify spatially mismatched areas of very high transit service and lower density development to determine if higher density redevelopment along these transit corridors or around transfer points would be appropriate (examples could include Whitney Way, Mineral Point Road and Sherman Avenue).

Improving Access to Affordable Housing, Employment and other Opportunities

**Policy and Best Practice Recommendations**

- Integrate affordable housing planning with transit planning, transit-oriented development planning, and Activity Center planning.

- Target affordable housing development in areas with high levels of existing and future planned public transit service, such as near transfer points or on major transit corridors.

- Explore ways to improve communication regarding vacancy, development, and housing trends to stakeholders (policy makers, developers, neighborhoods).

**Action Items (6-10 years and beyond)**

- Target major employers (especially in retail and service sectors), for discussions about Metro's employee pass program and how it could benefit their employees and business operations.

- Coordinate with existing service providers to expand the availability of the low-income transit pass program to all eligible persons.

- Create development zone initiatives to encourage affordable rental housing in areas well served by transit and in proximity to desired amenities
  - Utilize financial tools to encourage development (e.g., TIF, affordable housing fund, land banking fund, etc.)
  - Utilize neighborhood planning and urban design districts to achieve affordable housing objectives

Improving the Public Transit System in Madison and throughout the Region

**Policy and Best Practice Recommendations**

- Continue to utilize technologies to make using transit easier. Improving vehicular location technologies can provide more precise information to transit riders monitoring their bus via mobile apps.
o Investigate payment or pass systems that are readily available and have the potential to interact with other transportation payment systems, including parking garages, parking meters, B-cycle (or other bike-sharing services) and/or potential future car sharing services.

o Incorporate transit priority elements like bus lanes, transit signal priority, and in-lane bus stops in street design, consistent with appropriate professional design standards.

o Explore a wide range of transit pass options and expand locations where they can be purchased. Evaluate the potential for pass options beyond a 10-ride or monthly pass (including the use of contactless smart cards). To the extent possible, expand pass programs, and study creating a pass program for residential buildings. Install vending kiosks at transfer points and at other high-use facilities to provide a more convenient point of sale.

Action Items (next 1-5 years)

o The City of Madison, Dane County, the Wisconsin Department of Transportation, Madison Area Transportation Planning Board (MPO), the University of Wisconsin, and other local units of government and agencies (including those communities that currently contract for Metro Transit services, such as Fitchburg, Middleton, Verona, Shorewood Hills and the Town of Madison) should work cooperatively to take all necessary steps toward Bus Rapid Transit (BRT) project development and service implementation, in accordance with all applicable local, state and federal regulations (insert BRT Study url).

o As a component of detailed BRT planning and project development, Metro Transit should undertake a route restructuring planning process, to evaluate a variety of ways to provide different transit services, such as improving overall system performance, improving travel times, and reducing transfers. Potential improvements could include layered local and express service, feeder routes to support BRT, and park and ride facility expansion.

o Metro Transit should continue to develop and implement its long-range transit service plan - the Transit Development Plan (TDP) - in close collaboration with the Madison Area Transportation Planning Board (MPO), as a means of implementing the City’s public transit objectives and policies (insert TDP url).

o As an element of the Transit Development Plan process, evaluate the potential to improve existing transit service performance, including simplifying routes, optimizing stop spacing and staggering timing of buses (to reduce overcrowding).

o Develop a parking/park-and-ride management plan as a means to help improve the viability and effectiveness of public transit services in the City. Study the potential for new park and ride facilities supported by direct service to major employment centers, specifically investigating the donated/leased space model used by several transit agencies. Investigate opportunities to partner with other agencies (Dane County, WisDOT, and/or other Dane County communities) to implement and/or operate park-and-ride facilities. Explore the potential to expand the use of vanpools throughout the region.

o Create a process that evaluates opportunities to institute a new regional transportation or transit entity - as a mechanism to finance and manage public transit services in the Madison metropolitan area and Dane County.
Study possible transit funding sources for feasibility and effectiveness including: user fees such as fuel taxes or vehicle miles traveled charges; public financing mechanisms such as sales taxes or bond measures; private sector financing programs such as developer fees or assessment districts; city infrastructure fees, or public-private partnerships.

Develop a long-range intercity bus service plan to ensure the continued provision of intercity bus services to and from the City of Madison, ensure the proper location of transit stations and bus staging areas, and address the impacts of intercity bus services and their facilities on residential neighborhoods.

Work with the City of Madison Planning Division, Traffic Engineering Division, Metro Transit, and the University of Wisconsin-Madison, and others to locate a site for a new intercity bus terminal. The new bus terminal should be in a location that is easily serviceable by transit without adding new routes. Evaluate opportunities to integrate Metro Transit connections and mixed-use development into the terminal facility.

Action Items (6-10 years and beyond)

- Create a process that evaluates express bus service between surrounding communities and various regional destinations, with a goal of making transit travel time more competitive with driving.

- Evaluate potential for point-deviation transit systems, similar to the YWCA van system or transportation network companies (such as Uber or Lyft), especially to serve lower income neighborhoods and employment nodes not well-served by current Metro service (where traditional fixed route transit service provides lengthy travel times or requires transfers). Evaluate a range of on-demand transit services for certain areas and last mile connections (see Matrix of service options, page?).

- Create a process that evaluates the potential use of existing freight railroad corridors for future passenger transit services, including (but not limited to) regional rail service to surrounding communities and high speed intercity passenger rail service.

Work with Regional Partners to Create a Seamless Regional Transportation System

Action Items (next 1-5 years)

- Create a process that evaluates opportunities to institute a new regional transportation or transit entity, as a mechanism to finance and manage public transit services in the Madison metropolitan area and Dane County.

- Study possible transit funding sources for feasibility and effectiveness including: user fees such as fuel taxes or vehicle miles traveled charges; public financing mechanisms such as sales taxes or bond measures; private sector financing programs such as developer fees or assessment districts; city infrastructure fees, or public-private partnerships.
Improving Connectivity, Bridging Gaps and Enhancing Choice

Policy and Best Practice Recommendations

- Continue to plan for implementation of enhanced transit to Dane County Regional Airport, serving both passengers and employees.

- Expand availability of 10 ride cards and transit passes to low income riders by installing transit pass vending kiosks at transfer points and undeserved areas.

- Identify potential bicycle/pedestrian connections to break up existing superblocks (an example would be a potential connection of East Campus Mall to Brittingham Park).

- Continue planning for improved connectivity across major transportation barriers between key destinations (such as the downtown business district and Law Park).

- Evaluate sites for potential improved connectivity when redevelopment activities occur, such as was done with the Royster Corners development on Cottage Grove Road.

- Ensure transportation improvements equitably benefit low-income households, on both a system and neighborhood level.

- Improve connections across barriers such as the Beltline, Interstate 39/90 and other multilane, higher-speed roadways, in order to better connect surrounding neighborhoods and encourage non-auto modes (see Roadway Barrier Map, page?).

- Encourage better integration of transit and bike usage by improving bicycle storage facilities at transfer points and major stops. Consider installing bicycle parking stalls adjacent to bus stop sign poles, where possible.

Action Items (next 1-5 years)

- Create a planning process to evaluate a variety of “First-Mile/Last Mile” transportation facilities and services, as a way to boost transit system use by enhancing convenience and service.

- As an element of the Transit Development Plan process, investigate the feasibility of integrating payment systems for buses, B-cycle (or other bike-sharing services), potential future car sharing services, and city-owned parking garages, and/or other potential transportation modes.

Action Items (6-10 years and beyond)

- Adopt policies for promoting and integrating car sharing into city infrastructure and private development.
Managing Transportation System Demand

Policy and Best Practice Recommendations

- Institute employer-based Transportation Demand Management (TDM) measures as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes – including public transit, ridesharing, bicycle and pedestrian transportation.

- Support ridesharing to relieve traffic congestion, reduce parking demand, conserve energy, and improve air quality. Give priority to facilities and services which encourage ridesharing for work and school trips.

- Incentivize employers to provide employees with Metro commute passes, especially in high frequency transit areas, retail and service sector jobs, and projects receiving city assistance.

- Pursue policies and support developments that separate the cost of parking from leases and assign the full cost of providing and maintaining parking to those who use it.

- Continue to make periodic pricing adjustments to City-managed parking facilities to make sure prices are in line with the market.

Action Items (next 1-5 years)

- Develop a prototype Transportation Management Association (TMA) in the City of Madison, at an appropriate area of the City (such as downtown Madison, the Capitol East District or UW Research Park), as a mechanism to organize individual employers and administer TDM initiatives.

- Develop and pilot TDM programs with the largest Madison-area employers.

- Evaluate potential further reductions in the zoning ordinance’s minimum and maximum parking requirements based on proximity to high-frequency transit service.

- Evaluate the possibility of modifying the residential parking permit program to allow for the City to charge market rates for residential parking permits based on location and demand.

Building and Maintaining Comfortable and Safe Bicycle Infrastructure

Policy and Best Practice Recommendations

- Ensure Madison in Motion consistency with the recommendations contained in the Bicycle Transportation Plan for the Madison Metropolitan Area and Dane County (2015), and implement the recommendations contained in that Plan.
- Continue to expand bicycle networks throughout the metropolitan area, with priority given to eliminating system gaps and developing additional facilities in areas where anticipated use is high.

- Identify opportunities to improve existing facilities, such as removing bike boulevard stop signs, widening undersized bike lanes on higher volume and speed streets, widening bike paths and giving priority to bicycles at appropriate path/street crossing locations (including raised path crossings) and advanced marking for mid-block crossings.

- Continue to incorporate innovative bike facilities, such as cycle tracks, buffered bike lanes and innovative intersections, where appropriate and opportunities arise (see Innovative Bicycle Facility Section, page?).

- Continue to construct off-street paths, with priority placed on those that eliminate existing gaps in the network.

- Remove major barriers to bicycling, whether by adding infrastructure at key spots or improving crossings of large roadways and other transportation infrastructure.

- Continue to improve intersections by adding safety improvements, bike-specific signals, diagonal crossings where appropriate, and bicycle-sensitive actuation for traffic signals.

- Improve bicycle storage (including on-demand lockers and additional capacity), transit integration, and last-mile connections, for seamless integration with the larger transportation system. For example, examine ways to improve bicycle access on transit vehicles, bicycle storage facilities at major transit hubs, and innovative transportation linkages between major transit hubs and destinations (such as bike sharing, circulator transit services, etc.).

- Identify and apply guidelines for innovative treatments, so Madison’s bike infrastructure can benefit from piloting different treatments and evolve based on what is appropriate for local conditions. Examples include emerging facility treatments being refined in other communities and design resources (e.g., protected bike lanes and intersections, new types of signalization, etc.).

- Continue to explore how emerging technologies can help improve bicycle safety. Examples include more reliable bicycle detection and vehicle-to-infrastructure/vehicle-to-vehicle (V2I/V2V) technologies. Promote the use of new technologies related to bicycles and support emerging technology training for City staff.

- Improve winter bicycle maintenance policies, reviewing winter biking routes, facilities plowing, and parking on streets with bike routes and bike lanes. Study winter maintenance practices to ensure the most appropriate facility is developed in new areas, balancing cost, usage characteristics, and winter/summer use patterns. Consider making winter bike facility maintenance a line item in responsible departmental budgets to ensure adequate funding is provided to clear facilities.
Ensure that public and private bike storage facilities are cleared in winter. Improve the reporting process (report a problem) for maintenance of bicycle facilities.

Evaluate the creation of bicycle centers at key locations throughout the City (bicycle centers may include secure bicycle parking, lock-up facilities, bike maintenance areas, and shower facilities).

Provide parallel bicycle paths within the highway right-of-way along limited access highways.

Coordinate with regional partners to ensure further development and refinement of a system of shared use paths, bicycle lanes on arterial and collector streets, and neighborhood street-level connectivity.

Improve the bike parking component of the zoning ordinance, to ensure adequate bike parking in the isthmus. Require the property owner to manage snow clearing and general maintenance.

The City’s bicycle boulevard program has been in place and continues to evolve. Explore the potential to add additional treatments along current bicycle boulevards and the creation of new boulevards as appropriate (with an increased level of treatments to encourage bicycle traffic while reducing or eliminating cut-through traffic).

Improve cycling integration with transit. Investigate improved bike parking facilities at transfer points and major transit stops. Explore new options for increased bike capacity on current and future buses.

Action Items (next 1-5 years)

Expand the bicycle route network, including a primary and secondary network, new off-street multi-use paths, and new on-street facilities including buffered bike lanes and cycle tracks. Create a system that balances needs of people prioritizing comfort and safety and those prioritizing efficiency and speed (see Bicycle Route Network Map, page?).

Implement bike route wayfinding for cyclists by adopting the Bicycle Wayfinding Design Guidelines for Dane County (2016), and provide appropriate funding for its implementation. The City should continue to work with the Madison Area Transportation Planning Board (MPO) and Dane County to implement a bicycle wayfinding system that is consistent on bikeways throughout the county, with special priority given to bikeways that have been identified as primary routes. Improve and/or simplify bicycle signage (insert Bicycle Wayfinding Guide url).

Continue the policy of providing bicycle accommodations on all collector and arterial streets whenever possible. When these streets are scheduled for reconstruction or resurfacing,
bicycle facilities need to be considered at that time (see Street Typology concepts?). Develop clear and specific roadway cross-sections for each rural road that may/will be converted to an urban section, in order to ensure that developers construct the proper cross-section relative to the desired urban context.

- Conduct a bicycle facility capacity evaluation and plan for the isthmus, in order to determine the appropriate bicycle facility design based on usage.

- Study the potential for new park and bike facilities, preferably located along major paths and within three miles of primary employment centers. Like park and rides, investigate donated/leased parking space model. Ensure adequate bicycle parking at various locations along the bike paths.

- Add new bicycle and pedestrian crossings as part of major roadway projects: investigate new bicycle and pedestrian crossings recommended for Interstate 39/90, for the Beltline (including several with new streets), for Stoughton Road (including several with streets), and for USH 151. Continue to work closely with Dane County, Wisconsin Department of Transportation, and the Federal Highway Administration to ensure improvements to existing crossings of highways, as well as the creation of new crossings (see Roadway Barrier Map, page?).

- Assist B-Cycle with their expansion plans. Integrate B-Cycle facilities into planning and implementation of existing and planned Activity Centers throughout the City (see B-Cycle Expansion Map, page?). Consider the use of tax increment financing to pay for the capital costs of B-Cycle stations in tax increment districts where system expansion is merited.

- Conduct bikeway facility audits in targeted areas of the City, to help improve safety, comfort for cyclists and ease of system navigation. A system audit can identify areas that may be improved with such treatments as improving striping and painting, improved wayfinding and signage, modified roadway intersections, enhanced signalization, protected bike facilities, and vegetation clearance in certain areas.

Building and Maintaining Comfortable and Safe Pedestrian Infrastructure

Policy and Best Practice Recommendations

- Continue the City’s sidewalk installation policy in new development areas and existing neighborhoods. Sidewalks should be installed on both sides of all streets in all new subdivisions; sidewalks should also be installed on both sides of all existing streets, as they are reconstructed.
  
  ◊ Recommendation for New Developments: The City should continue to enforce its ordinance requiring developers to install sidewalks along both sides of the street in all new developments at their own expense.
diamond Recommendation for Site Redevelopment: When sites are redeveloped along existing roadways without sidewalks, require the developer to install sidewalks on the site if they do not currently exist.

- Maintain sidewalks, walkways, transit boarding pads, and connections to and within transit shelters for year-round use, including appropriate snow removal. Continue to enforce sidewalk snow removal and maintenance ordinances.

- Continue to improve intersections and crossings, both controlled and uncontrolled, using innovative treatments such as (see Innovative Pedestrian Facility Section, page?):
  - Pavement markings and treatments such as striping, painted crosswalks (possibly using red color), and decorative paving so the change in material, color, and texture signifies pedestrian priority;
  - Raised crosswalks to signify pedestrian priority;
  - Innovative lane channelization, pedestrian refuge areas, and visually enhanced mid-block crossings;
  - Curb extensions to effectively shorten walking distance and put the pedestrian in a more visible position to begin crossing the street;
  - Signal improvements to assist with pedestrian crossings, including: pedestrian countdown signals, flashing pedestrian crossings at uncontrolled or mid-block crossings, and pedestrian-activated crossings.

- Improve roadway landscaping, including:
  - Providing adequate trees and terracing to reduce the visual and noise impact of motor vehicles on people traveling on foot adjacent to a roadway, enhance pedestrian comfort, and enhance perceived pedestrian safety;
  - Improved storm water management treatments to improve water quality, help reduce peak volume, and provide a more comfortable and aesthetically pleasing pedestrian experience.

- When streets are reconstructed ensure design supports a pleasant pedestrian experience. Providing wide, planted terraces on residential streets (8’-12’ is ideal) creates an attractive buffer from the roadway while creating an optimum root environment for street trees.

- Where terraces are paved on the city’s main streets, consider structured soil techniques, such as silva cells, to improve the health and canopy of trees and their associated ecological benefits in urban environments.

- Continue studying how the urban canopy within the public right of way can be improved to increase stormwater management efforts, air quality and neighborhood character.

**Action Items (next 1-5 years)**

- Maintain, update and implement a Pedestrian System Plan to identify and prioritize sidewalk needs (e.g. pedestrian ramps, crosswalk enhancements, streetscape enhancements, sidewalk expansions, etc.).
o Continue to implement a program for funding pedestrian improvements in existing neighborhoods.

o Work closely with the University of Wisconsin to identify priorities and implement pedestrian enhancements in and around the UW campus area.

o Create a planning process to identify and map existing barriers to pedestrian mobility (such as highways without adequate crossing facilities), identify where key linkages are missing, and prioritize locations where new crossings are most needed.

o Create a planning process to inventory pedestrian facilities in the downtown area. Identify the optimum width of paved sidewalk and terraces, appropriate to the surrounding urban context. Inventory and analyze pedestrian facility capacity needs in the downtown and identify the specific minimum width for paved sidewalk and terraces, for both sides of all streets and blocks in the downtown.

o Prioritize Tier 1 Streets for sidewalk additions without street reconstruction. Compare pavement condition data to identify high-need streets that are unlikely to be reconstructed soon. These pedestrian corridors may be appropriate for sidewalk installation prior to street reconstruction (insert Tier 1 Sidewalk Facility Map).

o Identify potential funding programs to ensure that sidewalks are built, and help to reduce the financial burden of building sidewalks on property owners in already-developed neighborhoods.

o Pilot “shared streets” in locations with narrow roadways, high commercial activity, high pedestrian volume, and low vehicle volumes, to try out the appropriate paving treatment, programming, design features, regulations, and locations; assess the outcome (for possible expansion of a shared streets program) and explore alternative mechanisms to finance the program.

o Investigate how emerging technologies, such as pedestrian-vehicle conflict warning systems for turning vehicles, can help improve pedestrian safety. Promote the use of new technologies related to pedestrians and support training in new technologies for City staff.

o Evaluate modifications to parking garage exit design standards, to increase pedestrian safety.
Building and Maintaining Complete Streets and Roadways

Policy and Best Practice Recommendations

- Incorporate Complete Streets design components when constructing new and reconstructing existing streets and roadways (see Street Typologies):
  - Add pedestrian refuges, medians, and curb extensions, where needed, to improve the safety and attractiveness of walking.
  - Narrow lanes to calm traffic and create space for additional uses of the right-of-way, reduce the pedestrian crossing distance between curbs, and reduce pedestrian exposure to traffic.
  - Consider “road diets,” with two-way left turn lanes (TWLTLs), where appropriate, to improve roadway safety and better accommodate bicyclists and pedestrians.
  - Consider converting one-way streets to two-way operation, where such action would not compromise other City objectives or result in detrimental impacts upon residences and businesses in surrounding neighborhoods.
  - Implement traffic calming tools like traffic circles, speed tables, and speed boards as part of the City’s Neighborhood Traffic Management Program (NTMP).
  - Incorporate appropriate bicycle facilities for traffic speed, volume, roadway function and urban context (including shared streets, bike lanes, buffered bike lanes and cycle tracks).

**Complete Streets Note:** City of Madison Resolution ID 16250 reaffirms the City’s commitment to Complete Streets, and further directs staff of various agencies to follow, to the extent possible, Complete Streets concepts for all new developments, redevelopments, new street construction and street reconstruction projects. Complete Streets is a roadway facility design approach that is intended to ensure that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities, to be able to move safely along and across the street. Madison has a long history of following complete streets concepts without naming these as such.

While it is desired to fully accommodate all modes of transportation within the roadway cross-section, there are numerous competing uses for the street right-of-way. Specific facility treatments for each mode as components of reconstructed roadways (particularly in built-up urbanized areas of the City, like Monroe Street and Williamson Street) will need to be determined as part of roadway corridor plans, where competing interests for right-of-way (parking, sidewalk width, terraces and related amenities, bike mobility, vehicular traffic, building placement, etc.) are debated in the context of robust stakeholder involvement, careful consideration of all City objectives and a full evaluation of the impacts upon residences and businesses in surrounding neighborhoods.

- Adopt a “Fix-It First” policy for City of Madison streets and roadways, ensuring that pavement quality is maintained at an appropriately high level. A “Fix-It First” policy prioritizes the maintenance of roadway facilities over expansion, although some capacity expansion is warranted to accommodate orderly development (primarily on the periphery
of the City). Such maintenance activities include chip seal/crack sealing, resurfacing and reconstruction. Continue to monitor street condition and utilize cost effective maintenance procedures.

- Reconstruct streets when they reach the end of their useful life and incorporate utility repairs or upgrades during reconstruction. Integrate Complete Streets elements into ongoing roadway construction and improvement projects. Continue to monitor street conditions and utilize cost effective maintenance procedures. Continue to implement cost-effective maintenance practices that extend the life of roadways.

- Construct new arterial and collector streets (in and adjoining new neighborhoods) as growing areas of the City are developed, and utilize official mapping throughout the City as a tool to ensure the proper design and development of such future roadways. Facilitate rural-to-urban roadway cross-section conversions in newly-developing areas and retrofits in older areas of the City where rural cross-sections are still present.

- Private residential streets should generally not be allowed, due to their negative impact on the connectivity of the City’s street network and their creation of isolated neighborhood pods that lack integration with the rest of the community. Explore creation of an ordinance to establish specific, narrowly-tailored criteria for the construction of private residential streets (similar to the City’s general prohibition of cul-de-sacs unless specific conditions are present).

- To the extent possible, enhance the roadway system capacity by using Transportation Systems Management (TSM) and other innovative techniques, such as improving intersection design, driveway/access modification, lane channelization, signal timing and other strategies.

- On arterial streets in the City, maintain the traffic-carrying capacity of the roadway to the extent possible, especially in areas where capacity reduction would result in detrimental impacts upon residences and businesses in surrounding neighborhoods.

- As opportunities for reconstruction arise identify roadways with excess capacity (i.e., those with unutilized on-street parking lanes). To the extent possible, narrow the street and reallocate space to more productive uses than under-utilized asphalt, such as widening the terrace, installing or expanding boulevards, or expanding bike or pedestrian facilities.

**Action Items (next 1-5 years)**

- Implement the City of Madison’s street/roadway, bicycle and pedestrian facility projects contained in the Madison Area Transportation Planning Board (MPO) Transportation Improvement Program (TIP). A summary of the City’s TIP projects is included in the Projects Section, on page ?; also insert url.

- Utilize the City of Madison Traffic Engineering Division Neighborhood Traffic Management Program (NTMP) to evaluate potential traffic calming projects throughout the City. Consider traffic calming tools like traffic circles, speed humps, and speed boards (insert NTMP url).
Creating and Managing On-Street and Off-Street Parking

Policy and Best Practice Recommendations

- As city parking structures near the end of their useful life, evaluate parking capacity needs and the feasibility of incorporating public parking into larger, mixed-use development projects.

- Manage downtown and central area on-street and off-street parking occupancy, time limits and rate structures to ensure they are facilitating desired usage patterns. Balance needs of businesses with those of residents.

- Consider the development of a formal park and ride system, as a component of a high-capacity or express regional transit network (with express or limited stop transit service to employment centers). A formal park-and-ride system would be intended to increase transit use and reduce commuter parking in surrounding neighborhoods. Evaluate the “Park Once” concept to help manage automobile demand in certain locations of the City.

- Promote shared parking, especially downtown, to reduce the overall supply of parking needed.

- Discourage new long-term commuter parking spaces for single-occupant automobiles in downtown.

- Ensure new parking facilities are designed to minimize or eliminate negative impacts of parking infrastructure on the surrounding area.

- Promote provision of shared-parking facilities to avoid oversupply of parking.

- Continue to proactively study current and future parking demands and supplies, using innovative techniques such as Park+ software, to help understand parking impacts of future development on existing land uses and ensure that parking policy, supply, demand, and impacts are all adequately weighed when considering projects that have an impact on parking.

- Evaluate a variety of public ownership or management options for structured parking associated with new commercial developments to encourage shared use of parking and maximize the benefit of any City investments in parking (such as is being considered in the Capital East district).

- In central areas where parking demand generated from future development is anticipated to be high, such as in the Capital East District, explore the potential for new public parking facilities as a way to facilitate use of off-street parking at all times.
Action Items (next 1-5 years)

- Continue to review and update parking pricing and management strategies. Evaluate dynamic pricing models for parking, to determine if different pricing methods could improve parking availability in high demand areas (such as near the UW Campus, State Street and the Capitol Square area). Continue to coordinate parking management policies with other transportation strategies, such as transit and travel demand management.

- Consider adoption of a policy/ordinance whereby the City maintains control/management of a parking facility during off hours when the facility is constructed for one predominant use and when the facility is partially or fully paid for with City financial assistance (such as TIF).

Enhancing Racial Equity and Social Justice Through Transportation

Policy and Best Practice Recommendations

- Ensure transportation improvements equitably benefit low-income households, on both a system and neighborhood level. Utilize the Racial Equity/Social Justice (RESJ) evaluation tool on Madison and Motion, as well as individual recommendations and projects contained within the Plan as recommended projects and studies are carried out (insert RESJ url).

- Focus new housing for transit dependent populations, including affordable and senior housing, along corridors with high levels of existing and planned transit service.

- Integrate affordable housing planning with transit planning, transit-oriented development planning, and Activity Center planning.

- Target affordable housing development in areas with high levels of existing and future planned public transit service, such as near transfer points or on major transit corridors.

Action Items (next 1-5 years)

- Coordinate with existing service providers to expand the availability of the low-income transit pass program to all eligible persons.

- Make it easier to purchase 10 ride cards and transit passes for those who would use them most by installing transit pass vending kiosks at transfer points, at high-use stations, and in areas convenient to low income riders.

Transportation Enhancing Racial Equity and Social Justice

Policy and Best Practice Recommendations
o Ensure transportation improvements equitably benefit low-income households, on both a system and neighborhood level. Utilize the Racial Equity/Social Justice (RESJ) evaluation tool on Madison and Motion, as well as individual recommendations and projects contained within the Plan (insert RESJ url).

o Focus new housing for transit dependent populations, including affordable and senior housing, along corridors with high levels of transit service.

o Integrate affordable housing planning with transit planning, transit-oriented development planning and Activity Center planning.

o Target affordable housing development in areas with high levels of existing and future planned public transit service, such as near transfer points or on major transit corridors.

**Transportation Enhancing Public Health and Safety**

**Policy and Best Practice Recommendations**

- Incorporate Health Impact Assessments (HIAs) into transportation and neighborhood planning processes, to help identify linkages between the built environment and public health.

- Evaluate ways to encourage more use of active transportation modes, such as walking, bicycling and public transit. Identify and address barriers to the use of these modes (see Transportation Demand Management section, page?)

**Transportation Enhancing Quality of Life and Economic Development**

**Action Items (next 1-5 years)**

- Organize and convene the business community to create a private sector driven coalition to research and advocate for investment in a modern urban transportation system and to help to make the economic case for investing in a modern and efficient transportation system.

- Create a City of Madison interdisciplinary staff team to focus on integrating emerging transportation technologies and services with regional economic development goals.

- Explore opportunities to establish innovation districts, in conjunction with the objectives and policies of Madison’s Economic Development Strategy.

- Explore opportunities to partner with Dane County, the State, and the regional business community on potential long-range airport improvements.
Leveraging Emerging Technologies

Policy and Best Practice Recommendations

- Evaluate the use of enhanced, smart traffic signals that can adjust settings in response to traffic and optimize system operation for all street users. For example, such signals can extend green lights for buses and other vehicles, respond to vehicle- and bike-embedded sensors, mitigate congestion in real-time, and enhance pedestrian crossings.

- Evaluate transit ITS improvements (such as GPS monitoring and real-time bus location information), to improve the transit user experience.

- Integrate technology and information ITS aspects into the parking system to better direct people to available parking, reduce circling, improve customer satisfaction, and proactively monitor and manage the parking system. Support ITS technology related to traveler information and management of transportation systems.

- Adopt a framework for how to respond to and facilitate consumer transportation technologies that improve vehicle safety.

- Establish priority corridors for transportation system management improvements, such as automated traffic systems, in transit planning or for congested corridors.

- Monitor changing demographics and preferences around transportation and location choices to better anticipate upcoming changes in demand.

- Continue to use improved sensors, connectivity, and data management tools to enhance transportation, transit, and parking system performance.

- Continue to monitor the development of ITS initiatives and trials, such as Infrastructure to Vehicle technology, for its potential for real-time management and safety improvements.

Action Items (next 1-5 years, 6-10 years and beyond)

- Implement the recommendations of the Regional Intelligent Transportation Systems (ITS) Plan for the Madison Metropolitan Area (January 2016). Recommendations of the ITS Plan will be incorporated into the Madison in Motion. However, with the rapid evolution of new transportation technologies, especially with the recent advances in autonomous vehicles, connected vehicles and electric vehicles, it is in the City’s best interest to identify and implement pilot projects on these new technologies when possible, to better position the City to make use of next-generation transportation systems and to promote mobility, public health and safety, economic growth, equity, and a clean environment.
o Implement wifi on all Metro busses.

o Establish a framework for incorporating and managing real time information regarding transportation options, such as transit, parking, taxi, rideshare, and traffic data.

o Develop policies and ordinances to obtain data and information from newly developing sources, such as Transportation Network Companies (TNCs), to aid in City evaluation of transit services, traffic flow, and peak demand times.

o Create a City of Madison interdisciplinary staff team to focus on integrating emerging transportation technologies and services with regional economic development goals. Consider creating private sector partnerships in the evaluation of new transportation technologies.

o Work with the MPO and state of Wisconsin to enhance vanpool/carpool technologies to better match riders with rides.

o Review the impact of technology changes, such as autonomous vehicles, on municipal revenue sources - parking fees, garage revenue, tow fees, etc.

o Evaluate necessary changes to City parking infrastructure to better serve electric vehicles.

o Evaluate the impact autonomous vehicles and Transportation Network Companies will have on provision of parking as the technology continues to progress. For example:
  • Should parking garages be designed to allow for conversion to other uses in case autonomous vehicles and TNCs reduce parking demand?
  • Do on-street parking areas need to be redesigned to allow for additional pick-up/drop-off areas for TNCs and autonomous vehicles?

o Develop and adopt a framework to analyze technology-based transportation innovations as new technology continues to develop. The framework should encourage innovation, respect consumer choice, maximize public benefit, and support other policies and best practices established in this plan. For example, framework criteria could include whether or not the technology:
  • Enhances accessibility, especially for people with disabilities and other vulnerable populations (e.g. children, seniors, low-income communities);
  • Improves public safety and personal security;
  • Enhances transit system seamlessness and improves customer experiences;
  • Allows for the City to enhance transportation/transit benefits and manage/mitigate negative impacts;
• Has a positive impact on active transportation and creating/maintaining a healthy community;
• Creates additional auto trips and congestion; and,
• Improves peoples’ quality of life.
Re:
Resolution TPB No. 117 Approving Amendment #3 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
The amendment to the TIP will (a) increase the funding amounts for Metro Transit’s capital and capital maintenance projects to reflect both the agency’s 2015 and 2016 grants [Note: Metro wasn’t able to receive its 2015 funding last year due to a change in FTA’s grants system]; (b) update the listing for the county’s Glacial Drumlin Trail project to extend design through 2018 and add local construction funding in 2019; (c) update the project listings for two STP Urban funded projects – Lacy Road and Buckeye Road – revising the local utilities and street construction funding; and (d) adding a City of Fitchburg project to extend Commerce Park Drive and add a new Sub-Zero Parkway to accommodate an expansion of Sub-Zero’s facility. This new project received a $1 million Transportation Economic Assistance (TEA) grant.
The new and revised projects are consistent with the MPO’s regional transportation plan and the amendment will not affect the timing of any other programmed projects in the TIP.

Materials Presented on Item:
1. Resolution TPB No. 117 Approving Amendment #3 to the 2016-2020 TIP (including attachments)

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 117
Amendment No. 3 to the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 7, 2015; and

WHEREAS, the MATPB adopted TPB Resolution No. 115 on February 3, 2016, approving Amendment No. 1; and

WHEREAS, the MATPB adopted TPB Resolution No. 116 on April 6, 2016, approving Amendment No. 2; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2016–2019 must be included in the effective TIP; and

WHEREAS, the amendment updates the project listing for the county’s Glacial Drumlin Trail project to extend design through 2018 and add local construction funding in 2019; and

WHEREAS, the amendment increases the funding amounts for Metro Transit’s capital and capital maintenance projects to reflect both the agency’s 2015 and 2016 grants; and

WHEREAS, the amendment reflects the addition of one state and locally funded project to extend Commerce Park Drive and add a new Sub-Zero Parkway to accommodate an expansion of Sub-Zero’s facility; and

WHEREAS, the amendment also updates the project listings for the Lacy Road and Buckeye Road STP Urban reconstruction projects, revising the local utilities and street construction funding; and

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

WHEREAS, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the MATPB meeting agenda; and

WHEREAS, the new and revised projects are consistent with the 2035 Regional Transportation Plan Update: Madison Metropolitan Area & Dane County, the adopted long-range regional transportation plan for the Madison Metropolitan Planning Area:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment No. 3 to the 2016-2020 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, making the following project revisions and adding the new project as described below and shown on the attached project listing table:

1. **REVISE** the listing for the county’s Glacial Drumlin (Capital City) Trail project on page 14 of the Pedestrian/Bicycle Projects section, extending design through 2018 and adding local construction funding in 2019.
2. **REVISE** the funding amounts for Metro Transit’s capital and capital maintenance projects on page 21 of the Transit Capital section, increasing Section 5307, 5337 and 5339 funding and local funding in 2016.

3. **ADD** the Commerce Park Drive extension and Sub-Zero Parkway construction project to page 33 of the Street/Roadway Projects section.

4. **REVISE** the Lacy Road (Fitchburg City Hall to Syene Road) reconstruction project on page 34 of the Street/Roadway Projects section, decreasing the local utilities and street construction costs/funding amounts in 2017.

5. **REVISE** the Buckeye Road (Monona Drive to Stoughton Road) reconstruction project on page 35 of the Street/Roadway Projects section, adding local utilities funding in 2018.

Date Adopted: ________________________________  Al Matano, Chair
Madison Area Transportation Planning Board
### MADISON METROPOLITAN AREA

#### PEDESTRIAN/BICYCLE PROJECTS

**DANE COUNTY**
- **GLACIAL DRUMLIN TRAIL**
  - 13/3500 to Cottage Grove
  - PE for and construction of path adjacent to rail corridor
  - Sec. 5307 M Sec. 5307 M Sec. 5307 M Sec. 5307 M

**TRANSIT CAPITAL**
- **B. METRO TRANSIT CAPITAL PROJECTS**
  - 40-ft. Low-Floor Buses (up to 15/40)
  - Computer hardware/software
  - New/Repl

**CITY OF MADISON**
- **40-ft. Low-Floor Buses (up to 15/40)**
  - New/Repl

**TRANSPORTATION PROJECTS**
- **30-ft Low-Floor buses**
  - New/Repl

**UTL**
- **UTL**

**FUTURE S. 5307 UAFP grant**

### STREET/Roadway PROJECTS

**CITY OF FITCHBURG**
- **COMMERCIAL PARK DRIVE SUB-ZERO PARKWAY**
  - Conversion of existing Commerce Park Drive and construction of new Sub-Zero Parkway
  - PE

**CITY OF MADISON**
- **BUCKEYE RD. (CIVIC BROOK)**
  - PE
  - ROW

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<th>Primary Jurisdiction</th>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>CostType</th>
<th>Jan-Dec 2016</th>
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<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
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Table B-2  
Summary of Federal Funds Programmed ($000s) and Those Available in Year of Expenditure Dollars  
in the Madison Metropolitan Planning Area

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Program</th>
<th>Programmed Expenditures</th>
<th>Estimated Available Funding</th>
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<td>Federal Highway Administration</td>
<td>National Highway Performance Program</td>
<td>33,289</td>
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<td>Bridge Replacement and Rehabilitation</td>
<td>600</td>
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<td>Surface Transportation Program Madison Urban Area</td>
<td>18,772</td>
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<td>Surface Transportation Program Flexible</td>
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<td>Surface Transportation Program Enhancements/Alternatives</td>
<td>1,082</td>
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<td>Highway Safety Improvement Program</td>
<td>1,078</td>
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<td>Federal Transit Administration</td>
<td>Section 5307 Urbanized Area Formula Program</td>
<td><strong>11,298</strong></td>
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<td>Sec. 5339 Bus &amp; Bus Facilities</td>
<td><strong>1,520</strong></td>
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<td>Sec. 5337 State of Good Repair</td>
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<td>Sec. 5310 E/D Enhanced Mobility Program</td>
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<td>Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program &amp; TIGER**</td>
<td>2,035</td>
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* Fifth year of funding (2020) is informational only.  
** Carryover funding. Includes new TIGER VI Planning Grant for Urban Footprint Tool, Scenario Planning.  

Note: All state roadway projects using applicable funding sources (e.g., NHPP, STP State Flexible, BR) are programmed through 2020. Local BR, STP (BR), and STP Rural projects are programmed through 2018. HSIP (other than annual small HES program) projects are programmed through 2020. Local Enhancement/TAP projects are programmed through 2018. Local STP Urban (Madison Urban Area) projects are programmed through 2020. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2015 excludes carryover projects for which the Federal funding is already obligated (except for the Alternatives Analysis and TIGER funding). Roadway and transit inflation rate @ 2.3% per year applied to both expenses and revenues, except for STP-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project is not included in table since project is primarily located in Rock County and outer Dane County.
Re:
Resolution TPB No. 118 Approving Amendment #2 to the 2015 Unified Planning Work Program and Budget

Staff Comments on Item:
Federal and state Planning funds allocated to MPOs for work program activities are intended to be used in the year the funds are approved for work activities to be undertaken that year. In the event that all work activities will not be completed and all funds will not be spent, MPOs may carry over all or some of the funds and complete the activities the following year. However, MPOs are required to amend their work program and budget accordingly. In addition, the carryover funds must generally be expended by the end of May the following year.

A total of $114,417 in federal/state funding was carried over from the Madison Area Transportation Planning Board’s 2015 Work Program budget to 2016. This included funding for staff work on the Regional Transportation Plan, completion of the values/priorities survey for the Regional Transportation Plan (RTP), purchase of an online public engagement platform for the RTP, purchase of origin/destination (O/D) data to supplement the National Household Transportation Survey (NHTS) data, purchase of new traffic count data management software, and consultant services to provide travel modeling support. The board approved an amendment to the 2015 work program in November of last year to carry over the funding and these activities to 2016. These activities were to be completed by the end of May.

Two of these activities – the purchase of the O/D data and the travel modeling services – have not been completed. In addition, the cost for the O/D data is a little higher than anticipated. FHWA and WisDOT agreed to allow the MATPB until the end of the year to complete these activities and spend the remainder of the carryover funds. The requested amount of carryover federal/state funding for data and software is also being increased from $71,155 to $. This second amendment to the 2015 work program and budget would make these changes.

The delay in the purchase of the O/D data is due to a delay in the NHTS. The O/D data will be most useful if collected during the same time period as when the NHTS is being conducted. The O/D data is being purchased from a company called AirSage. AirSage, an Atlanta based wireless information and data provider, has developed an approach for converting cellular data from cell phones, tablets, and other devices into aggregate O-D flows. Data will be collected for both weekdays and weekends in July and October 2016. The data will be used for future work to calibrate the regional travel model and other planning purposes. The funding for travel modeling services will be used to hire SRF to make corrections to the auto speeds in the model using travel speed data acquired by WisDOT.

Materials Presented on Item:
1. Resolution TPB No. 118 Approving Amendment #2 to the 2015 Work Program and Budget

Staff Recommendation/Rationale:
Staff recommends approval.
Resolution TPB No. 118
Approving Amendment #2 to the 2015 Unified Planning Work Program and Budget

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

WHEREAS the Madison Area Transportation Planning Board (MATPB) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming; and

WHEREAS the Unified Planning Work Program for the MATPB is annually updated, and the 2015 Work Program dated November 2014 was approved on November 5, 2014; and

WHEREAS Amendment #1 to the 2015 Work Program was approved on November 4, 2015 carrying over some of the work activities and funding to 2016; and

WHEREAS planning grants for 2015 planning activities were received, including funds from the Federal Transit Administration, Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), Dane County, and various local governmental units; and

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

WHEREAS two of the carryover activities - the purchase of origin/destination (O/D) data and travel modeling services to improve the regional travel model – will not be completed and the planning funds expended until the end of 2016; and

WHEREAS the purchase of the O/D data was delayed in order to accommodate the delay in the initiation of the 2015-’16 National Household Transportation Survey due to the desire for the data from both to be collected during the same time period; and

WHEREAS the cost of the O/D data will be a little more than anticipated, requiring an increase in the amount of requested carryover funding for this project; and

WHEREAS the project to hire a consultant to provide travel modeling assistance was delayed due to other work being performed on the travel model to prepare for the next phase of study of Bus Rapid Transit and a recently discovered problem with the auto speeds in the model, and the modeling funding will therefore be repurposed to support work of a consultant (SRF) to correct the auto speeds in the model; and

WHEREAS the MATPB is therefore requesting that the date within which to complete the O/D data purchase and travel modeling assistance projects be extended from May 31 to December 31, 2016 and that the requested amount of carryover funding be increased to cover the higher than estimated cost for the O/D data purchase:

NOW, THEREFORE, BE IT RESOLVED that the MATPB approves amendment #2 to the 2015 Unified Planning Work Program amending the requested federal/state carryover funding for Work Element 4015 (data, software) from $71,155 ($83,376 total) to $90,204 ($105,697 total), amending the requested carryover funding for Work Element 4030 (travel modeling services) from $21,335 ($25,000 total) to $18,878 ($22,100 total), and amending the date to complete the two projects to the end of calendar year 2016; and

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and

_________________________________________  _______________________________________
Date Adopted                                  Al Matano, Chair
Re:
Update on the Regional Transportation Plan 2050

Staff Comments on Item:
Staff continues to work on the plan, focusing on continued analysis of the existing transportation system and the assessment of future needs to accommodate the forecast year 2050 growth. Some changes to the traffic zone level growth forecasts were made to reflect the new redevelopment plan for the Judge Doyle Square site and to reflect recently prepared development assumptions for the E. Washington Avenue Corridor (Capitol East District) prepared as part of a project to develop a model to estimate future parking needs. The new development assumptions call for more employment and less housing.

Work also continues to make improvements to the regional travel model used to forecast future traffic volumes and transit ridership. As part of the project to improve the mode choice/transit components of the model, it was discovered that the auto speeds in the model were too high. Work has started to correct that. Other work underway includes the identification of high priority pedestrian and bicycle facility improvements, identification of intersections with high motor vehicle crash rates, and identification of currently congested corridors and intersections based on travel time data.

Staff made revisions to the draft plan goals based on feedback received at the first series of public meetings and from the plan advisory committee. Staff drafted a set of policies associated with each of these goals. The policies were reviewed with the plan advisory committee and some changes made based on their comments. Staff would like to now get feedback from the board as the goals and policies provide the foundation for the plan. Feedback is also sought on the draft plan report outline.

Materials Presented on Item:
1. Draft Regional Transportation Plan (RTP) 2050 goals and policies
2. Draft RTP 2050 plan report outline

Staff Recommendation/Rationale:
For informational purposes only at this time.
Draft Goals & Policies

- Goals are broad overarching aspirational statements about desired outcomes that the region will always work towards achieving.
- Policies describe the approach or methods that the MATPB will use or encourage to help guide the region toward each goal and will in many cases be associated with actions.
- Actions are general strategies or specific tasks recommended to be implemented by the MATPB, WisDOT, Dane County, and local communities.
- Performance measures are measurable outcomes that indicate whether progress is being made in achieving the goals.

GOAL 1. CREATE CONNECTED LIVABLE NEIGHBORHOODS & COMMUNITIES
Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and public transit.

Policies
1. Coordinate land use, housing, and transportation planning and decision making to foster compact development patterns that provide transportation and affordable, accessible location-efficient housing choices.
2. Promote compact, walkable, mixed-use neighborhoods.
3. Encourage growth in areas of existing development that place jobs, housing, and services closer together.
4. Encourage the concentration of higher density and mixed-use development in activity centers and along major transit corridors.
5. Enhance existing retail and employment centers in transit corridors by adding residential and other complementary land uses and making them more pedestrian friendly.
6. Encourage street oriented, human-scaled development designs that create accessible, vibrant neighborhoods.
7. Build Complete Streets that are safe, convenient, and attractive for everyone, regardless of age, ability, or mode of transportation.
8. Provide a well-connected street network and facilities for walking and bicycling that provide transportation choices and convenient access to daily activities.
9. Encourage transit supportive land uses along existing and planned transit routes and use of transit compatible site and street designs, where appropriate.
10. Utilize context sensitive transportation facility design that is a product of integrated land use and transportation planning and supports community character.

GOAL 2. IMPROVE PUBLIC HEALTH, SAFETY, & SECURITY
Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

Policies
1. Address the safety and security of all users in planning, designing, building, operating, and maintaining the transportation system.
2. Retrofit existing transportation facilities that pose safety risks with safer, modern designs.
3. Seek to minimize conflicts between motorized and non-motorized traffic through lower roadway speeds where appropriate, provision of safe and convenient street crossings, and other means.
4. Support education programs and law enforcement efforts to improve safety for all transportation users, focusing on behaviors resulting in the greatest risk of serious crashes.
5. Encourage mixed-use development and street designs with vibrant public spaces that support a culture of walking, bicycling, use of transit, and social interaction.
2.6. Prioritize active transportation facility improvements that will improve access to jobs, schools, healthy food, and other destinations that meet daily needs and those located in areas with health disparities and underserved populations.

2.7. **Promote and facilitate active transportation for short trips**, including maintenance of active transportation facilities to ensure year-round availability.

2.8. Manage access to the regional roadway system to preserve and improve safety as well as operational efficiency.

2.9. **Employ intelligent transportation technologies to improve safety as well as system efficiency and reliability.**

2.10. Design, build, and operate the regional transportation system to support timely and safe response to emergencies.

2.11. Reduce vulnerability of the public and the region’s transportation infrastructure to crime and natural hazards.

**GOAL 3. SUPPORT PERSONAL PROSPERITY & ENHANCE THE REGIONAL ECONOMY**

*Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.*

**Policies**

3.1. Provide for efficient, reliable travel on regional roadways serving major employment centers and those critical to freight movement, reducing excessive delays where possible.

3.2. **Support downtown Madison as the region’s largest, most important activity center** through improvements to its accessibility by transit as well as other transportation modes.

3.3. **Invest in transportation improvements that foster a quality of life that retains and attracts businesses and employees and supports the region’s role as a major tourist destination.**

3.4. **Provide convenient, inexpensive transportation options** that allow households to go car-light or car-free, allowing more money to be spent on housing or in the local economy.

3.5. Encourage redevelopment of established employment/activity centers and major transit corridors to make efficient use of existing transportation infrastructure.

3.6. Support agricultural activities in rural areas by designing roadways that safely accommodate implements of husbandry.

3.7. **Provide efficient freight access** to regional roadways, railroads, and the airport.

3.8. Promote investments that enhance inter-regional transportation options.

3.9. Integrate local public transit with intercity service and facilities such as the airport.

**GOAL 4. PROVIDE EQUITY FOR ALL THAT USE THE TRANSPORTATION SYSTEM**

*Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.*

**Policies**

4.1. Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services, and other destinations to meet their daily needs. Also support private sector efforts to provide complementary transportation options.

4.2. Improve transit accessibility to jobs in areas with concentrations of transit dependent populations and support provision of affordable housing in areas with high transit accessibility to jobs.

4.3. **Ensure that the interests of underrepresented groups (low-income, minority, seniors, disabled, etc.) are considered in the transportation planning process.**

4.4. Ensure that the benefits of regional transportation system investments in terms of improved accessibility, mobility, and quality of life are fairly distributed and that adverse public health and environmental impacts from transportation facilities do not disproportionately impact minority and low-income populations.

4.5. Retrofit existing transportation facilities to make them ADA compliant.
GOAL 5. REDUCE THE ENVIRONMENTAL IMPACT OF THE TRANSPORTATION SYSTEM

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources.

Policies

5.1. Design and build sustainable transportation infrastructure and implement operations programs that avoid or mitigate negative environmental impacts and augment positive changes.

5.2. Incorporate Green Streets elements into street construction and reconstruction, where feasible.

5.3. Pursue intelligent transportation technologies that improve traffic flow, encourage eco-driving, make transit and bicycling easier and more convenient, create new mobility services, provide traveler information, and better integrate the different modes. When implementing these technologies, encourage and facilitate private sector transportation innovation and integration of public and private transportation options.

5.4. Incentivize alternatives to single occupant vehicle driving through strategic investments in alternative transportation, public and employer based commute options programs, travel demand management (TDM)/vehicle trip reduction ordinances, and parking policies.

5.5. Develop a transportation system that is resilient in the face of climate change and rising fuel prices in the future.

5.6. Promote the transition to low and no emission fuels for vehicles.

5.7. Consider land use impacts of transportation investments, ensuring they meet regional goals.

5.8. Promote the movement of long-distance freight by railroads, which use less fuel per ton-mile than trucks.

GOAL 6. IMPROVE SYSTEM-WIDE EFFICIENCY, RELIABILITY, & INTEGRATION ACROSS MODES

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.

Policies

6.1. Encourage compact, mixed-use development patterns, which reduce reliance on the automobile, improving the efficiency and safety of the transportation system.

6.2. Encourage development in identified transportation and transit corridors and activity centers where adequate transportation facilities and efficient transit service can be provided.

6.3. Utilize transportation systems management and operations strategies, such as incident, special event, and work zone management, traffic signal coordination, and transit priority treatments, to maximize efficiency and reliability for all transportation modes.

6.4. Manage access to the regional roadway system to preserve and improve operational efficiency.

6.5. Provide for a well connected roadway system with proper roadway spacing that efficiently distributes traffic.

6.6. Implement policies and programs to manage travel demand on congested corridors in order to maximize system capacity and multi-modal system performance.

6.7. Promote parking management strategies that make efficient use of facilities and encourage alternative transportation modes while meeting user needs and supporting retail/service businesses.

6.8. Seek to provide and maintain an acceptable quality of service for all travel modes, considering the land use context of the facility and environmental impacts of potential improvements.

6.9. Utilize intelligent transportation technologies to make travel by all modes more reliable and convenient.

6.10. Prioritize capacity investments on critical bottlenecks and corridors that serve regional employment centers, particularly those where alternative modes cannot effectively and cost efficiently serve travel needs.
GOAL 7. ESTABLISH FINANCIAL VIABILITY OF THE TRANSPORTATION SYSTEM
Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

Policies
7.1. **Make the most efficient use of limited public resources** through cost-benefit analyses and consideration of the life cycle costs of projects, including operations and maintenance.
7.2. Utilize designs and construction techniques and materials that minimize maintenance costs over time.
7.3. Promote asset management practices that minimize maintenance costs over time.
7.4. **Prioritize maintenance of existing transportation facilities, strategies to manage travel demand, and improvements to transportation operations over new facilities and capacity expansion projects.**
7.5. Support compact, transportation efficient development that makes use of existing transportation system capacity.
7.6. Preserve transportation corridors and other needed land for future travel uses.
7.7. **Support inter-jurisdictional coordination in planning and project delivery.**
7.8. **Leverage federal and state funding for large-scale projects** that will provide significant benefits to the regional transportation system.
7.9. **Support additional funding options beyond the state gas tax and local property tax and a regional transit governance structure such as a regional transit authority.**
7.10. **Foster innovative financing and public-private partnerships for projects.**
I. Executive Summary

II. Introduction
   A. Purpose of the Plan
   B. The Planning Process
   C. Relationship to Other Plans and Studies
   D. Stakeholder Involvement and Public Outreach

III. Trends & Forecasts
   A. National Trends
      1. Demographic Shifts and Generational Preferences
      2. Emerging Trends and Technologies
   B. Regional Trends & Forecasts
      1. Population Growth
      2. Demographics and Households
      3. Employment
      4. Commuting Patterns
      5. Population, Household, and Employment Forecasts
      6. Planned Land Use and Growth Areas

IV. Our Transportation System
   A. Motor Vehicles
   B. Bicycles
   C. Pedestrians
   D. Public Transit
   E. Travel Demand Management (TDM) / Ridesharing
   F. Inter-regional Travel
   G. Freight/Goods Movement
V. Goals, Policies, and Performance Measures

A. Principles of Sustainability

B. Goals and Policies
- Create Connected Neighborhoods and Communities
- Improve Public Health, Safety & Security
- Support Personal Prosperity & Enhance the Regional Economy
- Provide Equity for All that Use the Transportation System
- Reduce the Environmental Impact of the Transportation System
- Ensure System-Wide Efficiency, Reliability & Integration Across Modes
- Ensure Financial Viability of the Transportation System

C. Performance Measures

VI. Needs Analysis and Recommendations

A. Funding Challenges & Financial Capacity

B. Needs Analysis

1. Northwest
   Cross Plains, Madison (Far West), Middleton, Waunakee

2. South
   Madison (Southwest), Verona, Fitchburg, Oregon, McFarland, Stoughton

3. Northeast
   DeForest, Windsor, Sun Prairie, Cottage Grove, Madison (Far East)

4. Central
   Madison (Near East, Near West, Central, North), Shorewood Hills, Maple Bluff, Monona

C. Recommendations
- Land use and Transportation Coordination
- Motor Vehicles
- Public Transit
- Bicycles
- Pedestrians
- Travel Demand Management (TDM) / Ridesharing
- Inter-regional Travel
- Freight/Goods Movement
VII. Appendix

A. Fiscally Constrained Plan – Projects Listings
B. Environmental Justice Analysis
C. Map Book
D. MPO Composition & History
E. Guiding Legislation
F. Federal Planning Factors
G. Congestion Management Process
H. Pedestrian Facilities Toolbox
I. Public Outreach and Participation
J. Performance Measures Report
K. Links to Other MPO Plans, Studies, and the TIP
   1. Bicycle Transportation Plan for the Madison Metropolitan Area
   2. Transit Development Plan for the Madison Urban Area
   3. Madison Transit Corridor (Bus Rapid Transit) Study
   4. Regional Intelligent Transportation Systems (ITS) Strategic Plan
   5. Transportation Improvement Program
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<td>A set of transportation system performance measures was developed as part of the last update to the Regional Transportation Plan in 2012. Data on these measures has been collected since then. Some of these measures have been tracked well before then as part of Regional Trends reports. The attached Performance Measures report is the first in what is anticipated to be an annual publication to better track and publicize trends in key metrics that indicate whether progress is being made in achieving the plan goals. The report, along with more detailed facility or area specific analysis, is intended to be used to gauge the effectiveness of past investments and ultimately guide future investments.</td>
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<td>Federal transportation legislation (MAP-21) adopted in 2012 required that MPOs and state DOTs develop long-range transportation plans and TIPs through performance-based, outcome-driven planning. The law established national goals and directed the U.S. DOT to develop a set of national performance measures to support those goals. The U.S. DOT is in the process now of finalizing this set of measures. State DOTs and MPOs will be required to set targets for the measures.</td>
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<td>The MATPB’s goals are consistent with the national goals and the attached draft report incorporates the one final federal rule (safety) and the applicable proposed rule related to congestion mitigation. A much larger set of performance measures has been developed that goes well beyond the federal measures. Targets for the federally required measures and others will be added in the future. For now, the desired and actual trend is shown. It is anticipated that the measures will evolve other time as new data becomes available (e.g., related to bicyclists and pedestrians) and circumstances and priorities change.</td>
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<td>Staff is finishing up work on a few additional refinements to the report. Also, data on some of the transit measures needs to be either added (on-time performance) or updated (bus fleet). The revised version will be distributed at the meeting. Staff is looking for feedback from the board before finalizing and publishing the report.</td>
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<td>1. Draft Transportation Performance Measures report, dated 5/18/16</td>
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Re:
Appointment of MPO Representative to the Policy Advisory Committee for the Interstate 39/90/94 (Madison to Portage) Corridor EIS Study

Staff Comments on Item:
WisDOT SW Region and the Federal Highway Administration are conducting an EIS study of the Interstate 39/90/94 corridor in Dane and Columbia counties. The study limits are the Beltline interchange on the south end and the STH 78 interchange near Portage on the north end. The study is evaluating future traffic accommodation needs, safety issues, and geometric deficiencies, and will be evaluating environmental constraints.

The MPO Board is a participating agency in the study. Policy and technical advisory committees have been set up for the study. MPO staff has been participating on the technical committee. Thus far, joint meetings have been held with the two committees during the day. However, WisDOT staff said they may split up the meetings in the future with technical committee meetings during the day and policy committee meetings in the evening.

The MPO Board is among the stakeholders identified to have a representative on the policy advisory committee. If the MPO Board desires to have a representative on the committee, a member needs to be appointed. If no one is interested, staff can continue to keep the board apprised of the study and bring in WisDOT staff for a presentation to the board at the appropriate time. The item was deferred at the last meeting.

Materials Presented on Item:
None

Staff Recommendation/Rationale:
N/A