

CHAPTER 3 Transportation Element

66.1001(2)(c) *Wisconsin Statutes*:

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 Introduction

Movement of people, goods, and services within and through the Town is an integral part of everyday life for the citizens of Lanark. Decisions made regarding transportation can have a direct impact on the community's growth and quality of life. These decisions should be made to include choices that will most efficiently serve the community as a whole, maximize investment in transportation infrastructure, as well as minimize conflicts between modes of transportation as well as jurisdictions.

This chapter will assess the current inventory of transportation options, list goals, objectives, and policies that guide future development of various modes of transportation in the Town of Lanark, and compare local transportation goals to existing county, regional, and state transportation plans.

Section 3.2 Transportation Facility Inventory (local/region/state)

A. Roads and 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 Town's transportation network 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 criterion used in determining rural functional classification includes population service, land use service, spacing, and average daily traffic (ADT). Routes are classified through mapping that is ultimately adopted by the Portage County Highway Committee.

As of 2018, the local road system for the Town of Lanark consisted of approximately 76.2 miles of public roadway. US Highway (USH) 10 accounted for 1.53 miles of 4-lane roadway through Lanark, State Highway (STH) 54 accounted for 6.28 miles of 2-lane roadway, County Roads (Cty Rds) accounted for 33.94 miles, and Town roads accounted for 34.45 miles.

WisDOT conducts traffic counts for some roadways within the Town. These counts, reported as the Annual Average Daily Traffic (AADT), represent an estimate of the number of vehicles traveling along a given point on a highway on an average day in the year. The AADT is a short-term count (usually 48 hours) and is collected over a three year cycle. The most current

AADT count data is from 2011 and 2017, although 2017 data is only available for select locations (Map 3.1).

1. Rural Principal Arterials: Provide interstate and inter-regional traffic mobility. USH 10, located in the far northeast corner of Lanark, is considered a rural principal arterial roadway. The 2017 AADT count for USH 10 just east of the Village of Amherst is 14,700.
2. Rural Minor Arterials: Provide for intra-regional and inter-area traffic movements. STH 54 is considered a rural minor arterial roadway. AADT data from 2017 for STH 54 shows the number of vehicles increasing from 3,100 in the western portion of the Town to 3,400 vehicles in the eastern portion. These numbers account for traffic traveling in both directions.
3. Rural Major Collectors: Provide intra-area traffic mobility and land access within localized areas. Rural major collectors are also feeders to the arterial system. Cty Rd A is considered a rural major collector. AADT data for 2017 is not available for this roadway. Data from 2011 shows 920 vehicles per day south of STH 54, and 520 vehicles north of STH 54.
4. Rural Minor Collectors: Provide for intra-area travel and mobility within a localized area but with more emphasis on land access. Cty Rds D, DD, Q, and GG are considered rural minor collectors. The 2017 AADT data is not available for these roadways. AADT data available from 2011 shows 210 vehicles per day on Cty Rd DD north of Cty Rd T, while the AADT for Cty Rd D south of STH 54 is 450 vehicles.
5. Rural Local Roads: The remaining roadways are classified as rural local roads, even though some are County Roads that are maintained by Portage County. Their primary function is land access.

B. Transit and Transportation Facilities for the Disabled, Elderly, and Veterans

The Portage County Aging & Disability Resource Center (ADRC) provides transportation services for seniors and adults with disabilities to the Lanark area through a busing and volunteer escort service. Bus rides are provided to meal sites, grocery shopping, senior center services, essential personal business, and adult day care. Buses will bring residents to the Lincoln Center in Stevens Point or to the Jensen Center in Amherst on specific days during the week. Volunteer drivers may also be requested for those persons going to medical appointments or those otherwise not able to use the busing service. Persons requiring such services must call to make a reservation and are picked up and dropped off at their home. There is no set fee for these services, however, passengers are asked to make a donation. The Disabled American Veterans (DAV) provides free transportation to all veterans who need help getting to and from scheduled VA medical appointments.

C. Bicycle/Walking Routes and Trails

The Ice Age National Scenic Trail is an all-season recreational trail, running throughout the entire state of Wisconsin. The entire trail, while not yet complete, is about 1,200 miles long. More than 600 miles are official Ice Age Trail segments marked with yellow-blazes, and more than 500 miles are unmarked connecting routes that link the blazed segments. The trail, some of which passes through private lands, is for non-motorized traffic only and is well-known for hiking, backpacking and snowshoeing. Many segments of the trail also support cross-country skiing.

Map 3.1 Transportation Networks and Functional Class

Map 3.2 Trails, Trails, Trails!

The Ice Age Trail occasionally coincides with state bike trails, where biking is allowed on these sections only. The designated bike route of the Ice Age Trail that passes through Lanark is located along Cty Rd GG at the southwest boundary of the Town. In addition, there are a number of other routes suggested by the Portage County chapter of the Ice Age Trail Alliance. (Map 3.2).

There are approximately 14 miles of snowmobile trails in the Town of Lanark, which are maintained by local snowmobile clubs.

D. Railroads

There is no passenger rail service within the Town of Lanark. There is, however, freight rail service parallel to USH 10, primarily for the movement of goods. The nearest stop/spur is located to the north, in the Village of Amherst.

E. Air Transportation

The two main airports that serve the Town of Lanark are the Central Wisconsin Airport, and the Stevens Point Municipal Airport.

The Central Wisconsin Airport (CWA) is located approximately 35 miles north of Lanark on State Highway 153 in Mosinee. The 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 a full range of general aviation activity to domestic and international destinations. Three airlines (Delta, United, and American) offer regular commuter and passenger service to Minneapolis, Detroit and Chicago, with connections anywhere in the world. Air cargo service is also available.

The Stevens Point Municipal Airport (STE) is located approximately 20 miles northwest of Lanark, at the intersection of I-39 and STH 66 in Stevens Point. The facility is owned and operated by the City of Stevens Point. The Wisconsin State Airport System Plan 2030 classifies 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.

F. Trucking

Semi traffic in the Town generally consists of through traffic on USH 10 and STH 54, along with normal delivery services for area businesses. There are no designated truck routes, however, the Portage County Highway Department and the Town post weight limits on county and local roads in spring to mitigate potential damage to the road surface from use of the roads during the thawing of the frost layer in the soil.

In 2014, several changes were made to Wisconsin law directing the way agricultural vehicles and equipment can operate on State, County, and Town roads. The most significant change was a 15% increase in the maximum weight limits for these vehicles, otherwise known as Implements of Husbandry (IoH) and Agricultural Commercial Motor Vehicles (Ag CMV's). IoH and Ag CMV's are limited to 23,000 pounds per axle or 92,000 pounds gross vehicle weight, depending

on the number of axles and axle spacing, but are still subject to seasonal or special postings. Certain types of IoH, called Category B IoH (i.e. tillage, planting, and cultivation equipment), are exempt from meeting the per axle limits. The Town is authorized to issue a no-fee permit to allow an operator to exceed the statutory limits.

Section 3.3 Inventory and Analysis of Applicable Transportation Plans and Programs

A. Six-Year Highway Improvement Program (2018-2023)

The Highway Improvement Program covers the state highway system which is administered and maintained by WisDOT. There are no State or County roads in the Town of Lanark that are slated for repair or maintenance as part of the WisDOT Highway Improvement Plan 2018-2023.

B. Portage County Highway Department Seven-Year Reconstruction, Reconditioning and Resurfacing Plan (2017-2023)

The Portage County Highway Department is scheduled to mill and resurface Cty Rd TT, from STH 54 going north to Cty Rd K, in 2022 as part of its seven-year Reconstruction, Reconditioning and Resurfacing Plan. This project may be subject to change depending on funding availability and other factors including weather and staffing.

C. Town of Lanark Road Improvement Plan (2019-2021)

The Town of Lanark maintains a three-year Road Improvement Plan, which identifies Town roads for construction improvements and routine maintenance. The Town inspects its roads annually in the spring and updates their Plan accordingly. The following projects are proposed as part of the Town's Road Improvement Plan 2019-2021:

- 2019 – Chipseal Townline Rd, Badger Dr (east and west), Edminster Rd, and Riley Rd from Madley Rd to Cty Rd Q
- 2020 – Crackfill and chipseal Oakdale Dr from Cty Rd TT to Cty Rd D, and finish Clinton Rd resurfacing project
- 2021 – Chipseal Lanark Ln, Rolling Meadow Dr, Boelter Lake Dr, and remaining portion of Circle Dr; Wedge Boelter Lake Ln and Boelter Lake Ct

D. Wisconsin State Airport System Plan 2030

The Wisconsin Airport System Plan 2030, adopted on February 19, 2015, is the statewide long-range airport transportation plan. The plan provides an inventory and evaluation of the 98 public use airports in the Wisconsin airport system, as well as an implementation plan to meet the state's aviation needs through 2030. The classifications for Central Wisconsin Airport (Commercial Service) and Stevens Point Municipal Airport (Large General Aviation), which represent the role and level of service at each airport, are not projected to change through 2030.

E. Wisconsin Rail Plan 2030

The Wisconsin Rail Plan 2030, adopted on March 19, 2014, is the statewide long-range rail transportation plan. The Plan focuses on the role of freight rail, intercity passenger and commuter rail in the States multi-modal transportation network, and identifies priorities and strategies that

will serve as a basis for Wisconsin rail investments over 20 years. Town officials should remain aware of this Plan, as there is a rail corridor that parallels USH 10 within the Town.

F. State, Regional and Local Bicycle and Trail Plans

1. Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Bicycle Transportation Plan 2020 is intended to help both communities and individuals in developing bicycle-friendly facilities throughout the state.

2. 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.

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. Table 3.1 shows the bikeway recommendations for the Town of Lanark according to the Countywide Bicycle and Pedestrian Plan. Town officials may use these recommendations in planning for future bicycle and pedestrian projects within the Town of Lanark.

Table 3.1: Town of Lanark Recommended Bikeways

| Street | Bike Facility | From | To | Miles |
|---------------|---------------|---------------------|-----------------|-------|
| County Road A | Bike Route | County Road D | County Road GG | 2.53 |
| County Road A | Bike Route | Town of Amherst | County Road GG | 3.2 |
| County Road A | Bike Shoulder | Town of Amherst | County Road D | 1.3 |
| County Road D | Bike Route | Town of Buena Vista | County Road A | 2.53 |
| County Road D | Bike Route | County Road A | Town of Belmont | 6.86 |
| County Road Q | Bike Route | Damrau Rd | County Road A | 3.21 |

Source: Portage County Countywide Bicycle and Pedestrian Plan

Section 3.4 Transportation Related Programs

The Town of Lanark uses the PASER (Pavement Surface Evaluation and Rating) road condition rating system to assess the physical condition of local roads. The PASER system can help prioritize road maintenance, calculate project costs, evaluate consequences of alternative budgets and project selection strategies. The Wisconsin Information System for Local Roads (WISLR) is used to certify local road mileage and submit pavement ratings.

Section 3.5 Transportation Issues

A. Highways

- How can road maintenance and improvements be addressed?
- How can the Town be involved in decisions at the local, county and state level regarding future road locations and connections?
- How can the Town acquire funding for road projects?
- How can the quality of new roads be consistent throughout the town?
- Speed control for Town/County roads an issue.
- How can surface water quality be protected from negative impacts from roads and road projects?
- How can the town reduce the amount of litter along local roads?

B. Transit

- How can public transit be developed to serve the public?

C. Transportation facilities for disabled

- How can the town create transportation services for disabled residents?

D. Bicycles

- How can safe road crossings be developed for bikers, trail users, snowmobilers, etc.?
- How can safe routes be provided to access Hartman Creek State Park & Tomorrow River Trails?

E. Walking

- How should the town promote pedestrian activity?

F. Railroads

- How can safety standards be maintained at rail crossings?

G. Trucking

How can road damage from trucks be minimized?

- Road damage from trucks involved in home construction.
- Hauling of liquid manure while weight limits are on.
- Storage of (semi) trucks illegally on agricultural lands.

H. Water transportation

- How can river access be better identified and, rated for size of boat?
- How can boat landing at Spring Lake be maintained to a safe and usable condition?

I. Snowmobiles/ATV

- How can snowmobiles be made to stay on designated trails, away from residences, and avoid conflict with landowners?

- How can non-farm related ATV's be kept off roadways?

Section 3.6 Transportation Goals, Objectives and Policies

Goal 1: Support and maintain a safe and efficient road system.

Objective 1.1: Drainage needs to be carefully considered on any road project to avoid direct contamination of surface waters.

Objective 1.2: Plans, such as a Transportation Improvement Plan, should be developed for road improvements and maintenance.

Policy 1: The Town should be involved in the decision making of the town future road locations and connections.

Policy 2: New roads need to be built to Town Road Ordinance standards.

Policy 3: The Town must actively seek grants for road building.

Policy 4: Weight limits should be set specific to the design structure of each Town road.

Objective 1.3: Keep the roadside cleanup program active in the Town.

Policy 1: County roads within the Town and all 6 miles of Hwy 54 are enrolled in the Adopt-a-highway program by the Town of Lanark.

Objective 1.4: Periodically assess speed limits along Town roads.

Policy 1: Work with County to enforce speed limits.

Policy 2: Encourage more enforcement by county to keep ATV's off roads.

Policy 3: Signage for speed limits in residential areas should be installed.

Objective 1.5: Road signs comply with Manual on Uniform Traffic Control Devices (MUTCD).

Policy 1: Periodically assess and replace road signs as needed. Road signs may be needed to warn motorists of child care areas and school bus stops in the Town.

Goal 2: Priority is given to maintaining and enhancing existing infrastructure before adding new.

Objective 2.1: Utilize and update existing transportation related plans.

Policy 1: Trucking firms wanting to locate in the Town should be located on Hwys 10 and 54.

Policy 2: Access to gravel operations should not be located on town roads.

Policy 3: Consider the recommendations in the Portage County Countywide Bicycle and Pedestrian Plan when making decisions about maintenance and improvements to Town roads.

Goal 3: Support viable public transportation options.

Objective 3.1: Encourage transit development sites at neighboring communities such as Amherst or Waupaca.

Objective 3.2: Support programs offered by the Commission on Aging, such as providing meals on wheels pick up, and medical transport for the elderly and disabled.

Objective 3.3: Transportation options are available for persons with disabilities.

Policy 1: Support transportation opportunities for the disabled (sheltered workshop of Stevens Point transportation program).

Goal 4: Encourage a range of transportation options.

Objective 4.1: Avoid conflicts between recreational motorized transportation and residents.

Policy 1: Work with residents to keep ATV's off snowmobile trails.

Policy 2: Work with local chapters to keep snowmobile routes away from residences and farm houses, and off Spring Creek Road.

Objective 4.2: Identify put-in/take-out points along rivers and streams to avoid interference with land owners.

Policy 1: Signage for a scenic canoe route should be encouraged.

Objective 4.3: Hike/bike trails should accentuate scenic points in the community.

Policy 1: Coordinate/promote Ice Age Trail use with the assistance of the local Ice Age Trail Chapter.

Objective 4.4: Underpass tunnels or marked crossing should be available for snowmobiles, bicycles, and Ice Age Trail users when road construction is planned.

Objective 4.5: Consider construction of bike lanes along or on town roads designated as bike routes.

Policy 1: Coordinate or partner whenever possible with Portage County and other agencies or organizations to improve bike and pedestrian facilities within the Town.

Objective 4.6: Bicycle routes could be designated for access to Hartman Creek State Park and the Tomorrow River State Trail.

Objective 4.7: Consider establishing hike/cross-country ski trails on Town land at the Town garage.