

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

October 22, 2025

[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.
2. **Register for Public Comment:**
 - 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.
3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:
(877) 853-5257 (toll free)
Meeting ID: 812 4058 5647
Passcode: 217091

AGENDA

1. Roll Call and Introductions
2. Approval of July 23rd, 2025, Meeting Minutes
3. Committee Member Reports
4. Recommendation on Amendment to 2025-2029 TIP
 - 18/151 Corridor Study
 - STBG-Urban Project Listings
 - TAP Project Listings
5. MPO Urban Area Functional Classification Adjustments
6. New Equity Priority Areas
7. Chair and Vice Chair Elections for 2026
8. Staff Reports
 - Regional coordination regarding path-RR crossing decisions by Office of the Commissioner of Railroads (OCR)
 - Active Transportation Plan update
9. Next Scheduled Meeting Date
 - Wednesday, November 19th
10. Adjournment

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

July 23, 2025

[Virtual Meeting via Zoom](#)

1:00 p.m.

1. Roll Call & Introductions

Members present: Blau, John, Clark, Cruz (for Striegl), Grady, Salmon, Kahler, Tao, Schreiber, Jancke, Mountford, Petykowski, Schmid

Members absent: Gorman, Handschke, Husen, Igl, Munz-Pritchard, Nordberg, O'Loughlin, Schreiber, Sivertson, Violante

MPO Staff present: Andros, Holloway, Kanning

Other present in official capacity: None

2. Approval of May 28, 2025, Meeting Minutes

Blau moved, Clark seconded, to approve the February 26, 2025, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Madison (Petykowski):
 - John Nolen Drive – Phase 1 is out for bids right now and construction will begin in October.
 - Mineral Point Road is running a little bit behind, we're working on a November PS&E.
 - John Nolen Drive – Phase 3 RFP is going out this week or next.
 - West Towne Path – Phase 2a (High Point Road to Zor Shrine Place) has been paved and should be opening soon.
 - Badger-Rusk Path has been bid out and a contractor will be starting work on that in a couple of weeks.
 - We are working towards a final route and plans for Phases 5 and 6 of the Capital City Path and working with the County on their project there. The project is due for bids next year.
 - We are getting started on our Regent Street project. Regent will be reconstructed between Randall Avenue and Park Street. The first public information meeting for the project will be in September.
- Village of DeForest (Blau):
 - We just had our first public information meeting for our Vinburn Road and North Town Road HSIP program that is coming up in 2027.
 - In 2028, Holum Street will be done using the same grant funding source. There will be a public information meeting on September 4th.
 - We had a grant that we ended up not being able to use for our trail on North Street (CTH V) but that project got started last week. CTH V east of Main Street in DeForest is

undergoing a combination of reconstruction and resurfacing with the addition of a new trail route along the north side. We have requested to reallocate the funds that we would have used for that trail for another trail going west on CTH V from Main Street out to Interstate 39/90. We're hoping to get that project done in 2028.

- The new traffic signals by Pepsi Way and US 51, near the old Pine Cone Restaurant will be operational by the end of the month.
- City of Madison (Tao):
 - We started this year's Vision Zero projects a few weeks ago. We are working hard on that. All of my staff as well as some staff members from Chris's group are working to get all of those projects done.
 - We have officially finished our citywide Twenty is Plenty program, which lowered the speed limit on almost all neighborhood streets in the city to 20 mph. There were a lot of challenges but we got it done and we've had a lot of positive feedback from residents and good safety results.
 - We are also working to manage speeds on our arterial streets. Speeding is a big problem and we have lowered limits on 40 different streets.
 - Since starting our Vision Zero initiative in 2020, traffic fatalities on city streets have declined by 58%.
 - We got the Transportation Director position filled, and the new director, Cristoph, started this week.

Bruun asked whether the police department pushed back on the lowered speed limits because of the added enforcement burden. Tao replied that the city is using other types of counter measures so that the burden does not fall exclusively on the police department for enforcement. When speed limits are reduced on arterial streets the police step up enforcement for the first few weeks. There has not been any special enforcement so far on the now 20 mph local streets.

- City of Sun Prairie (Salmon):
 - We have two STBG projects this year. On the Saint Albert the Great-Thompson Road rehabilitation project, we have finished phase 1, Thompson Road north of Windsor Street, and we're now in phase 2 of that, Thompson Road south of Windsor between Windsor and Main Street. We are still on target to have that road open by the time school starts in the fall.
 - We are partially reconstructing Bird Street between US 151 and STH 19 and adding a cycle track on the west side.
 - We have a wayfinding and signage project that went out to bid but did not receive any bids. We are working with WisDOT to change the let date and repackage the bid. We received one bid after the deadline that was way over budget, so we think that the project was just not appealing enough. We are hopeful that we can get more bids with a revised RFP. We will be reposting the RFP in August and are hoping to get it to WisDOT in September.
 - We are on track to resurface Bristol Street and one block of Windsor Street (both part of STH 19) next year as part of a WisDOT project. That project will add bike lanes along the corridor along with some other minor safety improvements.

- We have begun scoping for two other STBG projects: A project on O'Keefe to reduce it from four lanes to two travel lanes with a bike bus outer lane. We are not ready to do any curb work, so this is a way to do a road diet on the road's existing footprint. Our other project will be adding bike lanes and pedestrian improvements to Saint Albert the Great Drive.
- City of Monona (Bruun):
 - We have a major stormwater improvement project that will begin next month.
 - We will also be doing street maintenance and utility projects.
 - We will not be doing any construction work on any projects that are listed in the TIP this year.

4. Recommendation on Amendment to 2025-2029 TIP

Kanning presented on the proposed TIP amendment, which includes all of the projects listed below, focusing on the Interstate Reconstruction and Capacity Expansion project, which requires a major TIP amendment because it exceeds \$7 million. The other projects require only a minor TIP amendment.

- Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project (NEW; Design, Real Estate, and Program Control & Corridor Tasks starting in 2025)
- STH 78 (West Village of Mount Horeb Limits to STH 92) Pavement Replacement Project (NEW, Design in 2025)
- Southdale Bike Path (McCoy Road to Englehart Drive) CRP Project, sponsored by the City of Fitchburg (NEW; Const. in 2028)
- Curb Management Plan CRP Project, sponsored by the City of Madison (NEW; Implementation in 2026)
- LED StreetLight Conversion CRP Project, sponsored by the City of Middleton (NEW; Implementation in 2026)
- Fire Truck Emissions Mitigation CRP Project, sponsored by the City of Sun Prairie (NEW; Implementation in 2026)
- CTH V Path (River Road to N. Main Street) CRP Project, sponsored by the Village of DeForest (NEW; Const. in 2028)
- Glacial Drumlin Trail Project (I-39/90 to Buckeye Road) sponsored by Dane County (Increase STBG-Urban funding; Const. in 2027)
- Vinburn Road (N. Towne Road to Railroad, East of Main Street) Reconstruction Project sponsored by the Village of DeForest (Increase STBG-Urban funding, Const. in 2027)
- Bailey Road (Forward Drive to Grove Street/CTH N) STBG-Urban Reconstruction Project sponsored by the Town of Sun Prairie (Remove project that was scheduled for 2027)

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

5. Discussion of Potential Future MPO Work Program Planning Activities

Andros explained the purpose and requirement for the MPO's Unified Planning Work Program (UPWP). She noted that the MPO's Regional Transportation Plan (RTP) would be the MPO's major focus in 2026 but that the MPO would also be working to get the Transportation Systems

Management and Operations (TSMO) plan completed. She said she is interested in learning about anything that MPO communities may need from the MPO in 2026 so that that could be added to the UPWP. She noted that the City of Madison is working on neighborhood plans and that the UPWP always includes MPO assistance to the City on those efforts. The MPO cannot promise to grant every request for assistance but she asked that communities submit their requests so that they can be considered because the MPO can only work on activities that are included in the UPWP.

Schmid asked if the MPO could run signal warrants. Andros said she would need to learn more about what specifically would be required of the MPO for that but that that was a good example of the type of thing we're interested in hearing about.

Salmon said Sun Prairie would be interested in working with the MPO and other communities to evaluate safety improvements. He also said that Sun Prairie is interested in moving towards getting warrants for traffic controls rather than using a more politically driven approach.

Schmid said that WisDOT's Safety Group (Daniel Bruckman) will be able to share a new tool they are using to evaluate the impact of safety improvements.

6. Staff Reports

- Pedestrian Bike Information Center (PBIC) Survey on Infrastructure Costs:
https://www.pedbikeinfo.org/resources/resources_details.php?id=5963

The PBIC is developing a pedestrian and bicycle infrastructure cost database and that MPO communities may be interested in contributing to it to help communities better understand the cost of these types of projects.

- Update on eTIP

MPO staff are currently working to clean up and load projects from the current TIP into the MPO's new electronic transportation improvement program (eTIP) software. Once that is completed, the MPO will provide a link so that communities can view it. We will also be offering training in how to use it, once it is set up.

- Active Transportation Plan update

The MPO received over 3,400 completed surveys and about 1,800 responses on the interactive comment map. MPO staff attended 15 different community events throughout the MPO area to promote the survey and map.

- TCC Chair vacancy

Dietz, the TCC Chair for 2025, has left her position at Waunakee and is no longer on the TCC. Bruun, the Vice Chair, has been leading TCC meetings since her departure and will continue to do so. The TCC will hold an election for the positions of Chair and Vice Chair later this year and the selected members will assume their duties in 2026.

7. Next Scheduled Meeting Date

- The next meeting is scheduled for August 27th.

8. Adjournment

Blau moved, Tao seconded, to adjourn. The meeting was adjourned at 2:04 p.m.

**USH 18/151 PROJECT LISTINGS FOR MAJOR AMENDMENT
TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

10/22/25

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
STREET/ROADWAY PROJECTS																							
WISDOT NEW *	USH 18/151 West County Line to CTH G Freeway Conversion Study	PE ROW CONST					8,624 2,156 10,780				Continuing				Continuing				Continuing				1200-07-02 Design for the 18/151 Freeway Conversion Study. West study limit is USH 18/151 in Dodgeville (Iowa County). Fiscal Constraint being handled at state level.
							8,624 2,156 10,780																
							NHPP WI																
WISDOT NEW *	USH 18/151 CTH G to CTH PD Verona Bypass Expansion Study	PE ROW CONST	12,880 3,220 16,100				Continuing				Continuing				Continuing				Continuing				1200-07-01 Design for the USH 18/151 Verona Bypass Expansion Study.
			12,880 3,220 16,100																				
				NHPP WI																			

¹ Project programming shown in 2029 is for informational purposes only.

(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.

NOTE: Funds Key page 9.



US 18/151 Corridor Study

OCTOBER 8-9, 2025

Public Involvement Meeting #1



WELCOME



Make sure your
volume is turned up
(Presenters cannot see or hear you)



Online questions will be
shared through the
Virtual Podium



Question and answer
session will follow the
presentation

Hearing from you:

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- Click the **Join the Podium** button when it turns blue
- Submit a comment or question
- A project team member will respond to your question
- If we are unable to respond, a project team member will follow up via email

The Podium is now open for questions. Please use the blue "Join the Podium" button to submit your question or comment.



Join the Podium

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Agenda



- 1 Study Overview
- 2 Study Background
- 3 Study Purpose and Corridor Needs
- 4 Study Schedule
- 5 Next Steps



Corridor Map



Study Overview

The corridor includes

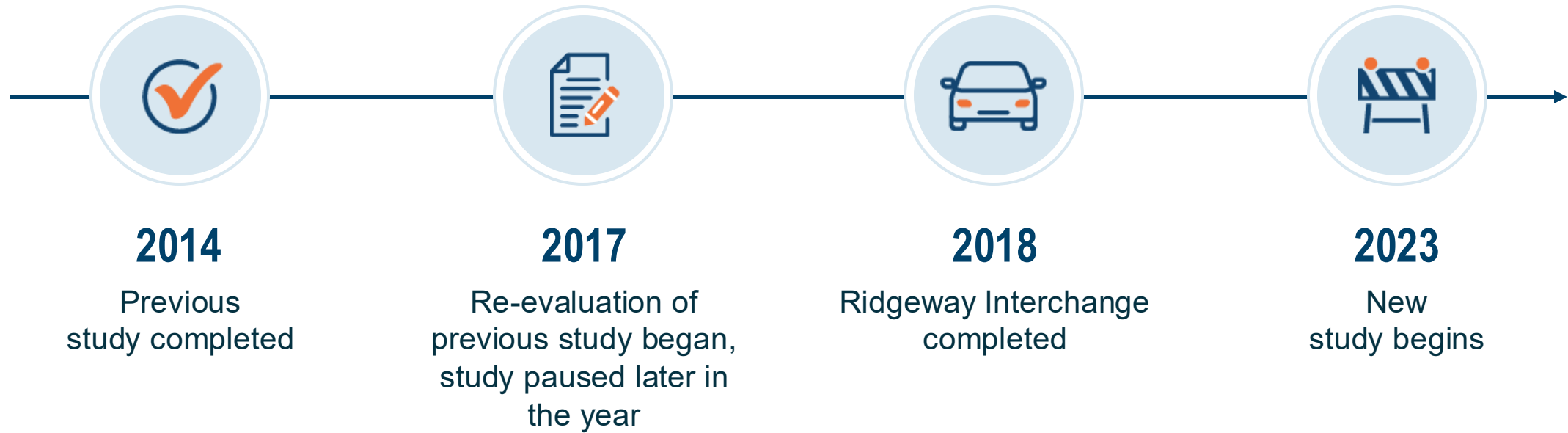


Corridor Importance

- National Highway System Route
- Designated Expressway
- Long Truck Route
- Oversize/Overweight Truck Route



Background



Purpose and Needs



Draft Study Purpose

The purpose of the US 18/151 Corridor Study is to address safety, current and future traffic demand and infrastructure deficiencies throughout the corridor, while striving to maintain local connectivity.

Draft Corridor Needs



Safety Conditions

- Several areas along the corridor have crash rates higher than the statewide average for similar roadways.
- Several intersections have been flagged for safety concerns.



Traffic Demand

- Accommodate existing and future traffic demand due to recent and proposed development along the corridor.



Infrastructure Deficiencies

- Several areas along the corridor do not meet current design standards, which has led to safety issues.
- Pavement along the corridor will reach the end of its service life by the study design year (2050).



Maintain Local Connectivity

- Attempt to minimize indirection created by alternatives that would remove or modify access on US 18/151.



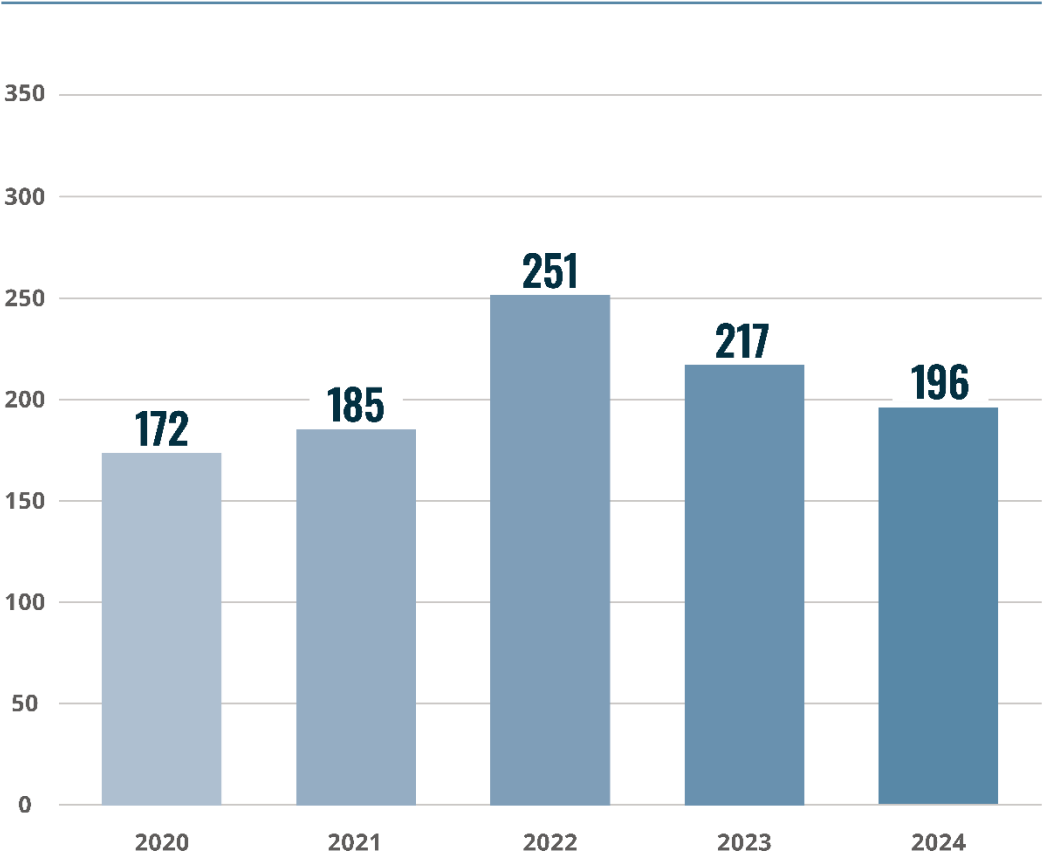
US 18/151

Needs – Safety

CORRIDOR-WIDE CRASH DATA (2020-2024)

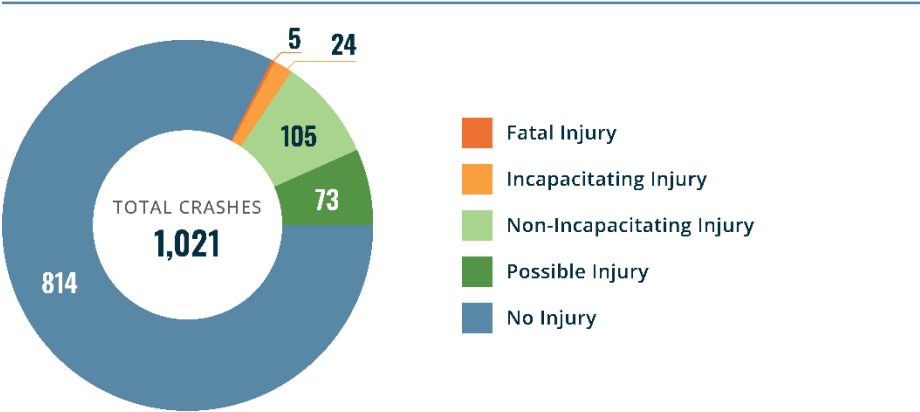


Total Crashes*

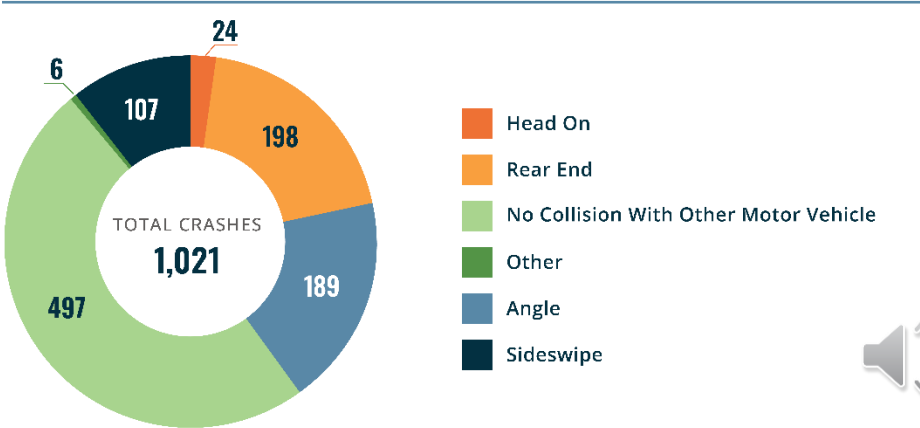


*Animal and construction-related crashes not included
Source: Wisconsin Traffic Operations and Safety Laboratory Crash Database

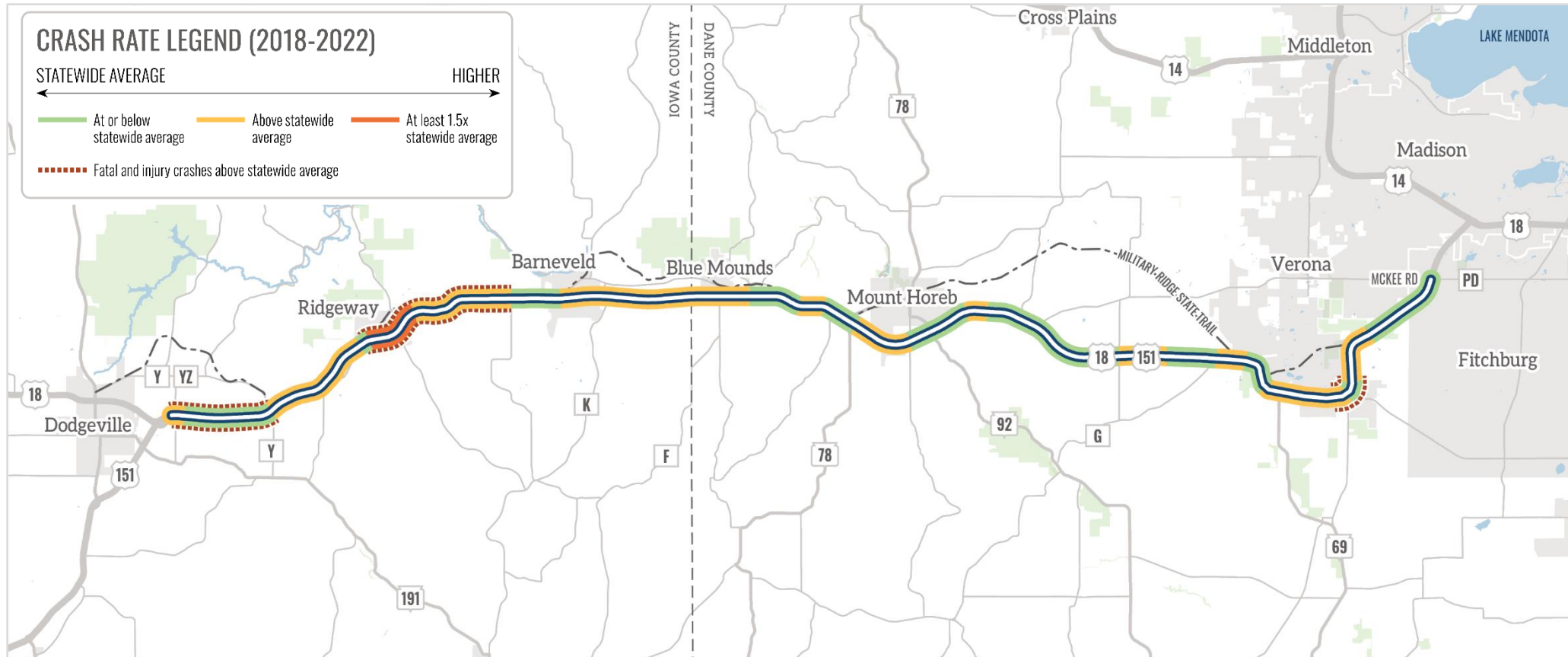
Crash Severity



Crash Type



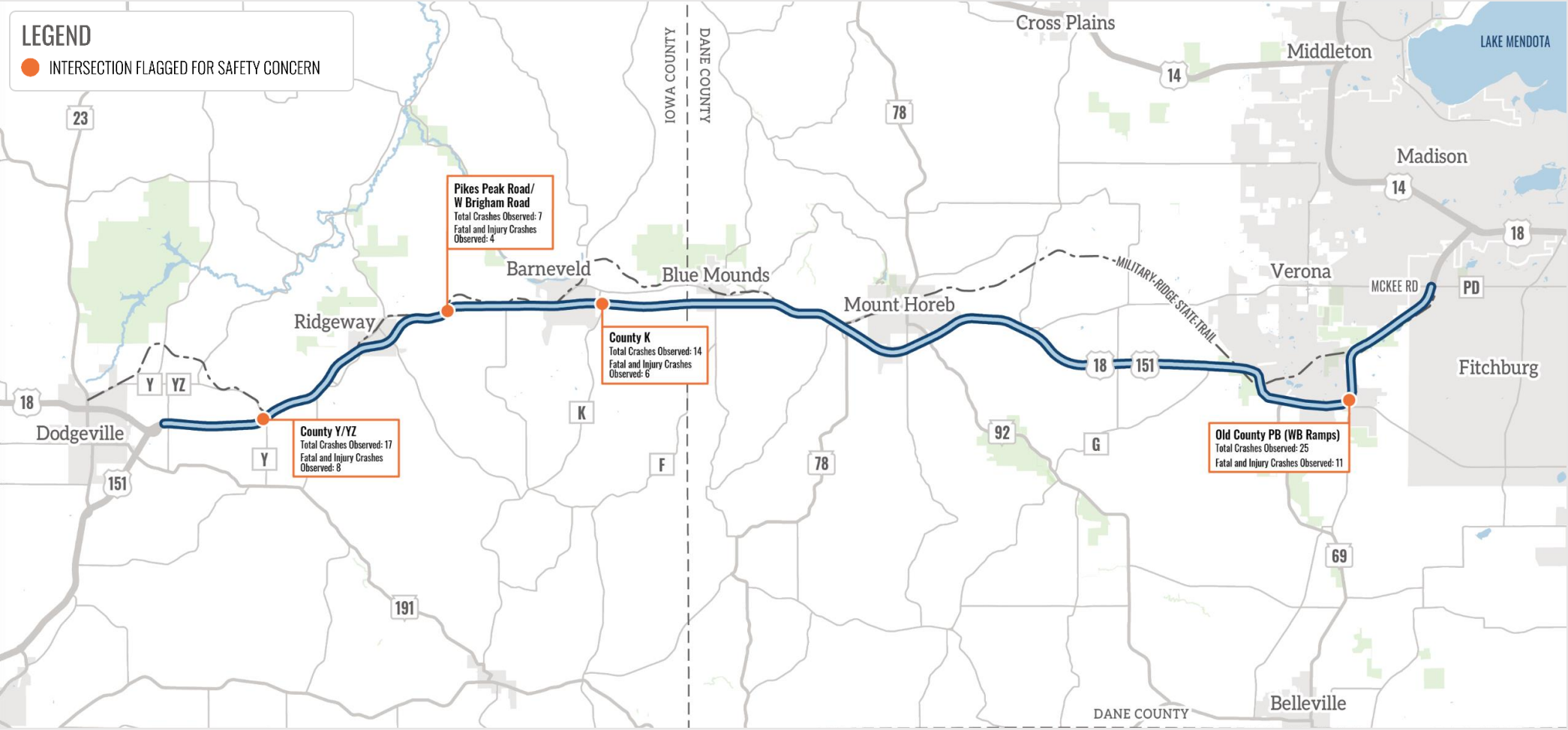
Needs – Safety



49% of the corridor is above the statewide average for total crashes for similar roadways.

Needs – Safety

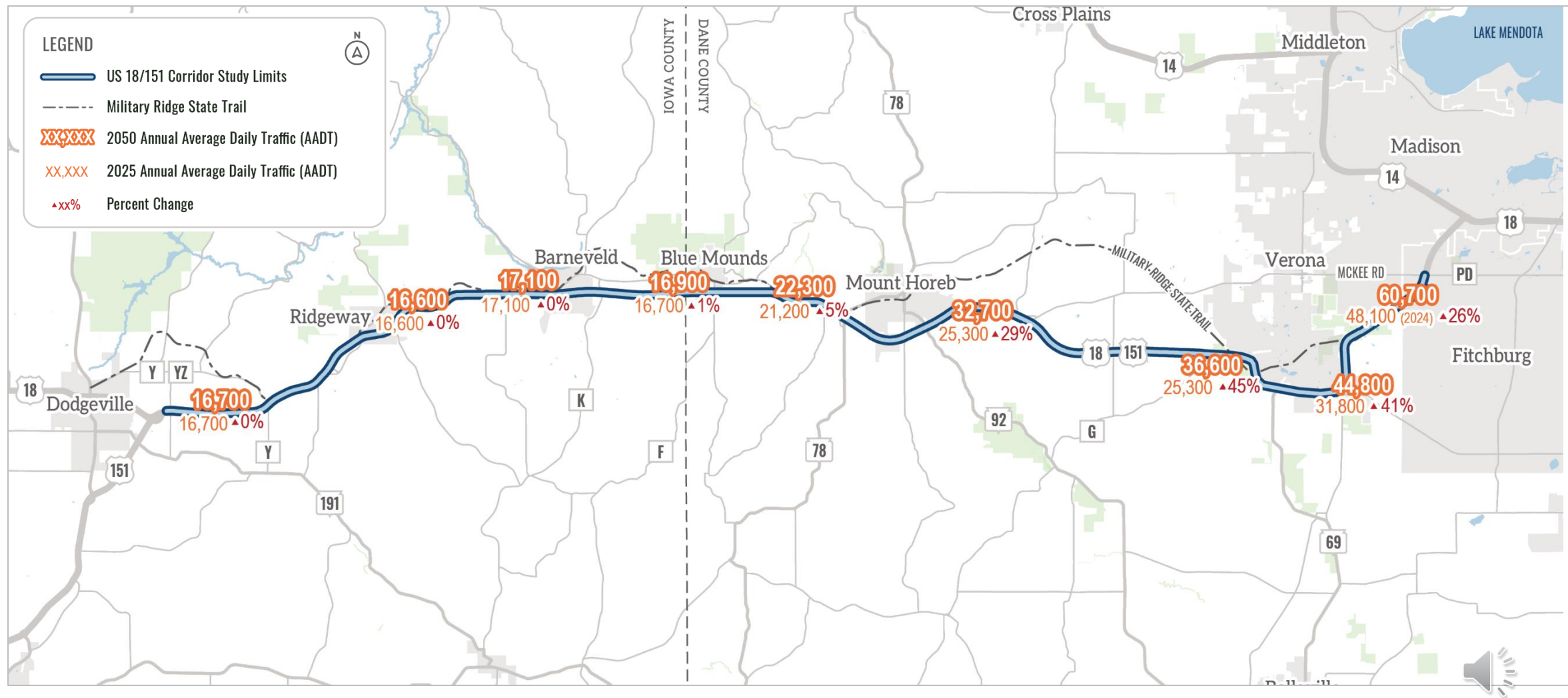
INTERSECTIONS



Crash totals from 2020-2024

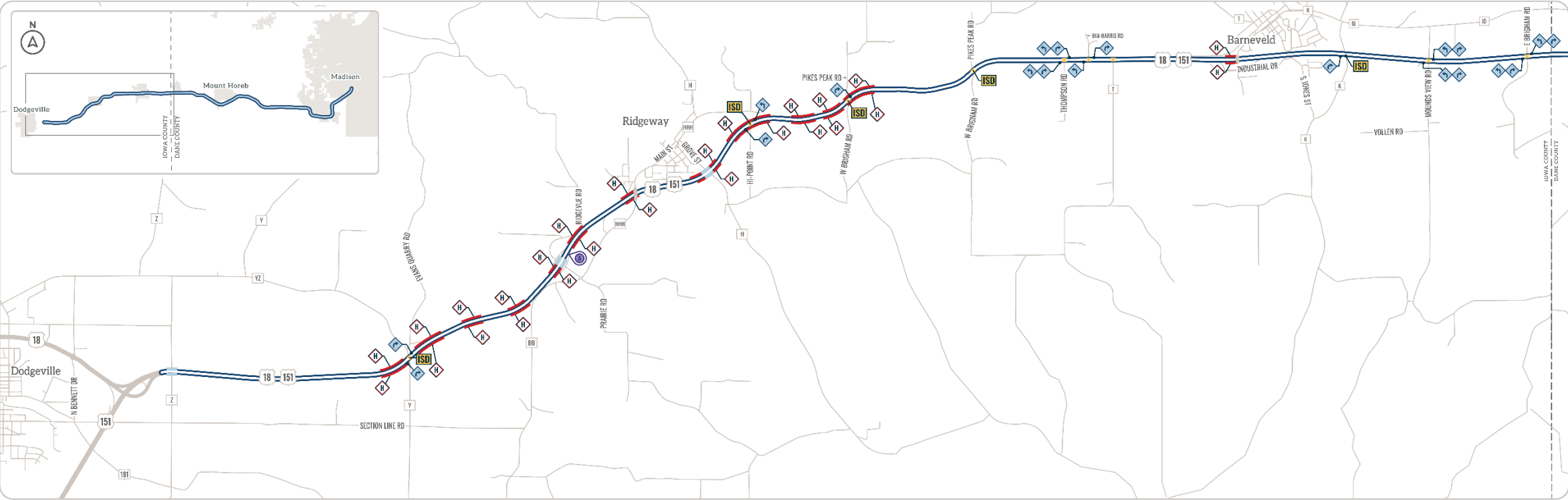


Needs – Traffic Demand



Needs – Infrastructure Deficiencies

IOWA COUNTY



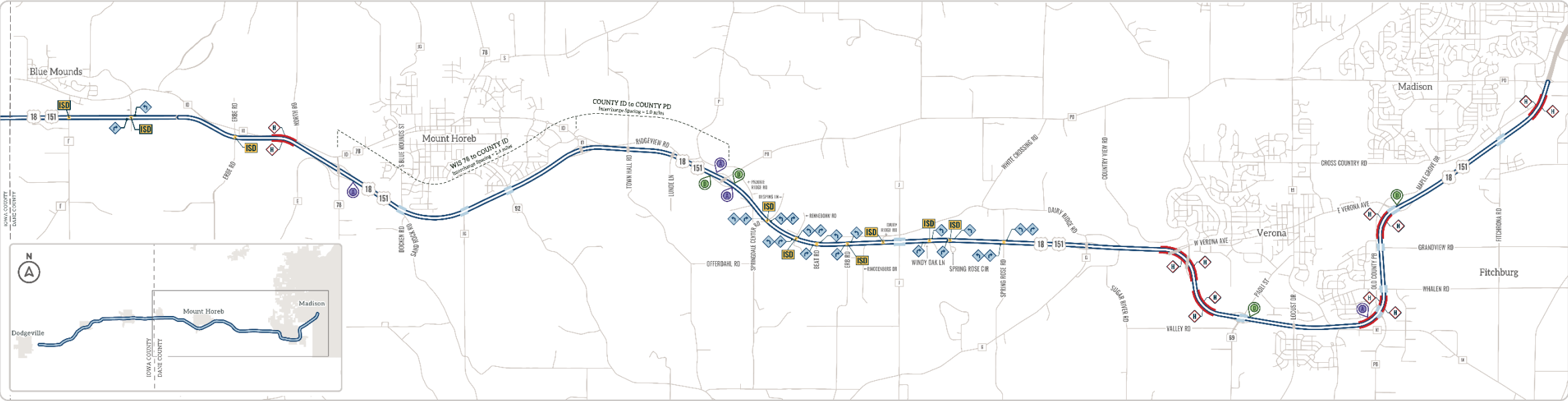
LEGEND

- HORIZONTAL CURVE DEFICIENT
- INTERSECTION SIGHT DISTANCE DEFICIENT
- TURN LANE LENGTH, LEFT TURN FROM US 18/151 TO SIDEROAD DEFICIENT
- TURN LANE LENGTH, RIGHT TURN FROM US 18/151 TO SIDEROAD DEFICIENT
- INTERCHANGE RAMP ACCELERATION LENGTH DEFICIENT
- INTERCHANGE RAMP DECELERATION LENGTH DEFICIENT
- MEDIAN OPENING
- GRADE SEPARATION



Needs – Infrastructure Deficiencies

DANE COUNTY



LEGEND

HORIZONTAL CURVE DEFICIENT

INTERSECTION SIGHT DISTANCE DEFICIENT

TURN LANE LENGTH, LEFT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

TURN LANE LENGTH, RIGHT TURN FROM US 18/151 TO SIDEROAD DEFICIENT

INTERCHANGE RAMP ACCELERATION LENGTH DEFICIENT

INTERCHANGE RAMP DECELERATION LENGTH DEFICIENT

MEDIAN OPENING

GRADE SEPARATION

Original roadway built in the 1980's and 1990's. Pavement will reach the end of its service life by the study design year (2050).



Needs – Local Connectivity

The study will look to support local connectivity by maintaining reliable movement within the local network. The study team will attempt to minimize indirection created by alternatives that would remove or modify access on US 18/151.



Factors that will be considered



Emergency service access



Public facility access



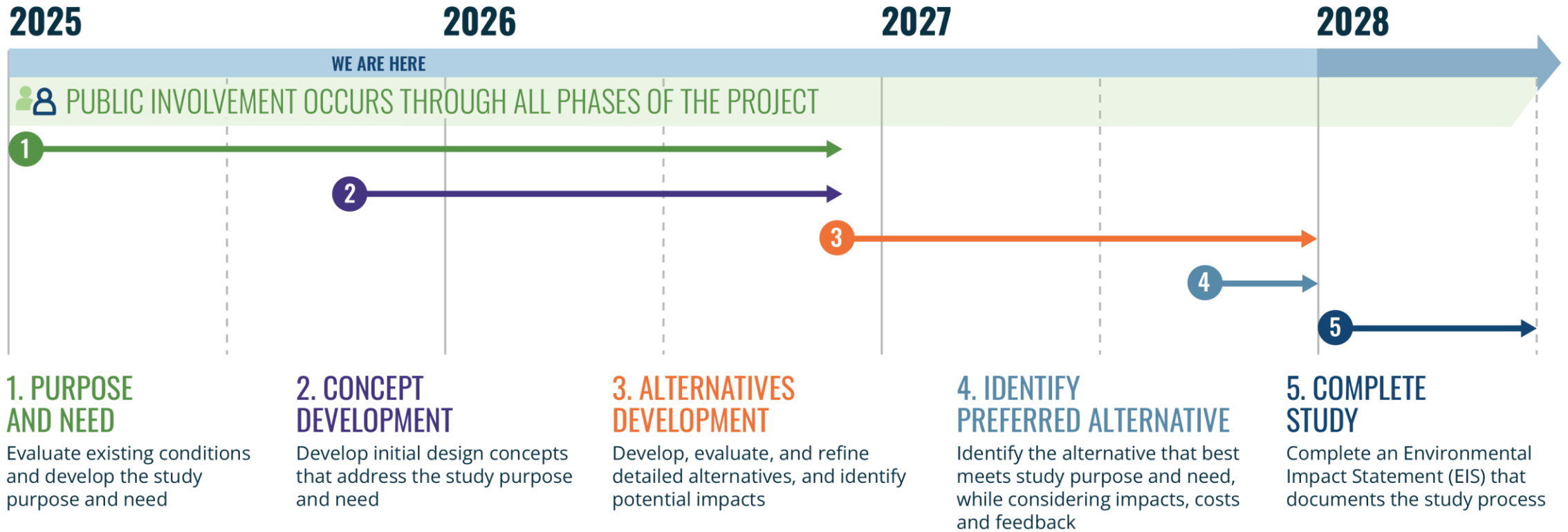
Business access



Travel times



Study Schedule

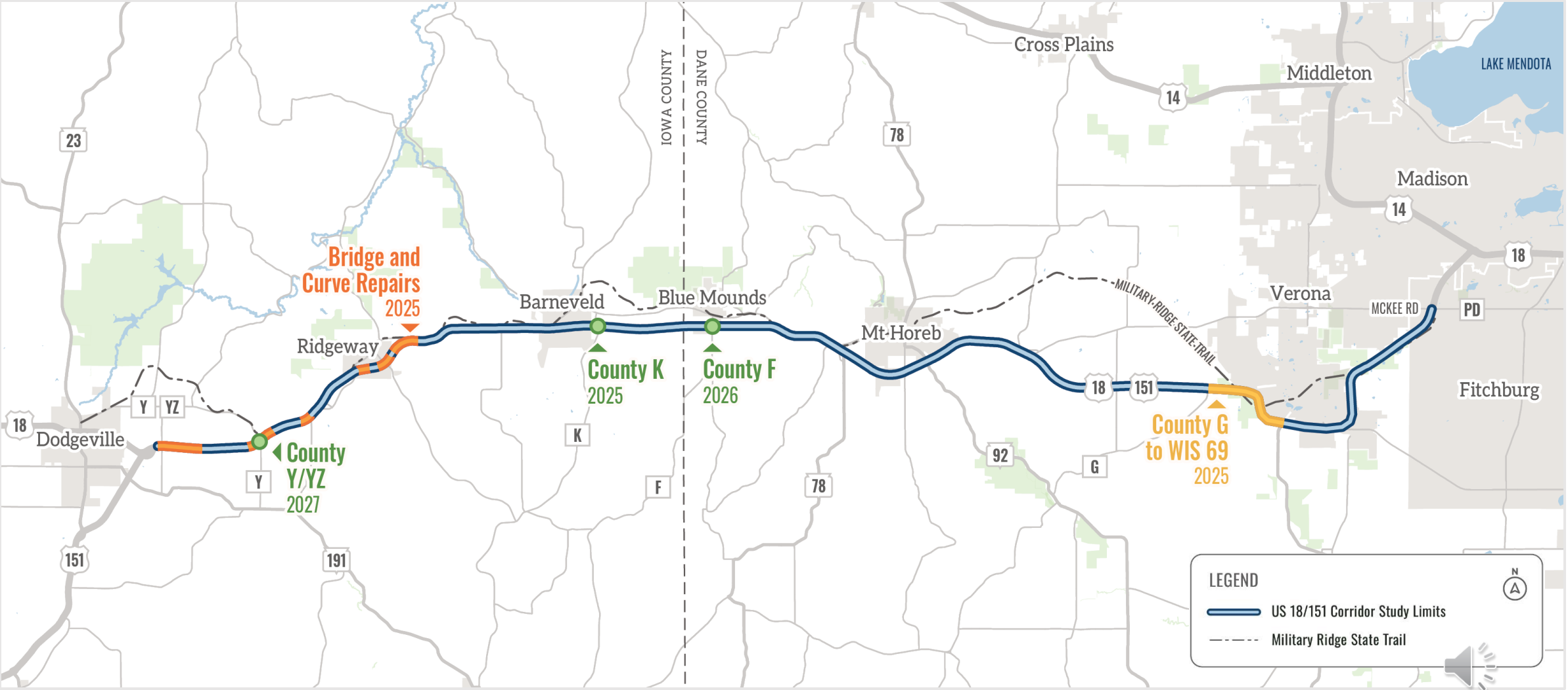


Final design and construction will follow the completion of the study, pending approval and funding.



US 18/151

Recent and Planned Transportation Projects



Stay Involved



1 Review the information provided at this meeting and provide feedback on:

- Study purpose
- Corridor needs
- Other pertinent information

2 Next Public Involvement Meeting anticipated in Summer 2026 to discuss:

- Refined study purpose and corridor needs
- Design concepts



Provide Feedback



WISDOT PROJECT MANAGER

Jeff Berens, P.E.

jeff.berens@dot.wi.gov

(608) 245-2656

MAIL WRITTEN COMMENTS TO

Jeff Berens

Wisconsin Department of Transportation

2101 Wright Street

Madison, WI 53704



For more info or to
provide feedback,
scan QR code or visit
the study website at
tinyurl.com/18151study

Please submit PIM #1 comments by November 10, 2025



Hearing from you:

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Following the presentation, the Podium will be enabled to submit questions or comments

- Click the **Join the Podium** button when it turns blue
- Submit a comment or question
- A project team member will respond to your question
- If we are unable to respond, a project team member will follow up via email

The Podium is now open for questions. Please use the blue "Join the Podium" button to submit your question or comment.



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Join the Podium is only active when the moderator activates it.



STBG-Urban Applications - Project Descriptions - FFY 2030-2031

Madison – S. Pleasant View Road (Timber Wolf Trail to Mineral Point Road) Reconstruction and Capacity Expansion

The project would reconstruct a two-lane roadway to a four-lane urban boulevard. The project will include a median, sidewalk, multi-use path, cross walks with pedestrian refuges, lighting, and storm sewer. The current signal at Old Sauk Road will be upgraded to include the multi-use path crossing. A rapid flashing beacon is proposed in the middle of the project limits. A stormwater pond is proposed to treat runoff from the newly expanded street. This project is a second phase to the newly constructed section to the north (MPO-funded project sponsored by Middleton and Madison).

Total Eligible Construction Cost: \$9,500,000

Federal Funding Percentage: 65%

Potential Federal Funding Amount: \$6,175,000

Project Rank (MPO): 1

Madison – Mid Town Road (Waldorf Boulevard to Muir Field Road) Reconstruction and Realignment

The project includes new pavement, curb and gutter, lighting and storm sewer system for the roadway. A new multi-use path is planned along the street. An extension of the Ice Age Connector path from its current termination at Raymond/High Point Rd under the new roadway in an underpass, up to Elver Park is also proposed. This project intersects with the S. High Point Road extension project (MPO-funded project sponsored by Madison).

Total Eligible Construction Cost: \$16,500,000

Federal Funding Percentage: 65%

Potential Federal Funding Amount: \$10,725,000

Project Rank (MPO): 2

Dane County – CTH BB/Broadway (Frazier Avenue to USH 51) Reconstruction/Resurfacing

The project includes new pavement, curb and gutter, traffic signals, and storm sewer system improvements for the roadway. Pavement markings are proposed to be altered to provide two 11-foot lanes, which would allow an eight-foot bike lane (2-foot buffer, 4-feet asphalt, 2-foot gutter pan) throughout the project length. The project would also improve curb ramps and bus landing pads to meet Americans with Disabilities Act (ADA) standards. The bridge over the Yahara River will

be reviewed for modification, to allow bicycles to cross the bridge on a wider multi-use path rather than the narrow bridge crossing that exists today.

Total Eligible Construction Cost: \$15,193,500

Federal Funding Percentage: 65%

Potential Federal Funding Amount: \$9,875,775

Project Rank (MPO): 3

Sun Prairie – Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction

This project includes the addition of traffic-calming features such as elevated crosswalks and curb extensions, and the installation of an off-street bicycle facility. The roadway will be narrowed while maintaining sufficient lane widths for all vehicle traffic. A new 10-foot shared-use path will be constructed on the east side of Columbus Street, shifting the Sun Prairie Loop—a regional recreational bike route funded through TAP support—off-street along this segment.

Total Eligible Construction Cost: \$1,470,579

Federal Funding Percentage: 65%

Potential Federal Funding Amount: \$955,876

Project Rank (MPO): 4

Fitchburg – Irish Lane (S Fish Hatchery Road to S Syene Road) Reconditioning

The project includes new pavement and the addition of five-foot wide shoulders that will accommodate bicyclists. The speed limit would be reduced to 35mph.

Total Eligible Construction Cost: \$2,635,315

Federal Funding Percentage: 65%

Potential Federal Funding Amount: \$1,712,955

Project Rank (MPO): 5

2025 - 2031 Madison Area STBG Urban Program								
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Federal Funds Requested (thousands)	Comments
Approved Priority Projects FFY25								
MPO Rideshare Program 2025-2029		²	2025	\$132	80%	\$106		Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2025	\$114	80%	\$91		Ongoing support per MPO policy. 3% annual increase.
John Nolen Drive (Lakeside St. to North Shore Dr.)		57 ⁴	2025	\$54,095		\$1,250		Receiving an additional \$40,341 in federal funding from BIP, BR, PROTECT, and TA programs.
N. Bird Street (STH 19 to USH 151)		50 ⁵	2025	\$953	80%	\$762		Qualifies as a "small" project. STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)		43 ⁵	2025	\$3,349	80%	\$2,679		STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
Windsor Road (Charlie Grimm Rd. to CTH CV)		38 ⁵	2025	\$1,376	80%	\$1,100		Qualifies as a "small" project. STBG-U funding increased due to removal of Bailey Road and Nichols Road projects from FFY25
				\$60,019		\$5,988		TOTAL
Approved Priority Projects FFY26								
MPO Rideshare Program 2025-2029		²	2026	\$136	80%	\$110		Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2026	\$119	80%	\$95		Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)		68 ⁴	2026	\$5,772	79.7%	\$4,600		Stormwater box added to project; const. cost has increased. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026	\$1,356	80%	\$1,085		Qualifies as a "small" project. Includes a New Path. 80% Fed. funding. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026	\$2,156	80%	\$1,725		Qualifies as a "small" project. Includes a New Path. 80% Fed. funding. STBG-U funding increased due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
South High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Construct Roadway on New Alignment		29.1	2026	\$3,000	80%	\$2,400		New project addition in CY24. 80% Fed. funding. STBG-U funding available due to John Nolen Drive Phase 1 moving from FFY26 to FFY25
				\$12,539		\$10,015		TOTAL
Approved Priority Projects FFY27								
MPO Rideshare Program 2025-2029		²	2027	\$141	80%	\$113		Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2027	\$120	80%	\$96		Ongoing support per MPO policy. 3% annual increase.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68	2027	\$11,114	73.39%	\$8,157		New Path. STBG-U funding increased in August 2025 due to cancelation of Bailey Road reconstruction project.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027	\$2,764	73.39%	\$2,028		Qualifies as a "small" project. Includes bike lanes. STBG-U funding increased due to cancelation of Bailey Road reconstruction project.
				\$14,139		\$10,394		TOTAL

2025 - 2031 Madison Area STBG Urban Program								
Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Federal Funds Requested (thousands)	Comments
Approved Priority Projects FFY28								
MPO Rideshare Program 2025-2029		²	2028	\$146	80%	\$118		Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2028	\$124	80%	\$99		Ongoing support per MPO policy. 3% annual increase.
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028	\$3,740	65%	\$2,431		New Path.
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028	\$6,870	65%	\$4,466		New path on west side of roadway may be constructed.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028	\$2,253	65%	\$1,464		Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028	\$3,939	65%	\$2,560		
				\$17,072		\$11,138		TOTAL
Approved Priority Projects FFY29								
MPO Rideshare Program 2025-2029		²	2029	\$153	80%	\$123		Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2029	\$128	80%	\$102		Ongoing support per MPO policy. 3% annual increase.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029	\$620	76.41%	\$474		New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029	\$11,750	65%	\$7,638		
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029	\$1,241	65%	\$807		Qualifies as a "small" project. Includes bike lanes.
Nichols Road (Winnequah Rd. to Maywood Rd.)		38 ⁵	2029	\$1,685	65%	\$1,095		Project moved from FFY25 to FFY29. Const. cost has been adjusted accordingly. 65% Fed. funding. Selected for funding as "small" project.
				\$15,577		\$10,238		TOTAL
Candidate Projects for 2030-2031								
MPO Rideshare Program 2025-2029		²	2030-2031	\$325	80%	\$260		Ongoing support per MPO policy. 4% annual increase.
C. Madison Ped/Bike Safety Education Program 2025-2029		²	2030-2031	\$276	80%	\$221		Ongoing support per MPO policy. 3% annual increase.
Pleasant View Road (Mineral Point Road to Timber Wolf Trail)			2030-2031	\$9,500	65%		\$6,175	
Mid Town Road (Waldorf Boulevard to Muir Field Road)			2030-2031	\$16,500	65%		\$10,725	
CTH BW/Broadway (Frazier Avenue to USH 51)			2030-2031	\$15,194	65%		\$9,876	
Columbus Street (Wilburn Road to Laura Street)			2030-2031	\$1,471	65%		\$956	Qualifies as a "small" project.
Irish Lane (S Fish Hatchery Road to S Syene Road)			2030-2031	\$2,635	65%		\$1,713	Qualifies as a "small" project.
				\$45,901		\$480	\$29,445	TOTAL

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)

² Funded annually per MPO policy

³ []

⁴ Score from regular 2022-2026 program application cycle in 2021.

⁵ Score from supplemental funding 2022-2026 program application cycle in 2022.

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STBG Urban Projects
and
Candidate New Projects

Approved 2025 - 2029 Projects

- 2025
- 2026
- 2027
- 2028
- 2029

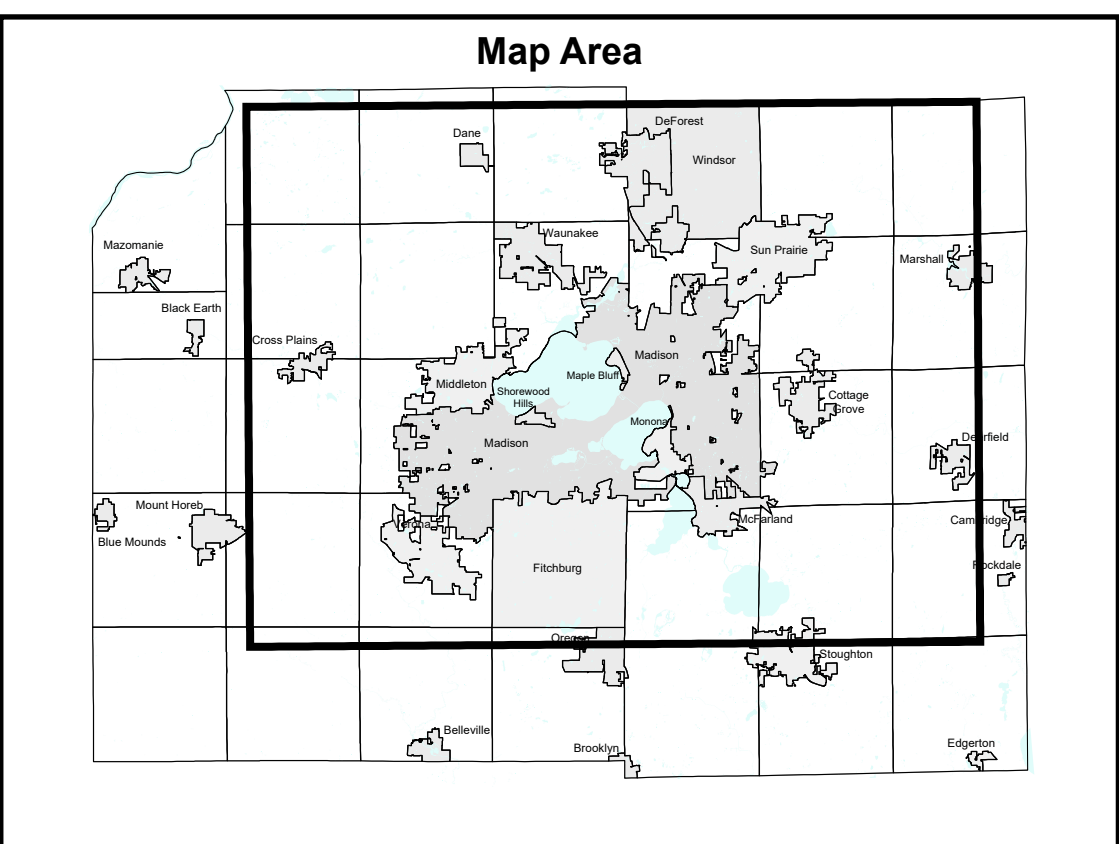
Proposed 2030 - 2031 Projects

-
- Approved Madison Urban Boundary (2023)

Red Text Denotes
Planned Major Capacity
Expansion Project

Note: Year of construction shown.
See project listings for information
on obligation of federal funding.

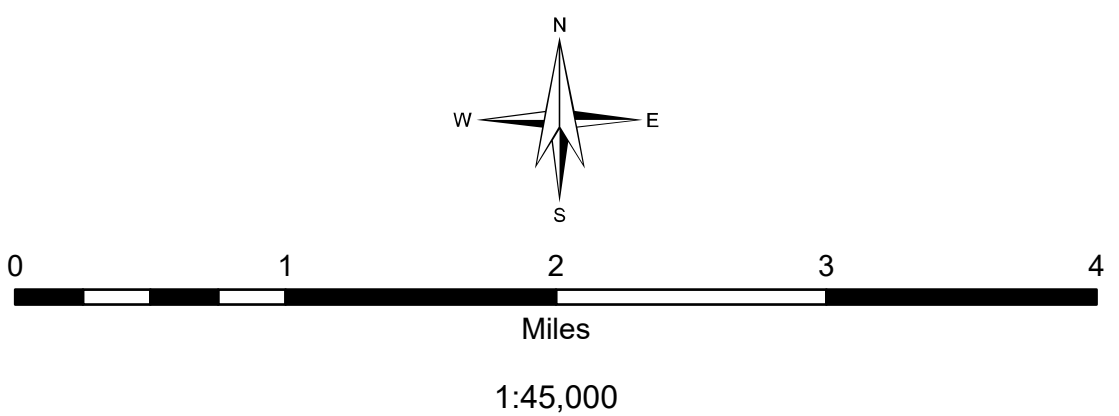
Dane County, Wisconsin



Prepared by staff to the:



Date Revised: 10/15/2025



Coordinate System: NAD 1983 HARN WI/SCRS Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2025 (MPO/DCLIO)
Hydrography: 12/02, 1/24/00 (WDNR)
Civil Division Limits: 2025, Annotation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

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Transportation Alternatives Applications - Project Descriptions and Funding Recommendations - FFY 2029-2030

Wisconsin Bike Fed – Dane County Safe Routes to School Programs 2029 & 2030 (two applications)

Dane County Safe Routes to School K-12 Program 2029 & 2030 will build on the current and future funding awarded by the TAP program to support Dane County students and families through providing education, engagement, encouragement, and evaluation programs centered on increasing the rates and safety of people walking and biking.

Total Eligible Project Cost: \$287,300 (2029), \$291,660 (2030)

Federal Funding Percentage: 80%

Federal Funding Amount: \$229,840 (2029), \$233,328 (2030)

Project Rank (MPO): 1

Sun Prairie – ADA Transition Plan and Evaluation

The City of Sun Prairie is requesting Transportation Alternative Program (TAP) funding to complete an Americans with Disabilities Act (ADA) Transition Plan and conduct an evaluation of sidewalks, shared-use paths, and curb ramps within the municipal right-of-way. Federal regulations require all public agencies with more than 50 employees to maintain an ADA Transition Plan for facilities in their public right-of-way. This Plan will include a citywide inventory of sidewalk obstructions, gaps, missing or deficient ramps, and maintenance issues. It will also establish a schedule for addressing these and other identified accessibility gaps.

Total Eligible Project Cost: \$150,000

Federal Funding Percentage: 80%

Federal Funding Amount: \$120,000

Project Rank (MPO): NA

Fitchburg – Traceway and Leopold Path

This project consists of a 10-foot asphalt shared-use path connecting Traceway Drive and Leopold Way. The path will be constructed on the northeast side of Traceway Drive, beginning at the existing path on Fish Hatchery Road, and extend northwest to Post Road. The path will continue west along the south side of Post Road to the intersection with Leopold Way. Streetlights will be added along Traceway Drive to enhance nighttime visibility. Raised or high visibility crosswalks will be added at crossings that serve Leopold Elementary School and The HUB (community center).

Total Eligible Project Cost: \$1,263,390

Federal Funding Percentage: 60%

Federal Funding Amount: \$758,034

Project Rank (MPO): 3

Madison – Autumn Ridge Path Extension

This path will extend the recently constructed Autumn Ridge Path and Highway 30 overpass along the south side of Highway 30 to US 51 (Stoughton Rd). Current WisDOT planning documents call for a path along the east side of US 51 terminating just south of the US 51 / WIS 30 interchange. The proposed path will connect to this US 51 path, expanding the off-street, low-stress multimodal network in the area. The path will connect to a future pedestrian and bicycle overpass of US 51. This path is included in the Greater Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area.

Total Eligible Project Cost: \$1,668,188

Federal Funding Percentage: 60%

Federal Funding Amount: \$1,000,913

Project Rank (MPO): 4

Madison – Garver Path Extension

A developer will construct a public extension of the existing Garver Path north of Milwaukee Street across their plat in 2026/2027. The Garver Path Extension will connect this privately-developed path to the existing Marsh View Path south of Highway 30. This will provide a

continuous off-street path from Atwood Avenue to Commercial Avenue, north of Highway 30. This path is included in the Greater Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area. The path is identified as the "Hiestand Path" in planning documents.

Total Eligible Project Cost: \$1,503,943

Federal Funding Percentage: 60%

Federal Funding Amount: \$902,366

Project Rank (MPO): 5

Madison – West Beltline Frontage Road Path

The W Beltline Highway Frontage Rd Shared-Use Path will provide a connection from just east of Seminole Hwy to Landmark Pl. This area of the W Beltline Frontage Rd has no sidewalk and just painted bike lanes. The path will provide a pedestrian facility where one does not currently exist and provide a more comfortable bicycle facility separated from motor vehicle traffic. This path is referenced in the Greater Madison MPO Regional Transportation Plan as the Seminole-Cannonball Connector.

Total Eligible Project Cost: \$1,667,500

Federal Funding Percentage: 60%

Federal Funding Amount: \$1,000,500

Project Rank (MPO): 2

Madison – Odana Rd Path

This project will construct a new shared use path along the south side of Odana Road adjacent to the Odana Hills Golf Course. The path will provide a low stress walking and bicycling connection where one does not currently exist, and where there is no sidewalk, between a spur of the Southwest Path and neighborhood streets to the west that will be marked as a bicycle boulevard. The path and future bike boulevard close a key gap between the Southwest Path and the West Towne Path (TAP funded). This path is a near-term alternative to the West Beltline Path included in the Greater Madison MPO Regional Transportation Plan and 2015 Bicycle Transportation Plan for the Madison Metropolitan Area.

Total Eligible Project Cost: \$1,097,500

Federal Funding Percentage: 60%

Federal Funding Amount: \$658,500

Project Rank (MPO): 8

Middleton – BCycle

The City of Middleton is looking to introduce nine BCycle stations comprising of 34 e-bikes and 64 docks to Middleton. This investment will expand the growing BCycle network into Middleton for the first time and provide connectivity to Madison's existing BCycle facilities. As the project sponsor and on behalf of the program partner BCycle, The City of Middleton seeks Transportation Alternatives Program to help fund the capital expenditure of this project.

Total Eligible Project Cost: \$310,600

Federal Funding Percentage: 79.6%

Federal Funding Amount: \$247,331

Project Rank (MPO): 7

Sun Prairie – Windsor St Side Path

The City of Sun Prairie is requesting STBG-TA funding to construct a 10-foot, bituminous asphalt shared-use path along the north side of STH 19 (Windsor Street) between Davison Drive and Pony Lane. This segment of state trunk highway currently lacks pedestrian facilities to serve a Metro Transit bus stop and commercial destinations north of STH 19 at Lois Drive. Filling this gap will address a major missing link in Sun Prairie's bicycle and pedestrian network.

Total Eligible Project Cost: \$1,362,953

Federal Funding Percentage: 60%

Federal Funding Amount: \$817,772

Project Rank (MPO): 6

Verona – Military Ridge State Trail Improvement Project

The City of Verona will pave a two-mile section of the Military Ridge State Trail, from Old PB to 400 feet west of Wildcat Way. In addition to the asphalt surface, the City will improve the safety of bicyclists and pedestrians at the trail crossings at Lincoln Street, South Franklin Street, South Main Street and South Nine Mound Road. Street signs will be installed at each road intersection to assist with wayfinding.

Total Eligible Project Cost: \$629,750

Federal Funding Percentage: 60%

Federal Funding Amount: \$377,850

Project Rank (MPO): 10

Verona – N Main St (CTH M) Path

This project will install a 10-foot wide paved multi use path along the west side of North Main Street (CTH M). This will necessitate an improved retaining wall to provide the necessary space between the wall and the back of curb. In addition, bicycle and pedestrian safety improvements will be made to the intersections of the path and Cross Country Road and the path and Bering Drive. The path will connect the neighborhoods located north of Cross Country Road with the schools located south of Cross Country Road.

Total Eligible Project Cost: \$430,700

Federal Funding Percentage: 71%

Federal Funding Amount: \$305,797

Project Rank (MPO): 9

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Transportation Alternatives Program Projects and Candidate New Projects

Approved 2025 - 2028 Projects

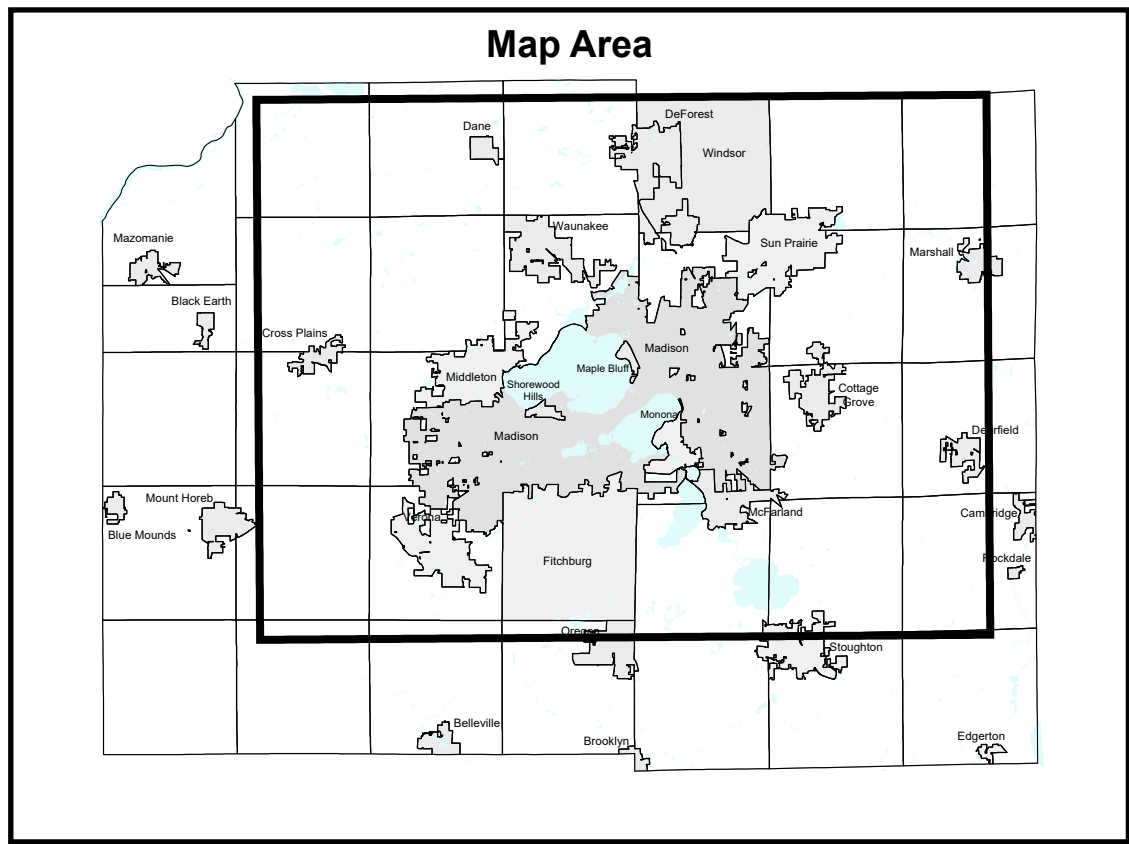
- 2025
- 2026
- 2027
- 2028

Proposed 2029-2030 Projects

- BCycle Expansion
- Existing Bike Path
- Approved Madison Urban Boundary (2023)

**Note: Year of construction shown.
See project listings for information
on obligation of federal funding.**

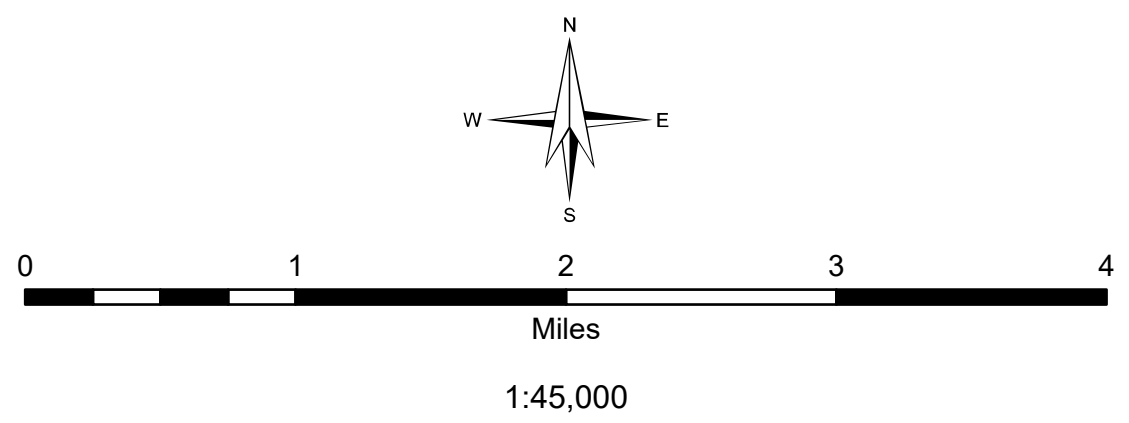
Dane County, Wisconsin



Prepared by staff to the:



Date Revised: 10/15/2025



Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet
Projection: Lambert Conformal Conic

Source Info:
Street Base: 2025 (MPO/DCLIO)
Hydrography: 1200, 1:24,000 (WDNR)
Civil Division Limits: 2025, Annexation Records (DCLIO)
Transportation Improvement Program: 2025 - 2029 (MPO)

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RECOMMENDED FUNCTIONAL CLASSIFICATION CHANGES

WisDOT Region:	North East (NE)
County:	Dane
Urban Area:	Madison
Population:	450,305

Urban Area:

MADISON

Starting Mileage:

IH	PA	MA	COL	LOC
24.05	179.45	171.44	306.6	1324.83

TOTAL
2006.37

No.	Route	Limits	From	To	IH	PA	MA	COL	LOC	Reason
1	STH 19	CTH N (Grove St) - Keller Dr	uPA	to uMA		-1.24	1.24			Continuity Improvement, AADT < 9000
2	USH 51	CTH V - UAB	uPA	to uMA		-1.00	1.00			Continuity Improvement, AADT < 9000
3	STH 113	STH 19 - Easy St	uPA	to uMA		-1.00	1.00			Continuity Improvement, AADT < 9000
4	CTH N	Coffeytown Rd - Reynolds St	uMA	to uPA		0.60	-0.60			AADT 7500, continuity with proposed rural PA
5	CTH N	CTH TT - Faber Rd	uMA	to uPA		0.65	-0.65			AADT 7000, continuity with proposed rural PA
6	City View Drive	Lien Rd - Crossroads Drive	uLOC	to uCOL				0.58	-0.58	Planned COL that has been constructed, was coded as LOC in database
7	Northern Lights Rd	W Verona Ave - CTH PD	uCOL	to uMA			2.20	-2.20		AADT 8200, Land Use (Epic)
8	CTH PD	Country View Rd - Northern Lights Rd	uPA	to uCOL		-0.81	0.81			Continuity Improvement. AADT drops off at Northern Lights Rd
9	Musket Ridge Drive	STH 19 - Hawthorne Drive	uLOC	to uCOL				0.48	-0.48	Planned COL that has been constructed, was coded as LOC in database
10	Broadhead St	Marsh Rd - Peninsula Wy	uMA	to uCOL			-0.69	0.69		Continuity Improvement (removes dead-end MA, more logical end point for MA), AADT (2200) below MA levels
11	Hawthorne Dr	CTH N/Grove Street to Musket Ridge Drive	uLOC	to uCOL						Planned COL that has been constructed, was coded as LOC in database
12	CTH M	CTH PB - UAB	uMA	to uPA		0.65	-0.64			AADT 8300, continuity with proposed rural PA
13	Old Sauk Rd	Twin Valley Rd - Pioneer Rd	uMA	to uCOL			-0.25	0.25		Continuity Improvement (more logical end point for MA)
14	CTH S (Mineral Point Rd)	Timber Ln - Pioneer Rd	uPA	to uMA		-1.48	1.48			Continuity Improvement (removes dead-end PA, more logical end point for PA), AADT(8400) is below PA levels
15	Learning Place	CTH N/Grove Street - Marshview Drive	uLOC	to uCOL				0.65	-0.65	Planned COL that has been constructed, was coded as LOC in database
16	Planned Country View Rd	CTH PD - Northern Lights Rd	uLOC	to uCOL				2.50	-2.50	Planned roadway with estimated AADT of COL level, 2027 completion
17	Planned Dairy Ridge/West Rd	USH 151 - Country View Rd	uLOC	to uCOL				1.00		Planned roadway with estimated AADT of COL level, 2027 completion
18	Peaceful Valley Parkway	Woodland Drive - CTH Q	uLOC	to uCOL				1.64	-1.64	Estimated AADT is above COL levels
19	STH 19	River Rd - I-39	uMA	to uPA		1.06	-1.06			AADT 19600, continuity with proposed rural PA
20	CTH AB	Millpond Rd - Siggelkow Rd	uMA	to uCOL			-0.72	0.72		AADT is below MA levels (3055)
21										
22										

Change:

0	-2.57	3.12	6.31	-5.85
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End Mileage:

24.05	176.88	174.56	312.91	1318.98
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2007.38

End %:

1.2%	8.8%	8.7%	15.6%	65.7%
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desirable range

4% - 11%

7% - 14%

3% - 16%

62% - 74%

Madison

Functional Classification - Recommended Changes

