



TRANSPORTATION COMMISSION MEETING

PLEASANT VIEW ROAD
November 28, 2018

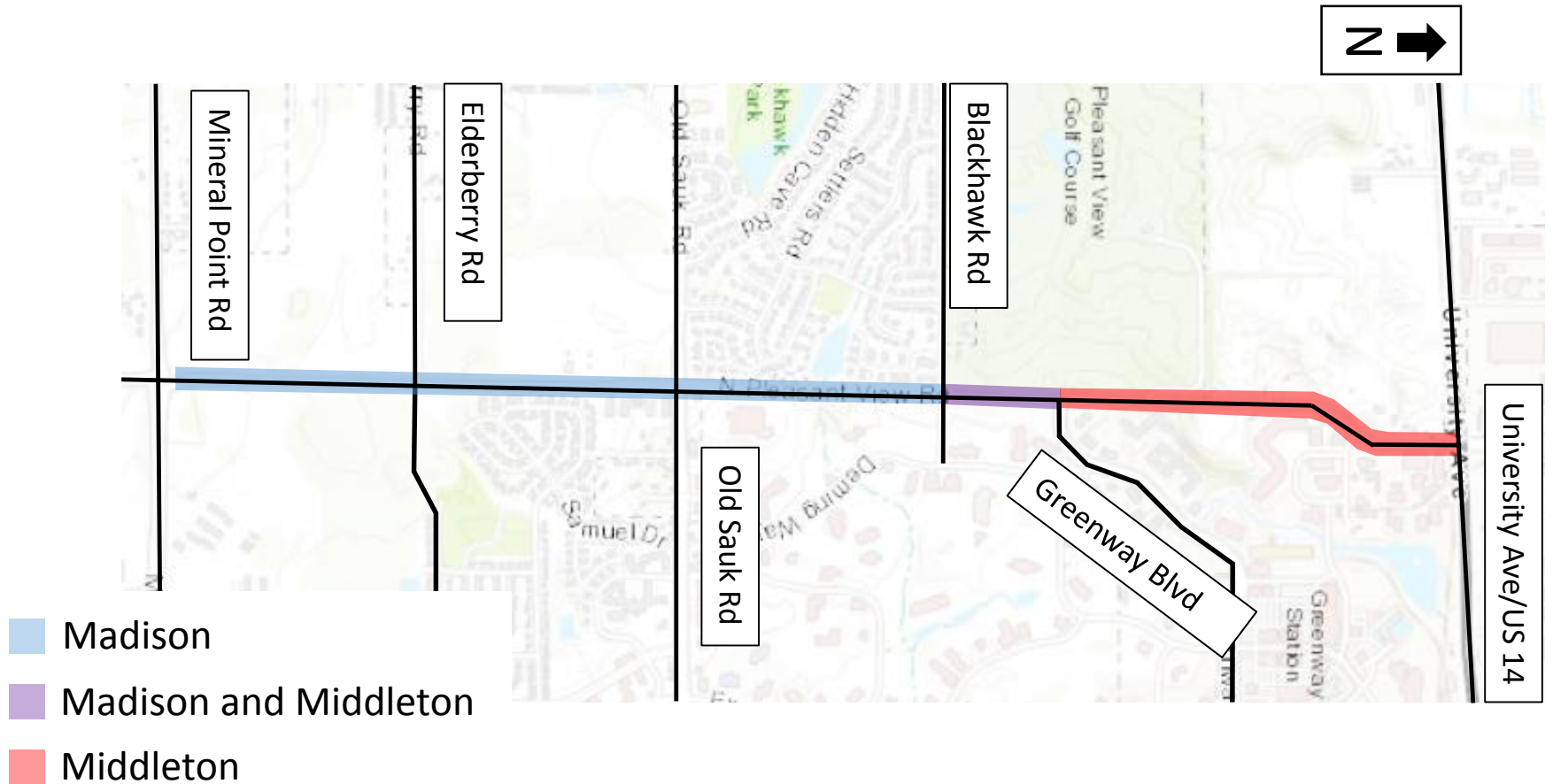


Overview

- Project Limits
- Purpose & Need
- Regional Importance
- Recommended Alternative



Project Limits

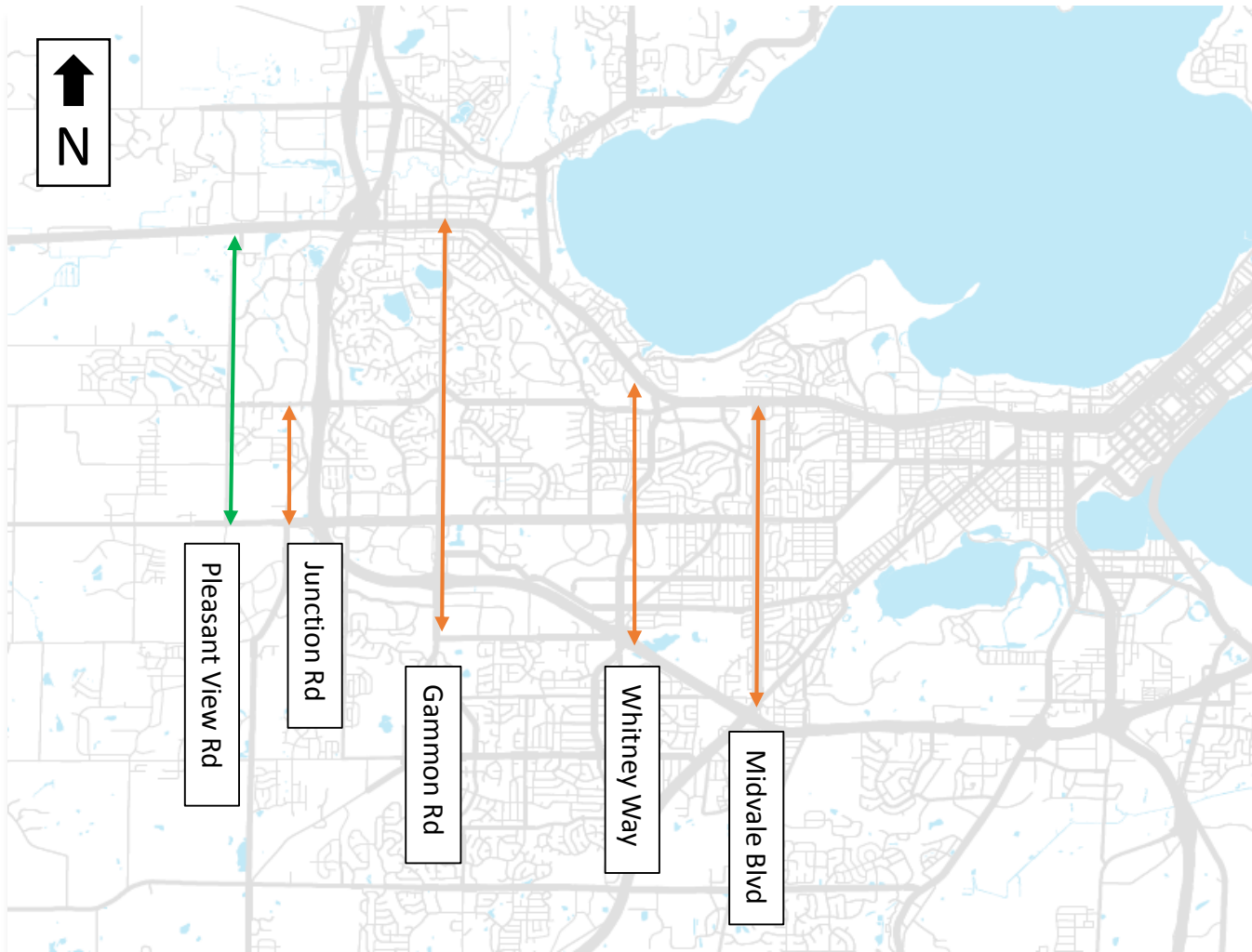


Purpose & Need

- Meet mobility needs of west Madison
- Complete arterial network
- Provide bicycle and pedestrian accommodations
- Provide safe and reasonable access to properties



















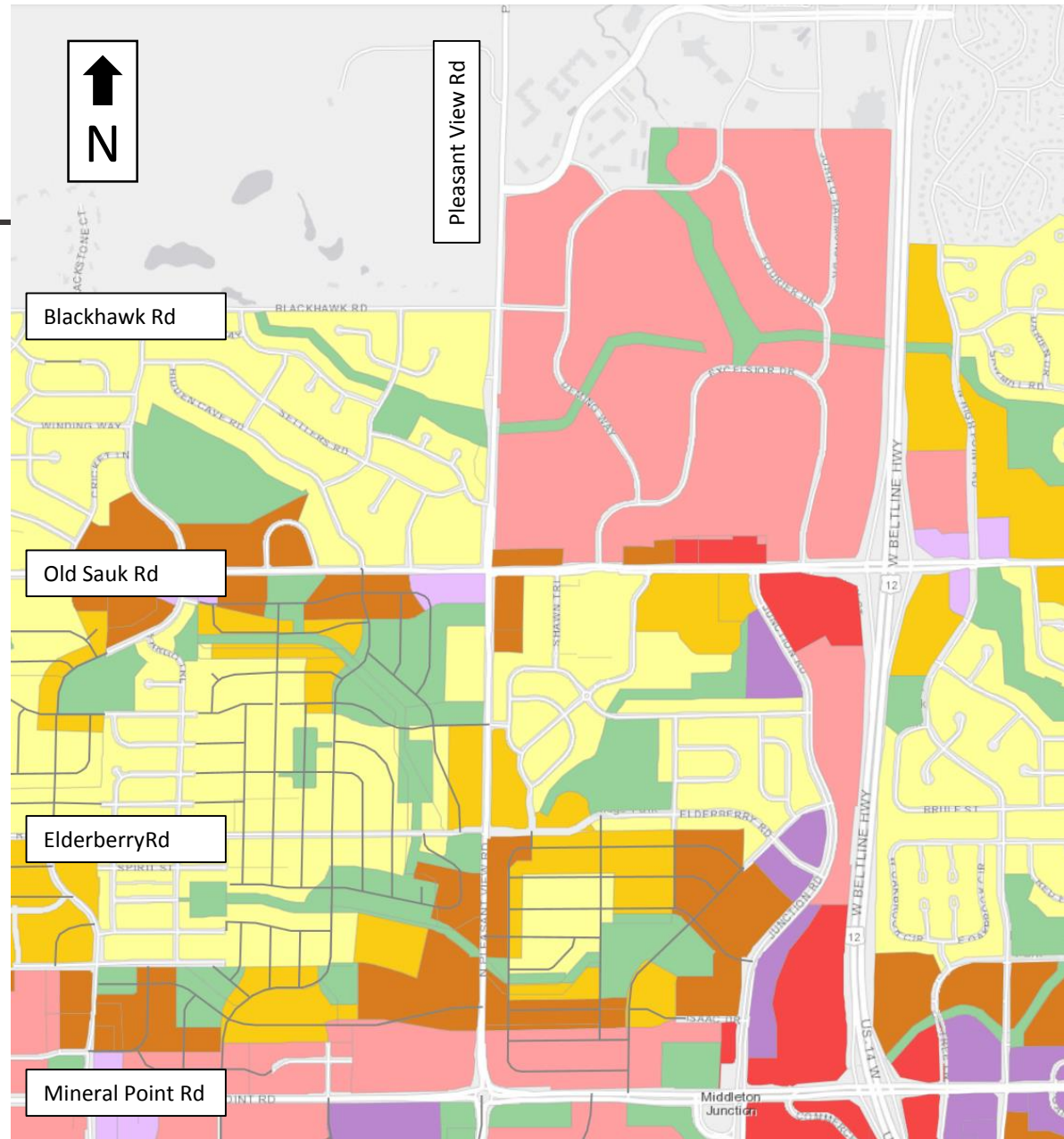
Regional Importance



Zoning Map

Generalized Future Land Use

- Low Residential (LR) 
- Low-Medium Residential (LMR) 
- Medium Residential (MR) 
- High Residential (HR) 
- Neighborhood Mixed-Use (NMU) 
- Community Mixed-Use (CMU) 
- Regional Mixed-Use (RMU) 
- Downtown Mixed Use (DMU) 
- Downtown Core (DC) 
- General Commercial (GC) 
- Employment (E) 
- Industrial (I) 
- Parks and Open Space (P) 
- Special Institutional (SI) 
- Airport (A) 
- Neighborhood Planning Area (NPA) 



<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=71c4ec1397554f2ab702f2c6c377bb3a>



Household Change by Transportation Analysis Zone, 2010 - 2050

Madison Metropolitan Planning Area

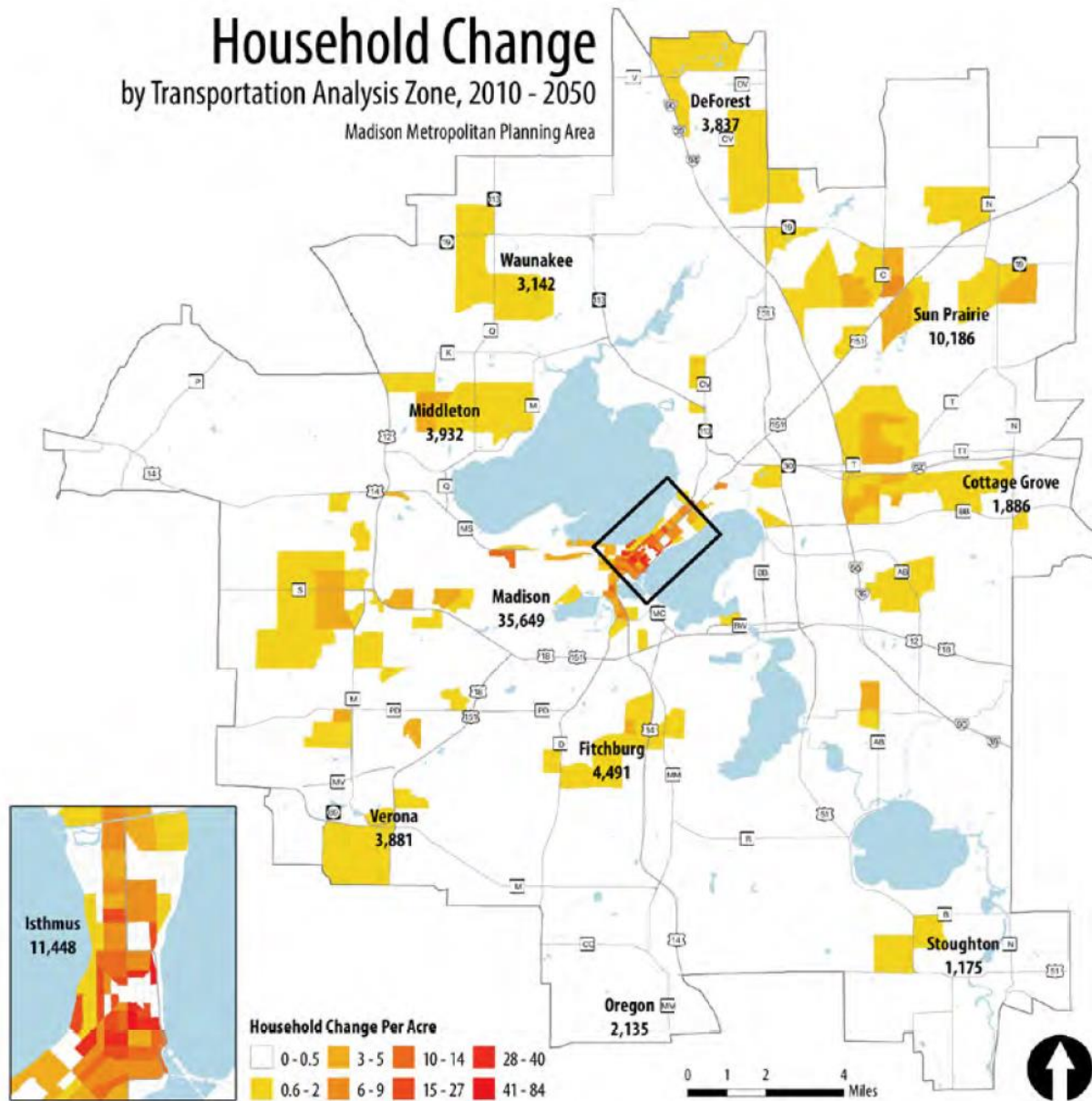


Figure taken from Regional Transportation Plan 2050 Madison Area
http://madisonareampo.org/planning/documents/RTP_2050_Full_Report_with_Appendix_Final73117.pdf

Employment Change

by Transportation Analysis Zone, 2010 - 2050

Madison Metropolitan Planning Area

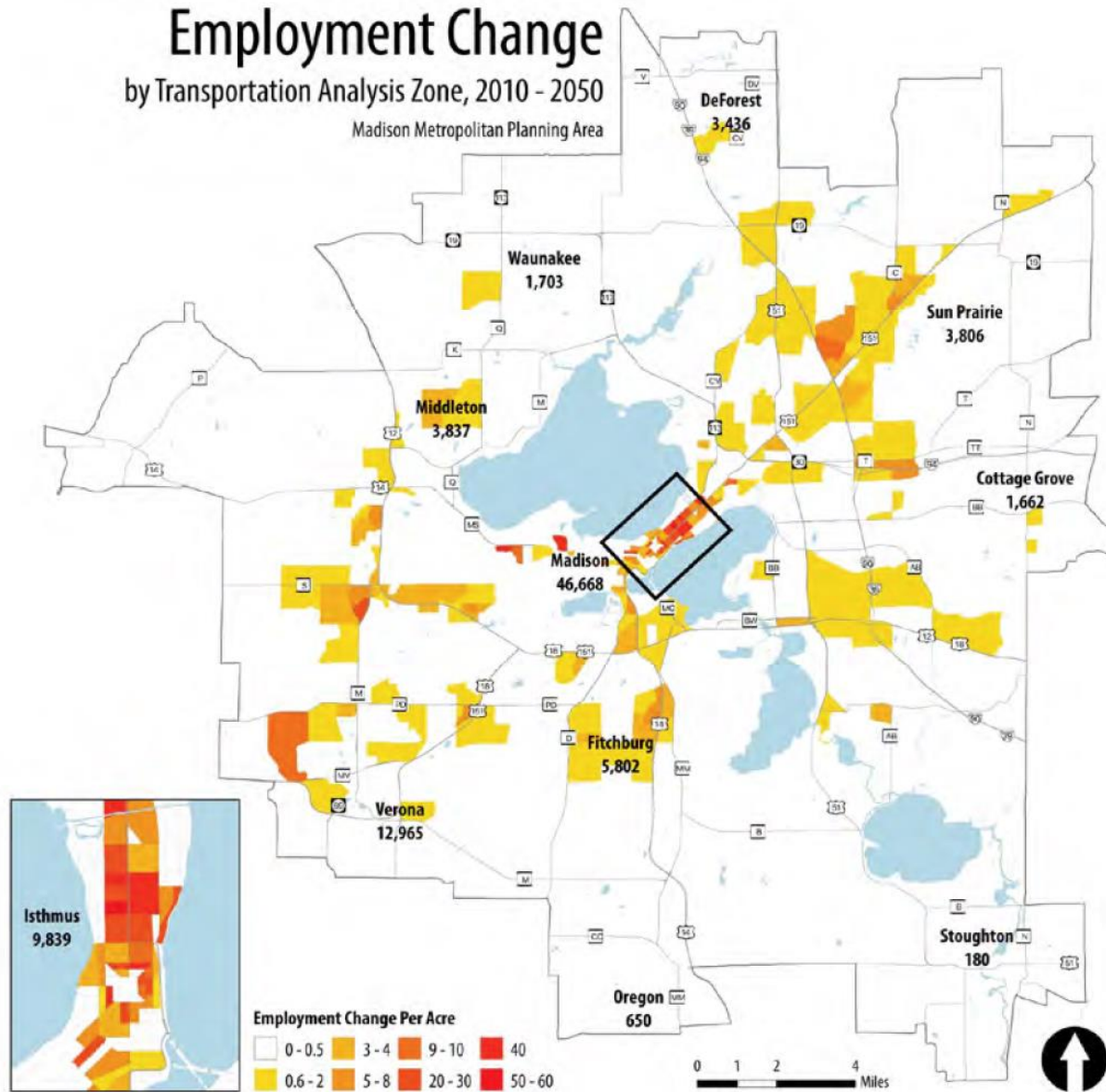


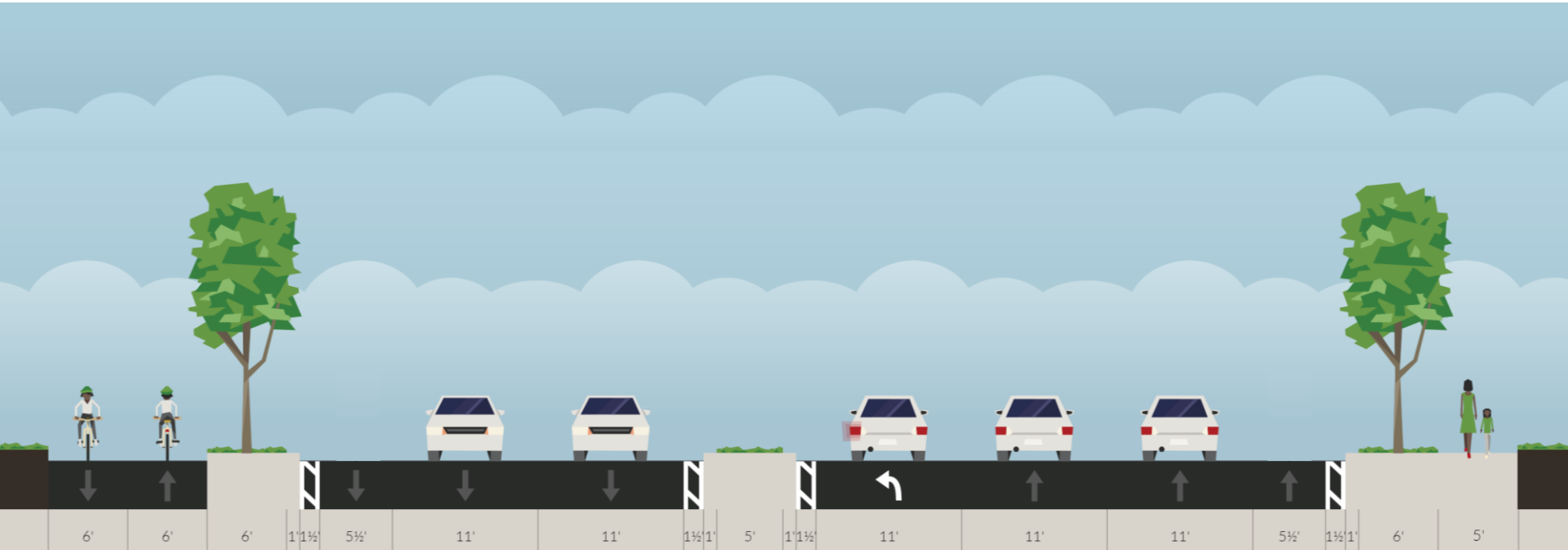
Figure taken from Regional Transportation Plan 2050 Madison Area
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Preferred Alternative - Mainline



Preferred Alternative - Mainline



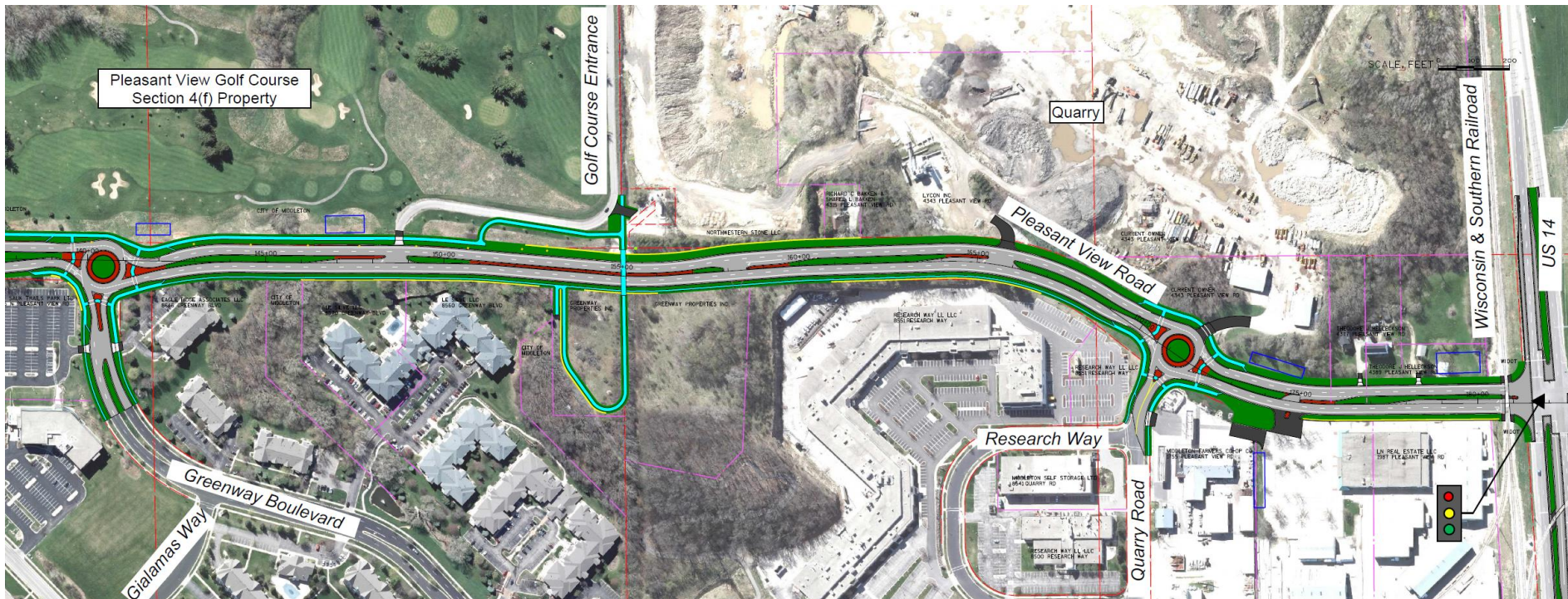
Preferred Alternative - Mainline

- Safe facilities for all road users
- Meets future traffic demand and completes arterial network
- Provides bike and pedestrian accommodations throughout corridor
- Allows safe access to properties

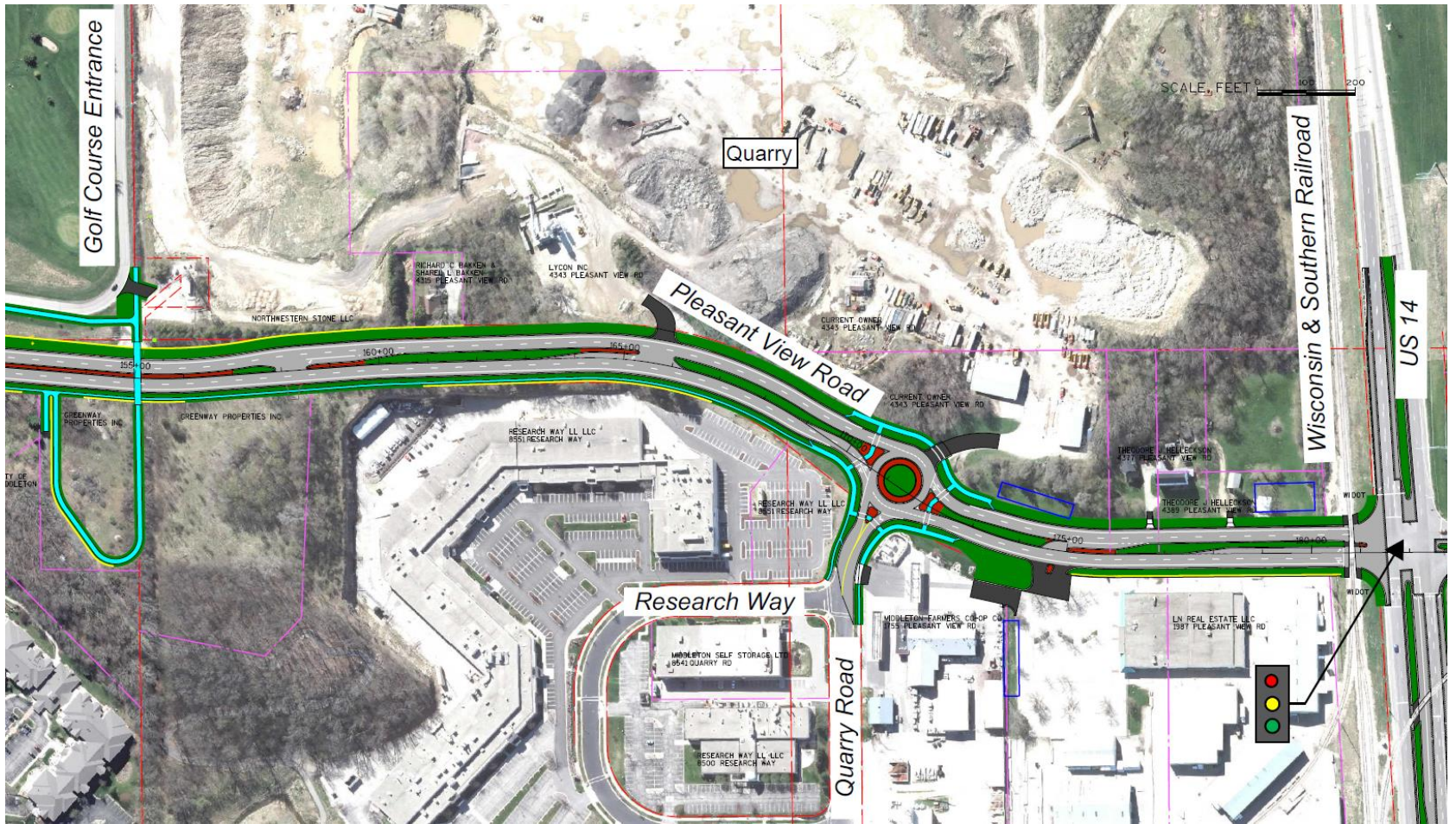
Bicycle Considerations Act 59

- The power of condemnation may not be used for the purpose of establishing or extending a recreational trail; a bicycle way, as defined in s. 340.01 (5s); a bicycle lane, as defined in s. 340.01 (5e); or a pedestrian way, as defined in s. 346.02 (8) (a).
- This provision influences the typical section and where bicycle and pedestrian facilities can be placed within the right of way.

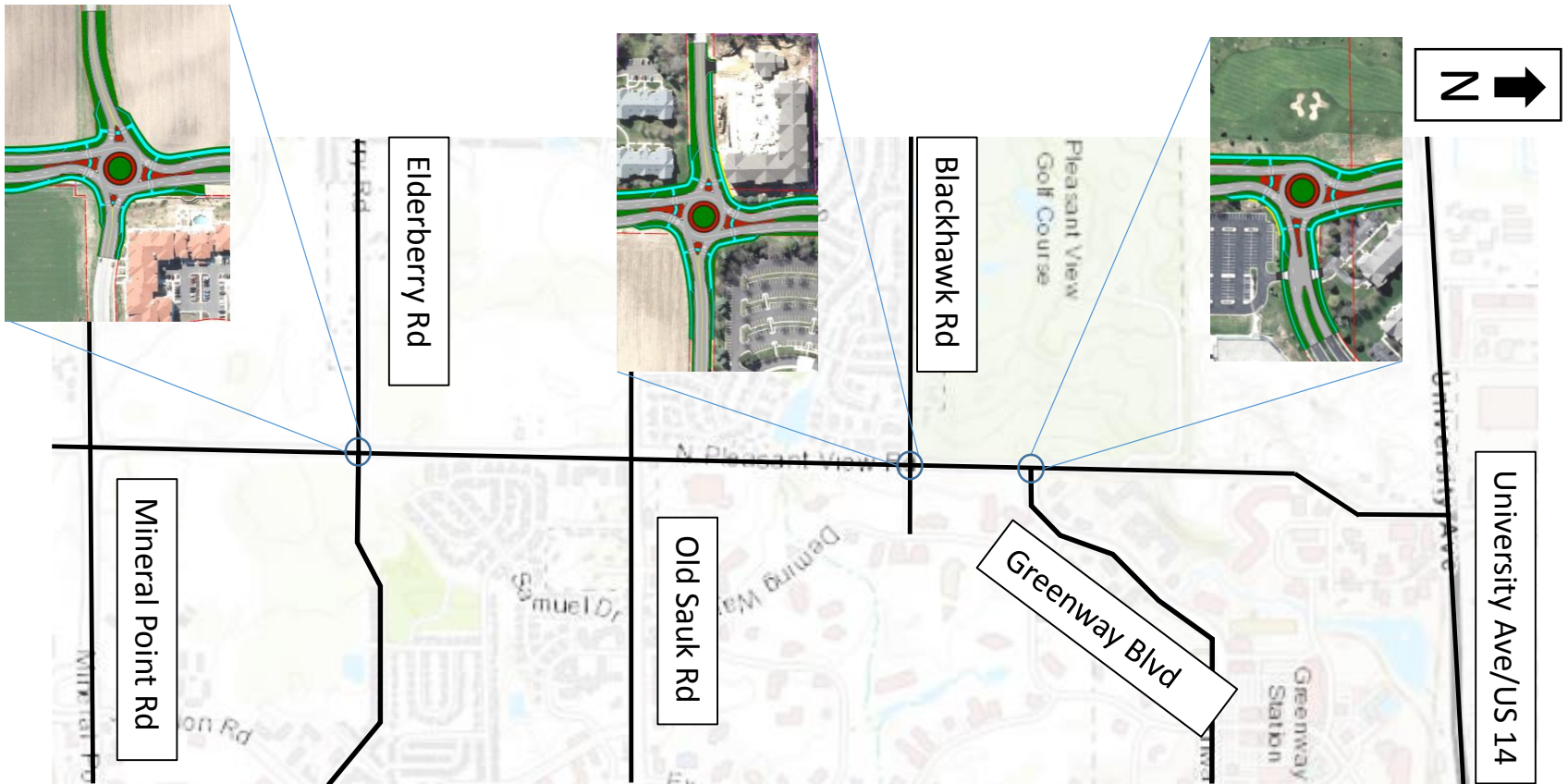
Path Discontinuity



Path Discontinuity



Preferred Alternative



Preferred Alternative - Intersections

- Roundabouts help to control speeds along the corridor
- Reduces frequency of crashes
- Reduces severity of crashes

Questions?