US 51 Needs Assessment Findings from I-39/90 to McFarland (2004)

Motor Vehicle Needs:

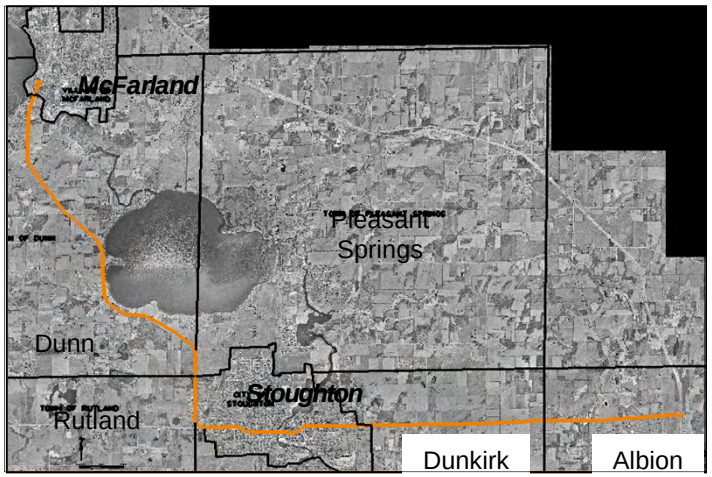
- Improvements to lane markings and signage (US 51/County N, US 51/Exchange St.)
- Safety improvements within Stoughton (2x state crash average, 7x state fatal average)
- Safety improvements at US 51/County B – AB, US 51/County N, US 51/Page St., US 51/Tower Dr.
- Maintaining suitable access to US 51 (LOS on side roads now and in the future)
- Maintaining suitable mobility and reducing congestion between Stoughton and McFarland
- Increased law enforcement to reduce the number of aggressive and impatient drivers

Needs for Other Modes:

- Pedestrian crossing of US 51 at Babcock Park and its overflow parking in McFarland
- More continuity in bike and pedestrian facilities within McFarland and Stoughton
- Improvements to bike and pedestrian access to and across US 51 on the west side of Stoughton
- Provide a suitable bike and pedestrian route between McFarland and Stoughton
- Maintain pedestrian access from Bay View Heights Manufactured Home Community to the east side of US 51
- Promotion of existing transit and TDM programs
- Planning for future park-and-ride sites
- Planning for implementation of the Transport 2020 start-up system and eventual extensions

Planning Needs:

- Continued application of appropriate controls on new development to accommodate transportation needs
- Coordination with local utilities and WSOR railroad as land use within the corridor changes
- Land use planning that complements and works in conjunction with the proposed transportation system (transportation planning and land use planning in parallel)



US 51 Corridor Study - Purpose and Need Summary

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor and to serve present and long-term traffic demand while minimizing disturbance to the environment.

There are several factors that contribute to the need for improvements within the US 51 study corridor. These factors include:

1. Travel Demand. Projected traffic volumes will produce unacceptable congestion at peak travel times at many locations along the route. Projected traffic volumes for the majority of the existing 2-lane US 51 corridor are higher than the 4-lane threshold [above 15,000 average annual daily traffic (AADT)].

2. Safety. Crash rates along the corridor and injury crash rates are above the statewide average for similar types of roadways. Safety concerns related to the lack of pedestrian accommodations have also been identified in urban areas of the project corridor. Safety should be improved to reduce overall crash and injury crash rates.

3. Substandard Roadway Items. Areas with substandard horizontal or vertical curves, poor visibility, and obstructions that are too close to the roadway have been identified. In addition, poor intersection geometries, the lack of turn lanes, and the lack of passing opportunities should be corrected to improve safety.

4. Bicycle and Pedestrian Accommodations. There are noncontinuous, or nonexisting, bicycle and pedestrian accommodations along the US 51 corridor. Provisions for pedestrians and bicycles should be enhanced to improve safety and provide multimodal options and continuity.

5. Corridor Preservation and Long-Term Planning. To maintain mobility through and around the communities along the corridor, transportation strategies for long-term corridor management should be coordinated with land use planning efforts.