

## Improvement of Interstate Pedestrian and Bicycle Connectivity – Prioritization Rationale

January 24, 2024

Connections are listed from north to south. New connections shown in City/Metropolitan Planning Organization (MPO) plans are shown in orange. Note that the highest priority improvement is to an existing street crossing (the existing Milwaukee Street overpass). The City requests that any existing or proposed motor-vehicle crossing of the Interstate that is constructed or reconstructed include “All Ages and Abilities” pedestrian and bicycle facilities.

Rank	Name	Rationale
6	Anderson	<ul style="list-style-type: none"> <li>Provides an alternative to navigating:                             <ul style="list-style-type: none"> <li>The current USH 51/Interstate interchange.</li> <li>A potential Hoepker/Interstate interchange.</li> </ul> </li> <li>Provides a connection to DeForest and Windsor (via planned path through Token Creek County Park) and a future connection to Sun Prairie paths.</li> <li>Provides access to Token Creek County Park.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Not a significant travel corridor – near-term and long-term usage may be low.</li> <li>Regional benefit—ideally cost would be shared regionally.</li> </ul>
--	Hoepker Rd (potential interchange)	<p>Currently:</p> <ul style="list-style-type: none"> <li>No sidewalks. No marked bike lanes.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>If Hoepker becomes an interchange, there may be other more favorable crossings for peds/bikes.</li> </ul> <p><i>Other</i></p> <ul style="list-style-type: none"> <li>If the Hoepker Road overpass is reconstructed, with or without an interchange, appropriate pedestrian and bicycle facilities should be provided on this 50-year investment. In time they will be needed.</li> </ul>
7	Pumpkin Hollow	<ul style="list-style-type: none"> <li>Provides an Interstate crossing separate from the Hoepker Rd crossing that accesses light industrial employment west of the Interstate.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Hoepker Rd crossing is very close (only .25 miles).</li> </ul>
--	Hanson Rd	<p>Currently:</p> <ul style="list-style-type: none"> <li>Sidewalks on both sides. Marked bike lanes on both sides.</li> </ul>
5	Hayes Rd – Eastpark Blvd	<ul style="list-style-type: none"> <li>Connects considerable amount of housing adjacent to Portage Rd/Hayes Rd area west of the Interstate to the employment, services, and destinations in the American Center east of the Interstate.</li> <li>Path segments already exist on both sides of the Interstate.</li> </ul>
4	E. Wash Ave – American Pkwy	<ul style="list-style-type: none"> <li>Connects Madison west of the Interstate to the employment, services, and destinations of the American Center east of the Interstate. The American Center and areas off High Crossing are currently isolated and difficult to access via non-motorized travel.</li> <li>Aligned with a significant travel corridor (E. Washington Ave) – potentially higher usage.</li> <li>Improves regional path connections to Sun Prairie and an existing path southeast of US 151.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Users would need to travel through the ramp terminals on the north side of the E. Washington Ave/Interchange.</li> </ul>
8	E. Terrace Dr – Wayne Ter (crossing USH 151)	<ul style="list-style-type: none"> <li>Would connect the auto-oriented commercial along High Crossing Blvd with employment, services, and destinations in the American Center.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Not aligned with a significant travel corridor – potentially lower usage.</li> <li>Relatively close to American Pkwy/Nelson Rd crossing of USH 151 (.3 miles away).</li> </ul>
--	High Crossing Blvd (partial interchange)	<p>Currently:</p> <ul style="list-style-type: none"> <li>Sidewalk on the south side. Marked bike lanes on both sides.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Utilizing the south side of this bridge requires traveling through the ramp terminals of this partial interchange.</li> </ul>
3	Rail line	<ul style="list-style-type: none"> <li>Connects housing and retail (East Town Mall) along Zeier, Thompson, and Lien Roads with housing on the east side of the Interstate.</li> <li>Key segment in a path corridor planned along the rail line.</li> <li>Complements the planned <a href="#">Autumn Ridge Path</a> crossing of WIS 30.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Lien Rd crossing very close (.25 miles away), but Lien has significant elevation change.</li> </ul>
--	Lien Rd	<p>Currently:</p> <ul style="list-style-type: none"> <li>Sidewalks on both sides. Marked bike lanes on both sides.</li> </ul>
--	Commercial Ave	<p>Currently:</p> <ul style="list-style-type: none"> <li>No sidewalks. Marked bike lanes on both sides.</li> </ul>

1	<b>Milwaukee St</b>	<p>Currently:</p> <ul style="list-style-type: none"> <li>Lack of sidewalks results in unsafe situation for residents, including residents of affordable housing developments east of the Interstate. There is no safe walking or biking route to shopping and services west of the interstate.</li> <li>Marked bicycle lanes on both sides. However, snow squeezes down marked biked lanes, resulting in no ped/bike accommodation.</li> <li>Ped/bike volumes increasing as development continues in this area.</li> </ul>
9	<b>Vicar Ln – Carter Moon Pass</b>	<ul style="list-style-type: none"> <li>Would connect housing on both sides of the Interstate.</li> </ul> <p><i>Limitations:</i></p> <ul style="list-style-type: none"> <li>Not aligned with a significant travel corridor – potentially lower usage.</li> <li>Milwaukee St crossing relatively close (.5 miles away).</li> <li>Cottage Grove Rd crossing relatively close (.5 miles away).</li> </ul>
--	<b>Cottage Grove Rd</b>	<p>Currently:</p> <ul style="list-style-type: none"> <li>Sidewalk on the north side. Marked bike lanes on both sides.</li> </ul>
--	<b>Buckeye Rd</b>	<p>Currently:</p> <ul style="list-style-type: none"> <li>Sidewalk on both sides. Marked bike lanes on both sides.</li> </ul>
2	<b>Capital City/Glacial Drumlin Trails</b>	<ul style="list-style-type: none"> <li>Key segment to connect two of the most used State Trails in Wisconsin. Completion of the trail to Cottage Grove has been delayed due to complications with this crossing.</li> <li>(Note that there are current efforts between WisDOT, Dane County Parks, and Madison to complete this segment.)</li> </ul> <p><i>Limitations</i></p> <ul style="list-style-type: none"> <li>Regional benefit—ideally cost would be shared regionally.</li> </ul>
--	<b>Femrite Dr</b>	<p>Currently:</p> <ul style="list-style-type: none"> <li>No sidewalks. Marked bike lanes on both sides.</li> </ul>