

## **CHAPTER 3: Transportation**

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**

Current road classifications for the Village of Park Ridge transportation network are officially designated by the Department of Transportation. The existing functional class system (Map 3.1) categorizes streets and highways according to their two primary purposes: 1) to move vehicles (traffic mobility), and 2) to serve adjacent land (land access). “Arterials” accommodate the movement of vehicles, while “local streets” provide a land access function (neighborhood streets that lead to homes, etc.). “Collectors” serve both local and through traffic by providing a connection between arterials and local roads. The functional classifications below coincide with the Functional Classification of Highways, Roads and Streets in Portage County Wisconsin document prepared in 1989 by the Portage County Planning and Zoning Department with the help of the Portage County Highway Jurisdictional Transfer Study Committee.

As of 2002, the local road system consists of a total of 4.83 miles of public roadway within the Village. U.S. Highway 10 occupies 0.3 miles and Village streets account for the remaining public right-of-way.

##### *1. Principal Arterials*

The only principal arterial in the Village is U.S. Highway 10, locally named Park Ridge Drive. According to the Wisconsin Department of Transportation, the average daily traffic volume (ADT) reported in 2002 for U.S. Highway 10 was 19,700 vehicles within the Village of Park Ridge. Traffic mobility is the major function of this road although land access is important for the businesses and residences along U.S. Highway 10.

##### *2. Minor Arterials*

Green Avenue is considered a minor arterial in the Village.

### 3. Minor Collectors

Portions of Greenbriar Avenue and Hillcrest Drive within the Village of Park Ridge are considered collector roadways (Refer to Map 3.1).

### 4. Local Streets

The remaining roads are classified as local streets. Their primary function is land access.

## B. Pedestrian & Bicycle Facilities

The Green Circle Trail is a collection of 14 continuous segments that wind through forests, river and lake shores, other natural areas, and parts of the Stevens Point urban area to make up a unique trail that is over 30 miles in length. The completion of this trail was made possible through a cooperative effort of private, public and business interests that include donated easements on 25 private parcels of land. The trail is for non-motorized traffic only; however, some sections of the bike route are included on existing roadways. Portions of the Green Circle Trail travel through the Village of Park Ridge. (Map 3.1)

The only sidewalks in the Village are located on the north and south sides of Highway 10 (Park Ridge Drive) and on the east side of Sunset Avenue north of Highway 10.

## C. Transit

Although the Village of Park Ridge does not subsidize City of Stevens Point transit, at this time, the City provides public transportation to the Village through two services; fixed route transportation, and Point Plus, a specialized door-to-door service for Americans with Disabilities Act (ADA) qualified riders. Point Transit provides service to the communities of Stevens Point, Whiting, and Park Ridge, and is operated by a staff of eleven Bus Operators (six full time and five part time), an Operations Supervisor, and a Transit Manager.

### City of Stevens Point Transit Route



Source: City of Stevens Point Transit - The Red & Black dotted line represents a portion of the map that has been removed to make it fit your screen. There are no transit stops in the removed section.

Map 3.1- Urban Functional Classification Map

Fixed Route Service consists of four, handicap accessible buses which travel five different routes throughout the Stevens Point area. Each bus travels a designated route and returns to the downtown transfer hub located at CenterPoint MarketPlace, where passengers can transfer to a different route. The routes have been planned to provide opportunities for individuals to commute to all parts of the service area.

Point Plus is a door-to-door service available to individuals who qualify under the Americans with Disabilities Act (ADA) guidelines. Passengers are picked up at their home and are transported wherever they need to go within the city, whether it be work, shopping, appointments, or to simply visit a friend. Point Plus service requires reservations 24 hours in advance to guarantee a ride.

#### D. Rail

There are no rail lines running through the Village of Park Ridge.

#### E. Trucking

Semi-trailer truck traffic in the Village generally consists of through-traffic on State Highway 10. Truck traffic on remaining Village streets is prohibited.

#### F. Air Transportation Facilities

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

The Central Wisconsin Airport is located 26 miles north of Park Ridge in Mosinee and is a full service, all weather airport offering around-the-clock service. Four airlines offer regular commuter and passenger service with connections anywhere in the world. Air cargo service is also available. These airlines offer overnight delivery and connections throughout the world.

The Stevens Point Municipal Airport is located in Stevens Point on State Highway 66 and has two runways, one of which is 6,000 feet long. There are 37 private hangers at the airport. No passenger or freight service is available. Jet fuel and repair services are available for private aircraft. The Stevens Point Municipal Airport has recently received a grant (of \$1.5 million) from the Department of Transportation Bureau of Aeronautics to upgrade navigation equipment.

### **Section 3.2 Inventory/Analysis of Applicable Transportation Plans & Programs**

#### A. Stevens Point Urban Area Transportation Plan

The purpose of the Stevens Point Urban Area Transportation Plan (currently in progress) is to identify portions of the roadway network within the Urban Area that are likely to need upgrading over the next 20 years. Preliminary computer traffic modeling associated with the project has estimated ADT levels in 2020 for major roadways in the Urban Area.

#### B. Bicycle / Pedestrian Plan

The 1997 Plover and Stevens Point Bicycle / Pedestrian Plan outlines recommendations to improve pedestrian and bicycle facilities in the Urban Area. The plan recommends that sidewalks be placed on both sides of the street in commercial areas, along arterial roadways, and

within a five block radius of any school. Bicycle facility improvements such as “Bike Lanes”, “Paved Shoulders”, and “Route Signs” were also identified for specific roadways throughout the Urban Area to improve mobility and connectivity. Improvements identified within the Village of Park Ridge include:

1. Bike lanes along Green Avenue, on the north side of Highway 10
2. Route Signs along Ridgewood Drive to connect to Iverson Park

### **Section 3.3 Transportation Issues Identified by the Plan Commission**

1. When the Village withdrew subsidies from the City of Stevens Point transit program, due to the lack of use, not because of service, the Village acknowledged that they would be responsive to accommodate any transit needs that the residents requested. They also recognized that if the need arises in the future, participation in the transit system would be re-evaluated.
2. The Village plans to maintain the right-of-way on Ferndale Drive between Sunset Avenue and Pinecrest Avenue, if it is determined to be necessary. Maintaining the right-of-way leaves the ability to move the road, if the stoplight at Park Ridge Drive is changed.

### **Section 3.4 Transportation Goals/Objectives/Policies**

#### **A. Goal**

1. Participate in developing an area-wide transportation planning and funding approach that maximizes efficiency and minimizes conflicts between modes, as well as jurisdictions.

#### **B. Objectives**

1. Participate in the development of an urban-area transportation planning and funding approach.
2. Participate in the development of a viable public transportation network that encourages Portage County Urban Area residents to reduce automobile trips.
3. Encourage and accommodate human-powered transportation options.
4. Decisions regarding transportation should be consistent with other elements of the Comprehensive Plan.
5. Transportation options are available for persons with disabilities.

#### **C. Policies**

1. Maintain right-of-way along Ferndale Ave. between Sunset Ave. and Pinecrest Ave.
2. Maintain the current road system.
3. Encourage proper signage for existing bike/ped routes.