

**Greater Madison Metropolitan Planning Organization (MPO)
March 4, 2026, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:04 p.m.

1. Roll Call and Introductions

Members present: Clement Abongwa, Richelle Andrae, Liz Callin, Adrienne Nienow, John Duncan, Michelle Ellias, Derek Field, Bill Jetzer, Kristi Williams, Doug Wood

Members absent/excused: MGR Govindarajan (absent), Barbara Harrington-McKinney (absent), Christof Spieler (excused)

MPO staff present: Alex Andros, Bill Holloway

Others present in an official capacity: Forbes McIntosh (DCVVA)

2. Approval of February 4, 2026, Meeting Minutes

Action: Jetzer moved, Abongwa seconded, to approve the February 4, 2026, meeting minutes. Motion carried.

3. Communications

Letter from FHWA and FTA indicating that we have received federal certification.

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

None.

5. Presentation: DRAFT Active Transportation Plan

Holloway provided a presentation on the Draft Active Transportation Plan. Abongwa asked why the plan primarily focuses on the Madison area. Holloway stated that the plan covers the entire county; however, most of the active transportation facilities are in areas where there is more population. He added that the Level of Traffic Stress (LTS) network includes every road in the County, and that every path and sidewalk in the county is also included. Abongwa asked if the plan will be updated regularly. Holloway stated that the dynamic map features within the plan, including paths and sidewalks, will be updated regularly. The plan itself will be updated again in ten years. Abongwa noted that Dane County is working on a comprehensive safety action plan, and that this information will help inform the plan. Abongwa asked why the focus of the plan is primarily on bike transportation. Will all modes of transportation be included in the future? Holloway stated that this plan covers all modes of active transportation. Andros added that our last active transportation plan only addressed bicycles; this plan address bikes, pedestrians, and other forms of micromobility.

Jetzer asked why there isn't a "percentage of urban roads with proper bike facilities" metric similar to how there is a metric for the "percentage of urban roads with proper pedestrian facilities" metric. Holloway stated that we have a Level of Traffic Stress (LTS) network as well as a Low Stress Route Finder. Both are online and are applicable for bicycle travel.

Jetzer stated that transportation often reacts to planning decisions. A lot of the safety concerns we have are the result of poor planning. Holloway agreed and noted that we do recommend that land use policies be adjusted, such as eliminating minimum parking requirements and creating land uses with greater density that provide more opportunities for walking to goods and services.

Jetzer applauded staff for producing a plan that has a website. He asked if people will be able to see changes to it over time. Hollway stated that the text of the plan will be static, but that the maps will be updated through live web data. MPO staff discussed how to show changes to the maps over time, but this could create issues with people using or referencing old data in local community maps.

Field expressed gratitude for staff's work and stated that the recommendations are useful. He mentioned that constituents on the far east side have described challenges and barriers for commuting into Madison using alternative modes. Field asked Holloway why there is a recommendation to replace the "total miles of pedestrian facilities" performance measure with "percentage of urban streets that have pedestrian facilities", given that most new neighborhoods with urban streets will have pedestrian facilities by default. Holloway explained why the "percentage of urban streets that have pedestrian facilities" was a more meaningful measure than "total miles of pedestrian facilities". Field recommended implementing a performance measure that examines "miles of urban streets that lack pedestrian facilities". Holloway stated that this is a performance measure we could add.

Andrae stated that Recommendation No. 6, "Tailor enforcement activities to promote active transportation", needs to be considered in context with the other recommendations. Callin asked if there are opportunities to be more specific about different components of Recommendation No. 5, "Design infrastructure to promote safety without active enforcement". Callin also suggested that Recommendation No. 1, "Expand the active transportation network to serve all communities and neighborhoods", will most likely be implemented when roadways are reconstructed. The inability to use eminent domain for ped/bike facilities should also be called out. Wood added that it is important to evaluate the appropriateness of potential ped/bike infrastructure improvements when considering a roadway reconstruction project.

6. Surface Transportation Reauthorization Bill and the BASICS (Bridges and Safety Infrastructure for Community Success) Act

Andros provided an update on the forthcoming Surface Transportation Reauthorization Bill and the BASICS (Bridges and Safety Infrastructure for Community Success) Act. The bill is anticipated sometime this summer.

7. Announcements and Staff Reports:

Andros reported that e-TIP training will be coming soon, the e-bike/e-moto guide is still in process, and that work on the Regional Transportation Plan (RTP) update is underway.

8. Adjournment

Jetzer moved to adjourn, Andrae seconded. Motion carried. The meeting adjourned at 7:30 p.m.

Next meeting: Wednesday, April 1, 2026, virtual