



## ARTICLES

### Performance Measures Report 2016

The second annual Madison Area Transportation System Performance Measures Report (PMR) was recently released. The purpose of the report is to track progress in achieving the region's long-range transportation goals, outlined in the MATPB [Regional Transportation Plan 2050](#), as well as to inform decisions about regional transportation investments and strategies. Further, certain measures help the MPO meet [federal requirements for performance management](#), outlined in the [Fixing America's Surface Transportation \(FAST\) Act](#).

The 2016 PMR contained a number of changes to measures and methodologies, including changes to the Pedestrian and Bicycle Facilities measures to improve data accuracy and updates to the Safety and Bridge Condition measures to meet federal requirements. The Active Living Index and Freight Exports and Imports measures were removed due to difficulty of obtaining data and/or replicating the measures. Further, a threshold of +/- 1% or within the margin of error was added to the report to determine the trend of the measures.

The following are notable trends outlined in the report:

#### Positive Trends

- Major increase in airline passenger traffic
- Slight increase in specialized transportation ridership
- Maintaining fixed-route transit serve area
- Maintaining transit on-time performance

#### Negative Trends

- Slight decrease in accessibility to jobs by transit
- Major decline in transit ridership in 2016, a decline of 14% since 2014
- Increase in residents driving to work alone
- Maintaining rather than improving air quality
- Maintaining rather than improving levels of roadway congestion and reliability



Click on the image above to view the report.

### 2018-2022 Transportation Improvement Program

The MPO must approve all projects with federal funding and reference them in the Transportation Improvement Program (TIP). Although not a requirement, the MPO also includes and references regionally significant state and locally funded projects for information and coordination purposes. The MPO approved the [2018-2022 TIP](#) at its meeting on October 4, 2017.

The MPO receives an allocation of federal funding under two federal aid highway programs: the Surface Transportation Block Grant (STBG) – Urban and Transportation Alternatives (TA) programs. The MPO solicits applications and selects projects for funding. As part of approval of the TIP, the MPO approved the STBG projects for 2018-2022. One new project – Gammon Road – was approved. The road will be reconstructed in 2020 from Seybold Road to Mineral Point Road with sidewalk and bus and bike lanes. The City of Madison will construct this project concurrently with the West Beltline Path Underpass project, which previously received federal funding from the MPO through the TA Program. The Gammon Road project replaces the Atwood Avenue (Fair Oaks Ave. to Walter St.) and Mineral Point Road (USH 12 to High Point Road) reconstruction projects, which had been previously approved for STBG funding.

The MPO conditionally approved two additional projects for STBG funding in the next program cycle that runs through 2024. These are the reconstruction of University Avenue (Shorewood Blvd. to University Bay Drive) and reconstruction and expansion of Pleasant View Road (USH 14 to Greenway Blvd.). The projects will be scheduled for construction in 2021, '22 or '23. Conditional approval of the projects allows design work to begin prior to 2019 when funding will be available to officially program them.



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### In the News

The Dane County Bicycle Map featured on [GISUser.com](#).

MATPB, City of Madison, and Metro Transit staff [recommend exploring an east-west corridor](#) for a Phase 1 Bus Rapid Transit project.

[MATPB staff presented to the City of Madison Plan Commission](#) on Bus Rapid Transit recommendation on behalf of an inter-agency staff team. [Watch the presentation](#) on the Madison Channel (beginning around the 4:30 mark).

Wisconsin is now home to one of 10 U.S. Department of Transportation Automated Vehicle (AV) Proving Grounds, and AVs are [planned to be tested in Madison soon](#).

## About US

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## Dane County Bicycle and Pedestrian Crash Study

MATPB staff recently completed the initial data collection and analysis portion of the 2011-2015 Dane County Bicycle and Pedestrian Crash Study. The study follows a similar analysis completed in 1992 by City of Madison Traffic Engineering staff, which focused on bicycle crashes in the city between 1987 and 1990. A positive finding from the MATPB study is that despite Madison's growing population and increasing bicycle ridership, the average number of bicycle crashes per year dropped from 194 during the previous study period to 125 during the 2011-2015 period.



Click on the image above to view the presentation on the report.

Overall, there were 798 bicycle crashes and 552 pedestrian crashes in Dane County during the study period. 1% of the bicycle crashes and 4% of the pedestrian crashes were fatal and 7% of bicycle crashes and 14% of pedestrian crashes resulted in severe injury. Almost 80% of all bicycle and pedestrian crashes took place in the City of Madison. Most of the remaining crashes occurred in other urban communities within the MPO planning area and about 5% occurred elsewhere in the county.

All crashes were mapped, and categorized by crash type, the type of facility being used by the bicyclist or pedestrian, whether they were traveling with or against motor vehicle traffic in the adjacent travel lane, and other factors.

Over the next two months MATPB staff will be completing a report detailing the most common crash types and locations, the demographics of bicyclists and pedestrians involved in crashes, and changing crash characteristics since the 1992 study. The report will compare the Madison metropolitan area and Dane County's bicycle and pedestrian crash statistics to other places. It will also include some planning related recommendations and identify strategies for continuing to reduce the frequency and severity of motor vehicle crashes involving bicyclists and pedestrians.

## MATPB Public Participation Evaluation

In 2015, MATPB adopted a Public Participation Plan (PPP) that outlined the MPO's public participation process, identified key stakeholders, and explained the methods the MPO planned to employ for outreach. The PPP was used as an outline for the outreach for the Regional Transportation Plan (RTP) 2050. With the completion of the RTP, MATPB staff examined the efficacy of the efforts outlined in the PPP, leading to the creation of the Public Participation Evaluation Report (PPE).

The PPE takes both a quantitative and qualitative approach to evaluating MATPB outreach efforts. The key recommendations of this report were that:

The Success of Involvement Techniques for RTP 2050

Involvement Techniques	PPP Goals										Public & Stakeholder Involvement					Level of Public Engagement	
	Improve transparency and accountability of planning process	Get feedback from public about planning process	Provide education on transportation issues	Obtain input on agency participation	Identify and address public concerns	Engage the public to improve public facilities and programs	Improve communication and information to the public	Engage the public in the planning process	Balance the needs of all stakeholders	Public citizens	Minority and low-income populations	Limited English proficiency	Elderly persons with disabilities	Transportation providers	Local jurisdictions and public agencies		Private business and special interest groups
MPO & Project website	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Consult
Email Newsletter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
PI Materials	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Access to planning documents and MPO staff	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
PI Meetings and Hearings	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Consult/Involve
Coordination with other planning efforts and activities	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Collaborate
Email and mailing lists	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Other Committees (RTP Committee)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Collaborate
Information Flyers	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Social Media	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Presentations to Civic Groups & Associations	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Surveys	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Consult
Meetings notices	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Citizen Advisory Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Collaborate
Generate interest using press releases	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Use MPO Name and Logo on products	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Inform
Technical Coordination Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Collaborate
Comment Forms	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Consult
Information Booths/ Kiosks	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	N/A
Field Trips	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	N/A
Audio Casts of Public Meetings	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	N/A

● = Highly Effective ○ = Partially Effective ○ = Little to No Effect

- The MPO should investigate a new name and logo
- The MPO Citizen Advisory Committee and Technical Coordinating Committee must have their roles more well defined
- Outreach should take place year-round to community groups, business associations, technical organizations, and local governments
- The MPO should experiment with outreach approaches such as booths at events, establishing locations for involvement boards to be displayed on a semi-permanent basis, and holding meetings or making presentations in conjunction with other meetings
- A public participation goal should be outlined for all outreach activities
- Food and possibly MPO-branded gifts should be available at meetings.

To read the full report, click [here](#).

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### Recently Released

#### Unified Planning Work Program

A listing of the MPO's anticipated activities in 2018.

#### Performance Measures Report

A report tracking a variety of performance indicators for the regional transportation system.

#### Transportation Improvement Program

A listing of all programmed transportation projects receiving federal funding within the MPO planning area.

#### Public Participation Evaluation

An evaluation of the public participation efforts related to the Regional Transportation Plan 2050 with recommendations for future improvements.

#### BRT Corridor Selection

An analysis of the BRT Corridors identified in the 2013 BRT study for Phase One feasibility.

#### Bicycle and Pedestrian Crash Study (PPT)

A study examining the common types, characteristics, and locations of bike/ped-motor vehicle crashes to inform safety education, enforcement, and facility design

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