

(C) Transportation Information

1. EXISTING ROADWAY AND TRAFFIC CONDITIONS

The following table shows average daily traffic counts as recorded by the State D.O.T. Figures from 1996, 1999 and 2002 are presented. Modest increases are seen along most of these thoroughfares with the exception of the CTH V- south bound on ramp. The most significant increases have been along CTH V.

Figure 22 – Average Daily Traffic

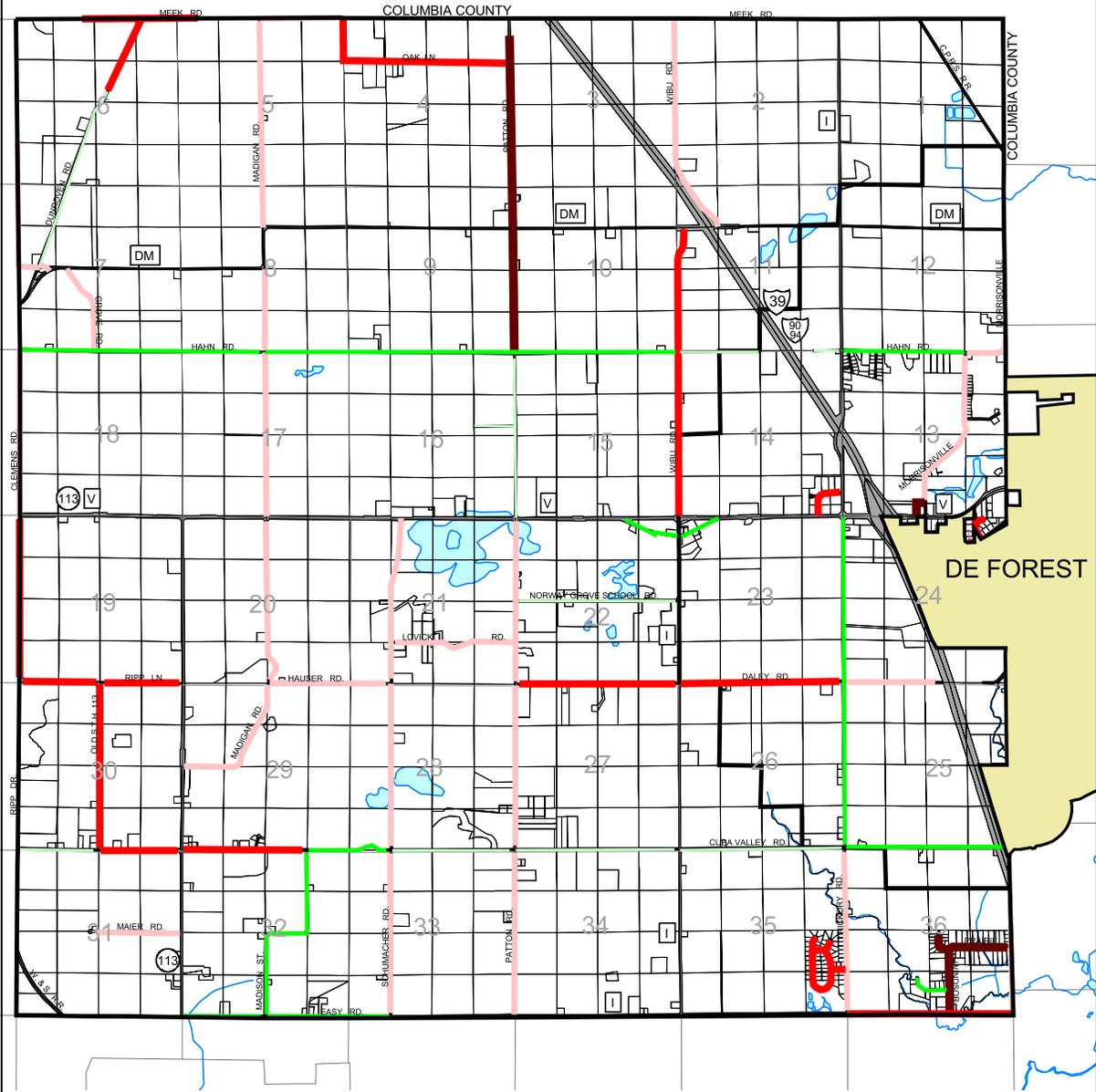
| Location | at | 1996 | 1999 | 2002 Average Daily Traffic | Change 1996-2002 | |
|---------------|--------------------|--------|-------|-------------------------------------|---------------------|--------|
| 1. I-90/94/39 | CTH V- NB off ramp | 3,400* | 3,500 | 3,700 | +300 | 8.6% |
| 2. I-90/94/39 | CTH V- NB on ramp | 2,300* | 3,000 | 2,500 | +200 | 8.7% |
| 3. I-90/94/39 | CTH V- SB off ramp | 1,500* | 1,900 | 1,800 | +300 | 20.0% |
| 4. I-90/94/39 | CTH V- SB on ramp | 5,200* | 3,500 | 3,400 | -1800 | -34.6% |
| 5. CTH I | North of DM | 1,400 | 2,300 | 1,700 | +300 | 21.4% |
| 6. CTH DM | East of CTH I | 300 | 430 | 390 | +90 | 30.0% |
| 7. CTH V | East of CTH I | 3,400 | 4,000 | 4,500 | +1,100 | 32.3% |
| 8. CTH V | West of CTH I | 2,600 | 2,900 | 3,700 | +1,100 | 42.3% |

* 1998 Figures Source: WI DOT

2. EXISTING ROADWAY CONDITION ANALYSIS

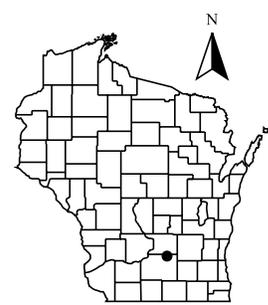
This information is available at the Town Clerk's office. Please see Bob Pulvermacher for a detailed report on this subject. A map demonstrating the current roadway conditions follows this narrative.

TOWN OF VIENNA DANE COUNTY, WISCONSIN ROAD CONDITIONS MAP



2000 0 2000 4000 Feet

| Key | |
|------------------------------|--------------------------------|
| Jurisdictions | |
| | Town of Vienna |
| | Village of De Forest |
| | DeForest Extraterritorial Zone |
| | Parcels |
| | Rivers |
| | Lakes |
| Road Condition Rating | |
| | 4 |
| | 6 |
| | 7 |
| | 8 |
| | 9 |



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Note: base data provided by Dane Co., and the Town of Vienna



3. LOCAL ACCIDENT SUMMARY

Historical accident data obtained from the Department of Transportation shows that there were over 88 auto accidents within the Town of Vienna between 1994 and August 2002. Approximately 57% of these accidents happened on Interstate 90/94/39.

Figure 23 – Local Town of Vienna Accidents: 1994-2002

| Street/Highway | At Intersection of: | # Accidents |
|----------------|---------------------|-------------|
| CTH V | Schumacher | 15 |
| CTH V | Patton Road | 13 |
| CTH V | McChesney Road | 13 |
| CTH V | CTH I | 12 |
| CTH V | Morrisonville Road | 8 |
| CTH I | Easy Street | 7 |
| Easy Street | Hickory Lane | 7 |
| River Road | Easy Street | 7 |
| Schumacher | Cuba Valley Road | 6 |

Source: WI DOT, District 1

The above figure shows some of the most dangerous intersections within the Town. Accidents involving the interstate or its on/off ramps are not included in the table.

4. COMMUTING PATTERNS

Data from the 2000 census shows that the mean travel time among Vienna residents was approximately 21 minutes. 1990 and 2000 Census data show that about 40% of Vienna residents have a one-way commute of 20 to 44 minutes to work. 45.25% traveled to work in less than 20 minutes in 2000. Only about 4% report commutes of 45 minutes or more in 2000, a slight decline from 1990. Dane County and the State Census counts, however, show increases in the number of people making long commutes.

In terms of methods of commuting, 77% of workers (16 and over) reported driving alone to work in 2000. Approximately 10% of workers car pool as their primary means to work. Another 10% reported that they work at home.

Figure 24 – Travel Times, 1990

| Travel Time to Work Minutes | Town of Vienna | | Dane County | Wisconsin |
|--------------------------------|----------------|---------|-------------|-----------|
| | Count | % | % | % |
| Under 10 | 132 | 17.67% | 18.30% | 22.00% |
| 10 to 19 | 203 | 27.18% | 37.90% | 35.70% |
| 20 to 44 | 298 | 39.89% | 35.50% | 30.90% |
| 45 or more | 35 | 4.69% | 4.70% | 6.60% |
| Worked at Home | 79 | 10.58% | 3.60% | 4.90% |
| Total | 747 | 100.00% | 100.00% | 100.00% |

Source: US Census Bureau

Figure 25 – Travel Times, 2000

| Travel Time to Work Minutes | Town of Vienna | | Dane County | Wisconsin |
|--------------------------------|----------------|---------|-------------|-----------|
| | Count | % | % | % |
| Under 10 | 139 | 17.62% | 16.25% | 19.84% |
| 10 to 19 | 218 | 27.63% | 36.17% | 34.09% |
| 20 to 44 | 321 | 40.68% | 38.28% | 33.49% |
| 45 or more | 32 | 4.06% | 5.48% | 8.67% |
| Worked at Home | 79 | 10.01% | 3.83% | 3.92% |
| Total | 789 | 100.00% | 100.00% | 100.00% |

Source: US Census Bureau

5. BIKE ROUTES

The Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin prepared by the Madison Metropolitan Area Planning Organization staff in September of 2000. The following is a summary of relevant findings and recommendations of the plan around Vienna:

- STH 113 – STH 19 to Cuba Valley Road – 2nd Priority
- STH 113 – Cuba Valley Road to CTH V – Programmed ‘01
- STH 113 – CTH V to Dane – 2nd Priority
- STH 113 – Dane to V. Lodi – Programmed ‘03
- STH 113 – CTH P (South) to Clemens Road – 2nd Priority
- CTH V – CTH I to River Road; I-90 Interchange – Programmed ‘02

A complete copy of the plan can be viewed on the Internet at:

<http://www.ci.madison.wi.us/transp/Bicycle/sept2000/BicycleTranPlan.html>

6. BICYCLE FACILITY DESIGN STANDARDS

According to the Federal Highway Administration’s “Implementing Bicycle Improvements at the Local Level”, the following specifications are recommended:

“To accommodate bicyclists, a minimum paved shoulder width of 1.2 m (4 ft.) should be provided. However, paved shoulders that are as narrow as 0.9m (3 ft) can also help improve conditions for bicyclists and are recommended where 1.2-m (4-ft.) widths cannot be achieved. Generally, any additional paved shoulder width is better than none at all. The width of a usable paved shoulder should be measured from the edge of a gutter pan. Where guardrails, curbs, or other roadside barriers exist, the minimum recommended width of a paved shoulder is 1.5 m (5 ft). Additional shoulder width over the recommended minimums is always desirable where higher bicycle usage is expected; where motor vehicle speeds exceed 90 km/h (56 mi/h); where there is a high percentage of large vehicles such as trucks, buses and recreational vehicles; or where static obstructions exist at the right side of the roadway. In general, the recommendations for paved shoulder widths found in AASHTO’s A Policy on Geometric Design of Highways and Streets serve bicycles well since wide shoulders are required on heavily traveled, high-speed roads carrying large numbers of trucks. To be useful for bicyclists, shoulders should be smoothly paved.”

Specific standards can be located in the American Association of State Highway and Transportation Officials AASHTO’s *Guide for the Development of Bicycle Facilities* published in 1999. Contact the American Association of State Highway and Transportation Officials (AASHTO) by mail at P.O. Box 96716, Washington, DC, 20090-6716 or by Phone at (888) 227-4860.

The Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin maintains a detailed section on recommended design guidelines for bike facilities, signage, lane markings, and bicycle parking.

The Wisconsin Department of Transportation (WisDOT) also encourages planning for bicyclists at the local level, and is responsible for developing long-range, statewide bicycle plans. *Wisconsin Bicycle Transportation Plan 2020* provides guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built.

The plan is available on the WisDOT website at:
<http://www.dot.wisconsin.gov/projects/state/bike2020.htm>

7. HIGHWAY DESIGN STANDARDS AND SETBACKS

The Wisconsin State Administrative Code Chapter Trans 204 establishes “Existing Town Road Improvement Standards.” These standards should be met at all times, and coordinated with the Dane County Highway Department when they are working on improving existing Town roads.

In addition, the Wisconsin Department of Transportation Facilities Development Manual (FDM) identifies minimum design standards for Town roads (new construction only), Rural State Trunk Highway Paved Shoulder Width Requirements, typical sections for two-lane rural highways, and four-lane divided highways.

Finally, Chapter Trans 214 establishes “Town Road Bridge Standards.”

The appropriate sections of the Administrative Code and the FDM are included here as a reference when looking at these specific types of transportation improvements.

Setbacks from the Right-of-Way (ROW) line of the highway are required. Setbacks are areas where structures and improvements are not allowed to be constructed. The size of these setbacks vary by the type of highway. State and Federal highways will generally require 110' from the centerline of the highway or 50' from the ROW line, whichever is further from the ROW line. Items that may be allowed within the setback are landscaping, fences, noise berms and movable items.

Title 4, Chapter 2, pages 1 through 9 of the Town of Vienna Code of Ordinances reference these State of Wisconsin standards, and includes some additional local standards and policies.

8. PENDING CONSTRUCTION PROJECTS

Wisconsin DOT District 1 Plans

According to the District 1 Six-Year Highway Improvement Program, the Wisconsin Department of Transportation will be completing the following projects:

1. Resurfacing along STH 113 from Waunakee to Village of Dane was scheduled to take place in 2001 according to the District 1 6-year program.

Dane County Highway Projects

The following projects within the Town of Vienna are included in the Dane County Capital Projects list.

1. CTH I from CTH V to CTH DM.

Project is scheduled to begin in April 2008 and be finished by November 2008.

2. CTH DM from the Dane village limits to WIBU road. This project is currently scheduled to take place in 2010.

Additional project information is available on the Dane County Website at <http://www.co.dane.wi.us>, or by contacting Pam Dunphy at (608) 266-4036.

9. PARK AND RIDE FACILITIES

A park and ride facility has been established at the intersection of HWY V and Interstates 90/94/39.

10. RAIL SERVICE

No passenger rail service exists within the boundaries of the Town of Vienna .

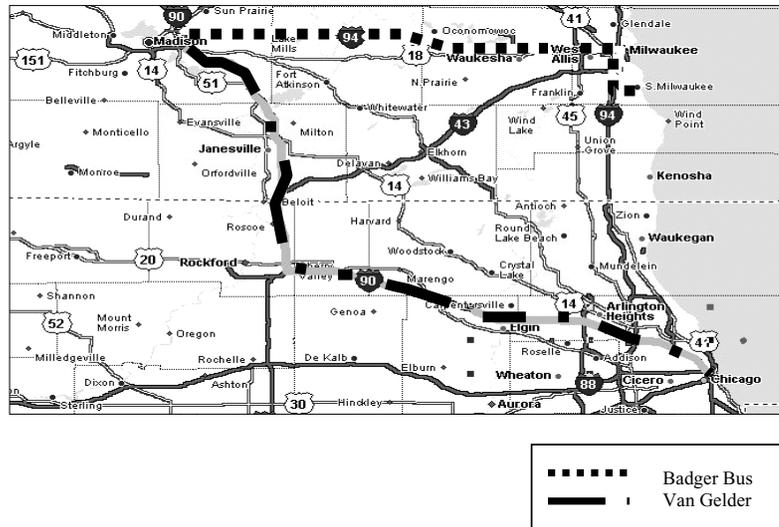
11. AIR SERVICE

The Town of Vienna is served by the Dane County Regional Airport. Commercial air carriers that offer service from the Dane County Regional Airport include Northwest, United Express, Midwest Airlines, American Eagle (American), Trans World Express (TWA), Comair (Delta), Skyway (Midwest Airlines), Continental Express, and Chicago Express (ATA). Every year, more than 1.6 million passengers use this airport. A small airport is located in the Village of Waunakee for private plane owners.

12. LOCAL AND REGIONAL TRANSIT AND BUS SERVICE

Currently, no regional bus service is available in Vienna. Greyhound Bus lines serves the entire Midwest, with a bus depot in Madison. Badger Bus Lines primarily provides service between Madison and Milwaukee. Van Gelder Bus Lines provides service stops in Madison, Janesville, South Beloit, Rockford, O'Hare and downtown Chicago. These bus services have stops available in Madison. The primary service areas and routes for these bus services are shown on the map on the following page (Figure 25). The Badger Bus is displayed as a dashed line, and the Van Gelder bus route as a solid line.

Figure 25 – Regional Bus Service



13. RUSTIC ROAD PROGRAM

The Rustic Roads System in Wisconsin was created by the 1973 State Legislature in an effort to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers and motorists.

Unique brown and yellow signs mark the routes of all officially-designated Rustic Roads. These routes provide bikers, hikers, and motorists with an opportunity to leisurely travel through some of Wisconsin's scenic countryside.

A small placard beneath the Rustic Roads sign identifies each Rustic Road by its numerical designation within the total statewide system. Each Rustic Road is identified by a 1 to 3 digit number assigned by the Rustic Roads Board. To avoid confusion with the State Trunk Highway numbering, a letter "R" prefix is used such as R50 or R120. The Department of Transportation pays the cost of furnishing and installing Rustic Roads marking signs.

An officially designated Rustic Road shall continue to be under local control. The county, city, village or town shall have the same authority over the Rustic Road as it possesses over other highways under its jurisdiction. A Rustic Road is eligible for state aids just as any other public highway. To qualify for the Rustic Road program, a road:

- Should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas that singly or in combination uniquely set this road apart from other roads.
- Should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.
- Should be one not scheduled nor anticipated for major improvements that would change its rustic characteristics.

- Should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area. The maximum speed limit on a Rustic Road is 45 mph. A speed limit as low as 25 mph may be established by the local governing authority.

The Town Board or some Town residents may want to consider nominating some local roads in the Town of Vienna for this designation some time in the future. Application materials are available on the Wisconsin Department of Transportation website at:

<http://www.dot.state.wi.us/dtim/bop/rustic-app.htm>

14. REGIONAL TRANSPORTATION PLANS

Vision 2020: Dane County Land Use and Transportation Plan

The result of the Vision 2020 process is a land use and transportation plan that will guide growth in the county through the year 2020. It was developed with two years of research, analysis, and modeling and a framework of goals derived from the community's collective view of its desired future. The plan shows Hwy 51 from DeForest to Stoughton as a Secondary Potential Commuter Rail Corridor.

For the full report visit the Dane county website:

<http://www.co.dane.wi.us/vis2020/2020home.htm>

Transport 2020

Transport 2020 is a study of transportation improvement alternatives for the Dane County/Greater Madison Metropolitan Area. The study is:

- Investigating regional transportation needs in the greater Madison metropolitan area.
- Identifying problems to be addressed.
- Defining possible alternatives to address the problems.
- Evaluating various improvement options in terms of costs, benefits, impacts and effectiveness.

The Transport 2020 recommended commuter rail in the Madison metropolitan area from Sun Prairie on the east to Middleton on the west, plus express bus service into several outlying communities, including Waunakee and DeForest.

For the full report and updates on the planning process, visit the Transport 2020 website:

<http://www.transport2020.net/>

Insert Transportation Plan Map

- **Roads, Intersections, Lake Access, Bike paths/routes**
- **Proposed Roadways**
- **Transportation Construction Projects (State, County, Town)**