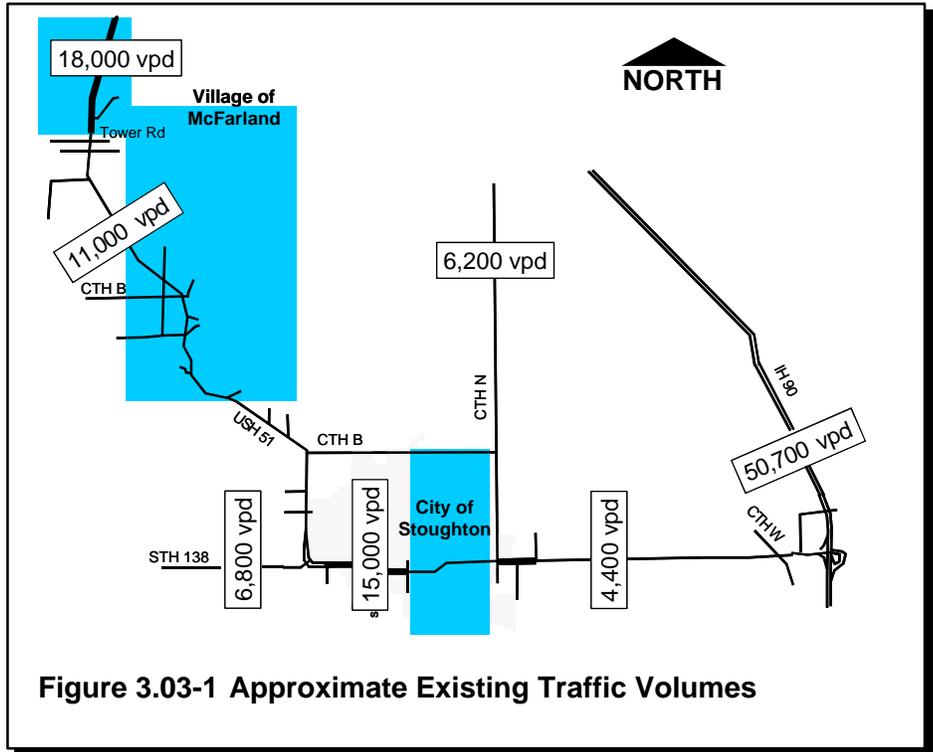


3.03 TRAFFIC TYPES AND VOLUMES

A. Motor Vehicles

Traffic volumes along the study corridor are highest at the north end in McFarland and lowest at the far east end near the IH 39/90 interchange. USH 51 volumes within the Village of McFarland are approximately 18,000 vehicles per day (vpd). Between McFarland and the City of Stoughton, the volumes drop to approximately 11,000 vpd. Within Stoughton, the corridor experiences approximately 15,000 vpd. Between Stoughton and IH 39/90, the volumes drop to approximately 4,400 vpd. Figure 3.03-1 depicts average daily traffic volumes in 2002 on USH 51 and some of the major routes adjacent to the study corridor.



The amount of heavy truck traffic along the corridor is generally low for a United States Highway facility. This is most likely attributable to the proximity of IH 39/90 to the study corridor. Truck traffic is higher during the AM peak hour. During this time, the corridorwide average heavy truck percentage is 2.7 percent with values observed between 1.5 and 5.8 percent at various locations along the corridor. During the PM peak hour, the corridorwide average heavy truck percentage is 1.3 percent with observed values ranging from 1.0 to 3.9 percent.

Agricultural vehicles are present on the study corridor as well. Feedback from farm operators in the area suggests an increase in conflict between agricultural vehicles and other motor vehicles.

Transit ridership is discussed in Section 3.06 of this report.

B. Bicyclists and Pedestrians

The study did not attempt to quantitatively measure existing bicyclist and pedestrian usage of the corridor. Since bicycle and pedestrian facilities between Stoughton and McFarland are nonexistent, current bicycle and pedestrian volumes would have little meaning. On the rural portions of USH 51, these volumes are likely null.

Pedestrian and bicycle demand is a more useful measure of the multimodal volumes that this corridor should serve. The public involvement described in this report provides one source for gauging this demand. Workshop, focus group, and transportation survey participants indicated a desire for improved bicycle and pedestrian facilities. Transportation survey participants were also asked whether they would bike more if bicycle facilities were improved. Over a third indicated they would bike more frequently in Stoughton, over a quarter indicated they would bike more frequently in McFarland, and 15 percent indicated they would bike more frequently between Stoughton and IH 39/90.

	Wisconsin	Dane County	Stoughton	McFarland	Towns	All
Total Population	5363675	426526	12354	6416	14086	32856
# Workers 16+	2690704	242542	6442	3713	8213	18368
# walked	100301	14924	225	63	78	366
% walked	3.7%	6.2%	3.5%	1.7%	0.9%	2.0%
# other	25365	5292	54	0	21	75
% other	0.9%	2.2%	0.8%	0.0%	0.3%	0.4%

Table 3.03-1 Modes of Travel to Work (2000 U.S. Census)

Data from the 2000 U.S. Census shows that in Stoughton alone, 225 individuals walked to work. An additional 54 individuals in Stoughton traveled to work using a means other than driving, carpooling, riding transit, or walking. Some of these commuters may have bicycled to work. Table 3.03-1 summarizes these data for the city of Stoughton, the village of McFarland, and the towns of Albion, Dunkirk, Dunn, Pleasant Springs, and Rutland.

In the 1999 Wisconsin Bicycle and Pedestrian Transportation Survey, 13 percent of respondents reported biking during the last week, and 31 percent reported walking more than a block. Of all the trips made by respondents, 12 percent were made by walking or biking.¹

Commuting bicyclists would be most likely to use the portions of the corridor within Stoughton and between Stoughton and McFarland. Stoughton is approximately seven miles from McFarland.

The multitude of recreational destinations, and their proximity to Madison, suggests that the corridor could potentially serve an important recreational bicycling need. USH 51 is adjacent or near to numerous natural areas (see Figure 3.03-2):

- Yahara River
- Lake Waubesa
- Lower Mud Lake
- Lake Kegonsa
- Lake Kegonsa State Park

¹ From the Bicycle and Pedestrian Transportation Survey (1999), Wisconsin Survey Research Laboratory.

- Lake Kegonsa Federal Wildlife Area
- Lake Kegonsa DNR Wildlife Area
- Island Lake Federal Wildlife Area
- Lower Mud Lake State Fishery
- Fish Camp Launch State Fishery Area
- Babcock County Park
- LaFollette County Park
- Viking County Park
- McFarland and Stoughton parks
- River Trail in Stoughton
- Dyreson Road (Rustic Road)

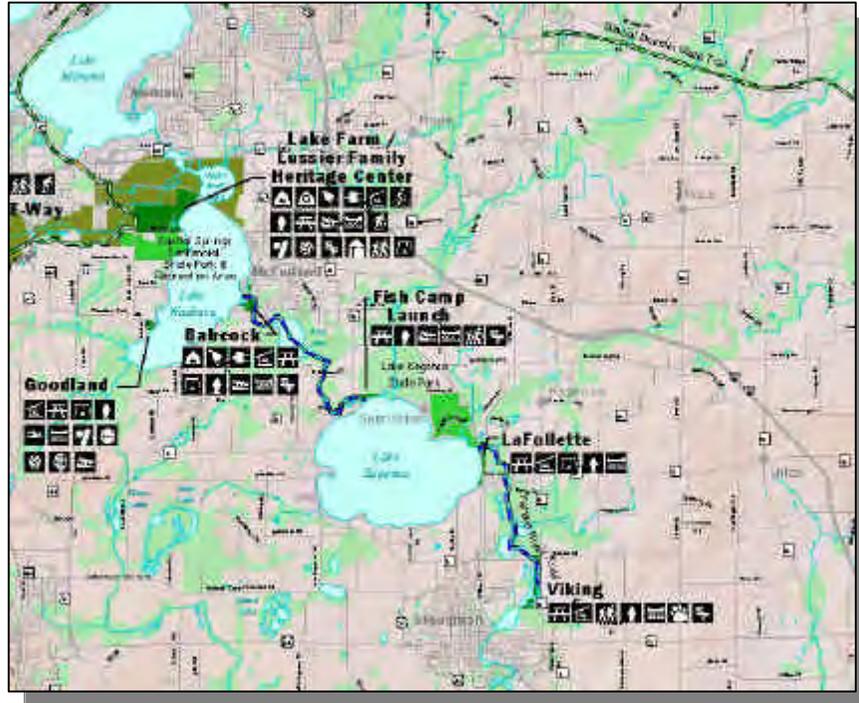


Figure 3.03-2 Dane County Parks Resource Map