

**Meeting of the
Greater Madison MPO Technical Coordinating Committee**

February 25, 2026

Virtual Meeting

1:00 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
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 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking)If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.
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Koj muaj txoj cai tau txais kev txhais lus, kev pes lus los sis kev pab cuam txhawm rau kev tsis taus uas tsis muaj nqi rau koj: Xav paub ntxiv tiv tauj rau (608) 266-4336 los sis mpo@cityofmadison.com.

AGENDA

1. Roll Call and Introductions
2. Approval of January 28th, 2026, Meeting Minutes
3. Committee Member Reports
4. MPO Urban Area Functional Classification Adjustments (presentation by WisDOT staff)
5. Draft Active Transportation Plan (presentation)
6. Draft E-Mobility Guidance (discussion)
7. Staff Reports
 - EcoInteractive E-TIP training.
8. Next Scheduled Meeting Date
 - Wednesday, March 25th
9. Adjournment

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

January 28, 2026

Virtual Meeting via Zoom

1:00 p.m.

1. Roll Call & Introductions

Members present: Blau, Bruun, Acton, Gorman, Grady, Husen, Igl, Jancke, John, Kahler, Nordberg, Petykowski, Salmon, Schmid, Schreiber, Tao, Violante (arrived during item #3, departed item #5)

Members absent: Clark, Handschke, Munz-Pritchard, Sivertson, Streigl

MPO Staff present: Andros, Holloway, Kanning, Lyman

Other present in official capacity: Daphne Xu (City of Middleton)

2. Approval of October 22, 2025, Meeting Minutes

Jancke moved, Blau seconded, to approve the October 22, 2025, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Madison (Tao):
 - After testing out the removal of the peak hour lanes by eliminating the peak hour parking restrictions on Williamson Street, the City has decided to make that change permanent. Over 2000 community survey responses about the potential change were received and they were overwhelmingly positive.
 - The City is also moving ahead with quite a few Safe Streets For All (SS4A) federal grant-funded projects. RFPs for some of those projects have already been released. These projects include a variety of project types, including corridor studies as well as projects involving outreach to businesses that are focused on reducing drunk driving.
 - We are working on many Safe Routes to School Planning projects.
 - We are also updating the City's Pedestrian Plan and All Ages and Abilities (AAA) Bike Network.
 - Safety has been improving on city-controlled roads in Madison. We had 6 fatalities on city-controlled roads, including one triple fatality crash. Overall, this is a 50% reduction compared to 2020, when we began the Vision Zero initiative. We have been quite effective at eliminating traffic deaths in the main part of the city but we are struggling with safety in our border areas. Hopefully, we can work with our neighboring communities to be more consistent in roadway design and traffic control in these areas.
 - We will be releasing a Vision Zero progress report soon that will document our progress towards our goals.
- City of Madison (Petykowski):
 - The John Nolen Drive construction project is underway.
 - The Mineral Point project is now out for bid with WisDOT.

- The City's TAP-funded Cap City Path has been combined with Dane County's Glacial Drumlin Trail project. This should reduce the total cost. That project will be out to bid later this year.
- John Nolen phase 2 is under design and phase 3 is just starting.
- We had a public information meeting on the Regent Street project and we are getting towards a design for that project, which is scheduled for construction next year.
- High Point Road project has had its DSR approved and we're working on final designs and getting it ready for a May PS&E this year. This project will close the longstanding gap on High Point Road.
- City of DeForest (Blau)
 - We are continuing to work with KL Engineering on a HSIP-grant funded project at the intersection of Vinburn Road and North Towne Road that will include traffic signals, scheduled for construction in 2027.
 - Tying into that in 2027 will be the STBG grant we have for a project on Vinburn Road, from North Towne Road back towards Main Street. That project will improve a rural section of road and will include stormwater connections. Currently at 30% plans.
 - Our Holum Street project, which is also STBG-funded, is also scheduled for construction in 2028. Currently at 30% plans.
 - We had a kickoff meeting for the Highway V Trail, which received funding through a carbon reduction (CRP) grant. That will run along the north side of CTH V. It will be done at the same time that the County will be finishing the section CTH V going west to River Road.
 - We have been getting a lot more private road requests from developers. One way we are trying to dissuade those is by increasing the design and construction guidelines and requiring that, if they are putting in private streets, they still have to meet the Village of DeForest standards. This issue might be a good one for a future TCC meeting. [Blau and Kahler said this is also a topic of interest to Fitchburg and Monona].
- City of Sun Prairie (Salmon):
 - We were awarded an SS4A grant. We just got the grant agreement. The project will include some demonstration activities along with planning, including doing a citywide traffic study focused on some of our major collectors and arterials that are still having serious injury pedestrian crashes in locations where we have already made safety improvements. We'd like to see what other options we have for further safety improvements. The SS4A funding will also be used for a safety campaign.
 - We are applying for BUILD grant to fund the planning and design for an extension of Clarmar Drive.
 - We are reconstructing East Main Street in downtown Sun Prairie. We will be removing parking from one side and making it a much more pedestrian-friendly design. Sidewalks will go from 3-4 feet, sometimes with light poles in the way, to 10 feet.
 - We will also be adding wayfinding signage for the "Sun Prairie Loop" this year and putting out a Bike Sun Prairie map.
- City of Fitchburg (Kahler):

- We are getting started on County Highway MM bike and pedestrian underpass. We'll have a contractor doing soil borings in February. Once we have the survey done we'll be coordinating with Dane County since it's a cross jurisdictional project.
- We will be doing an LRIP-funded project on Fitchrona Road in 2026. We've run into some utility-coordination issues but we're working through those.
- Metro Transit (Acton):
 - We just wrapped up NEPA for the North-South BRT line and it will be receiving its legal review with FTA next week. After that we will move into the risk workshop and potentially a fully funded grant agreement for the project, hopefully before FTA's financial system closes at the end of September.
 - We are kicking off some planning efforts, including a system report card to evaluate the transit network redesign and the initial launch of the East-West BRT.
- City of Monona (Bruun)
 - We are in preliminary design efforts for Nichols Road. We are finalizing pavement design and planning for our PIM. Overall, the design is pretty simple and won't require any permanent easements.
 - We are working with the County on the Broadway project.
 - We are dealing with a lot of private developments, including the infill design of new streets and the process of finding an agreement on who has responsibility for maintenance going forward.
- Greater Madison MPO (Andros)
 - The SS4A grant that we received to fund projects in participating MPO communities included language in the initial grant agreement that was unacceptable to the City of Madison, which has to sign the agreement on behalf of the MPO. Following a lawsuit, we received an updated version of the grant agreement that looks better. However, before we proceed, I wanted to reach out to the communities that had planned to participate to see whether they want to go forward with the grant.

4. Recommendation on Amendment to 2025-2029 TIP

- A major amendment consisting of the following:
 - New Madison Metro Transit Project Listings
 - Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion Project
 - USH 18/151 (West County Line to CTH PD) Corridor Study

Lyman detailed the proposed changes to the Madison Metro Transit project listings. Chief among these were changes due to Metro receiving a federal grant to replace its existing conventional buses with hybrid buses. While Metro had planned to replace its fleet with electric buses, it changed its grant application in response to the priorities of the current administration.

Acton noted that these buses would be replacing Metro's 40-foot buses, not the larger electric buses.

Kanning described the changes to the Interstate and US 18/151 projects that were requested by WisDOT. He noted that the proposed changes are to the project schedules and costs of the projects and do not affect their scope.

Blau moved, Kahler seconded, to recommend approval of the proposed major amendment to the 2025-2029 TIP. Motion carried.

- Three minor amendments:
 - Modifications to Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets
 - Safe Streets for All (SS4A) grant for Sun Prairie
 - Scope and schedule changes to the Glacial Drumlin-Capital City Connector Path project

Lyman described the modifications to the transit performance measures section of Attachment E of the 2025-2029 TIP.

Lyman then detailed the changes to the TIP needed to add Sun Prairie's SS4A grant-funded project and for the schedule and local cost-share changes to the Glacial Drumlin-Capital City Connector path project, which is now being done as a single project by WisDOT, rather than as separate City of Madison and Dane County projects.

Blau moved, Kahler seconded, to recommend approval of the proposed minor amendments to the 2025-2029 TIP. Motion carried.

5. Recommendation on Adoption of Draft E-Mobility Guidance

Lyman presented the MPO's draft municipal guidance on e-bike, e-moto, and e-micromobility device regulation. He noted that there was a great deal of interest from MPO communities in the topic at the MPO-CARPC Fall Forum in October 2026.

Lyman said that the MPO wants to get a guidance document completed before local governments adopt a patchwork of conflicting, and potentially counterproductive, ordinances related to these devices.

Committee members discussed the draft guidance document and suggested a number of potential changes to the "Where to Ride & Roll" chart (Figure 1).

Multiple committee members asked for more time to review the document prior to issuing a recommendation.

Blau moved, Bruun seconded, to table recommending adoption of the draft e-mobility guidance until the next TCC meeting. Motion carried.

6. Staff Reports

- Public Participation Plan for the 2050 Regional Transportation Plan Update

Andros said that the MPO would be discussing some ideas for the public participation plan for the RTP update at the next TCC meeting and is interested in getting feedback from the committee on how to make public participation efforts as effective as possible.

7. Next Scheduled Meeting Date

- The next meeting is scheduled for February 25th.

8. Adjournment

Tao moved, Blau seconded, to adjourn. The meeting was adjourned at 2:42 p.m.



Roadway Functional Classification

Matt Schreiber, DTSD Southwest Region

John Nordbo, BPED Planning Section

Madison MPO Technical Coordinating Committee

February 25, 2026

Functional Classification: Overview

- Functional Classification is the categorization of roads and streets based on the traffic they carry and the land uses they serve
- Classifications differ slightly in Urban and Rural areas; the focus here is on Urban classifications
- Functional Classification data is used for several purposes:
 - Federal and state funding eligibility
 - Maintenance planning
 - Highway design considerations

Functional Classification Types

Arterials

- Highest level of Functional Classification
- Provide a high level of mobility
- Usually have higher speed limits and carry higher volumes of traffic
- Allow for uninterrupted long-distance travel within and through the state



Functional Classification Types

■ Principal Arterials

- Serve major urban activity centers
- Serve local travel between downtown and residential areas
- Connect to major rural corridors
- Include expressways and freeways; often part of the National Highway System

■ Minor Arterials

- Connect and augment Principal Arterials
- Serve trips of moderate length at a lower level of mobility than Principal Arterials
- Provide access to adjacent land uses and neighborhoods



Functional Classification Types

■ Collectors

- Collect and distribute traffic from local roads to Arterials
- Enable traffic circulation in and between commercial, civic, industrial, and recreational areas
- Carry more traffic and provide for longer trips than local roads, and more access to residential and commercial areas than Arterials
- Include **Major Collectors** and **Minor Collectors**

In Urban Areas, all collectors are designated as Major Collectors



Functional Classification Types

■ Local Roads

- Provide access to and from residential areas and businesses
- Comprise the largest percentage of classified roadways
- Local Road classification is not associated with ownership or jurisdiction
- Not eligible for federal transportation funding, with the exception of the STP-Local Program



Functional Classification: Factors

Roadway classifications are subject to restrictions based on the **percent of classified roadway mileage** in an urban area. There are desired ranges for each functional classification type:

Principal Arterial-Interstate - 1% - 3%

Principal Arterial - 4% - 11%

Minor Arterial - 7% - 14%

Collector - 3% - 16%

Local - 62% - 74%

While technically a supplemental factor, these percentages are a starting point during review of the functional system in a community.



Functional Classification: Factors

There are four **primary factors** and several **supplemental factors**

Primary Factors:

1. **System Continuity** – Classified roads form a well-connected and balanced circuit within the urban area
2. **Route Usage/Traffic Volume** – Does not, by itself, dictate a road's functional classification
3. **Land Use Served** – In general, the more frequent or greater the need of an area or a facility for which a road provides access, the higher the classification
4. **Route Spacing** – Related to Factors 1 and 3; this depends on the population and development density in an area



Functional Classification: Factors

There are four **primary factors** and several **supplemental factors**

Supplemental Factors:

- Geographic Barriers
- Arterial Connections
- Alternate Population Connections
- Parallel Routes
- Truck Routes and Bus Routes
- Seasonal Demand
- Roadway Characteristics



Functional Classification Guidance

- WisDOT updated its Functional Classification Criteria in 2022.
- Includes information about the history and purpose of roadway Functional Classification, and the concepts, factors, and process for making decisions on Functional Classification designation.

[WisDOT Functional Classification Criteria and Procedures](#)

- WisDOT's updated criteria were reviewed to ensure they remain aligned with FHWA's guidance, which was revised in 2023.

[FHWA Highway Functional Classification, Concepts, Criteria, and Procedures](#)



Functional Classification Review Process

1. WisDOT proposes initial Functional Classification changes
2. MPOs/local governments review, ask questions, suggest revisions
3. WisDOT discusses reasoning and revises proposal as necessary
4. MPOs/local governments approve proposed changes via resolution
5. WisDOT sends final draft FC maps to FHWA for approval
6. FHWA approves proposed changes
7. BPED posts official maps and sends copy to MPOs/local governments



Roadway Functional Classification

Questions?

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