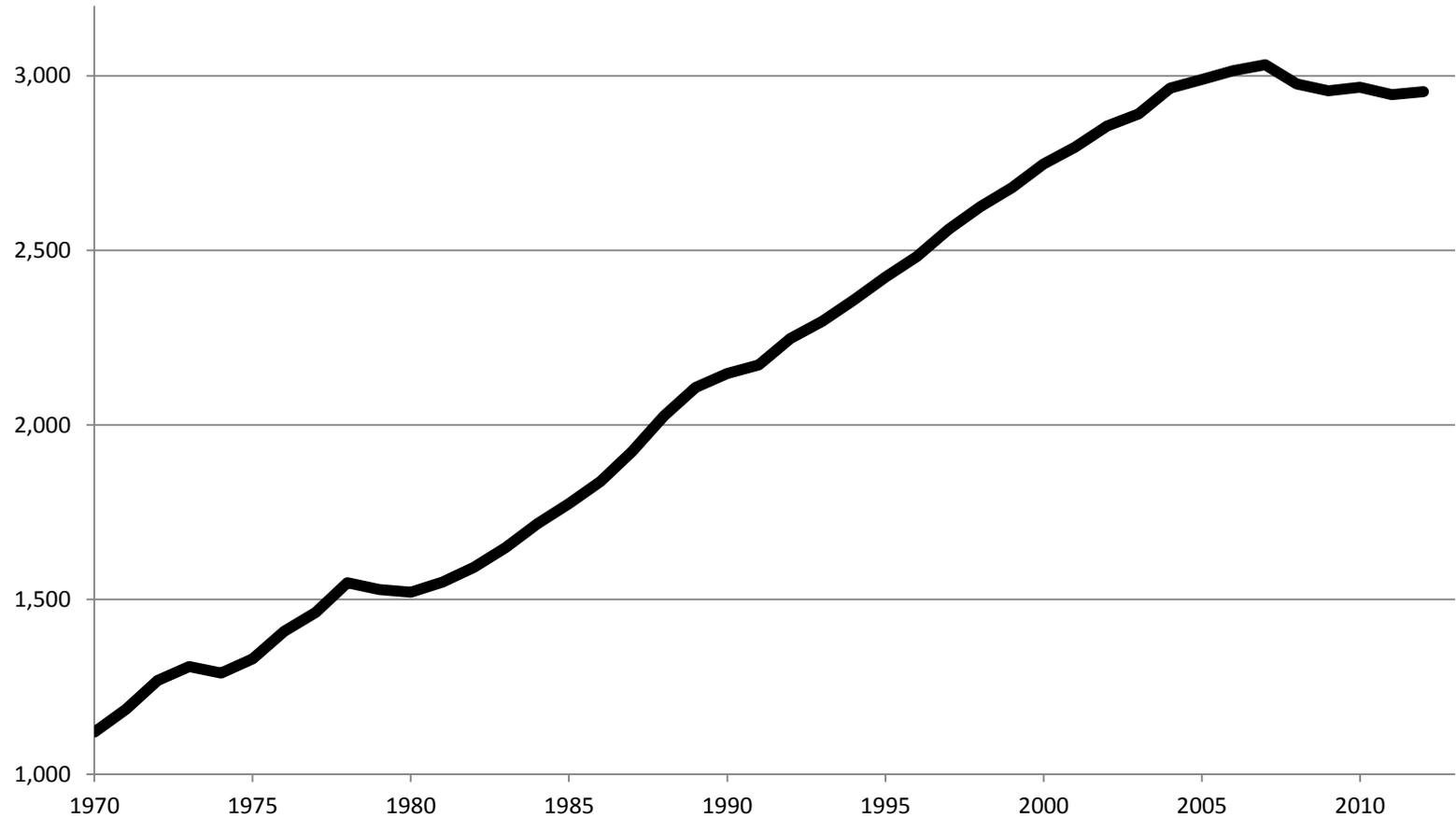


Stoughton Road

Reconsidering Alternatives

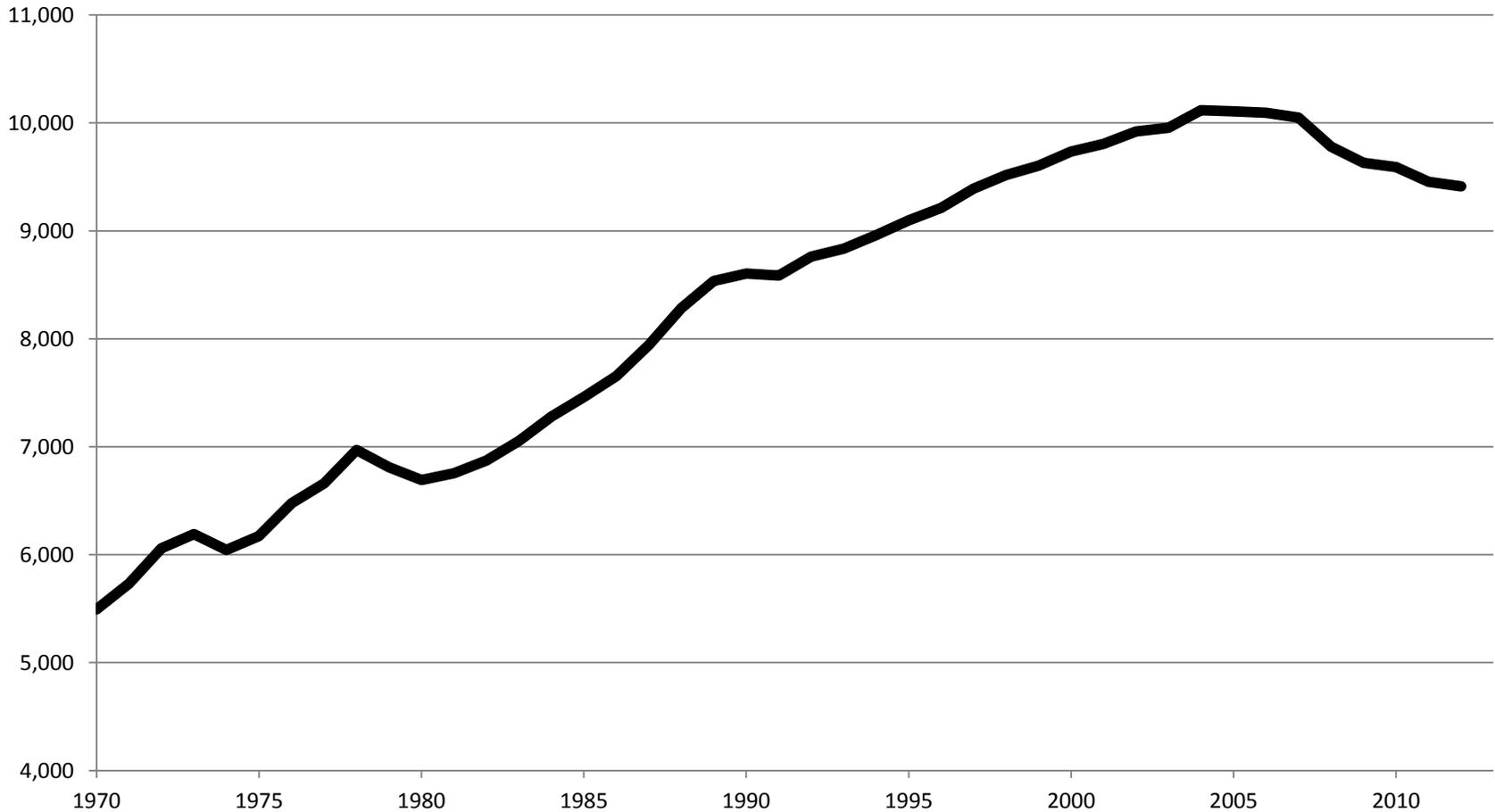


Total annual VMT in the United States (in billions)



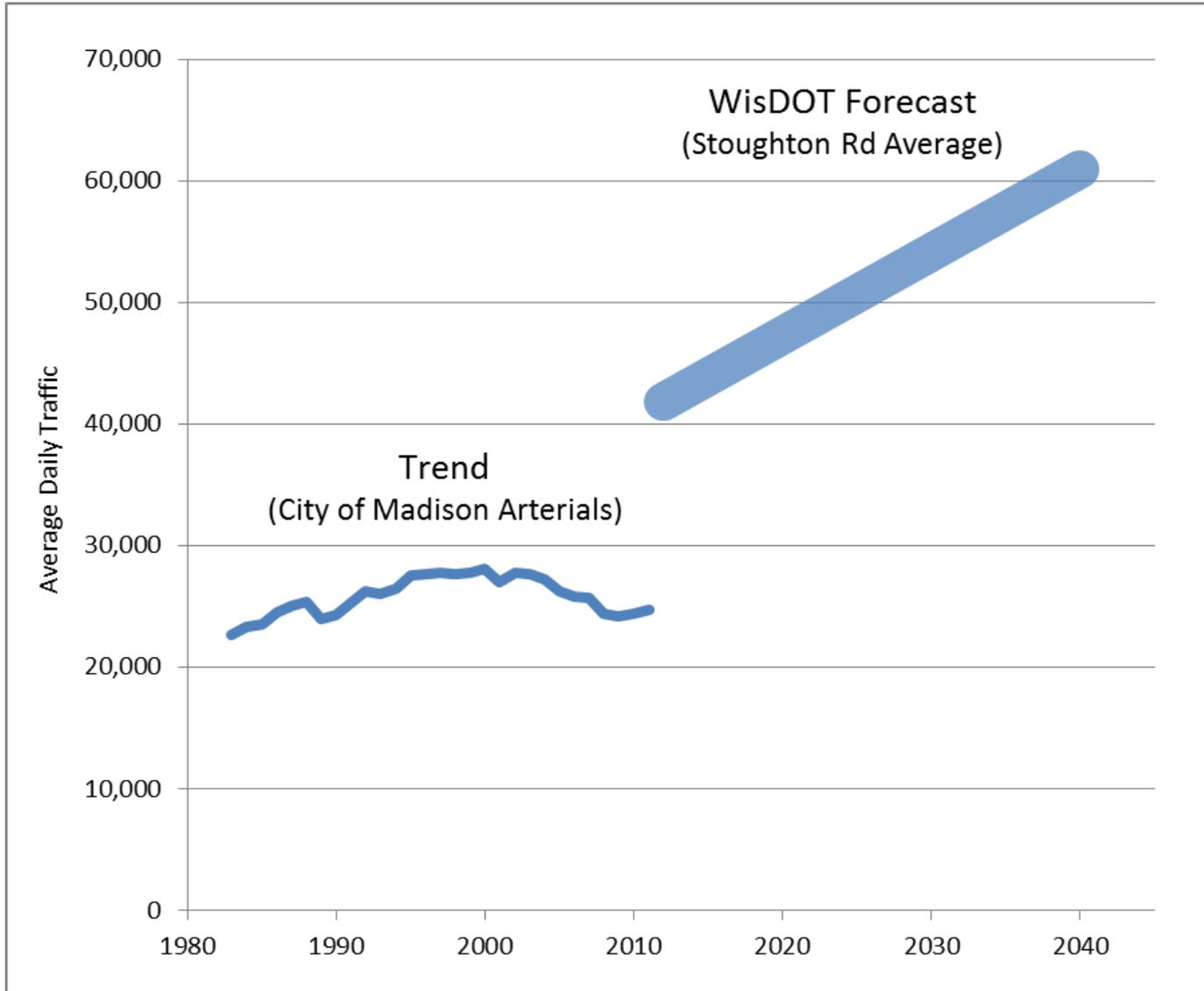
Source: FHWA and Census Bureau

Annual VMT per capita in the United States



Source: FHWA and Census Bureau.

Annual VMT per capita in Madison, WI



Source: City of Madison and WisDOT

Why this trend is likely to continue

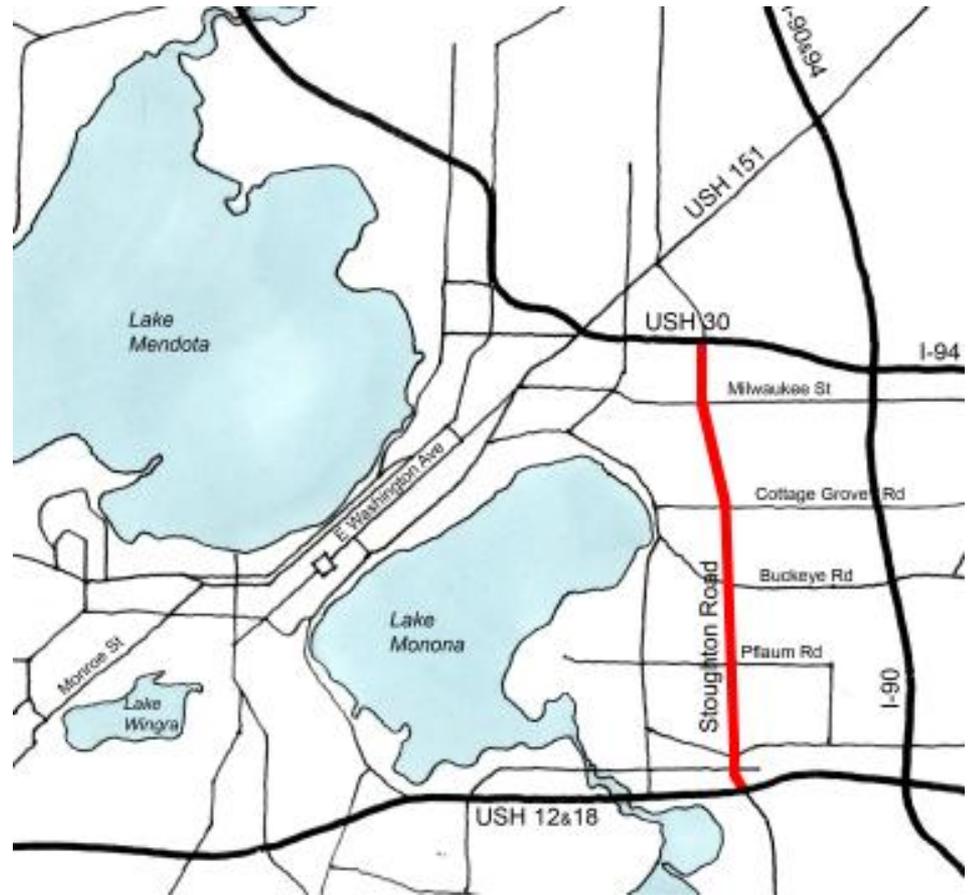
- Changing priorities of millennial generation
- People moving back to urban areas
- Social media is taking the place of driving
- Growth in telecommuting
- Aging population
- Women entered the workforce post WWII. They have fully transitioned to employment outside the home.
- People have reached the limit of their time and distance commute budgets.

How to plan for this new preference for mode choice?

- Current models assume endless growth in automobile travel demand
- New models use land use scenario analysis modeling to model trips across modes, down to the tax parcel level
- Good models will also account for decline in VMT

Other considerations in selecting an alternative?

- Cost to taxpayer
- Construction costs
- Long-term maintenance costs
- Need
- Opportunity costs
 - Lost economic development potential
 - Lack of connectivity



The opportunity

- Safety
- Connectivity
- State and local economic development
- Multimodal access

Syracuse I-81 alternatives analysis

Viaduct priority area strategy comparison

Each of the strategies has been evaluated against the corridor needs and goals and objectives. Some of the assessments completed were highly quantitative, such as the geometric, bridge and traffic assessments and others were more qualitative assessments. Through this process strategies were compared to the no-build conditions and at times to each other. Using professional judgment each strategy was then rated at a macro scale view as poor, fair, good or very good in meeting the specific goals related to Transportation, Economic, Social and Environmental factors.

The following scorecard summarizes the rating results for each strategy:

Criteria/ Strategy:	Rehabilitation	Reconstruction	Boulevard	Tunnel	Depressed Highway
Transportation	Poor	Very Good	Very Good	Good to Fair	Fair
Economic	Poor	Good	Very Good to Good	Fair	Fair to Poor
Social	Poor	Good to Fair	Very Good to Good	Poor to Very Poor	Poor
Environmental	Fair	Good to Fair	Good	Poor to Very Poor	Poor
Feasibility:	Not Feasible	Feasible	Feasible	Not Feasible	Not Feasible
Cost Range:	\$480-600 million	\$800-900 million	\$650-800 million	\$1.6-1.8 billion	\$1.3-1.5 billion

Very Poor: significantly reduced operations and/or conditions.

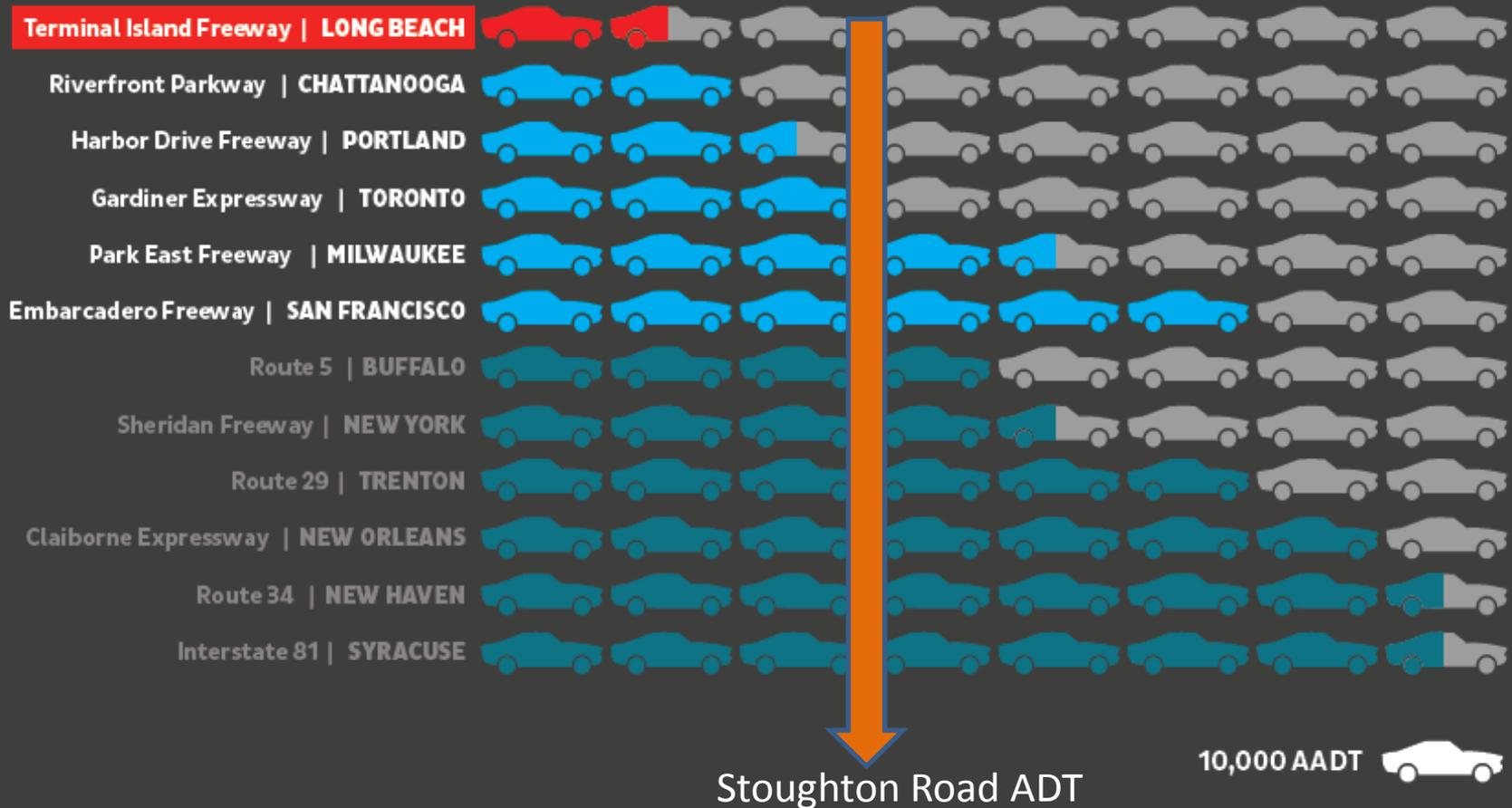
Poor: reduced operations and/or conditions.

Fair: little to no change in operations and/or conditions.

Good: improved operations and/or conditions.

Very Good: significantly improved operations and/or conditions.

FREEWAY REPLACEMENT BY THE NUMBERS



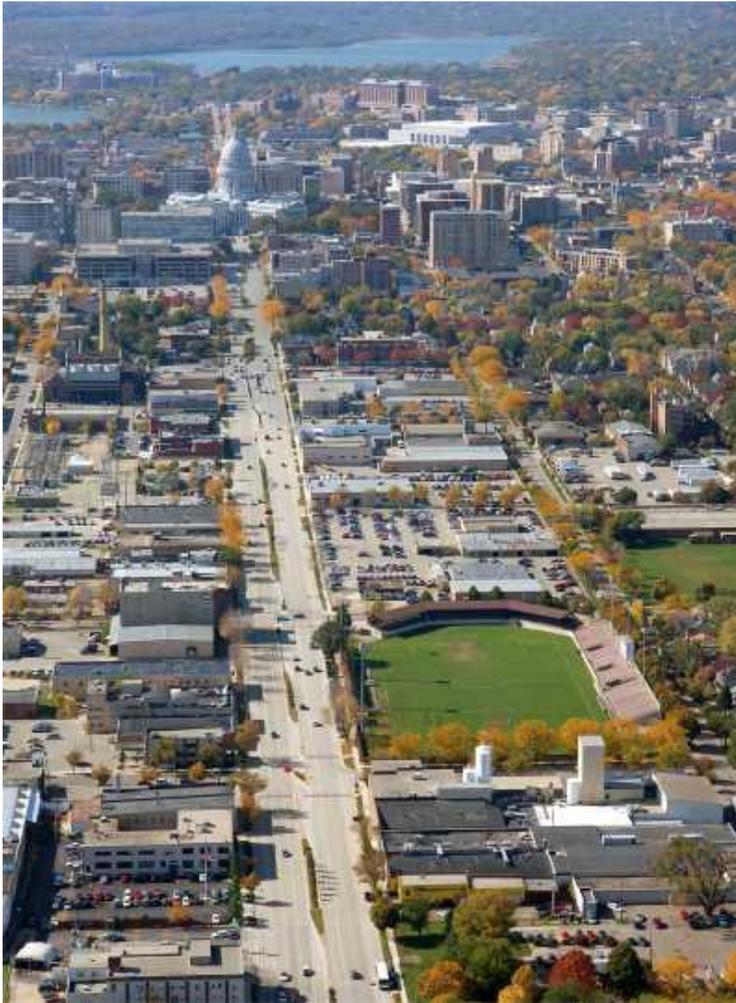
Are Vehicle miles traveled up?

- WisDOT release stating drivers log more miles on Wisconsin roads in 2012 than previous year
- But trend shows VMT flat - going up or down same amount year to year
- Madison has the third highest DECREASE in vehicle miles traveled in the country between 2000 – 2011
- As an aside, Milwaukee has the second highest decrease

In conclusion

- Seize the opportunity to do things differently
- Support local economic development
- Increase safety
 - Uniform speed limit for autos
 - Improved multimodal access
- Mode choice - A boulevard alternative offers multiple mode choices
 - Bus service connecting to airport, ETP, Dutch Mill Park n ride, East Washington, downtown
 - Bicycle facilities

In conclusion



http://www.youtube.com/watch?feature=player_embedded&v=Hl34YZ7Yqwl

Resources/contact information

- Transportation in Transition:
http://uspirg.org/sites/pirg/files/reports/US_Transp_trans_scrn.pdf
- Re-thinking the Urban Freeway:
<http://www.ssti.us/2013/12/re-thinking-the-urban-freeway-ssti-and-mayors-innovation-project-2013/>
- Urban Streets Design Guide:
<http://nacto.org/usdg/>

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