

CHAPTER 3 Transportation Element

66.1001(2)(c) Wis. Stat.:

Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Section 3.1 Transportation Facility Inventory

A. Roads & Highways

Functional classification is the process by which highways are grouped into classes according to the character of service they are intended to provide, ranging from a high degree of travel mobility to land access functions. Roads and highways in the County transportation networks are officially classified under the rural functional classification system using the Functional Classification Criteria, last updated by the State of Wisconsin Department of Transportation (WisDOT) in April 2013. The criteria used in determining rural functional classification includes population service, land use service, spacing, and average daily traffic (ADT). Rural roads and highways are classified into the following functional types: Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector, Rural Minor Collector, and Rural Local Road. Routes are classified through mapping that is ultimately adopted by the Portage County Highway Committee.

As of 2016, roads within the Village of Nelsonville fall within one of two functional types: Rural Major Collector or Rural Local. The local road system consists of a total of 5 miles of public roadway within the Village. State Highway (STH) 161 makes up .5 miles; County Roads (Cty Rd) Q and SS account for 2.8 miles; and Village streets account for 1.7 miles. WisDOT conducts Annual Average Daily Traffic (AADT) counts, which is a short-term count (usually 48 hours) and is collected over a three year cycle. The most current AADT count data available for the Village of Nelsonville is from 2011. See Map 3.1 for details of all traffic count data.

1. Rural Major Collectors

Rural Major Collectors provide for intra-area traffic movements. Roadways classified as Rural Major Collectors in the Village of Nelsonville include STH 161, which runs parallel to the northern boundary of the Village, and Cty Rd Q, which runs north to south through the Village. According to the Department of Transportation, the annual average daily traffic volume (AADT) in 2011 for Cty Rd Q just south of the STH 161 intersection was 1000 vehicles per day, a decrease of 500 vehicles from 2002.

2. Rural Local Roads

The remaining roadways in the Village are classified as local roads. Their primary function is land access. Local roads also provide inter-township and intra-township travel over short distances.

B. Sidewalks

Only a few streets in the Village have existing sidewalks. The Village generally evaluates the need for repair of existing sidewalks and the construction of new sidewalks on an as-needed basis. When curbs or sidewalks within five feet of a legal crosswalk are installed or repaired, curb ramping should be provided as called for by Wisconsin State Statutes (ss. 66.0909).

The 2014 Portage County Countywide Bicycle and Pedestrian Plan provides recommendations to support pedestrian travel within the Village and to increase safety and improve access. One of the recommendations of the Plan is to incorporate sidewalks into upcoming street projects where sidewalks are not currently located along major streets (collectors) within the Village. The Plan also established general sidewalk location criteria as provided in Table 3.1 below. All new streets within the Village are recommended to have sidewalks as supported by the sidewalk location criteria. It is further recommended within the Bicycle and Pedestrian Plan that the Village update their Subdivision Ordinance to include the requirement of sidewalks when new streets are constructed.

Table 3.1: WisDOT Guidelines for Sidewalk Placement

Land-Use / Dwelling Unit / Functional Classification	New Urban & Suburban Streets	Existing Urban & Suburban Streets
Commercial & Industrial (All Streets)	Both Sides	Both sides. Every effort should be made to add sidewalks where they do not exist and to complete missing links
Residential (Arterials)	Both Sides	Both Sides
Residential (Collectors)	Both Sides	Multifamily: Both sides Single family: Prefer both sides, require at least one side
Residential (Local Road) More than 4 units/acre	Both sides	Prefer both sides; Require at least one side
Residential (Local Road) 1 – 4 units/acre	Prefer both sides; At least one side required	One side preferred, at least 4 feet
Residential (Local Road) Fewer than 1 unit/acre	One side preferred; Shoulder on both sides	At least 4 feet shoulder on both sides required

Source: Portage County Countywide Bicycle and Pedestrian Plan, 2014

C. Transit

The Portage County Aging & Disability Resource Center (ADRC) offers a variety of transportation services for seniors (aged 60+) and adults with disabilities. The ADRC Nutrition Program serves noon lunches Monday through Friday at the Lincoln Center and Monday, Wednesday, Friday at the Jensen Center in Amherst. Bus rides are provided to these meal sites, and for daily activities or appointments at the Adult Day Center and Lincoln Center in Stevens Point, as well as weekly grocery shopping. Rides may also be provided to medical appointments and essential personal business appointments via the Volunteer Driver Escort Program or taxi escort service. Persons requiring transportation services must call to make a reservation and are picked up and dropped off at their home. While there is no set fee for bus and volunteer escort rides, passengers are asked to make a donation. There is a set fee for taxi rides.

Map 3.1: Village of Nelsonville Functional Classification

D. Air service

The three main airports that serve the Village are: the Central Wisconsin Airport, the Waupaca Municipal Airport, and the Stevens Point Municipal Airport.

The Central Wisconsin Airport (CWA) is located 34 miles northwest of Nelsonville in Mosinee. This facility is owned and operated via joint agreements between Marathon and Portage Counties. The Wisconsin State Airport System Plan 2030 classifies CWA as a Commercial Service Airport, which by definition supports regularly scheduled year-round commercial airline service, and supports the full range of general aviation activity to domestic and international destinations. Three airlines (Delta, United, and American Airlines) offer regular daily commuter and passenger service to Minneapolis, Detroit and Chicago, providing connections anywhere in the world. Air cargo service is also available with overnight delivery.

CWA has two large concrete runways (complete with taxi ways) capable of handling most planes. The main runway is 7,648 feet long by 150 feet wide. The secondary runway is 6,501 feet long and 150 feet wide. In 2014, the airport averaged 42 aircraft operations per day and was home to 25 home-based aircraft including two jets, 19 single-engine and four multi-engine propeller airplanes. There are a limited number of hangers present which are leased. CWA ranks fifth out of Wisconsin's eight Commercial Service airports for total number of enplanements (passenger boarding's). Data collected for 2014 revealed 125,395 passenger boarding's at CWA during the course of the year.

The Waupaca Municipal Airport (PCZ) is located 16 miles east of Nelsonville on USH 10. The airport is owned and operated by the City of Waupaca. The Wisconsin State Airport System Plan 2030 has classified the airport as a Medium General Aviation airfield, which supports most single and multi-engine general aviation aircraft, including those aircraft commonly used by businesses. These airports support regional and in-state air transportation needs. Although there is no passenger service available, the airport provides facilities for flight training, aircraft repair, and 24 hour self-serve fuel farm.

PCZ has two runways. The main runway is 5,200 feet long by 100 feet wide. The secondary runway is 3,899 feet long and 75 feet wide. In 2013, the airport averaged 55 aircraft operations per day and was home to 40 home-based aircraft including, three jets, 29 single-engine planes, two multi-engine planes, two helicopters, and four ultralight aircraft.

The Stevens Point Municipal Airport (STE) is located 14 miles west of Nelsonville on State Highway 66 in Stevens Point. The airport is owned and operated by the City of Stevens Point. The Wisconsin State Airport System Plan 2030 has classified the airport as a Large General Aviation airfield, which supports all general aviation aircraft that include daily operations of all types of business jets. These airports generally serve as domestic transportation centers and may support international business activity. Although there is no passenger service available, the airport plays a critical role in fostering business growth and economic development in the region by providing facilities for agricultural spraying, emergency medical flights, law enforcement, and pilot training.

STE has two runways. The primary runway is 6,028 feet long and 120 feet wide. The secondary runway is 3,635 feet long and 75 feet wide. In 2014, the airport averaged 53 aircraft operations per day and was home to 41 home-based aircraft including one jet, 36 single-engine airplanes, two multi-engine airplanes, and two ultralight aircraft.

Section 3.2 Inventory/Analysis of Applicable Transportation Plans and Programs

A. Portage County Highway Department Five-Year Improvement Plan 2014-2018

These projects are tentatively proposed as part of the County Highway Department's 5-year Capital Improvement and Maintenance Plan, but are subject to change depending on funding availability and other factors including weather and staffing:

2017 - Mill and resurface Cty Rd SS starting at Cty Rd Q and continuing southwest of the Village limits to STH 161.

2018 – Reconstruct Cty Rd SS from High Street to Cty Rd T.

B. Portage County Countywide Bicycle and Pedestrian Plan

In 2014, Portage County adopted the Countywide Bicycle and Pedestrian Plan. The Plan identifies bicycle and pedestrian facility recommendations for the Towns, Villages, and City of Stevens Point. The intended result is a single, unified network of safe and useful bicycle and pedestrian facilities that serves the transportation and recreational needs of all County residents and visitors. While not required, the Countywide Bicycle and Pedestrian Plan recommendations may be used to direct Village resources in planning for future bicycle and pedestrian projects within the Village.

A series of rural area bikeways are identified and recommended for implementation within the Plan. A bikeway is any facility that is open for the use of bicyclists. In rural areas, this includes facilities in any of the outlying Villages as well as in unincorporated Towns. The rural area bikeway network is designed to connect the Villages, provide connections into and out of the urban area (including the City of Stevens Point, the Villages of Plover, Whiting, and Park Ridge, and portions of adjacent towns), connect to County Parks and other recreational areas, and provide connections into neighboring counties.

The network in the rural area is primarily comprised of the following facility types:

- **Paved Shoulders:** Paved shoulders ranging in width from three feet to five feet, or wider, provide space for bicyclists on rural roads. The width of the paved shoulder should be based on traffic volumes, site lines, and anticipated bicycle use.
- **Bike Routes/Shared Roadways:** Lower volume roadways where potential motor vehicle conflicts are at a minimum, especially where motorists are passing in opposing directions with a bicyclist in the same section of the roadway. Generally, where motor vehicle counts are less than 750, conflicts are significantly reduced, although there are other factors that need to be considered.
- **Paths (or trails):** Separated from streets and roads. They are often built in rural areas where railroads are abandoned or rail-banked, along rivers, in parks, and occasionally along roadways.

Table 3.2 shows the bikeway recommendations for the Village of Nelsonville, which is to designate bike routes along portions of Cty Rd Q and Cty Rd SS. Bike routes are further classified as being signed or mapped. Signed bike routes provide distance and directional information as a wayfinding aid for bicyclists. Signed routes may be established on streets, paths,

or any combination of facility types that offer a continuous bicycling environment. A mapped bike route is only designated as a bike route on maps – there are no signs placed along the route to designate the route. Mapped bike routes indicate to users the roads that are better for bicycling on and for connecting to specific destinations.

Table 3.2: Village of Nelsonville Bikeways

Street	Bike Facility	From	To	Miles
County Road Q	Bike Route	State Highway 161	Welton Dr	1.09
County Road SS	Bike Route	Pavelski Rd	County Road Q	0.32

Source: Portage County Countywide Bicycle and Pedestrian Plan, 2014

For a complete list of bicycle and pedestrian facility recommendations for the Village, please refer to the Portage County Countywide Bicycle and Pedestrian Plan. The official Plan is available at the Portage County Planning and Zoning Department Office, located at 1462 Strongs Avenue, Stevens Point, and is also available on the Department’s website.

Section 3.3 Transportation Issues Identified by Plan Commission

- A. New road construction within the Village should meet current Portage County standards/specifications.
- B. There should be acceleration lanes put in at the future Cty Rd Q and State Highway 161 intersection for slow moving farm vehicles.
- C. Most streets in the Village have little traffic thereby not requiring sidewalks.
- D. Recommend the placement of a bike lane on major roads such as State Highway 161 from Cty Rd Q to Rolling Hills Road.
- E. No concerns identified regarding truck traffic in the Village.
- F. Concerns for pedestrian safety due to speeding traffic along Cty Rd Q.

Section 3.4 Conclusions

- A. No major transportation problems exist within the Village.
- B. The current transportation system meets the needs of the Village.

Section 3.5 Transportation Goals, Objectives and Policies

- A. Goals:
 - 1. To provide a transportation system capable of delivering goods and services to and from the community while providing for efficient movement of residential traffic.
- B. Objectives
 - 1. Maintain existing Village roads.
 - 2. New roads constructed in the Village should be dedicated to the Village and should meet current Portage County construction standards and specifications.
 - 3. Encourage bicycle and pedestrian transportation options.

4. Pursue safe ingress and egress for Nelsonville residents.
5. Promote safe pedestrian crossings at the intersections of Cty Rd Q and First Street, and Cty Rd Q and Third Street.

C. Policies

1. Pursue opportunities with Portage County for construction of a bike lane on high traffic roads in the Village and connections with countywide bike trails.