

2001 DRAFTING REQUEST

Senate Amendment (SA-SSA1-SB55)

Received: 06/15/2001

Received By: fasttn

Wanted: Soon

Identical to LRB:

For: Senate Democratic Caucus

By/Representing: Keckhaver

This file may be shown to any legislator: NO

Drafter: agary

May Contact:

Addl. Drafters:

Subject: Transportation - highways

Extra Copies: TNF, PJH

Submit via email: NO

Requester's email:

Pre Topic:

SDC:.....Keckhaver - CN2501,

Topic:

Requiring DOT to make road improvements and install traffic signal on USH 51 at Rieder Road in Madison

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/1	agary 06/17/2001	jdye 06/17/2001	pgreensl 06/17/2001	_____	lrb docadmin 06/17/2001		

FE Sent For:

<END>

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/1	agary	1 6/17 jlc	6/17 pg	6/17 jlc			

FE Sent For:

<END>

-RIEDER ROAD TRAFFIC SIGNAL/IMPROVEMENTS

CN 2501

Installation of a traffic signal and adjoining road improvements at the intersection of Rieder Road and Highway 51 (Madison).

This is one alternative under consideration by the DOT to improve this intersection. This alternative would create a deceleration lane and an acceleration lane for southbound Highway 51 and install traffic signals on the northbound side. This would allow left turns from Rieder Road to southbound Highway 51 without requiring southbound Highway 51 traffic to stop.

FB/JFC reference: NEW

Fiscal effect: \$0 (Direct the Department of Transportation to use the Federal Hazard Elimination Safety Funding Allocation Program.)

MEETING NOTICE

TO DISCUSS TRAFFIC ISSUES FOR THE RIEDER RD-USH 51 INTERSECTION AND NEARBY STREETS

MEETING DATE: JUNE 28, 2000

MEETING TIME: 7:00 PM

MEETING LOCATION: SANDBURG SCHOOL, 4114 DONALD DR

Meetings were held in January, 1999 and February, 2000 to discuss travel safety and access for neighborhoods east of USH 51 (Stoughton Road) and north of USH 151 (E. Washington Ave.).

Since Feb. 22, 1999, the median on USH 51 at Rieder Road has been closed to prevent additional serious crashes, primarily between northbound USH 51 vehicles and left turning traffic from Rieder Road.

One purpose of the June 28 meeting is to present information about two alternatives to the current median closure:

1. Rebuilding the southbound lanes of USH 51 at Rieder Road, creating an acceleration lane, and installing traffic signals to allow left turns from Rieder Road without requiring southbound USH 51 traffic to stop.
2. Constructing a street connecting Portage Road and Bartillon Drive/Kinsman Blvd to allow neighborhood access to USH 51 from the existing traffic signal at Kinsman-USH 51. The median closure at Rieder Road would then become permanent.

On subsequent pages, these two alternatives are shown and discussed in further detail.

Another purpose of the June 28 meeting is to obtain neighborhood reaction to each alternative. For those who will not be at the meeting, the "Response to Rieder-USH 51 Traffic Issues" form can be returned by July 14. For those attending the meeting, we ask that you bring the "Response" with you to complete and turn in before the meeting concludes, or send the form in by July 14.

During July and August, staff and officials will review and discuss the "Responses" and recommend one alternative to pursue.

If there are additional questions following the meeting, the following staff can be contacted:

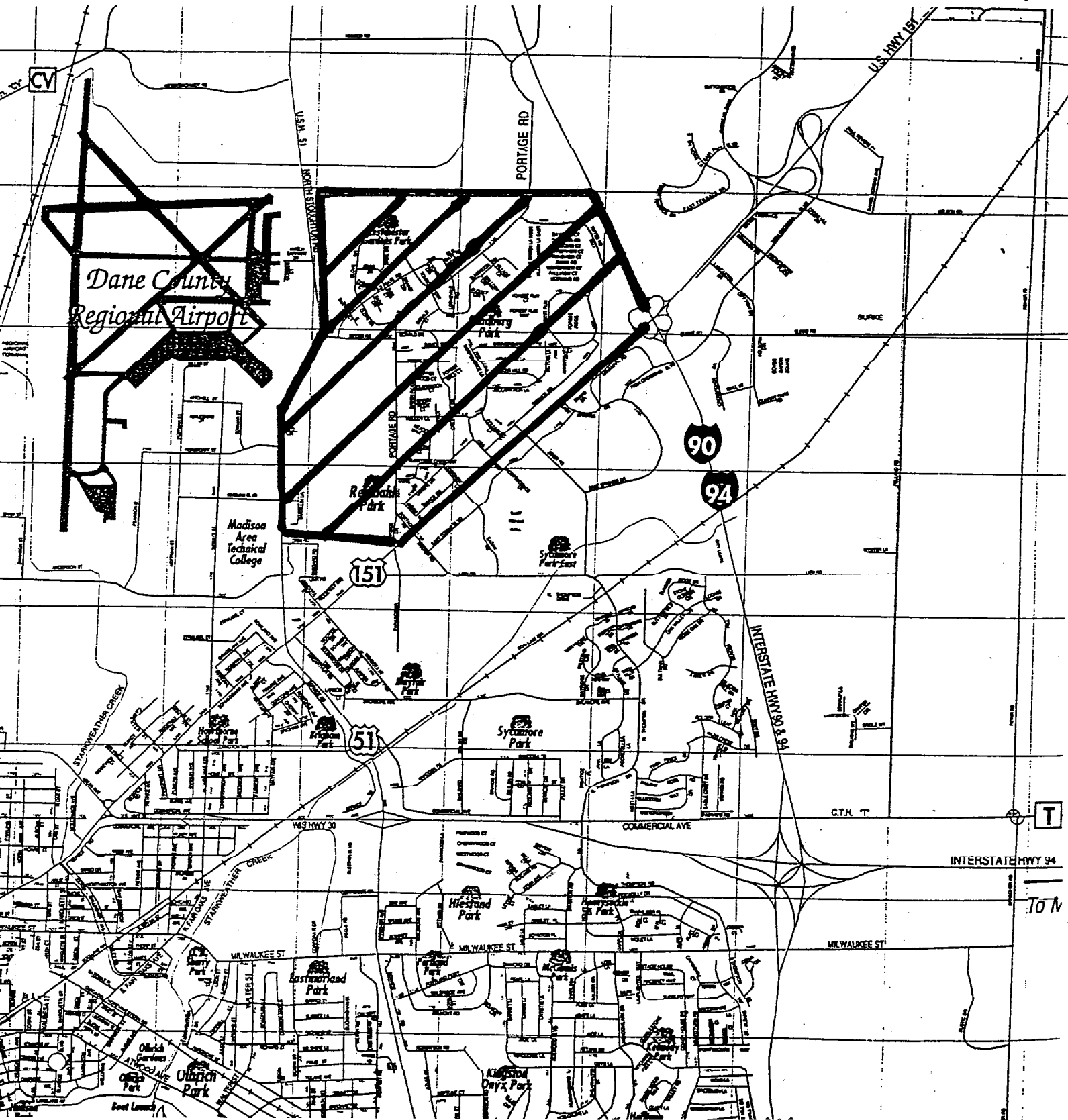
- a. Regarding alternative 1 (reconstructing and signalizing Rieder-51): David Huntley, WiDOT District Traffic Engineer, Phone: 246-3817
- b. Regarding alternative 2 (construct new street between Portage and Bartillon): Mark Winter, City Of Madison Traffic Engineering, Phone: 266-6543

David C. Dryer, P.E.
City Traffic Engineer

Tom Carlsen, P.E.
WiDOT District 1 Director



This notice sent to residents in this area



EFFECTS OF CURRENT MEDIAN CLOSURE

Traffic

1. The two primary routes rerouted motorists use are a) right from Rieder to northbound USH 51, then U-turn at Emilia Earhart to southbound USH 51 and b) southbound on Portage Road, turning right onto E. Washington at Parkside or Portage.
2. The vehicle traffic volume immediately before and after the start of school times at the Portage Road school crossing has not significantly changed. Additionally, the average 24-hour weekday traffic at this location has also remained essentially unchanged.
3. Traffic counts for various locations are listed on the enclosed sheet titled "Rieder-USH 51 Traffic Impacts".

Safety

1. As expected, the number and severity of crashes at the Rieder-USH 51 intersection has been dramatically reduced with the median closure.
2. At the Emilia Earhart median break on USH 51, no crashes have been reported since the Rieder median was closed.
3. At the Portage-Thierer-E. Washington and Parkside-E. Washington intersections, neither the right turns onto E. Washington nor the left turn from E. Washington to Portage Road has resulted in significant numbers of crashes over the past several years. The increased traffic at these intersections that occurred when the Rieder median was closed has not changed this safety pattern.

Convenience

Motorists desiring to travel from the neighborhood to MATC and Northport Drive by using USH 51 must travel several additional blocks to U-turn at Emilia Earhart or travel Portage to E. Washington to USH 51. Motorists desiring to reach E. Washington to connect to downtown destinations have, on average, the same travel distance using Portage to E. Washington as they did using Rieder to USH 51 to E. Washington when the median was open.

Alternative #1: Rebuilding the southbound lanes of USH 51 at Rieder, creating an acceleration lane, and installing traffic signals to allow left turns from Rieder without requiring southbound USH 51 traffic to stop

A map showing the significant plan details is attached. Some of the "benefits" and "concerns" for this option are as follows:

Benefits

1. Motorists from Rieder Road will have easier and more direct access to southbound USH 51
2. Southbound USH 51 traffic will have direct access to Rieder Road
3. Minimal impact on USH 51 southbound traffic
4. Less expensive than alternative 2

Concerns

1. As with any traffic signal, rear end crashes at this intersection will increase
2. Angle crashes will still occur, but the frequency should be reduced
3. The potential for a crash resulting in a fatality will still exist, given the speed of traffic on USH 51. For the ten year span from 1988-1997, 20 people died in traffic crashes at signal controlled intersections in Madison.
4. Unfamiliarity may cause some confusion for motorists since this intersection design with a left-hand acceleration lane is unusual.
5. Non-neighborhood "cut-through" traffic will be at least as prevalent as it was before the median was closed.

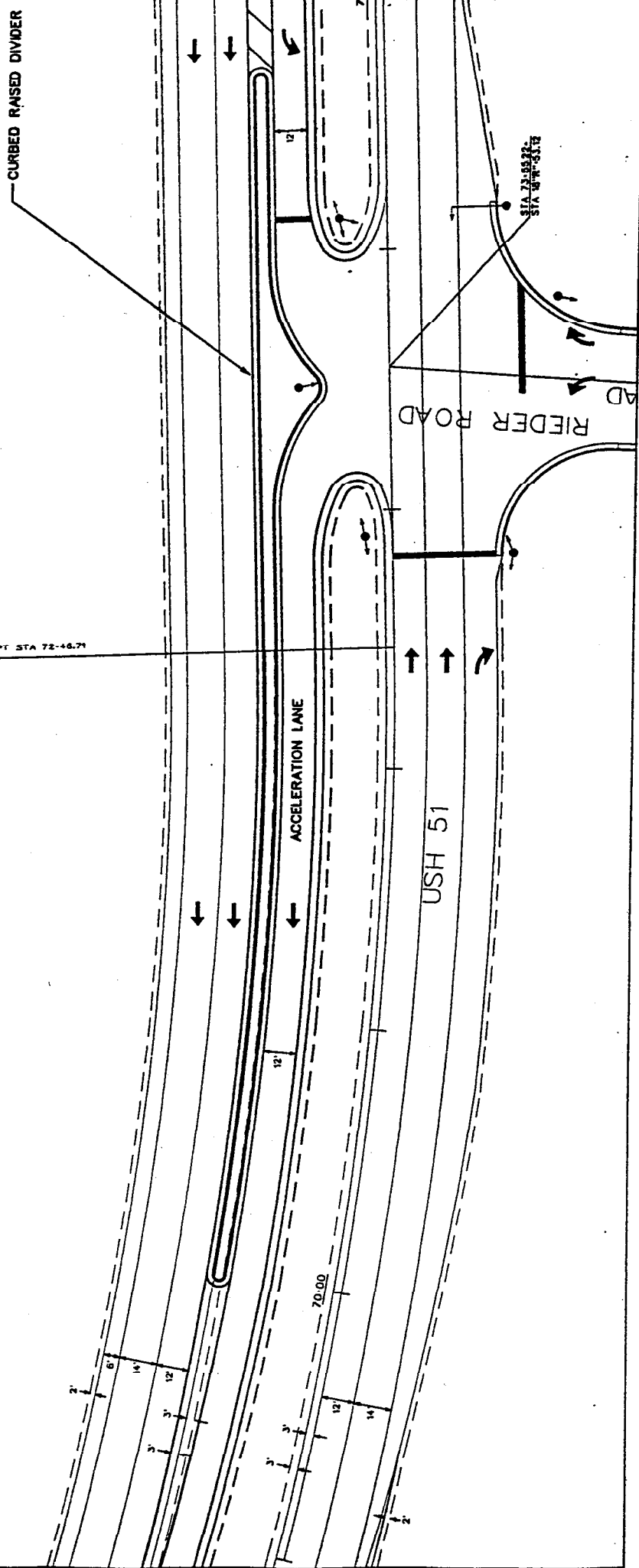
Estimated Cost: \$300,000

Estimated Construction Time Frame: 2001

ALTERNATIVE 1



PT STA 72+46.74



RIEDER ROAD

VIEW STATION

USH 51

ACCELERATION LANE

CURBED RAISED DIVIDER

Alternative #2: Constructing a street connecting Portage Road and Bartillon Drive/Kinsman Blvd to allow neighborhood access to the existing traffic signal at Kinsman-USH 51. The median closure at Rieder Road would become permanent.

A map showing the schematic route is attached. The route for this alternative is just north of Reindahl Park on airport land and partly in the Town of Burke. Other routes with a more direct north-south alignment were explored but the Dane County Airport raised concerns about those routes. Some of the "benefits" and "concerns" for this alternative are as follows:

Benefits

1. Provides a direct, local, low-speed street connection to USH 51, MATC and other destinations on the east and west sides of USH 51 in the Kinsman and Anderson Street areas. This is especially helpful for bicycle traffic and motorists who do not want to travel on a high-speed facility like USH 51.
2. Allows the existing traffic signal at Kinsman-USH 51 to serve more neighborhoods. A new signal at Rieder-USH 51 would not be needed.
3. It is anticipated that the total safety record will be better than if a signal is installed at Rieder-USH 51.
4. If preferred, on-street parking on the Reindahl Park (south) side could be designed to provide convenient parking for the proposed soccer fields, but this is not recommended at this time.

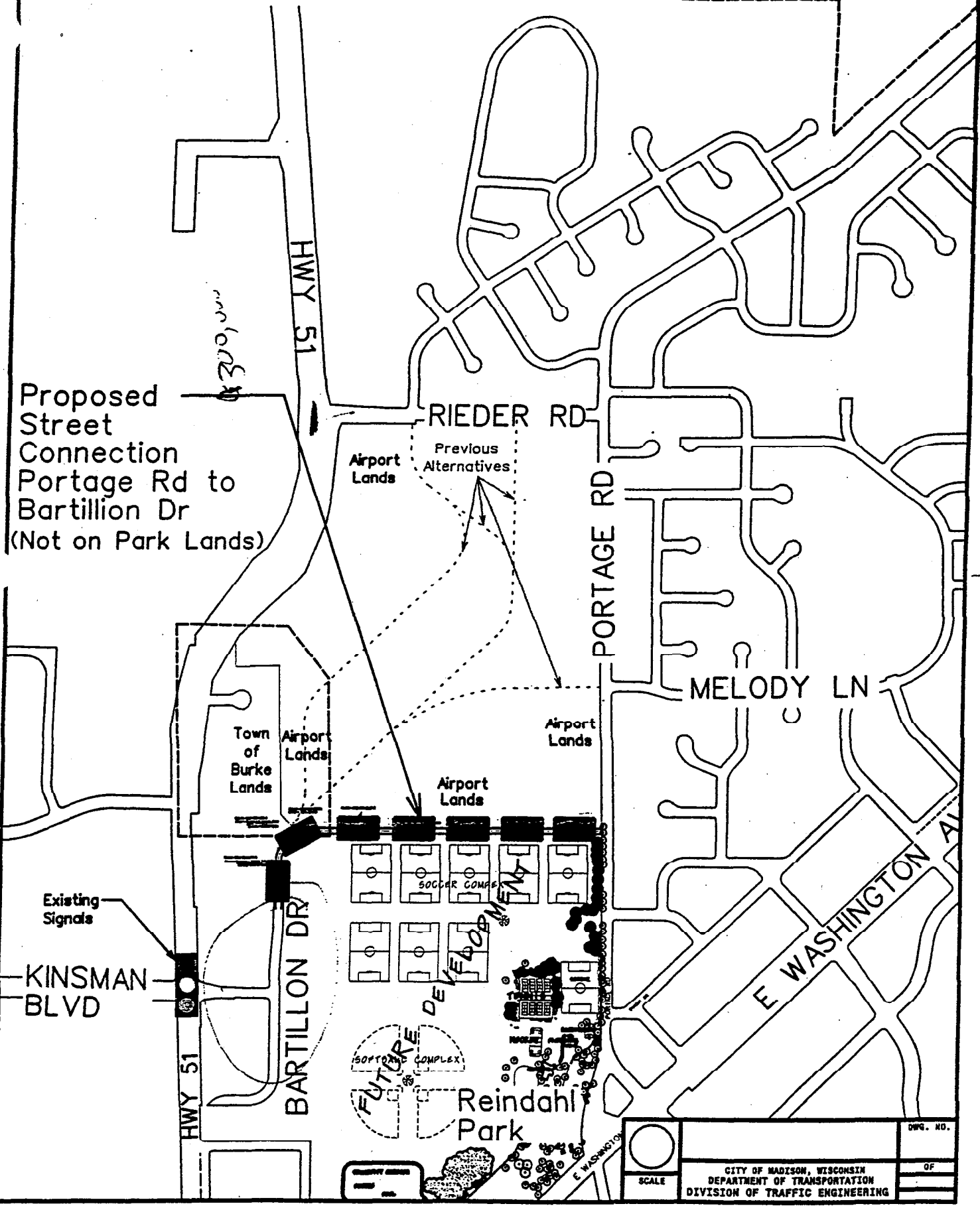
Concerns

1. New routes for neighborhood and non-neighborhood travel (i.e. "cut through" trips) will increase traffic on some streets and reduce traffic on other streets, compared to alternative #1.
2. New "cut through" traffic may use the new street and existing neighborhood streets to reach East Towne or other destinations south of E. Washington Avenue.

Estimated Cost: \$650,000 to 800,000, which includes right-of-way acquisition

Estimated Construction Time Frame: 2001 or beyond

Alternative 2



Proposed Street Connection Portage Rd to Bartillon Dr (Not on Park Lands)

Existing Signals
KINSMAN BLVD

MELODY LN

Reindahl Park

SCALE	CITY OF MADISON, WISCONSIN		DWG. NO.
	DEPARTMENT OF TRANSPORTATION		OF
	DIVISION OF TRAFFIC ENGINEERING		

RIEDER ROAD-USH 51 TRAFFIC IMPACTS (Before/After median closing)

1. Average Weekday Traffic* (peak 30 minutes associated with school starting and ending times) on Portage Road at school crossing (Donald Drive):

	<u>AM</u>	<u>PM</u>	<u>TOTAL</u>
Before	188	160	348
After 1	191	159	350
After 2	176	156	332

2. Traffic shift from Rieder to Portage for southbound travel (Average Weekday Traffic*):

	<u>7-8:30 am</u>	<u>4-5:30 pm</u>
Before, left turns onto 51 from Rieder	384	148

Added right turns onto 151 from Portage and Parkside:

After 1	227	110
After 2	174	94

% of Before left turn traffic from Rieder to Portage added to Portage/Parkside right turn volume:

After 1	59%	74%
After 2	45%	64%

3. U-turns @ Emilia Earhart (Northbound 51 U-turns to go southbound, Average Weekday Traffic*):

7-8:30 am: 84 (22% of Before left turns at Rieder): April, 1999

131 (34% of Before left turns at Rieder): December, 1999

4-5:30 pm: 55 (37% of Before left turns at Rieder)

4. Average Weekday Traffic* on Portage Road immediately south of Rieder Road:

	<u>7-8:30 am</u>	<u>4-5:30 pm</u>
Before	515	729
After 1	669	532
After 2	540	635

5. Average Weekday Traffic* on Portage Road immediately north of Donald Drive:

	<u>24-hour</u>	<u>7-8:30 am</u>	<u>4-5:30 pm</u>
Before	4772	511	542
After 1	4504	573	493
After 2	4684	487	561

6. Average Weekday Traffic* on Portage Road immediately north of Parkside Drive:

	<u>24-hour</u>	<u>7-8:30 am</u>	<u>4-5:30 pm</u>
Before	6423	534	642
After 1	7163	762	859
After 2	N.A.	665	768

7. Average Weekday Traffic* on Portage Road north of Hayes Road:

	<u>24-hour</u>	<u>7-8:30 am</u>	<u>4-5:30 pm</u>
Before	1339	122	185
After 1	1651	163	262
After 2	1731	N.A.	N.A.

- Before counts: Jan. & Feb, 1999
- After 1 counts: April & May, 1999
- After 2 counts: Sept, 1999

NOTE: * Average Weekday Traffic is a value adjusted for the monthly variations in traffic flow.
Compiled by City of Madison Traffic Engineering, Feb. 2000



State of Wisconsin
2001 - 2002 LEGISLATURE

LRBb0819/1

ARG:.....

LD
Loon

SDC:.....Keckhaver – CN2501, Requiring DOT to make road improvements and install traffic signal on USH 51 at Rieder Road in Madison

FOR 2001-03 BUDGET — NOT READY FOR INTRODUCTION

CAUCUS SENATE AMENDMENT

TO SENATE SUBSTITUTE AMENDMENT 1,

TO 2001 SENATE BILL 55

Note

substitute amendment

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

At the locations indicated, amend the ~~bill~~ as follows:

1. Page 1357, line 14: after that line insert:

^e
~~(3g)~~ IMPROVEMENTS TO USH 51 IN ~~CITY~~ OF MADISON. Notwithstanding section
85.07 of the statutes, during the 2001-03 fiscal biennium, the department of
transportation shall expend funds not to exceed \$300,000 from federal funds
available under 23 USC 152 for a highway improvement project on USH 51 at the
intersection of Rieder Road in the city of Madison in Dane County, if the project is
consistent with the requirements of 23 USC 152 and regulations promulgated under
23 USC 152. The project shall include reconstruction of the southbound lanes of USH
51 at Rieder Road to incorporate a divided deceleration and turn lane on USH 51 for

1 southbound traffic turning east onto Rieder Road ✓ from USH 51 ✓ and a divided
2 acceleration lane on USH 51 for traffic traveling west on Rieder Road turning south
3 onto USH 51. The project shall also include installation ✓ of any traffic control signals
4 necessary to allow traffic traveling west on Rieder Road to turn onto southbound
5 USH 51 without requiring southbound traffic on USH 51 to stop.”.

6

(END)

A handwritten note consisting of the text "D-Note" enclosed within a hand-drawn oval.

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRBb0819/1dn

ARG:.....

Jed

date

Please note that this amendment may be challenged as a private or local law. Under article 4, section 18, of the Wisconsin Constitution, legislation that is specific to any person, place, or thing must be enacted as single-subject legislation unless the subject matter relates to a state responsibility of statewide dimension and its enactment will have direct and immediate effect on a specific statewide concern or interest.

This ~~draft~~^{amendment} does not increase or decrease the amount of any appropriation.

This ~~draft~~ requires the department of transportation (DOT) to provide federal hazard elimination program (23 USC 152) funds for the project, not exceeding \$300,000, if the project qualifies for federal funding under the applicable federal statutes and regulations. If the project does not qualify for federal funding, the ~~draft~~ does not provide any funds for the project. A project that qualifies for funding under 23 USC 152 may be federally funded for 90%~~percent~~ of the cost of the project. See 23 USC 152 (d). In accordance with the drafting instructions, this ~~draft~~ requires DOT to use only federal funds for this project. Unless the project is at least 10% locally funded, or funded from other state moneys, the project will not qualify for federal funding under 23 USC 152.

amendment

Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRBb0819/1dn
ARC:jld:pg

June 17, 2001

Please note that this amendment may be challenged as a private or local law. Under article 4, section 18, of the Wisconsin Constitution, legislation that is specific to any person, place, or thing must be enacted as single-subject legislation unless the subject matter relates to a state responsibility of statewide dimension and its enactment will have direct and immediate effect on a specific statewide concern or interest.

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Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

SDC:.....Keckhaver – CN2501, Requiring DOT to make road improvements
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