

# CHAPTER 5

TRANSPORTATION





# T TRANSPORTATION

The transportation chapter contains a compilation of goals, objectives, policies, programs, recommendations, and maps to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking, and water transportation. The chapter provides a comparison of the Town's policies and recommendations to the state and regional transportation plans. This chapter also identifies existing highways within the Town by function and incorporates state, regional, and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans, and rail plans that apply within and adjacent to the Town.

## **EXISTING TRANSPORTATION NETWORK**

The Town of Burke is well connected to Dane County and the region through the existing roadway network. Other transportation facilities, such as airport service, freight rail, and bicycle and recreational trails are located in or near the Town. This section describes the Town's existing transportation facilities, which are also depicted on Map 9: Planned Transportation Facilities.

### **Roadways**

#### *Interstates*

The Town of Burke is served by a combination of Interstates 39, 90, and 94, which run north to south through the center of the Town's geographic area. The primary traffic artery, the Interstate is designed to keep traffic flowing smoothly across the entire state, and connects Wisconsin's southern metropolitan areas like Milwaukee and Madison to northern metropolitan areas like Wausau, Eau Claire, and La Crosse. In addition, the Interstate connects the Madison region to national regional destinations like Chicago and the Twin Cities. According to the Wisconsin Department of Transportation interactive average annual daily traffic (AADT) website, which records average daily traffic volumes (number of cars) for major state roadways, traffic on Interstate 39/90/94 between US 151 and Hoepker Road is 59,800.<sup>29</sup>

#### *US Highways*

US Highways 151 and 51 (N. Stoughton Road) are the main Highway routes serving the Town. US 151 runs from Interstate 39/90/94 northeast through the City of Sun Prairie. US 51 runs entirely through Burke in the western central area of the Town. Both routes serve as regional arterials connecting regional cities and villages to the City of Madison and beyond. US 151 is also designated a freeway by Dane County north of Interstate 39/90/94 to the Columbia County line. In 2012 US 51 saw an AADT of more than 20,000 vehicles south of STH 19 within the Town.

<sup>29</sup> Wisconsin Department of Transportation. [www.dot.wisconsin.gov/travel/counts/](http://www.dot.wisconsin.gov/travel/counts/) Accessed July 9, 2013.

### State Trunk Highways

State Trunk Highways serve as minor arterial roadways which function in a similar fashion as principal arterials but usually have less traffic, slower speeds, and more frequent stops. STH 19 provides east-west service along the Town's northern boundary through the Village of DeForest and to the City of Sun Prairie. AADT on STH 19 between Portage Road and US 51 is 14,500 (an increase of 100 vehicles since 2006) and between US 51 and Interstate 39/90/94 is 18,600 (an increase of more than 4,000 vehicles since 2006).

### County Trunk Highways

County Trunk Highways (CTH) are collector roads that serve the outlying areas and distribute traffic to the regional arterial system. County C (Reiner Road extended) on the east and CTH CV on the west, are both north-south routes which serve the Town and bordering jurisdictions. CTH T and CTH TT provide service along the Town's southern boundary. CTH CV, south of Hoepker Road consistently has an AADT around 10,000 vehicles and is an important artery between the Interstate, Dane County Regional Airport, and the Town.

### Local Roads

Local, or Town, roads are an important component of the county-wide transportation system. Local roads serve local development and provide access to many of the Town's neighborhoods. Most of these roads are maintained by the Town, but the Town also contracts some services when necessary. Important local roads include Hoepker Road, Reiner Road, Felland Road, Portage Road, Rattman Road, Burke Road, Nelson Road, and Lien Road. Reiner Road saw an increase in AADT of 2,300 between 2006 and 2012.

### Bridges

The bridges in the Town of Burke are concentrated along Interstate 39/90/94. Specifically, bridges are located at Hoepker Road, Hanson Road, Lien Road, and CTH T/Commercial Avenue and interchanges are located at US 51 and STH 19. There are also two bridges that cross the Token Creek along STH 19 and a railroad bridge under Interstate 39/90/94, north of Lien Road. The State maintains jurisdiction over the interchanges, and State and Dane County maintain bridges in the Town.

### Truck Transportation

Semi-truck transportation is concentrated along Interstate 39/90/94, US Highways 151 and 51, and STH 19.

### Public Transportation

#### Madison Metro Transit System

The Madison Metro Transit System, or city bus, serves residential neighborhoods, business parks, downtown Madison, schools and universities, and shopping centers in the Madison area. Routes 6, 20,



25, 26, 29, 34, and 36 serve the northwest area of Madison running primarily along US 151 near the American Family Insurance campus and STH 113 and Sherman Avenue just west of Dane County Regional Airport. The transit system is accessible from the southern and western areas of Burke. In addition, all Metro buses are equipped with bike racks.

Paratransit

Paratransit services are provided by the Madison Metro Transit System to persons with disabilities who cannot access the public transit system. Paratransit service complements the same areas (except commuter routes) and hours as the Madison Metro Transit System. The Americans with Disabilities Act (ADA) of 1990 requires public transit agencies to provide paratransit services to persons with disabilities, and requires riders to complete an application and be registered to use the service. The ADA identifies disabilities in three categories: any individual with a disability who is unable to ride on an accessible bus independently due to mental impairment including developmental disabilities; any individual with a disability who can only ride a city bus if it is accessible such as with a lift or ramp; and any individual with a disability who cannot travel to or from a city bus stop. More detailed information can be found at [www.cityofmadison.com/metro/paratransit](http://www.cityofmadison.com/metro/paratransit).



RIDESHARE

The State of Wisconsin provides a free RIDESHARE program to all Wisconsin residents and some bordering counties (IA, IL, MI, MN) to serve individual commuters who drive, ride, or bike to work. The program brings commuters together for carpooling and bicycle commuting with the intent to improve air quality, reduce congestion, and provide “green” alternative commuting options and programs.

Badger Bus

The Badger Bus is a regional transportation service providing motorcoach, trolley, school bus, escorted tour, paratransit and other services. The Town of Burke currently does not contact any of the Badger Bus services for its public transportation needs.

Park-and-Rides

No park-and-ride facilities are currently located within the Town of Burke. A park-and-ride facility is located on Eastpark Boulevard near American Parkway within the City of Madison. In addition, a park-and-ride facility, shown on Map 9, is planned for the intersection of US Highway 151 and W. Main Street in the City of Sun Prairie, adjacent to the Town.

**Bicycle Transportation**

In 2000 Dane County adopted a Bicycle Transportation Plan to serve as a blueprint for improving

bicycling conditions and safety in the County. The plan provided guidelines for planning, designing, and maintaining bicycle facilities throughout the County and provided an inventory of existing and planned future routes, connections, and trails, both on-road and off-road. These trails and routes are depicted on Map 9: Planned Transportation Facilities. The Town of Burke is supportive of Dane County's Bicycle Transportation Plan.

### **Railroads**

Two railroads cross the Town of Burke: the Soo Line and the Canadian Pacific railroads. Both rail lines carry freight traffic and there is no commercial or passenger access to these railroads within the Town. There are no railroad depots within the Town.

### **Airport**

The Dane County Regional Airport is located adjacent to the Town within the City of Madison and provides both commercial and cargo flights. The airport is served by the Madison Metro Transit System and several courtesy vehicles which handle transportation to and from the airport throughout the Madison area.



### **Water Transportation**

There are no water transportation services within the Town of Burke.

## **COUNTY, STATE, AND REGIONAL TRANSPORTATION PLANS, STUDIES, AND PROJECTS**

The following is a review of county, state, and regional transportation plans, studies, and proposed projects relevant to the Town. While this list is not exhaustive, it does provide the major plans, studies and project impacting the Town. There are no conflicts between the Town's transportation plan's and the plans, studies, and projects outlined below.

### **Transportation Plans**

#### *Translink 21: A Multimodal Transportation Plan for Wisconsin's 21<sup>st</sup> Century (1995)*

The Translink 21 Plan provides a broad planning "umbrella," which includes an overall vision and goals for transportation systems in the State from 1995 to 2025. The Plan recommended complete construction of the Corridors 2020 "backbone" network by 2005, creation of a new state grant program to help local governments prepare transportation corridor management plans, state funding to assist small communities in providing transportation services to elderly and disabled persons, and detailed assessment of local road investment needs. This plan does not provide any recommendations specifically pertaining to the Town of Burke.



*Map 9: Planned Transportation Facilities*

Wisconsin State Highway Plan 2020 (2000)

The *Wisconsin State Highway Plan 2020* focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan does not identify specific projects, but broad strategies and policies to improve the state highway system over the planning period. WisDOT

*While the 11,773 miles of state highways represent only 10.3 percent of all public road mileage in Wisconsin, they carry over 35 billion vehicle miles of travel a year, or about 59.2 percent of the total annual statewide highway travel.*

*-Wisconsin Department of Transportation*

prepares Six Year Highway Improvement Programs for each county in the state.

Wisconsin Six Year Highway Improvement Program 2013 – 2018 (Dane County)

The 2013 – 2018 Plan for Dane County identifies more than 75 projects, ranging from bridge replacement to pavement spot patching. Of the more than 75 projects, several directly involve the Town of Burke including bridge repairs and resurfacing of US 151, reconstruction of US 51, replacement of bridges along STH 19, and major Interstate 39/90/94 reconstruction. More detail on these projects is provided below in the Studies and Projects section.

Wisconsin Department of Transportation *Connections 2030* (2009)

*Connections 2030* is the long-range transportation plan for the state of Wisconsin, completed in 2009. The plan addresses highways, local roads, air, water, rail, bicycle, pedestrian, and transit over a 20-year planning period identified in the plan. *Connections 2030* policy recommends a multimodal approach to transportation, system modernization,

and innovation and directly links these policies with implementable projects identified within the thirty-seven system-level priority corridors which are critical to Wisconsin’s travel patterns and support the state’s economy. Six priority corridors within Dane County converge on the City of Madison. The Madison Area Transportation Board, the local Metropolitan Planning Organization (MPO), is the designated policy body responsible for



System-level priority corridors within Dane County, as identified by *Connections 2030*. The Madison Metropolitan Planning Area corridor is not shown.

transportation planning and decision making for the Madison Metropolitan Planning Area. More detailed information on projects specifically recommended by *Connections 2030* can be found on the WisDOT website at <http://www.dot.wisconsin.gov/projects/state/docs/corridor-madison-mpa.pdf>.

*Wisconsin Rail Plan 2030*

The *Wisconsin Rail Plan 2030* is a twenty year plan being developed by WisDOT to provide a vision for freight rail, intercity passenger rail and commuter rail. The plan identifies rail issues and recommendations and identifies priorities and strategies to establish a basis for future rail investment. A draft of the plan was released in 2010, but completion has been postponed at the time of writing this document.

*Wisconsin Bicycle Transportation Plan 2020 (1998)*

This plan presents a blueprint for improving conditions for bicycling, clarifies WisDOT's role in bicycle transportation, and established policies for further investigating bicycling into the transportation system. The plan shows state trails and future "priority corridors and key linkages" for bicycling along the State Trunk Highway system in Wisconsin.

*Wisconsin Pedestrian Policy Plan 2020 (2002)*

The *Wisconsin Pedestrian Policy Plan 2020* outlines measures to increase walking and to promote pedestrian comfort and safety. The plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrian needs. There are no recommendations related to the Town.

*Madison Metropolitan Area & Dane County Regional Transportation Plan Update 2035 (2012)*

The Regional Transportation Plan Update was adopted in 2012 to extend the original planning horizon from 2030 to 2035 and update the regional transportation plan (RTP) to account for new and modified land use plans, growth and development, new population, employment, and traffic forecasts, and other changes and trends affecting the transportation system since the original RTP was adopted in 2006. The 2035 Update Plan identifies several transportation improvements and studies in Burke including planned local arterial street capacity changes for Hoepker Road, Reiner Road, Lien Road, and CTH T. In addition, the Plan identifies the pending Interstate 39/90/94 and US 51 Environmental Impact Statements. The Plan also provides regional transit corridors and a bicycle way system plan to connect to the various existing routes within the Town.

*Madison Metropolitan Area & Dane County 2013 – 2017 Transportation Improvement Program (2012)*

The Transportation Improvement Program (TIP) is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. Projects within the Madison Area Transportation Planning Board Planning Area must be included in the TIP in order to be eligible to receive federal funding assistance. Outer county area projects are also listed for information and coordination purposes.



In addition to streets/roadways, the TIP list includes transit, pedestrian and bicycle, parking, and rideshare/transportation demand management projects.

Within and overlapping the Town of Burke are several major projects. Included in those are EIS for Interstate 39/90/94, the US 51 EIS, the STH 19 bridge replacement project over the Token Creek, and several bridge projects along Interstate 39/90/94. An interactive map of these projects is maintained at <http://www.arcgis.com/home/webmap/viewer.html?webmap=92838c20dbe8438ea7f2767eb60954c3&extent=-89.8836,42.8039,-88.9539,43.3281>.

#### 2013 – 2017 Transit Development Plan for the Madison Urban Area (2013)

The Transit Development Plan (TDP) is a short- to medium-range strategic plan intended to identify transit priorities and strategies for the Madison Metropolitan Area. The TDP is developed within the overall framework of the long-range regional transportation plan and is implemented in conjunction with the TIP and other roadway, bicycle, and transportation plans.

Planned Express Bus Routes and a Bus Rapid Transit System, both serving areas within or adjacent to Burke, are highlights of the TDP.

#### Madison Urban Area & Dane County Bicycle Transportation Plan (2000)

The County Bicycle Transportation Plan identifies on-street bicycle facility needs and recommends off-street paths/trails and bicycle routes for the Madison urban area and Dane County. The goals of the plan are to increase levels of bicycling throughout Dane County while reducing bicycle and motor vehicle crashes. Existing and proposed bicycle paths can be found on Map 9.

*An interconnected bicycle way network with supportive development patterns will provide people with safe, convenient, and enjoyable access and mobility throughout the county. Bicycling will become a common and even safer mode of transportation for everyday trips, contributing to the quality of life in Dane County communities and the health, safety, and welfare of all residents.*

*- Bicycling Vision for the Region,  
Madison Urban Area & Dane County  
Bicycle Transportation Plan*

#### **Studies and Projects**

##### Interstate 39/90/94 Traffic Impact Analysis Study (US 12/18 to STH 60) (2013)

In 2013 a planning-level Traffic Impact Analysis for the Interstate 39/90/94 corridor from north of the US 12/18 interchange (Madison Beltline) to the STH 60 interchange, for STH 30 from the US 51 interchange in Madison to Interstate 39/90/94, for Interstate 94 from Interstate 39/90 to the STH 73 interchange, and for US 151 from E. Springs Drive to the CTH C interchange in Sun Prairie. The findings of this analysis will be combined with a similar analysis of the Interstate 39/90 and US 12/18 corridors south, east, and west of the Madison Beltline interchange to provide a comprehensive evaluation of Interstate access within the context of a longer-range system or network plan. The results will also be used as part of the environmental impact study of capacity improvements to Interstate 39/90/94 from the Madison Beltline to



the Interstate 90/94 split from Interstate 39 near Portage. The study influence area is shown on Map 9. Results of this study will be critical for the Town in making land use, transportation, and economic development decisions in the future.

*US 51/Stoughton Road Environmental Impact Statement (EIS) (2013)*

The Stoughton Road Study was conducted to evaluate potential environmental impacts associated with future reconstruction alternatives for US 51 (Stoughton Road) between STH 19 in DeForest and Terminal Drive, south of US 12/18 in Madison. The purpose and need for this project are to improve safety, reduce congestion, improve bicycle, pedestrian, and transit facilities, reduce diversion to neighborhood streets, and support economic development. Because this is a major reconstruction project, there will be several impacts, both positive and negative, to most communities located along this corridor. For Burke, the recommended alternative includes improved north-south mobility, an interchange at Hoepker Road, an overpass for east-west mobility and access at CTH CV/Anderson Road and removed driveway access along US 51.

*STH 19 Bridge Replacement (US 51 – CTH C) (2013)*

This project involved the replacement of two bridges on STH 19 between US 51 and CTH C. Safety inspections of the bridges showed rapid deterioration of the steel beams in the superstructure of each bridge. The structures, constructed in 1930 and rehabilitated in 1989 were deemed safe to travel, but the bridges required replacement as soon as possible. Construction was completed between September and November 2013 and STH 19 was closed to thru traffic during this timeframe. US 151 and Interstate 39/90/94 were the signed state detour routes, although residents and businesses located between the structures were provided access during the closure.

The impacts of this project will be mostly short-term due to closure of STH 19. As a result, local roads within the Town, like Rattman and Portage Roads, saw increased traffic volumes.

*STH 19/113 Access Plan Study*

STH 19 is an important east-west connection on the north side of Burke, linking the City of Sun Prairie and the Village of Waunakee, two of the fastest growing communities in Dane County. WisDOT is in the process of developing a plan that will provide a tool for evaluating access along the corridor and provide a guide to local communities to determine appropriate type, location, and layout for development along the corridor. One objective of this study is collaboration of local representatives in the decision-making process. Since STH 19 is important to so many communities, decisions affecting its future must be well-coordinated and balanced with the needs and plans of the surrounding jurisdictions.

*US 51 Expansion Project (Reardon Rd. – CTH V (Grinde Road)) Windsor to DeForest, Dane County*

US 51, Reardon Road to just north of CTH V (Grinde Road) will be reconstructed into a four-lane divided



freeway. New interchanges will be constructed at Windsor Road, and CTH V/North Street. Due to the conversion of US 51 to a freeway, all access to the highway outside of the interchanges will be removed. Therefore, current private driveway accesses onto US 51 will be relocated to existing side roads, new frontage roads, or new streets. In addition, US 51 at East Metro Blvd. and Williamsburg Way will be evaluated for intersection improvements or a future interchange. Construction of this project will be in two phases. Phase 1 will be completed between 2012 and 2013 and phase 2 is currently scheduled for 2014.

This project will allow for greater capacity on US 51, alleviating congestion both on the existing roadway and on adjacent and intersecting roadways like STH 19. The implementation of this project will directly impact the Village of DeForest because construction is physically in the community. In addition, the impacts of this project have the potential to impact economic development in the area if significant acreage (both areas of planned growth and areas already seeing significant investment) is isolated because major intersections area eliminated altogether. Specifically, the Town desires to maintain direct access from US 51 to both the east and west sides of the highway at East Metro Blvd. and Williamsburg Way. Recent investment in this area as well as planned future growth warrants direct access for economic viability for both the Town and overlapping Village.

#### Transport 2020 (East-West Corridor Alternatives Analysis)

In 2008 the City of Madison, Dane County, and WisDOT submitted an application to the Federal Transit Administration to initiate preliminary engineering (PE) for the proposed Transport 2020 project. The City, County, and WisDOT comprise an Intergovernmental Partnership responsible for the planning and development of transportation improvements in the Transport 2020 corridor connecting Middleton, the University of Wisconsin campus, downtown Madison, and Reiner Road (near Sun Prairie), on the city's East Side. The transport improvements include the fixing of all major roads and highways, the implementation of bicycle lanes and the widening of foot paths along the Transport 2020 corridor. This study also evaluated the need local transit in the form of a commuter rail. At the time of writing this report, the recommendations of this study have not been implemented.

### **TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES**

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#### **Goal:**

Provide a safe and efficient transportation system that encourages and meets the needs of multiple users.

#### **Objectives:**

1. Maintain a safe and efficient road network.
2. Encourage better east-west roadway connections within the Town.



3. Ensure that transportation system improvements are coordinated with land use planning and land development and surrounding jurisdictions.
4. Support biking, walking, and other alternative modes of transportation.
5. Preserve the scenic views along roadways to protect the Town's character.

**Policies:**

1. Support appropriate improvements to existing state and county highways, local roadways, intersections, interchanges, and bridges.
2. Cooperate with Dane County and the State to maintain and improve, as necessary, roads and bridges and promote safety for rural roadways.
3. Consider cooperation with Dane County and surrounding municipalities to update design and layout standards for new Town roads to promote an interconnected system of roads.
4. Upgrade Town roads to current standards to the extent practical when repaving or reconditioning those roads, and coordinate upgrades with overlapping municipality.
5. Continue to support additional transportation options for those without access to an automobile, including the elderly, disabled, and children.
6. Participate on appropriate state, regional, and county transportation planning efforts that may have an impact on the Town and its transportation system, including initiatives related to water, rail, truck transportation, and recreational (walking/bicycling) trail routes.

**TRANSPORTATION PROGRAMS AND RECOMMENDATIONS**

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**Support Appropriate Improvements to Existing Highways**

A Traffic Impact Analysis for the Interstate 39/90/94 Corridor will evaluate potential future interchanges and crossings. Specifically in the Town of Burke Interchanges at Hoepker Road, Hanson Road, Lien Road, Sprecher Road, and Gaston Road are being evaluated. New crossings of the interstate are being evaluated at Metro Boulevard, Portage Road, City View Drive, Tancho Drive, Brooks Drive, and Buss Road. The idea behind the study is that these improvements will allow for more efficient and planned development in the near future.

**Development to Fund Infrastructure Improvements**

When new development occurs, it should be the responsibility of the developer or subdivider to shoulder the cost burden associated with roadway installation. The Town will have the long-term maintenance responsibilities (outlined in Chapter 6), but the initial, short-term construction shall be borne by the developer as the "price of doing business" rather than Town residents "subsidizing" development.

**Protect Exurban Character along Scenic Roadways**

In 1973 the Rustic Roads program was established in Wisconsin to help citizens and local units of



government preserve what remains of Wisconsin's scenic, lightly traveled country roads. To qualify for the Rustic Road program, a road should have outstanding natural features along its borders such as rugged terrain, native vegetation, and native wildlife or include open areas with agricultural vistas, be a lightly traveled local access road, and should have a length of at least two miles.

Although this planning process did not identify any roadways that meet all the requirements of this program, the Town should work to align itself with the goals and recommendation of the program. For instance, the Rustic Road program aims to provide a linear park-like system for vehicular, bicycle, and pedestrian trails for quiet and leisurely enjoyment by local residents and the general public and can act as a connection point to on and off road trails throughout the County and Town. Preservation of scenic vistas can be coordinated in tandem with scenic roadways and accomplish multiple objectives of this plan.

Three roadways within Dane County, near the Town of Burke, are included in the Rustic Road Program.

#### **Promote and Accommodate Places to Bicycle and Walk**

The Town should work with local and regional government agencies to develop safe bicycle and pedestrian routes throughout the community including both designated routes and wider roadway shoulders to accommodate bicycle traffic.

#### **Support Other Transportation Options**

The Town should continue to work with the county, state, and regional jurisdictions to support other transportation options including commuter facilities, paratransit, and public transportation. The Town will continue to support and identify needs for specialized transportation services for the elderly, persons with disabilities, and low-income persons.

#### **Coordinate with State and Regional Agencies to develop Recreational Trails and Routes**

Coordination among property owners, local governments, the WDNR, and other agencies will be necessary to implement future recreational trails within the Town. The Town would like to develop a working relationship with various agencies and neighboring jurisdictions to enhance existing trails, blaze new routes, improve marking on recreational routes in the Town, and establish wayfinding signage to new trails. Various funding sources are available through the WDNR and WisDOT to fund additional trail construction.



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