

# **Report of the Results and Recommendations To the County Executive and County Board**

*From*

## ***SOUTHWEST DANE TRANSPORTATION ADVISORY COMMITTEE***

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**Norbert Scribner, Representing the Villages**

**Secretary:**

**Michael Rewey, Representing District 1,  
Wisconsin Department of Transportation**

**Committee members:**

**Harold Krantz, Representing the Dane County Towns**

**Denny Caneff, Representing the Southwest Quadrant**

**Donald Chatfield, Representing the City of Madison**

**John Volker, Representing the City of Verona**

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## Introduction

The Dane County Board of Supervisors adopted Substitute 1 to Resolution 316, 2000-2001 on August 2, 2001. This resolution established a committee of seven members to discuss integrated land use and transportation planning to address traffic, development, farmland protection and environmental issues in the southwest quadrant, and make recommendations for achieving more regional consistency for transportation and land use planning in the southwest quadrant. The Committee held over 12 public meetings, received input from transportation and planning experts and officials, and sponsored meetings at local municipalities to receive area residents input.

## The Study Area

The Southwest Transportation Study area is denoted on the study area map (see attachment A) and included the Cities of Fitchburg, Verona, and the Southwestern portion of the City of Madison, the Villages of Belleville, Blue Mounds, Cross Plains, Brooklyn, Mt. Horeb, Oregon, and the Towns of Blue Mounds, Cross Plains, Madison, Middleton, Montrose, Oregon, Perry, Primrose, Springdale, Vermont, Verona.

## Meetings/Topics

The Committee held a series of meetings to help educate them on the transportation and land use issues. These meetings were then followed up with a series of regional meetings at various locations in the southwest area of the County to discuss transportation and land use issues with local officials from the local municipalities to gain a broader perspective on the transportation issues. The final two meetings were held to discuss the committee recommendations and review and approve the final report with submittal to the Dane County Executive and County Board. The meeting and topics discussed are listed below:

- **Meeting 1 - November 29, 2001**  
Election of Officers, discussion of committee work and meeting format.
- **Meeting 2 - January 10, 2002**  
Meeting schedule, presentations and discussions on scheduled Capital and Planning projects.
- **Meeting 3 – February 14, 2002**  
Presentations and discussions of State Transportation Planning Projects and Issues.
- **Meeting 4 – March 14, 2002**  
Presentations and discussions of maps showing historical traffic count information, population growth, and commuting trends in the Southwest area.
- **Meeting 5 – April 11, 2002**  
Presentations and discussion on land use in the Southwest area including agricultural, environmental resource, and zoning maps of the study area.
- **Meeting 6 – May 13, 2002**  
Attendance at the Transport 2020 meeting at the Alliant Energy Center.
- **Meeting 7 – June 13, 2002 (met as subcommittee)**  
Presentation and discussion of the Dane County Bicycle Plan, information on the preservation of rail corridors, and discussion of the Transport 2020 meeting.
- **Meeting 8 - July 18, 2002 (met as subcommittee)**  
Meeting in Cross Plains to discuss local transportation issues and other land use information.
- **Meeting 9 – August 22, 2002**  
Meeting in Blue Mounds to discuss local transportation issues and other land use information.

- **Meeting 10 – September 12, 2002**  
Meeting in Verona to discuss local transportation issues and other land use information.
- **Meeting 11 – October 10, 2002**  
Meeting to discuss jurisdictional transfer of CTH PB, and land and transportation planning issues in the City of Madison on the South and West Sides of the City.
- **Meeting 12 – November 13, 2002**  
Meeting to discuss draft report and recommendations with Committee.
- **Meeting 13 – January 30, 2003**  
Meeting to discuss **final** draft report and recommendations with Committee.

## Process

The Committee had a chance to collect and review data and maps concerning the existing land use and transportation development. They also had a chance to review land use inventory maps and data.

The Committee was impressed with the land use information that was presented to them by the Dane County Planning Department. The Committee felt there was well-documented information and maps presented by the Planning Department which could be used by local units to better guide development, and help protect the environmental resources of this area of Dane County.

They discussed land use and transportation planning issues with local units of government officials and public at various public meetings scheduled in the study area.

Based upon the meeting feedback and materials provided by various staff and units of government, they directed staff to prepare a set of committee draft study recommendations to be forwarded to the County Board.

The Committee reviewed, added to, and revised the recommendations based upon comments received from the local officials and public to come up with the final recommendations that are contained within this report.

## **Background Information Analysis**

### **Population growth:**

All areas located in the Southwest area of the County have grown substantially in population between 1990 and 2000. The Villages in this area have grown from a high in Oregon of 66.3% to a low of 16.1% in Brooklyn. The towns have grown from a high of 29.7% in the Town of Oregon to a low of 0.7% in the Town of Verona. The highest growth rate in the Cities was the City of Verona at 31.2%. The lowest was the City of Madison at 9.1%.

### **Traffic growth:**

The Committee reviewed the traffic growth on County and State collector and arterial highways for the period 1984-1999. This data was taken from 3-year interval traffic counts taken by the Wisconsin Department of Transportation in Dane County.

All roads in the Study area, with very few exceptions, had significant increases in traffic during that period. The largest overall increases on **State Highways** were noted on the following sections of highways:

<b>West Beltline</b> (West of CTH S)	15,880 to 49,100 ADT	(209% Increase)
<b>West Beltline</b> (West of 18/151)	23,110 to 61,700 ADT	(167% Increase)
<b>18/151</b> (South of CTH PD)	5,570 to 26,300 ADT	(372% Increase)
<b>18/151</b> (West of Verona)	8,070 to 15,700 ADT	(94.5% Increase)
<b>18/151</b> (West of Mt. Horeb)	7,160 to 12,200 ADT	(70.4% Increase)
<b>14</b> (South of Lacy Road)	12,300 to 19,100 ADT	(55.3% Increase)
<b>14</b> (North of Brooklyn)	4,060 to 7,700 ADT	(89.7% Increase)

The largest overall increases on **County Trunk Highways** were noted on the following sections of highways:

<b>CTH D</b> (South of Lacy Road)	7,830 to 11,900 ADT	(51.9% Increase)
<b>CTH PD</b> ( West of 18/151)	2,460 to 15,500 ADT	(530% Increase)
<b>CTH M</b> ( South of Valley View)	5,810 to 16,000 ADT	(175% Increase)
<b>CTH M</b> (South of CTH PD)	4,820 to 12,400 ADT	(157% Increase)
<b>CTH S</b> (West of CTH M)	8,580 to 12,000 ADT	(39.9% Increase)
<b>CTH PB</b> (South of Purcell Road)	4,440 to 6,000 ADT	(35.1% Increase)

The increase of traffic on the highways is a combination of commuter, business, and through regional traffic. The State highways, in most cases, would have the greatest percentage of regional trips.

Color-coded maps (see attachment B) were created as part of the traffic count increases for the years 1984, 1993, and 1999. When comparing the data shown on these maps it can be easily seen that the traffic growth has increased in and out of the major state and county highway corridors that lead into the Madison Metropolitan area. As development continues, more and more roads will be taxed to capacity and experience more congestion.

### **Discussion of Recommendations and Options/Ideas**

The Committee felt that the issues regarding land use and transportation in this large area of Dane County should not be tackled on a project by project or specific community by community basis. Therefore, the recommendations forthcoming from the Committee to the County Board are ones that are broad and conceptual in nature. The Committee is suggesting that the communities in this area of Dane County incorporate these series of broad concepts that help promote good land use and transportation principles in their planning process.

The Committee feels that the suggested concepts could collectively result in helping to promote more economical land use and reduce the future needs for costly transportation improvements.

The Committee also recognized that there are no “magic solutions” to help solve the future land use and transportation issues. However, utilizing acceptable and presently used concepts (as the Committee is suggesting) would help in the overall local decision making process, and promote better use of the land and transportation resources of the local communities and Dane County.

### **Committee Recommendations**

#### **Transportation Planning:**

The Committee has recognized that there are very few significant major transportation corridors (highway and rail) that service this area of Dane County. The Committee feels these corridors need to be protected from being clogged with major development, and ensuring that there are adequate rights-of-way mapped to insure that the corridors can be enhanced in the future as continued growth occurs.

The Committee recommends the following:

- ◆ Local units of government, County, and State cooperatively work to officially map the existing and future planned major arterial and collector routes across jurisdictional lines.
- ◆ Encourage all units of government to communicate on a regular basis their future and ongoing transportation plans and issues. Use of the MPO and Regional Planning forums should be utilized wherever possible to provide this link of issues.
- ◆ Local units of government, County, and State cooperatively seek dedications of additional rights-of-way on the officially mapped facilities as lands along them are developed and redeveloped. This will result in less future business disruption and

reduced governmental costs associated with obtaining property for future transportation corridor expansions and developments.

- ◆ All units of government consider all modes of transportation on corridors within and adjacent to the major collector and arterial routes to better encourage all forms of transportation including pedestrian, bicycle, and mass transit (where feasible).
- ◆ Encourage local units of government to set aside property and areas that can be utilized for future park and ride facilities.
- ◆ Encourage and educate the local units of government on the importance of safe access location and control. Suggest to them that they establish standards to limit access on the major arterial and collector routes to make these routes safer and less congestive in and adjacent to their communities. Communities should look at the cumulative affect of additional access points on their main transportation routes. The Committee indicated that access on County routes can be maintained by the County in incorporated areas with municipal concurrence.
- ◆ Encourage the State and County as part of the planning processes to employ corridor-planning efforts with involvement of affected property owners and local units of government.
- ◆ As major access controlled corridors are reconstructed, encourage all units of government to work to provide good access across and parallel to the facilities without requiring pedestrians, bicyclists, and neighborhood traffic to enter and exit onto main transportation corridors.
- ◆ Explore mass transit options in the areas where feasible. Encourage intergovernmental agreements to provide services.
- ◆ Reserve, maintain, and enhance existing rail and rail-to trail corridors for future transportation needs.
- ◆ Safe intersections can be provided with the construction of protected left-turn lanes and the addition of signals where warranted.
- ◆ Recognition by all units of government that commuting traffic is very problematic, but it only constitutes an average of 20-25% of the daily trips on most major routes. Business and leisure travel, on the other hand, accounts normally for 75-80% of the total trips each day on the major transportation corridors. The commuting traffic is most noticeable, because it occurs in a one-to-two hour period of the day.
- ◆ Recommendation by the Committee that in municipal annexation the whole width of roadways be a part of the area that is included in the annexation areas. This will reduce the burden to the town in maintaining roads that will handle predominately the incorporated area traffic in the future.
- ◆ Recognize the importance of all units of government cooperatively working to protect the function of these important transportation corridors as noted on the State functional classification map (see attachment C).

## Land-use Planning

The Committee recognized the significant advancement of the GIS land information and associated mapping that was available through the Dane County Planning Department.

- ◆ The State and local units of government should be encouraged to seek land use information from Dane County Planning and Madison Area MPO as they are looking at development and future transportation and land use improvements. The information and mapping that is available would significantly help the local units in the decision making process. New computer assisted tools will soon be available at Dane County Planning that will further enhance this capability.

- ◆ The Committee also suggested that the State, Villages, Cities and Towns work cooperatively together in the planning of development and transportation issues. The Committee feels that joint meetings between various adjoining municipalities should be encouraged to help establish development boundaries and agreements.
- ◆ The local and state transportation plans should incorporate plans that will allow for movements within and between neighborhoods for all forms of transportation that would allow people to obtain daily services without using or crossing major transportation corridors.
- ◆ All future plans should incorporate smart growth principles, and should consider plans for all modes of transportation. Included in the multi-modal approach should be the consideration for future bus lanes, stops, and transfer sites. Transit expansion should be considered, where feasible, to complement highway and street development.
- ◆ The local units of government should be encouraged to work with the County and State on developments that could impact the State or County arterial or collector systems, and vice versa. Good communication is needed at all times.
- ◆ The Committee feels that communities need to develop some common requirements on developers in Dane County. It may be difficult to do, but having more equal and consistent reasonable development standards countywide may reduce developers working one community against another. More consistent standards for developers may lead to better development siting decisions.
- ◆ The Committee is also interested in seeing TDM (Transportation Demand Management) efforts incorporated into the review of major development projects county-wide so as to reduce the overall number of automobile related trips and peak hour traffic volumes. The Committee strongly encourages the communities work with developers to that TDM end by encouraging other modes of transportation for employees. Such things as carpooling, vanpooling, bicycling, walking, and telecommuting options should be explored. Possible TDM resource is the MPO Rideshare Program/Coordinator.
- ◆ The Committee also suggests that the communities consider more dense mixed-use development patterns where appropriate and feasible so as to limit the future costs of infrastructure construction and maintenance, and to provide more opportunities for mass transit.

## **Traffic Safety Issues**

Traffic safety is an issue that was heard throughout all the meetings the Committee held. As the result of that particular comment the Committee felt a few basic safety recommendations should be provided in this report, and those comments are noted below.

- ◆ As traffic volumes and development continue in SW Dane County, the need to provide support of additional traffic enforcement and education is very apparent. The best land use and transportation planners and designers cannot ensure or provide for safe travel by all modes of traffic, if the traffic laws and speeds are not understood or are not enforced adequately.
- ◆ Development should occur so that the design can properly handle emergency vehicle traffic. Well-planned connections and access points help provide for more efficient emergency service responses.
- ◆ Good access control tends to provide a more efficient and safer operation of vehicles on the streets and highways.
- ◆ New roads and subdivisions should be interconnected to provide safer access for the general public and emergency equipment.