

### **3. Transportation**

Roads and highways account for the majority of a transportation system and are probably the most common paths, however, are not the only component. Therefore rail lines, waterways, airways, and trails are all additional opportunities that contribute to the entire transportation system. Taken together, these individual transportation options create a community's transportation system. Thus, it is critical that the transportation element address each of these choices, as applicable to the community.

In addition, it is imperative that the system be as safe as possible. In order to ensure safety and efficiency, the transportation system needs to be efficiently managed and maintained. A community benefits from continual improvements which can include surface improvements, adjustments to interchange signals, signage, and even new routes. Poor maintenance and missed opportunities cost the community in the long run. Therefore, in addition to the necessary budgetary and safety considerations of the system, planning for the location and density of new development will need to be evaluated for potential impacts on the transportation system.

#### **3.1 Existing Road System**

Beaver Center has 63.7 miles of roads in our Township that we maintain. The principal components of the town's transportation circulation system are its highways and local roads. The Town of Beaver road network includes local streets and county highways. The general traffic circulation pattern in the town is as follows:

- ◆ CTH K and P, located through the center of the Township connects Loyal to STH 29. Also CTH K runs east/west connecting Loyal to Unity.
- ◆ Local town roads provide access to abutting lands and to the state and county highway system serving the town.

#### **3.2 Road Functional/Jurisdictional Classification**

For planning and design purposes, the roadways are divided into different classes, such as arterials and collectors, which relate to the function of the roadway. Factors influencing function include traffic circulation patterns, land use, the land access needs, and traffic volumes.

Roadways can be further defined by the entities which have authority over the roadway. These are called jurisdictional classifications. State and federal roads are commonly classified as arterials and county highways as collectors. In addition to arterial and collector roads providing for movement between communities, local roads provide public access to the different parcels of land.

Although a community may not have direct jurisdictional authority over a specific roadway, the development and land use decisions surrounding the roadway impact the roadway users, the community where the roadway is located, and the communities that are linked through the

roadway. Additionally, the local street system decisions regarding local travel directly impact the amount of traffic that is diverted onto state and/or county roads. The growth patterns of the Town of Beaver have stemmed from County Highways K and P.

The functional road classification system for the town is described in Table 3-1. The functional classification of roads is generally the basis of transportation funding related to construction and maintenance.

**Table 3-1 Functional Road Classifications, Town of Beaver, 2003**

Functional Class	Road Name	Miles
Major Collector	County Highway K (north/south)	5.0
Major Collector	County Highway K (east/west)	3.0
Major Collector	County Highway P	1.0
Minor Collector	Capital Road (local road)	4.0
Minor Collector	153 Road (local road)	3.0
Minor Collector	Century Road (local road)	3.0

Source: Clark County Planning, Zoning, and Land Information Department, 2003.  
 \*WisDOT, Wisconsin Information System for Local Roads, 2003.

### 3.3 Additional Modes of Transport

Additional modes of transportation can be described as any form of human transportation other than the automobile. There is a snowmobile trail maintained by local clubs is often available through the eastern portion of the town.

### 3.4 Planned Transportation Improvements

#### Local Improvements

Map 4-1, found within the Utilities and Community Facilities, Element 4, shows several local road improvement projects identified during the planning process. These projects include:

- ◆ Bridge upgrade on Mill Road over the Nelson Creek
- ◆ Bridge upgrade on Kington Road over the Nelson Creek
- ◆ Bridge upgrade on the Rock Creek Road over Rock Creek. Expenses to be shared with Loyal and Eaton Townships.
- ◆ Keep information updated on culverts, gravel, and road signs.
- ◆ Evaluation of all signages: reflect ability and condition of.
- ◆ Improve fire number signages.

- ◆ Maintain Capital Road, 153 Road and Century Road as each are Minor Collectors

### **3.5 Transportation Programs**

Here is a listing of transportation related programs available to the Town of Beaver.

#### **Additional Transportation Program Information**

##### PASER (Pavement Surface Evaluation and Rating) System and Program

Also of particular importance to the town is the Local Road Improvement Program (LRIP). LRIP was established in 1991 to assist local units of government in improving seriously deteriorating highways, roads, and streets under the authority of the local unit of government. LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. Only work on existing highways, roads, and streets under the authority of the local unit of government are eligible – no new construction, alleys, or parking lots. Eligible projects include, but are not limited to, design and feasibility studies, reconstruction, resurfacing, bridge replacement or rehabilitation, and asphalt purchasing. The Wisconsin Department of Transportation can be contacted for further information on the program.

##### Special and Seasonal Weight Limits on Local Highways

Sec. 349.16 of Wisconsin Statutes gives town boards and village boards the authority to impose special and seasonal weight limits on their highways to protect these highways from damage when such highways are most vulnerable to heavy traffic. This section does authorize local authorities to post such highways and in turn give permits to vehicles that may need to travel such highways on a limited basis. Town and village officials can use the seasonal weight limits on their own town and village highways, but also to be reasonable in granting necessary permits under Sec. 349.16 to vehicles that need to travel on these highways.

It is emphasized that there are no exemptions from the weight limits imposed by local authorities for farm vehicles such as manure spreaders or farm tractors. These vehicles are subject to the same weight limits as any other vehicles. There is no exemption from weight limits for farm vehicles because such farm equipment is not licensed. If a town or village is having vehicle operators who are violating posed limits under Sec. 349.16 of Wis. Statutes, town or village officials can talk to the vehicle operators and warn them that continued operation may result in enforcement by the town or village. The Wisconsin State Patrol may be called to assist in enforcing these weight limits. While the State Patrol will not patrol town or village roads, State Troopers have in the past been cooperative in warning and even issuing citations for violations of local weight limits. Town and village officers should be familiar with Sec. 349.16 of Wis. Statutes to protect the investment in local highways (roads).

### **3.6 Transportation Goals and Objectives**

*Goal: Develop and support a transportation system which, through its location, capacity, and design, will effectively serve the existing land use development pattern and meet anticipated transportation demand generated by existing and planned land uses.*

#### **Objectives**

1. Reduce accident exposure by improving roadways.
2. Direct future residential, commercial and industrial development to roadways capable of accommodating resulting traffic.
3. Maintain and/or expand current service agreements and consider alternative possibilities for providing local road maintenance.
4. Minimize the disturbance of environmental features, productive agricultural land and natural areas for the purpose of accommodating the location of transportation facilities.
5. Maintain existing access controls (ingress/egress) along all town roadways (i.e. driveway/culvert permits).
6. Increase the use of the PASER evaluation rating system for road maintenance and project budgeting purposes.
7. Pursue safety, funding and roadway design solutions to accommodate motorized and non-motorized traffic on the local roadway system.
  8. Require safe access designs onto state and county highways.
  9. Establish local traffic control (i.e. speed and weight limit standards) on local roads.
  10. Establish and administer minimum construction standards for local roads.
  11. Establish and administer maintenance standards for local roads.
  12. Hire qualified personnel.
13. Increase public awareness regarding slower forms of rural transportation (i.e. horse and buggy, bike, pedestrian and farm equipment).
14. Improve coordination of other services (i.e. telephone, cable TV, natural gas) within local road right-of-way.
15. Improve communications with the Clark County Highway Department and the Wisconsin Department of Transportation in an effort to resolve road concerns/issues.

### **3.7 Transportation Policies and Recommendation**

#### **Policies**

1. Development proposals shall address the impacts to transportation systems including: traffic flow, road conditions and maintenance, emergency vehicle access, and, safe ingress and egress.
2. The existing road network and public facilities/services shall be utilized to accommodate new development to the maximum extent possible.
3. Developers shall be required to bear an equitable share of the costs for improvements and extensions to the transportation network.
4. Area Development Plans shall be required as part of the submittal of any residential development plans (i.e. subdivisions). This will allow the town to assess the future connection and traffic flow impacts on surrounding properties.
5. Any transportation related issues that involve the use of horses or vehicles on town roadways should involve outreach to local vehicle users prior to any policy or ordinance development.
6. The PASER (Pavement Surface Evaluation and Rating) system for road maintenance and project budgeting shall be the primary tool used to forecast local road improvement projects.
7. When reconstructing, resurfacing or reconditioning existing town roads, consult the respective standards that must be met: a) towns subject to standards in TRANS 204, b) new town roads in Sec. 86.26 of Wis. Stats. c) counties subject to standards in TRANS 205.
8. Town intersection improvement projects should take visibility limitations into consideration when appropriate.
9. Proper ditch location, culvert sizing, grading practices and shape shall be pursued to ensure runoff is adequately given an outlet.
10. Transportation related issues which have effects on neighboring jurisdictions shall be jointly discussed and evaluated with that jurisdiction and the Wisconsin Department of Transportation if necessary.
11. The construction and modification of driveways shall be regulated to ensure adequate emergency vehicle access, to maintain safe travel on town roads, to maintain safe entrance onto town roads and to prevent damage to town roads caused by drainage impacts.

## **Recommendations**

1. Implement the planned transportation improvements identified in Section 3.7.
2. Convert the town's existing "culvert policy" to an actual ordinance which includes dimensional standards.
3. Adopt town road specification standards for road construction and paving.
4. Review and update if needed the town's existing "Operation of Snowmobiles Upon the Roadway" ordinance.