

ELEMENT 3: TRANSPORTATION

I. Element Overview

Monona’s residents have an extensive transportation network that facilitates many modes of transportation including: vehicle travel, mass transit, bicycling, walking and boating. In addition, with Monona’s close proximity to the City of Madison, Monona residents can also utilize regional transportation systems, including air and commuter transit.

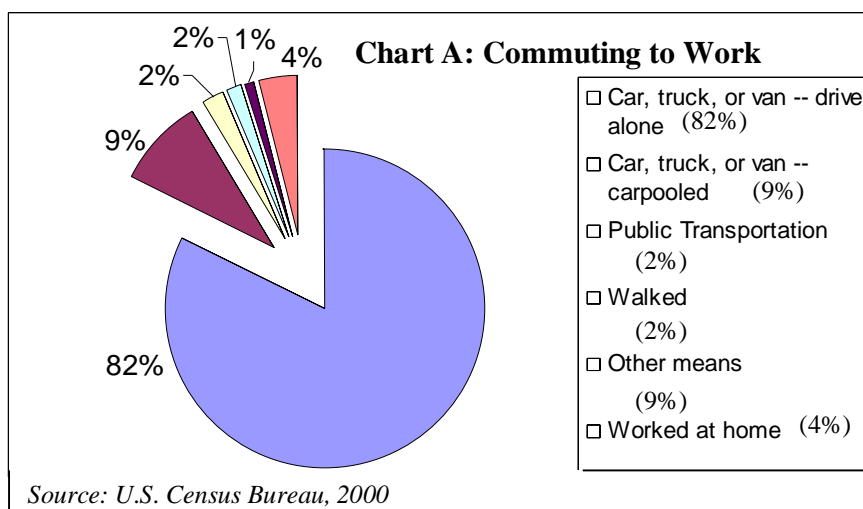
Monona has worked diligently in past years to maintain and improve its transportation system. Numerous road projects have been completed, the largest of which is the Broadway corridor project, which has made transportation in Monona more efficient. Currently, the City is in the planning process to reconstruct Monona Drive. Additional plans exist to improve other means of transportation in the City. Monona is working with the City of Madison, Dane County, the Dane County Regional Planning Commission, the Madison Area Metropolitan Planning Organization, the Wisconsin Department of Transportation, and the State of Wisconsin to implement a variety of transportation plans in the future.

II. Background Information, Data, and Analysis

A. Current Transportation System

Residents in the City of Monona have access to a variety of transportation modes and facilities, including roads, pedestrian walks and trails, bus, paratransit, air, and bicycle lanes and paths. Located next to the City of Madison, Monona residents benefit from a wide array of transportation choices in the area. A description of the transportation system in the City of Monona follows.

Statistics from the 2000 Census show that most Monona residents (82.3%) commute to work alone in a car, truck, or van, while 9.2% carpool. Public transportation (including taxi) is the third most commonly used transportation method to get to and from work, by 2.2% of Monona residents. One-point-six percent walk to work, while 0.8% takes other means. Approximately 3.9% of Monona residents work at home. It is also estimated that the mean travel time to work is 19.6 minutes.





B. Roadways

Monona is served by a variety of city, county, and state roadways. The thoroughfares in the City of Monona are U.S. Highway 12/18, Monona Drive, and Broadway. Located on the southeastern corner of the Madison metropolitan area, Monona’s southern boundary is U.S. Highway 12/18 (known as the Beltline Highway). Entrance and exit ramps to Monona from the Beltline Highway are located at Monona Drive, South Towne Drive and U.S. Highway 51 (Stoughton Road). Much of Monona’s eastern boundary is one-half mile from U.S. Highway 51 (or Stoughton Road). Monona is located one and one-half miles from Interstate 90 and four miles from Interstate 94. (See Map Appendix A for a reference map of Monona and the surrounding region.)

1. Roadway Classification

The City of Monona has jurisdiction over 119 roadways. Two of these roadways are classified as arterial roadways, 12 are classified as collector roadways, and 105 are classified as local roadways by the Wisconsin Department of Transportation. Some roadways are considered both collector and local roadways. Arterial roadways comprise 0.57 miles in Monona, and 9.18 miles are considered to be collector roads. Local roads are the most predominant in Monona, comprising 24.71 miles. The city has a total of 34.46 miles of municipal roadways. See Table A for the classification for all of the roads in Monona.

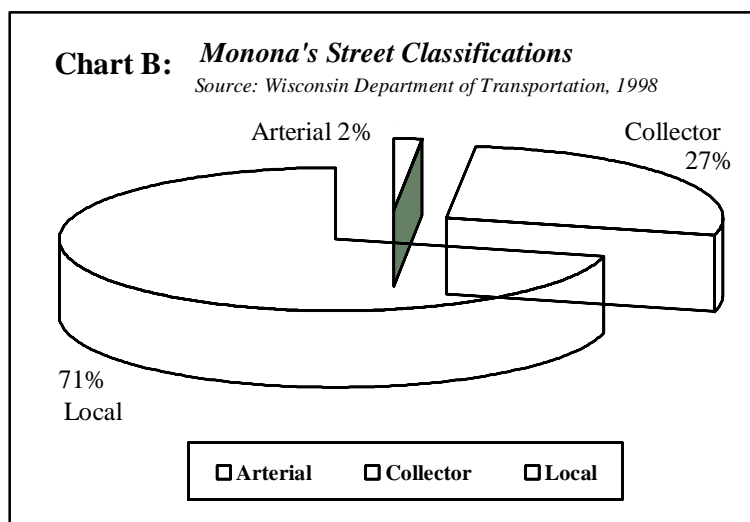


Table A: Monona Street Classifications (Municipal Jurisdiction Roads)*Source: Wisconsin Department of Transportation, 1998*

Street Name	Arterial	Collector	Local	Street Name	Arterial	Collector	Local
Acacia Lane			0.05	Henuah Circle			0.03
Admiral Drive			0.20	Industrial Drive		0.23	0.29
Anthony Place			0.16	Interlake Drive E.			0.04
Arrowhead Drive			0.30	Interlake Drive W.			0.09
Asher Circle			0.05	Jeffrey Circle			0.03
Atwood Avenue	0.12			Joyce Road			0.09
Bartels Street			0.23	Kelly Place			0.12
Baskerville Avenue			0.22	Kilgust Road			0.30
Birch Haven Circle			0.44	Kings Row			0.14
Bjelde Lane			0.10	Kristi Circle			0.03
Brandt Place			0.13	Labelle Lane			0.21
Bridge Road		0.80		Lambole Avenue			0.11
Bridge Road Connector		0.12		Lofty Avenue			0.12
Broadway*	2.5			Mangrove Lane			0.18
Broadway W Service Road		0.56	0.27	Mathys Road			0.13
Cardinal Crescent			0.18	Maywood Road			0.55
Clear Springs Court			0.18	McKenna Road			0.75
Cold Springs Avenue			0.40	Mesa Road			0.24
Columbia Circle			0.04	Metropolitan Lane			0.09
Copps Avenue		0.46		Midland Lane			0.11
Cove Circle			0.04	Midmoor Road		1.05	
Crestview Drive			0.03	Midwood Avenue			0.44
Dean Avenue		0.6	0.12	Monona Drive*	2.9		
Dellwood Circle			0.05	Monona Pass			0.07
Eastgate Road			0.20	Monona Ridge			0.09
Edna Taylor Parkway			0.21	Moygara Road			0.26
Ela Terrace			0.10	Navajo Trail			0.09
Engel Street		0.09		Neponset Terrace			0.10
Falcon Circle			0.31	Nichols Road		1.01	
Femrite Drive		0.71	0.02	Nishishin Trail			0.24
Ferchland Place			0.05	Oak Court			0.21
Flamingo Road			0.22	Outlook Street			0.19
Ford Street			0.23	Owen Road		0.06	0.51
Frazier Avenue	0.04			Panther Trail			0.49
Frost Woods Road		0.34	0.22	Parkway Avenue			0.11
Garden Circle			0.15	Pflaum Road	0.02		
Gateway Green			0.25	Pheasant Hill			0.40
Gisholt Drive		0.30	0.03	Pirate Island Road			0.15
Gordon Avenue			0.67	Pocahontas Drive			0.12
Goucher Lane			0.13	Progressive Lane			0.20
Graham			0.18	Queens Way			0.30
Greenway Road			0.40	Raywood Service Road			0.31
Greenwood Avenue			0.17	Ridgewood Avenue			0.25
Healy Lane			0.30	Ridgewood Avenue Conn.			0.04

Street Name	Arterial	Collector	Local	Street Name	Arterial	Collector	Local
River Place			0.34	Stone Terrace			0.17
Roigan Terrace			0.25	Sylvan Lane			0.37
Roselawn Avenue			0.33	Tecumseh Avenue			0.35
Rothman Place			0.25	Thunderbird Lane			0.13
Royal Avenue			0.51	Tompkins Drive			0.04
Saint Teresa			0.17	Tonyawatha Trail			1.36
Schluter Road			0.43	Valorie Lane			0.17
Schofield Avenue			0.66	Vogts Lane			0.10
Schultz Place			0.11	Wallace Avenue			0.72
Sethne Court			0.06	Waterman Way			0.11
Shato Lane			0.28	Westgate Road			0.21
Shore Acres Road			0.91	Winnequah Drive			0.03
Sioux Trail			0.09	Winnequah Road		2.85	
South Towne Drive	0.39			Winnequah Trail			0.33
Southern Circle			0.12	Woodridge Road			0.06
Springhaven			0.05	Woodstock Circle			0.05
Squaw Circle			0.06	Woody Lane			0.23
Starry Avenue			0.16	Wylthaven Avenue			0.16

	Arterial	Collector	Local
TOTAL (Without Monona Drive & Broadway)	0.57	9.18	24.71
TOTAL (Including Monona Drive & Broadway)	5.97	9.18	24.71

TOTAL ROADWAY MILES (Without Monona Drive & Broadway)	34.46
TOTAL ROADWAY MILES (Including Monona Drive & Broadway)	39.86

* These roads are under the responsibility of Dane County; however the City of Monona provides financial support for their maintenance and repair. The City of Monona does not receive state aid for these roads. (Distances are approximate.)

Note 1. Arterial Roadways comprise .57 miles of Monona's streets. 9.18 miles are considered to be collector roads.

Note 2. Local roads are the most predominant in Monona, comprising 24.12 miles. The total roadway mileage for municipal roads in Monona is 34.46 miles.

Note 3. The City of Monona has jurisdiction over 119 roadways. Four of these roadways are classified as arterial roadways, 13 are classified as collector roadways, and 105 are classified as local roadways. Some roads are considered both collector and local roadways.

2. Roadway Maintenance and Improvements

Monona will continue to focus on the maintenance and improvements of existing roadways because new developments and roads are unlikely to occur. The City has taken on numerous road reconstruction projects in recent years. The Broadway corridor project was one of the most significant reconstruction projects. Between 1992 and 2000, the two-mile length of East and West Broadway, from Stoughton Road to Bridge Road was reconstructed to urban standards with streetlights, curbs, sidewalks, landscaping, and bike lanes. The reconstruction of the west end of Broadway, west of Bridge Road is to be completed in summer 2004.

The Monona Drive corridor is an area of great concern to Monona residents. In the *2000 Master Plan Survey*, residents commented that Monona Drive has numerous traffic problems and that it is too busy and dangerous. Additionally, many residents commented that Monona Drive is not the most aesthetically pleasing region in Monona. Residents have indicated they want to see more green space and trees along this corridor. In addition, many residents and business owners commented that bike lanes and turn lanes are needed along Monona Drive. (See Appendix F for more results from this survey.)

In October 2001, the *Monona Drive Corridor Study* was completed. This study provides recommendations to the Cities of Madison and Monona regarding the organization of land uses, future development, and urban design standards along the Monona Drive corridor. Recommendations were also prepared to assist the City of Monona and Dane County in identifying road sections and implementation strategies for improving traffic flow and safety. Recommendations for Monona Drive included the creation of a town center in *Tax Increment District (TID) Number 4*, the site between Owen and Frost Woods Roads, the provision of pedestrian connections and landscaping along Monona Drive, and the consolidation of curb cuts along Monona Drive. (For more details of this study's vision and findings, refer to the *Monona Drive Corridor Study* (2001).)



planning and design, accident statistics are referenced to identify dangerous intersections and to enhance public safety. In particular, the redesign of Monona Drive will include the reduction of a number of curb cuts to decrease the number of traffic accidents.

Table B identifies traffic statistics for the City of Monona from 1995 to 2002.

3. Traffic Accidents

The safety of Monona's citizens is an important consideration in the design, maintenance, and improvements to its roadway network. Even so, traffic accidents still occur. During roadway reconstruction

**Table B: City of Monona Traffic Statistics
Motor Vehicle Crash Summary (1995-2002)**

Source: WisDOT-DMV Traffic Accident Database

	Fatal Crashes	Injury Crashes	Prop Damage Crashes	Total Crashes	Economic Loss
1995	0	74	167	241	\$ 3,641,400
1996	0	89	172	261	\$ 3,599,100
1997	1	86	135	222	\$ 5,071,000
1998	0	82	143	225	\$ 2,704,600
1999	0	91	128	219	\$ 3,498,600
2000	0	91	144	235	\$ 3,381,800
2001	0	71	138	209	\$ 2,764,200
2002	1	98	151	250	\$ 4,921,400
8-Yr Avg.	0	85	147	233	\$ 3,697,763

	Persons Killed	Total Persons with Non- Fatal Injuries	Incapacitating Injuries	Non- incapacitating Injuries	Possible Injuries
1995	0	102	25	24	53
1996	0	121	18	33	70
1997	2	130	22	43	65
1998	0	110	4	24	82
1999	0	134	16	48	70
2000	0	132	11	35	86
2001	0	108	4	30	74
2002	1	113	14	39	90
8-Yr Avg.	0	119	14	35	74

	Speed- Related Crashes	Alcohol- Related Crashes	Disregarded Traffic Control Accidents	Fail-To-Yield Crashes
1995	51	15	50	60
1996	44	20	63	73
1997	57	15	48	56
1998	38	10	44	55
1999	53	20	49	58
2000	61	18	38	47
2001	38	14	10	50
2002	26	14	9	58
8-Yr Avg.	46	16	39	57

	Pedestrian Crashes	Bicycle Crashes	Motorcycle Crashes	School Bus Crashes	Hit and Run Crashes	Deer Crashes
1995	2	5	1	1	20	6
1996	9	5	4	0	25	4
1997	5	2	2	0	19	3
1998	2	4	1	1	31	2
1999	4	2	1	0	27	1
2000	2	4	2	1	34	3
2001	3	2	0	0	33	2
2002	6	4	3	1	27	1
8-Yr Avg.	4	4	2	1	27	3

	15-20 Year Old Drivers In Crashes	Total (All Ages) Drivers in Crashes	Youth Ages 1-4 Injured or Killed	Youth Ages 5-13 Injured or Killed	Youth Ages 14-18 Injured or Killed
1995	64	474	0	5	17
1996	66	496	2	10	11
1997	67	435	3	7	13
1998	73	449	1	4	14
1999	69	432	2	6	22
2000	77	442	4	7	20
2001	68	410	1	6	15
2002	64	499	2	3	11
8-Yr Avg.	69	455	2	6	15

	15-20 Yr. Old Drinking Drivers in Crashes	21-34 Yr. Old Drinking Drivers in Crashes	35-54 Yr. Old Drinking Drivers in Crashes	55 and Older Drinking Drivers in Crashes
1995	0	6	9	1
1996	2	11	5	1
1997	0	6	8	1
1998	1	3	5	1
1999	2	8	8	2
2000	2	11	4	2
2001	1	8	2	3
2002	2	7	3	0
8-Yr Avg.	1	8	6	1

Excessive speed is one factor that contributes to a number of traffic accidents in Monona. In the 2003 *Community Survey*, residents were asked for solutions for excessive speeds. Most respondents prefer stricter enforcement of laws. (For more detail on the results of the survey that pertain to transportation, see Appendix G.)

C. Bus Service Overview

Monona residents have access to daily and commuter bus service from the City of Madison's Metro Service and from the Monona Transit System. A brief description of each system follows.



1. Madison Metro

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. Madison Metro is operated under a hub system and has four transfer point stations throughout Madison where passengers can access a variety of different bus lines. Additionally, Madison Metro offers a Park and Ride facility, Dutch Mill, just outside of Monona, near the intersection of Highway 51 (or Stoughton Road) and Broadway.

2. Monona Transit

Residents can also travel via the Monona Transit System, which has two different services: the Monona Express and the Monona Lift. Monona's Mass Transit Commission is currently discussing the option to integrate Monona's transit services with those of Madison Metro.

a. Monona Express

The Monona Express is an express commuter service running between the City of Monona and the downtown Madison and the University of Wisconsin-Madison campus areas. No stops are made between the Monona city limits and the downtown Madison area. This service operates during the morning, late afternoons, and evening. (See Map Appendix C for a map of the Monona's Express route.)

b. Monona Lift

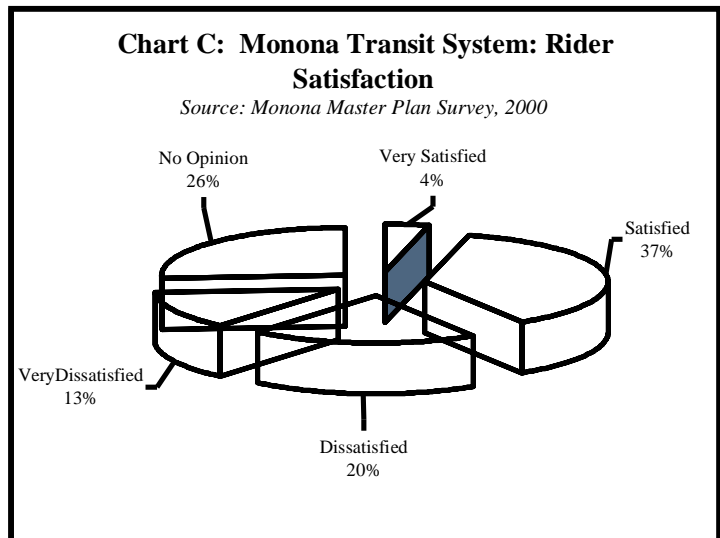
The Monona Lift is a route equipped with a disabled accessible vehicle and is designed to meet the needs of the elderly and disabled, as well as the general public. Service is provided on a scheduled route basis, with stops made at designated Monona bus stops. The Monona symbol appears on Madison Metro bus signs where the Monona Lift will pick up passengers. In addition, elderly and disabled passengers with special needs may prearrange individualized rides to and from specific locations by making a reservation in advance. Rides are provided within three-quarters of a mile of the route service area. No service is available on holidays. (See Map Appendix D for a map of Monona Lift's route.)

c. Rider Satisfaction

Monona's residents are provided with two local mass transit choices, the Monona Lift and the Monona Express. Throughout recent public discussions about the future of these transit services, many residents have been very supportive of maintaining the current systems. Quantifying this support, the *2000 Master Plan Survey* indicated that 41% of the survey respondents were satisfied (to varying degrees) with the Monona Transit System. A slightly lesser percentage of the respondents, 33% were generally dissatisfied with the System. See Chart C, below, detailing these results.

Comments that were provided with the survey results indicated that the level of dissatisfaction is primarily due to the time schedule under which the system operates and the stop locations for the service. Residents commented that the service times for evening routes were especially inconvenient. Residents also would like to see the transit system make more stops in Monona before heading non-stop to the Capital Square.

The *Spring 2003 Transit Survey* indicated that 36% of respondents ride weekdays before 9:00 a.m. while 31% ride between 3:00 and 5:30 p.m. The survey also indicated that changes in service and/or free transfer connections to Madison Metro routes and other destinations would increase the number of times that respondents would take the bus.



3. Regional Bus Services

In addition to the Monona Transit System and the Madison Metro Transit System, Monona residents can travel on Greyhound, Badger, or Van Galder Buses to destinations outside of the Madison metropolitan area. The Badger Bus offers daily service to and from Milwaukee. The main pick-up point is at the Memorial Union on the UW-Madison Campus. The bus stops periodically between Madison and Milwaukee. The Van Galder Bus offers service from Madison to the O'Hare International Airport in Chicago and to downtown Chicago. The major departure point for this service is the Memorial Union, but a stop closer to Monona on this route is the Dutch Mill Park and Ride (Highway 51 and Broadway). Finally, Greyhound buses make stops at the downtown Madison depot.



D. Rail Service

Currently, Amtrak service operates a single route between Chicago and Minneapolis/St. Paul, but does not stop directly in Madison. Amtrak service stops instead in Columbus, Wisconsin, approximately 30 miles northeast of the Madison metropolitan area. However, Van Galder buses do provide direct service to and from Union Station in downtown Chicago.

The *Midwest Regional Rail Initiative* is a \$4.1 billion plan to create a high-speed train network in the Midwest. One of the first plans is to create high-speed service (110 miles per hour) between Milwaukee and Madison. The Rail Initiative calls for the Milwaukee-Madison service to have between six and ten daily round trips between Madison and Milwaukee. Eventually, Madison would be a stop for service between Milwaukee and Minneapolis, Minnesota.

The Wisconsin Department of Transportation (WisDOT) recently completed a study of the proposed Madison-Milwaukee rail service. WisDOT concluded that the planned service would not cause any serious environmental impacts if implemented. Plans are still underway to determine where a Madison station would be located. Proposed plans point to building a station near the Dane County

Regional Airport or in Madison's downtown area. Both locations would be easily accessible to Monona residents.

Dane County, the City of Madison, and the Wisconsin Department of Transportation have conducted two studies on rail feasibility. These studies, *Dane County Commuter Rail Feasibility Study and Transport 2020*, have concluded that rail service is a viable option in the Dane County Region. Currently, rail service does not stop in Monona, but future plans may include a stop near the South Towne Mall.

Rail freight service in Dane County is provided by two mainline operators, Canadian Pacific Rail System-Soo Division and the Union Pacific, and by one shortline carrier, Wisconsin and Southern Railroad Company.

E. Bicycle Routes

Bicycle routes are an important component of the city of Monona's transportation network. The system is composed of bicycle lanes, paths, and sidewalks. In recent years, Monona has developed bicycle lanes on reconstructed roads to comply with various regional plans, and will continue their addition during roadway redesign and reconstruction.

Monona is on a regional bicycle path with the City of Madison. The signed bicycle route system covers most parts of Madison and a portion of the City of Monona. The system covers 125 miles. The existing on-street bikeway system in Monona is part of the Lake Monona Loop that runs through the Isthmus and connects with the City of Madison's bike route system. A recent revision to this bike route has rerouted this bikeway off a five-block section of Monona Drive and through a residential area in Madison before connecting back to the lake route, with all crossings of Monona Drive at traffic signals. The City of Monona's Scenic Bike Route was established in 1998. It connects with the existing Monona Lake Loop and gives bicyclists the opportunity to cycle past popular City parks and landmarks. (For a bicycle route map in Monona, see Map Appendix E.)

The State of Wisconsin and the Dane County Parks Department are developing connecting routes to provide linkages for the new off-street Capital City Trail that connects the Military Ridge and the Glacial Drumlin Trails through Dane County. A link to Monona could provide trail connections for this cross-state trail using streets with or without bike lanes, off-road paved bikeways, and off-road gravel or unpaved bike trails. Bike lanes that have been added to West and East Broadway, with the reconstruction of the street, could provide a connection across the Beltline at South Towne Drive to the Capital City Trail, located just south of the Beltline near the Madison Metropolitan Sewerage District Plant. This bike route could potentially connect to the east end of the Capital City Trail from Broadway north to Edna Taylor Parkway and through the Edna Taylor Conservancy.

In the *2003 Community Survey*, 51.1% of residents who responded are in favor of the bicycle system's improvements, while 31.6% are not. Monona residents commented in the *2000 Master Plan Survey* that they would appreciate having marked bicycle lanes on busy streets like Winnequah Road and Monona Drive. Many feel that these are currently dangerous places to bike, and improvements are necessary.

F. Pedestrian Travel and Hiking Trails

Pedestrian travel is another important component of the City of Monona's transportation network. Sidewalks are located on only a small portion of Monona streets. The safety of Monona's citizens is a concern and over the next twenty-years, the City will consider adding sidewalks and improving pedestrian and bicycle access along certain roads, which may include the widening of certain main streets. As a method for improving safety, many people commented in the *2000 Master Plan Survey*, that increased speed limit enforcement is needed. In the *2003 Community Survey*, 39.1% of Monona's residents are in favor of improvements to city sidewalks, while 43.9% oppose improvements.

Hiking trails in Monona’s parks and recreation areas are an additional component of the transportation network. Hiking trails have been mapped and signed in Monona’s Woodland Park. These connect with the adjacent Aldo Leopold Nature Center’s trails to the east and to the City of Madison’s Edna Taylor Conservancy further to the east, to provide a large network of wooded and prairie trails on the east side of Monona and Madison.

In the future, walking, hiking, and cross-country skiing trails could potentially run from Lake Farm Park in the Nine Springs E-way and from the new Capital Springs Centennial State Park (created in 2000), to the wetland area and north to the Yahara River shoreline near West Broadway. The trails would then connect to a boardwalk trail system routed to Lottes Park, continue east along the shore of the Yahara River, and follow private property along the river. A potential route for the east end of this trail boardwalk system is shown in the *Broadway Corridor Plan*, which was adopted in October 1989. Additionally, a concept plan exists to extend the boardwalk along the Yahara River. These plans are outlined in the *1993 Yahara Waterfront Walkway Plan*.

The City’s *2001 Park and Open Space Plan* outlines more extensive plans for trails in Monona. Additional visions are outlined in the *Madison Urban Area and Dane County Bicycle Transportation Plan* from September 2000.

G. Water / Lake Access

Monona residents can easily enjoy the shoreline along Lake Monona. Residents can access Lake Monona at beaches in some of the city’s parks. Monona provides access points to Lake Monona for both residents and nonresidents. The City has three access points for boating and fishing in Lake Monona; the three boat launch sites are: Tonyawatha Park, Lottes Park, and Winnequah Trail (southeast end). (See Map Appendix H for a map of Monona’s parks and boat launches.)



H. Taxi

Three taxicab companies service the Metro Madison area: Badger Cab, Union Cab, and Madison Taxi. Taxi service is available by call and reservation. These taxi services are operated in both metered and zone systems.

I. Parking

There are currently no city-owned parking lots, structures, or meters in commercial areas in Monona. One of the greatest concerns that Monona residents have regarding the Monona Drive corridor, is the immense lack of parking along Monona Drive (*2000 Master Plan Survey*). The *Monona Drive Corridor Study* (2001) recommends that parking lots be consolidated along Monona Drive, which could increase the amount of available parking along this corridor. (See the Monona Drive Corridor Study for more details.)

J. Truck Access

The metropolitan area is served by 45 regional and national motor freight carriers plus parcel services, including United Parcel Service (UPS), Federal Express, Airborne Express, Emery Worldwide, and Purolator Courier.

According to Municipal Code, Section 10-1-10, the City of Monona considers vehicles having a gross weight in excess of 6,000 pounds to be heavy traffic vehicles. This section states that parts of or all of Bridge Road, Frost Woods Road, and Owen Road are “No Heavy Traffic Routes.”

K. Air

The Dane County Regional Airport / Truax Field is the state's second-largest commercial airport. Centrally located in Dane County and nine miles north of the City of Monona, the airport serves more than one million passengers annually. Daily, more than 100 arrivals and departures are scheduled. Nine commercial airlines serve the airport, as well as two private air services and four air cargo companies. Wisconsin Aviation, located at the Dane County Regional Airport, provides chartered air service on private planes. (See Map Appendix A for a map depicting the location of the Dane County Regional Airport.)

Additionally, the General Mitchell International Airport in Milwaukee is approximately 80 miles east of Monona. General Mitchell International Airport, the state's largest airport, is a medium-hub airport owned and operated by Milwaukee County. Mitchell's 16 airlines offer roughly 220 daily departures and 220 daily arrivals. Approximately 90 cities are served nonstop or directly from Mitchell International. Monona residents can currently travel to this airport by car and bus, and within the next twenty years, residents may be able to travel to the airport by train.

Finally, air service is accessible to Monona residents through Chicago's O'Hare International Airport and Midway Airport. O'Hare hosts over 70 airlines and offers over 60 international destinations, in addition to many domestic destinations. Midway Airport hosts approximately 15 airlines. Monona is 140 miles from the Chicago metropolitan area.

L. Future of Transportation in Monona

The City of Monona will work in conjunction with Federal, State, and County guidelines in redeveloping any roadways within the community. Additionally, the Dane County Regional Planning Commission and the Madison Area Metropolitan Planning Organization have adopted numerous plans regarding transportation, including *Transport 2020*, the *2000 Bicycle Transportation Plan* for the Madison Urban Area and Dane County, and the *Dane County Land Use and Transportation Plan (1997)*. Monona will coordinate its plans, where appropriate with the guidelines and standards of these regional plans.

Monona is currently in the process of planning a major redevelopment of the Monona Drive corridor. In conjunction with the City of Madison, Dane County, the State of Wisconsin's Department of Transportation, and the Madison Metropolitan Planning Organization, a *Monona Drive Corridor Plan* will be developed to identify design standards, potential areas of roadway expansion, sidewalk construction, and the resurfacing of Monona Drive.

Transportation systems and facilities are ever changing in Dane County. With the many changes taking place in the City of Madison and in the surrounding Dane County area, primarily due to the expected population increase in Dane County in the next 20 years, the transportation system in the City of Monona will change as well. Additionally, Monona will work in conjunction with any State agencies, the Dane County Regional Planning Commission (DCRPC), the Madison Area Metropolitan Planning Organization, and surrounding communities to improve transportation options for its residents.

III. Goals, Objectives, and Policies

Goals:	Objectives & Policies:
<p>I) Increase the safety and convenience of Monona's citizens, including pedestrians, cyclists, and drivers through an efficient and effective transportation system, while maintaining high quality in the design of Monona's transportation infrastructure.</p>	<p style="text-align: right;"><i>Note. This does not imply ranking of importance.</i></p> <p>A) Coordinate Monona's transportation system with regional and neighboring networks through various transportation goals.</p> <p>B) Utilize design standards, where appropriate on transportation corridors.</p> <p>C) Allocate sufficient financial resources for the maintenance and rebuilding of Monona's infrastructure.</p> <p>D) Create an environment conducive to pedestrians and bicyclists along major vehicular routes.</p> <p>E) During the reconstruction of local streets, evaluate the expansion of bicycle and pedestrian systems and if sidewalks and bike lanes should and can be added.</p> <p>F) Balance financial resources and obligations with quality transit services.</p> <p>G) Reduce the number of accidents on Monona's streets and roadways through methods and design traffic control solutions in coordination with more efficient traffic enforcement.</p>

