

ELEMENT 3: TRANSPORTATION



The connection between transportation infrastructure and development is central to comprehensive planning. On the one hand, transportation projects will influence the quantity and type of future development. On the other hand, where development occurs also dictates the type of transportation improvements that are necessary to support the accessibility needs of the population. Because Monona is landlocked and the development of new streets to serve new development is unlikely, Monona's transportation planning efforts will focus on the quality of its existing transportation network and how it interacts with future redevelopment. Assessments of potential traffic increases, safety, and maintenance of our roadways will be important planning efforts over the next twenty years. In addition, the city will continue to improve access and mobility for other modes of transportation such as pedestrian and bicycle transportation.

This element provides an overview of the city's transportation system, reviews county, regional, and state transportation plans that impact the city, and develops strategies to provide a safe and efficient transportation system for the city's residents.

Sustainable Transportation Vision: Monona Sustainability Plan 2014

Monona provides and maintains a multi-modal transportation system for users of all ages, abilities, and income levels in addition to being connected to a regional transportation network. Community members make sustainable transportation choices to and from housing, employment, recreational, social, and daily-necessity center.

3.1 EXISTING TRANSPORTATION SYSTEM

Access is a key determinant of growth and economic health because it facilitates the flow of goods and people. The City of Monona is well connected to the greater Madison Metropolitan Region through the existing roadway network, public transit, bicycle and pedestrian accommodations, as well as a regional airport. Monona's residents have an extensive transportation network that facilitates many modes of transportation within the city including vehicle travel, transit, bicycling, and walking. This section of the Plan describes the existing conditions of transportation facilities in the city.

3.1.1 ROADWAYS

Overall, the City of Monona has jurisdiction over 119 roadways. According to the Wisconsin Department of Transportation (WisDOT), four of these are classified as arterial roadways, 12 are classified as collector roadways, and 103 are classified as local roadways.

The city is approximately four miles south of Interstate 94, which serves as a regional, controlled-access facility within Wisconsin, connecting Minneapolis, La Crosse, and Madison with Milwaukee and Chicago. This Interstate connects major population and economic centers and is within close

proximity and easy access to the city. U.S. Highway 12/18 (Beltline Highway) runs through the southern edge of the city and carries about 123,000 vehicles per day past Monona. Three interchanges from the Beltline Highway serve Monona at South Towne Drive, Monona Drive, and U.S. Highway 51 (Stoughton Road).

County Trunk Highways (CTH) BB (Monona Drive) and BW (Broadway) function as the city’s main arterial streets (less than a half a mile of both Industrial Drive and South Towne Drive are the other two roadways classified as arterials by WisDOT. CTH BB (Monona Drive) is Monona’s primary north-south arterial and serves as the community “main street.” 2014 traffic volumes on the south end of Monona Drive were 19,600 Average Annual Daily Traffic (AADT), 14,300 AADT at the north end, and 12,000 AADT as a low count in the middle of Monona Drive. CTH BW (Broadway) runs east-west along the south edge of the city. 2014 traffic volumes on this four-lane highway were between 13,800 and 15,800 AADT. Monona Drive and Broadway are currently under the jurisdiction of Dane County. The majority of maintenance and repair is handled by Dane County.

The main collector streets in Monona include Winnequah Road, Midmoor Road, Nichols Road, Dean Avenue, Bridge Road, and Femrite Drive. Local roads are the most predominant classification in Monona comprising 25.52 miles. The total roadway mileage for municipal roads in Monona is 37.83 miles including Monona Drive and Broadway (totaling 33.82 when CTH BB Monona Drive and CTH BW Broadway are excluded). Table 3.1 below lists miles of municipal roadways in the city by classification.

Table 3.1: Roadways by Classification

	Arterial	Collector	Local	Total
Including Monona Drive and Broadway	4.56	7.75	25.52	37.83
Excluding Monona Drive and Broadway	0.55	7.75	25.52	33.82

Source: Wisconsin Department of Transportation 2014

3.1.2 PUBLIC TRANSPORTATION AND PARA-TRANSIT

Monona residents have access to daily and commuter bus service from the City of Madison’s Metro Service and from the Monona Transit System. Madison Metro stops are accessible to Monona residents in the City of Madison which borders Monona in many locations. Monona residents can board the Metro at stops located along Pflaum Road, Monona Drive, and South Towne Drive. Additionally, Madison Metro offers a Park and Ride facility, Dutch Mill, just outside of the city at Stoughton Road and Broadway.

Residents can travel via the Monona Transit System which has two different services: the Monona Express and the Monona Lift. The Express route is a commuter service running between Monona and downtown Madison and the University of Wisconsin-Madison campus area. No stops are made between the Monona city limits and the downtown Madison area. This service operates during the mornings, late afternoons, and evening. The Lift route is equipped with a disabled accessible vehicle and is designed to meet the needs of the elderly and disabled as well as the general public. Service is provided on a scheduled route basis with designated Monona bus stops. In addition, passengers with special needs may prearrange individualized rides to and from specific locations by placing an advance reservation.

3.1.3 RAIL – PASSENGER AND FREIGHT

Wisconsin and Southern Rail Road is a private regional railroad company that operates over 700 miles of track in 21 Wisconsin counties and is headquartered in Madison. The railroad follows a portion of Monona’s southern border but is not located within the city, nor are any railroad spurs or access points located within the city.

The nearest commercial passenger rail service is the Amtrak Hiawatha route line between Milwaukee and Chicago, or the Amtrak Empire Builder route which connects Chicago, to Milwaukee, Madison, the Twin Cities, and terminates in Seattle, WA. An Amtrak station is located in Columbus, WI, about 30 miles northeast of Monona.

3.1.4 BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Sidewalks are available on Monona Drive and Broadway and on some collector streets including Dean Avenue and Nichols Road. Most other collector streets and local streets within the City are not currently served by sidewalks. In total, there are 77,061.5 linear feet (14.5 miles) of sidewalks within the city.

The City of Madison/City of Monona Lake Loop bicycle route travels through Monona on two different routes: the regular lake loop and the scenic route. This is a popular regional on-street bicycle route that is popular among recreational bicyclists as well as bicycle commuters. Almost 10 miles of designated bicycle lanes are also available in both directions along the community’s arterial routes, Monona Drive and Broadway.

3.1.5 AIR

The Dane County Regional Airport/Truax Field is the state’s second-largest commercial airport and is located about eight miles north of Monona. The airport serves more than 1.6 million passengers annually and more than 90 arrivals and departures are scheduled daily. Four commercial airlines serve the airport, as well as one private air service and one air cargo company. The General Mitchell International Airport in Milwaukee is about 80 miles east of Monona. General Mitchell International Airport is a medium-hub airport owned and operated by Milwaukee County. More than 160 cities are served directly from Mitchell International.

3.1.6 TRUCK AND WATER TRANSPORTATION

Monona’s Municipal Code currently identifies “No Heavy Traffic Routes.” Heavy traffic is defined as vehicles in excess of 6,000 pounds gross weight. The code identifies parts or all of Bridge Road, Frost Woods Road, and Owen Road as no heavy traffic routes. There are no water transportation routes in Monona.

3.2 COUNTY, STATE, AND REGIONAL TRANSPORTATION PLANS

Transportation does not end at our community's border. County, regional, and state plans will impact Monona's transportation decisions and vice versa. Monona's transportation goals, objectives, and policies are consistent with these county, regional, and state transportation plans.

Connections 2030: Wisconsin's Long-Range Transportation Plan

This plan is the long-range transportation plan for the state which addresses all forms of transportation over a 20-year planning horizon including highways, local roads, air, water, rail, bicycle, pedestrian and transit. The plan was officially adopted by the Wisconsin Department of Transportation in October 2009.

Modal plans included within Connections 2030 are the State Airport System Plan 2020, Bicycle Transportation Plan 2020, Pedestrian Policy Plan 2020, State Highway Plan 2020, and Wisconsin Rail Issues and Opportunities Report.

2035 Regional Transportation Plan: Madison Area Transportation Planning Board

The region's Metropolitan Planning Organization (MPO), the Madison Area Transportation Planning Board, is responsible for the development and maintenance of the long-range Regional Transportation Plan (RTP) for the Madison Metropolitan Planning Area. The RTP was originally adopted in 2006. This plan must be updated every five years which was completed last in 2012, extending the planning horizon to 2035. The previous version of the plan was called the Dane County Land Use and Transportation Plan adopted in 1997.

Monona will also continue to monitor other regional plans including the **WisDOT Beltline Corridor Planning and Environmental Linkages Study**, the **WisDOT study of U.S. Highway 51 (Stoughton Road)**, and the **City of Madison Transportation Master Plan**. The Capital Area Regional Planning Commission also released a study in 2013 called the **Dane County Market Demand Study: Bus Rapid Transit & Other Local Investments in Walkable Transit-Supportive Communities**. This plan discussed how land use trends and demographic changes are affecting transportation changes throughout the region, and discusses how planning decisions will need to take these trends into consideration in the future.

Wisconsin Transportation Vision: *Connections 2030*

Wisconsin's vision for transportation envisions an integrated multi-modal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.

Regional Transportation Goal: *2035 Regional Transportation Plan*

Develop an integrated and balanced land use and transportation system which provides for the efficient, effective and safe movement of people and goods, promotes the regional economy, supports transportation-efficient development patterns and the regional land use plan, and provides mode choice wherever possible while enhancing and, where relevant, preserving the character and livability of the neighborhoods and residential areas where transportation facilities are located.

3.3 GOALS OBJECTIVES AND POLICIES

GOAL 3.1

Provide a safe transportation system, including consideration for motorists, bicycles, and pedestrians, which promotes efficient and effective movement of people and goods and encourages high quality design of Monona’s transportation infrastructure.

OBJECTIVE 3.1.1

Coordinate capital improvements with the recommendations in this plan.

POLICIES

Coordinate Monona’s transportation system with regional networks to ensure consistency between goals of various jurisdictions.

Allocate sufficient financial resources for the maintenance and rebuilding of Monona’s infrastructure.

Maintain dialogue with Dane County regarding the future of CTH BB and CTH BW and plan for a possible shift of responsibility to the local government.

POLICIES

Create an environment conducive to pedestrians and bicyclists along major vehicular routes by maintaining bicycle lanes and promoting pedestrian scale amenities in development.

Develop and maintain a comprehensive system of bicycle and pedestrian facilities in Monona that connect to existing regional facilities.

During reconstruction of local streets, evaluate the expansion of bicycle and pedestrian systems.

Require private developers to include pedestrian and bicycle accommodations where appropriate.

Balance financial resources and obligations with quality transit services.

Support transportation services and projects that foster independence and accessibility for older adults, people with disabilities, and those with limited financial resources.

POLICIES

Reduce the number of accidents on Monona’s roadways through traffic design solutions together with effective traffic enforcement.

Provide safe and efficient access between neighborhoods, schools, employment and service centers, parks and shopping.

Require traffic impact analyses with new large scale development where appropriate.

OBJECTIVE 3.1.2

Promote a multi-modal transportation system.



OBJECTIVE 3.1.3

Manage the transportation system to address traffic volumes, safety, and congestion.