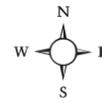


# Madison Metropolitan Planning Area

The Madison Area Transportation Planning Board is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Madison Metropolitan Planning Area.

The Madison Metropolitan Planning Area consists of the City of Madison and the Madison Urbanized Area, including all or portions of the 27 contiguous villages, cities, and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of Madison, Middleton, Monona, Stoughton, Sun Prairie, Verona and a portion of Fitchburg
- Villages of Cottage Grove, Maple Bluff, McFarland, Shorewood Hills and Waunakee
- Towns of Blooming Grove, Burke, Madison and Middleton; and portions of Bristol, Cottage Grove, Dunkirk, Dunn, Pleasant Springs, Rutland, Springfield, Sun Prairie, Verona, Westport and Windsor



### Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

### Priority Project Support Areas

- Airport**
  - Airport project
- Intercity Bus**
  - Intercity bus stop
  - Priority route
- Park and Ride**
  - Park and ride
- Port, Channel or Waterway**
  - Port, channel or waterway project
- Ferry**
  - Ferry project
- Bicycle and Pedestrian**
  - Trail connection or extension
  - Rail-to-trail
- Fixed Guideway**
  - Commuter, rapid or express bus route
  - Study future route
  - Commuter rail route
  - Commuter rail, proposed station

### Priority Project Action Areas

- Interchange**
  - Study and/or preserve right of way
  - Study and construct new
  - Reconstruct existing
- Bicycle and Pedestrian**
  - Provide urban connection
  - Provide rural connection
- Bridge**
  - Reconstruct existing or construct new
- Intercity Passenger Rail**
  - Proposed station
  - Proposed station with intercity bus stop
  - Study future route
  - Priority route
- Highways**
  - Construct capacity project
  - Prepare corridor plan
  - Reconstruct existing
  - Construct passing lane
  - Convert to Interstate standards
  - Study bypass/new arterial

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).



# Madison Metropolitan Planning Area

## Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

### Overlapping Corridors

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River
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### Short-Term (2008 – 2013)

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River	Activity
								I-39/90/94 Replace bridges at Portage Rd and Lien Rd (Madison)
								I-39/90/94 Replace bridge over Cuba Valley Rd (DeForest)
								I-39/90 Replace bridge at County Rd AB (Dane Co)
								I-39/90/94 Prepare corridor plan from US 12/18 to County Rd V (Dane Co)
								I-94 Construct additional lanes from I 39/90/94 to County Rd N (Dane Co)
								I-94 Reconstruct existing interchange at I-94 and County Rd N (Dane Co) if supported by environmental document
								US 12 Prepare corridor plan from County Rd N (Dane Co) to WIS 26
								US 12/14 Study potential overpass at Forward Dr (Madison) connecting to Watts Rd (Madison) and over/underpass at West Towne Mall (Madison)
								US 12/14/18/151 Prepare corridor plan from County Rd N (Dane Co) to Parmenter St (Middleton)
								US 12/14 Replace bridge at High Point Rd (Madison) and US 12/14 (Madison), and add bike lanes
								US 12 Prepare corridor plan from Parmenter St (Middleton) to County Rd W (Sauk Co)
								US 14 Construct four-lane divided highway from County Rd MM (Dane Co) to WIS 138
								US 14 Prepare corridor plan from US 12 to WIS 78 and from WIS 78 to WIS 80
								US 14 Reconstruct existing interchange at US 14 and WIS 138
								US 18/151 Complete corridor plan from Dodgeville to Verona and from County Rd PD (Dane Co) to US 12/14
								US 51 Prepare corridor plans from Terminal (McFarland) to WIS 19 and from County Rd V (Dane Co) to WIS 16
								US 51 Reconstruct as a four-lane divided highway from Rearden Rd (De Forest) to Grindle Rd (De Forest)/County Rd V East (Dane Co)
								US 51 Construct bridges at proposed Duraform Ln (DeForest) and US 51; and Gray Rd (DeForest) and US 51
								US 151 Reconstruct from Marquette St to Melvin Ct (Madison)
								WIS 19 Prepare corridor plan from WIS 113 (Waunakee) to US 151 (Sun Prairie)
								WIS 138 Prepare corridor plan from US 14 (Oregon) to US 51 (Stoughton)
								WIS 138 Reconstruct from US 14 to Hill Rd (Oregon)
								North Mendota Parkway Support study of potential North Mendota Parkway north of Madison
								Bicycle/Pedestrian Support connection of the Badger State Trail to the Capital City Trail

### Overlapping Corridors

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River
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### Short-Term (2008 – 2013), continued

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River	Activity
								Bicycle/Pedestrian Support construction of the Ice Age Junction Trail from Elver Park to Badger Prairie County Park
								Commuter Bus/Fixed Guideway Support studies of commuter bus or rail service in Dane, Rock and Walworth counties, with potential links to Rockford, IL and Chicago, IL
								Fixed Guideway Support the completion and implementation of <i>Transport 2020</i> recommendations
								Intercity Bus Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee; and between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha and Appleton
								Intercity Passenger Rail Implement intercity passenger rail service between Madison and Chicago, IL with stops in Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant
								Park & Ride Support proposed park and ride construction near the intersection of I-94 and County Rd N (Dane Co)
								Public Transit Support implementation of express bus recommendations in the Madison Area Transportation Planning Board's long range transportation plan and <i>Transport 2020</i>
								Public Transit/Fixed Guideway Transit Support implementation of the results of the <i>South Central Wisconsin Commuter Transportation Study</i> . Transit alternatives include commuter rail service from Janesville and/or Beloit to the Harvard, IL Metra station; commuter rail service from Madison to Rockford, IL, via either Milton or Evansville; bus rapid transit between Madison and northwestern Cook County, IL; express bus service from Madison to Rockford, IL; and feeder bus service from Beloit and/or Janesville to the Harvard, IL Metra station

### Mid-Term (2014 – 2019)

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River	Activity
								I-39/90 Replace bridge at Siggelkow Rd and I 39/90 if supported by environmental document
								US 14 Reconstruct as two lane, limited access between WIS 138 and WIS 92 if supported by environmental document
								US 18/151 Construct candidate expressway upgrades and/or convert to freeway from the Iowa/Wisconsin state line to County Rd G (Dane Co) if supported by environmental document
								US 18/151 Construct candidate expressway upgrades and/or convert to freeway from County Rd PD (Verona) to Todd Dr (Madison) if supported by environmental document
								WIS 19 Reconstruct from Klein Dr to Division St in Waunakee and add bike lanes if supported by environmental document
								WIS 113 Construct candidate expressway upgrades and/or convert to freeway from County Rd M (Dane Co) to WIS 19 if supported by environmental document
								Bicycle/Pedestrian Provide urban and rural accommodations along US 14 across the Wisconsin River (Spring Green), and from County Rd KP (Mazomanie) to US 12 (Middleton)
								Bicycle/Pedestrian Provide urban and rural accommodations along WIS 19 from US 151 (Sun Prairie) to County Rd WV
								Bicycle/Pedestrian Provide urban accommodations along US 12 from the Struck Canyon underpass to West High Point Rd (Madison)





# Madison Metropolitan Planning Area

## Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

### Overlapping Corridors

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River
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### Entire Planning Period, continued

•								WIS 19	Construct candidate passing lanes from County Rd N (Dane Co) to County Rd T (Dane Co) if supported by environmental document
	•							WIS 69	Construct candidate passing lanes from County Rd D (Belleville, Dane Co) to US 18/151 if supported by environmental document
•	•	•	•	•	•	•	•	Airports	Advocate increased direct air service (Dane County Regional Airport)
•	•	•	•	•	•	•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	•	•	•	•	•	•	Airports	Support projects that benefit airports with scheduled passenger service
•	•	•	•	•	•	•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	•	•	•	•	•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	•	•	•	•	•	•	Fixed Guideway	Support implementation of the Madison streetcar study recommendations
•	•	•	•	•	•	•	•	Intercity Bus	Support continued intercity bus service between La Crosse and Madison via US 14 with stops in Coon Valley, Westby, Viroqua, Readstown, Richland Center, Lone Rock, Spring Green, Mazomanie, Black Earth and Cross Plains; between Madison and Chicago, IL with stops in Janesville and Beloit; between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit; between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee; and between Madison and Milwaukee with stops in Johnson Creek, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport
•	•	•	•	•	•	•	•	Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
•	•	•	•	•	•	•	•	Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
•	•	•	•	•	•	•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	•	•	•	•	•	•	Park & Ride	Support continued preservation and maintenance
•	•	•	•	•	•	•	•	Park & Ride	Support expansion of existing park and ride facilities, if needed and if supported by environmental document
•	•	•	•	•	•	•	•	Public Transit	Support regional service expansion
•	•	•	•	•	•	•	•	Public Transit	Support continued service and vehicle replacement for Madison Metro and Monona Transit
•	•	•	•	•	•	•	•	Public Transit	Support continued shared-ride taxi service in Sun Prairie and Stoughton
•	•	•	•	•	•	•	•	Rail Freight	Preserve existing freight services and corridors
•	•	•	•	•	•	•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	•	•	•	•	•	•	State Highways	Preserve and maintain infrastructure

### Overlapping Corridors

Badger	Capitol	Cornish	Frank Lloyd Wright	Geneva Lakes	South Central	Wild Goose	Wisconsin River
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### Entire Planning Period, continued

•	•	•	•	•	•	•	•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	•	•	•	•	•	•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	•	•	•	•	•	•	•	TDM	Support implementation of TDM in urban areas

## About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

## Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the planning area. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or [www.dot.wisconsin.gov/projects/](http://www.dot.wisconsin.gov/projects/) for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



# Planning Area Map – Data Definitions and Sources

## Data Definitions

### Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System, for more information.*)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

### State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.*)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

### State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

### Truck Volume Descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

### Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

## Data Sources

### Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

### Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

### National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

### Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
  - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
  - › Forecast year 2020
  - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

### Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

### Truck volume

- WisDOT, August 2007

### Public and specialized transit:

- WisDOT, January 2008

### Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

### Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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