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TRANSPORTATION ELEMENT

Introduction

A diversified, well-balanced transportation system is a major factor in the growth of a community. The transportation system exists to move people, goods and services both through and within the community. Planning for the extension of the various modes of transportation is one of the most important aspects of planning for City expansion.



Entrance to Evansville from the North along USH 14

Evansville's transportation system consists of local streets, state highways, railroad corridors and a network of sidewalks. USH 14 is the principal arterial connecting the City to the greater region and areas beyond.

This chapter examines the transportation network, including a summary of existing transportation plans, studies, and assessments, as well as a series of recommendations to address future transportation needs and desires.

Wisconsin's Smart Growth Law includes 14 goals for local comprehensive planning. Evansville believes that those goals listed below specifically relate to planning for transportation:

- Encouragement of neighborhood designs that support a range of transportation choices.
- Encouragement of coordination and cooperation among nearby units of government.
- Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit dependent and disabled citizens.

Transportation Vision

In 2025, Evansville provides a well-connected system of local streets and highways that provide for the safe and efficient mobility of people and goods. Residents take advantage of organized transit choices and infrastructure that connect Evansville with Madison, Janesville and areas beyond. Trails and sidewalks are an integral part of the transportation network - providing connections between neighborhoods, neighboring communities, schools, parks, and the greater region.

Inventory of Existing Transportation Facilities

This section profiles the different transportation choices available in Evansville. Generally speaking, transportation facilities in Evansville provide a mix of choices for residents depending on their destination. Opportunities for safe pedestrian travel are abundant given sidewalks through most areas of the City. Presently, residents rely on their personal automobiles to meet most of their transportation needs. Other modes of transit, including light rail, are not available in Evansville, but the desire for organized transit and methods to promote these choices are discussed later in this chapter.

PEDESTRIAN FACILITIES

Pedestrian movements and facilities are often overlooked in many plans, yet an essential part of most trips require walking. It is generally accepted that sidewalks perform an important safety function in populated areas. Sidewalks separate pedestrians from motor vehicle traffic and provide a safe surface for walking, non-motorized cycles, and play. Sidewalks are especially important since the majority of students within the City limits walk to school.

Modern planning approaches recommend:

- Walkable neighborhoods to promote social interaction, community safety and physical fitness.
- Ideally, walkable neighborhoods should be within a quarter mile, or a five- to ten-minute walk, of a destination point (e.g., school, shopping, park, church, etc.).

Generally, there are two classifications of walkers: people who walk for recreation/exercise and people who walk for transportation purposes. People who walk as their primary transportation choice are usually without alternatives (e.g., seniors and youth who cannot drive). Most people walk when it is convenient. Generally, walking is considered to be a convenient choice when destinations are within 10-15 minutes (1/2 mile or less). Given the layout, more particularly the central location of major facilities like schools, shopping, churches, parks, the library and post office, walking is a convenient option for many in Evansville.

Evansville provides many amenities to make walking a safe option for residents of all ages. The City requires sidewalk installation in new residential developments and is seeking to complete missing sidewalk connections between developments. The City's *Land Division Ordinance* requires the installation of sidewalks on both sides of collector and arterial streets and on at least one side of local streets. These regulations have been complied with in the most recent subdivisions. However, there are some areas of the City that do not have sidewalks.

Furthermore, not everyone in Evansville thinks the current provisions of the Municipal Code requiring sidewalks in new subdivisions are sufficient. In the community survey, 44% of respondents indicated they want to keep the current policy, which requires developers of new subdivisions to pay for sidewalks on both sides of collector streets but only on one side of non-collector streets, and requires property owners in existing subdivisions to pay for the same. 50% of respondents indicated they would prefer sidewalks on both sides of all streets, but they differed on who should pay this cost. 35% indicated they want developers and property owners to pay for sidewalks on both sides of all streets. 15% indicated they want city tax dollars to be used to pay for sidewalks on both sides of all streets.

CYCLING OPPORTUNITIES

Bicycle usage falls into two categories - utility and recreational. For recreational biking, Evansville is a part of Rock County's Bikeway System and the Wisconsin Bikeway that runs from Kenosha to La Crosse. Utility biking or biking as a form of transportation is most common for children.

- **Local Trails**

Presently, there are no trail routes through the City. This situation presents some challenges to cyclists. Cyclists either have to share the sidewalks with pedestrians or share the roadways with vehicles. Sidewalk width is not adequate in all areas to simultaneously accommodate the needs of pedestrians and cyclists. Similarly, it is not advisable for cyclists to share the roadways with motor vehicles, particularly along the highway corridors that traverse the City given high traffic volumes and speeds.

Local trails are needed to complement the sidewalk system and provide additional choices for pedestrians, cyclists and outdoor enthusiasts. Ideally, trails would traverse the City to link together residential areas, parks and recreation facilities, schools, and the downtown. Potential trail routes are illustrated on the *Transportation Network Map*.

To address this issue, the City of Evansville developed a *Trailways Plan*. This plan seeks to provide a combination of trails, sidewalks, and bicycle routes to:

- Connect school facilities to City parks;
- Link City parks to shopping areas; and
- Create a ring trail around the current perimeter of the City.

The location of these planned trails is illustrated on the *Transportation Network Map* as well as the *Future Land Use Maps* of this Plan.

There is the potential to establish additional trails - particularly in newer areas of Evansville that have greenspace dedicated for stormwater management. Through the subdivision review process, Evansville has worked with developers to locate these areas adjacent to one another. Over the long-term the vision is to create a network of greenways through Evansville. While the primary purpose of these corridors is to control stormwater, secondary opportunities include their use as wildlife corridors and as a potential greenway trail network.

As the Ice Age Trail is completed (see below), Evansville should consider opportunities to provide local trail connections to it. An interlinked network of trails would provide residents opportunities for a wider array of trail-oriented recreational pursuits, such as hiking and biking, as well as safe and convenient access to major local activity centers.

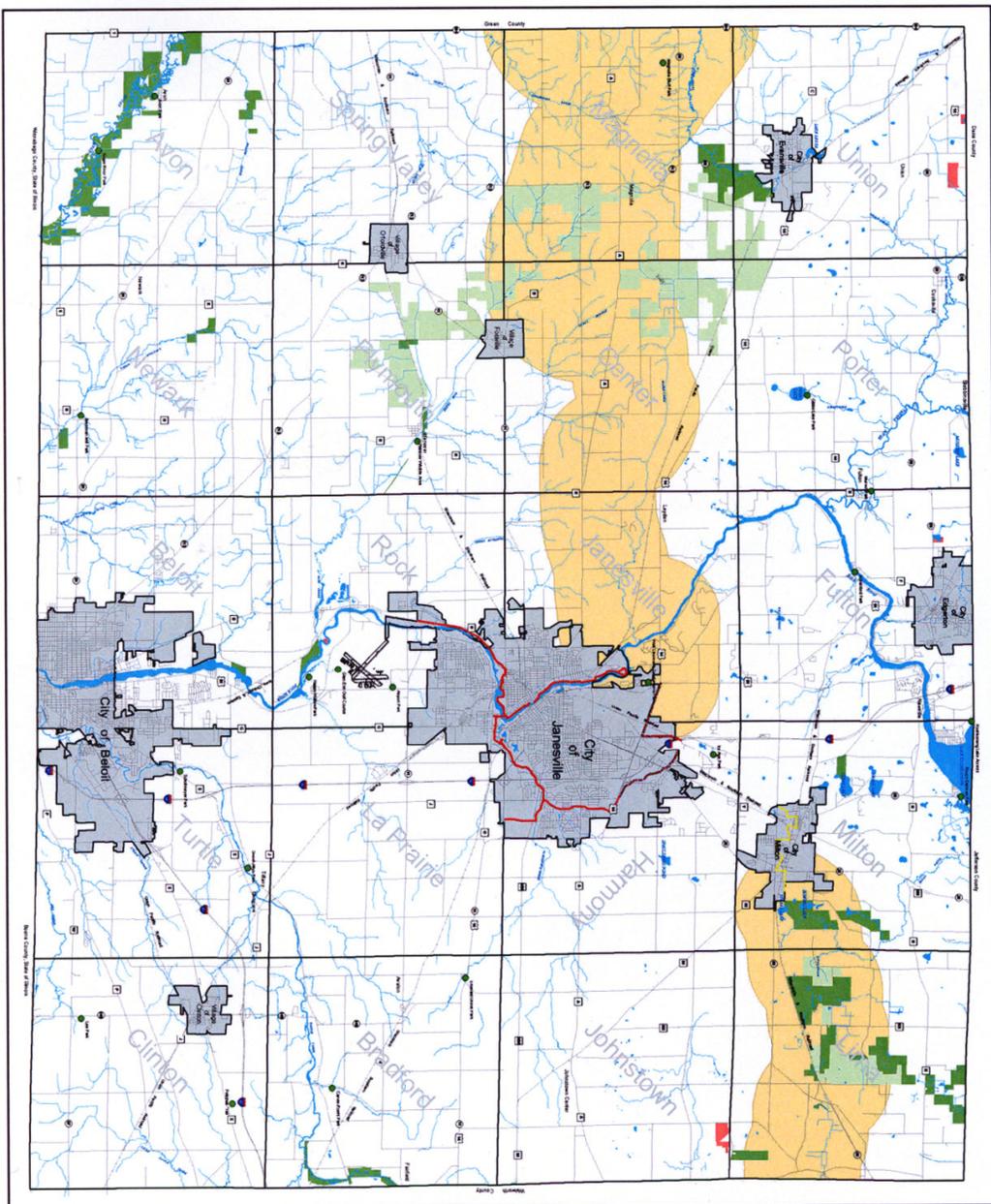
- **Ice Age National Scenic Trail**

The 1,000-mile Ice Age National Scenic Trail passes through Rock County. Currently portions of the trail are completed in Janesville. An east-west corridor is being considered that would pass south of Evansville through the Town of Magnolia and the Town of Center into Janesville. Beyond Janesville, the proposed trail would extend in a northeasterly direction toward Milton and on to Walworth County.

The completed trail will be a valuable recreational and tourist amenity within close proximity to Evansville.

Rock County Ice Age Trail Corridor Plan

Part of the Parks, Outdoor Recreation, and Open Space Plan.
 Sub-Element of the Agricultural, Natural, and Cultural Resources Element of the Rock County Comprehensive Development Plan.



Rock County Comprehensive
 Development Plan
 2002

- Proposed Ice Age Trail Segment
- Existing Ice Age Trail
- City of Milton Ice Age Trail
- County Park/Recreation Area
- Proposed Ice Age Trail Study/Corridor
- Public Land - DNR Lands
- Public Land - DNR Leased Land 2002
- Public Land - Federal Land

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HNTB

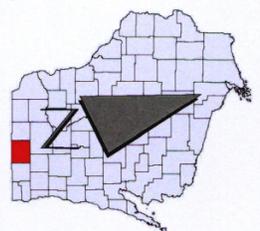
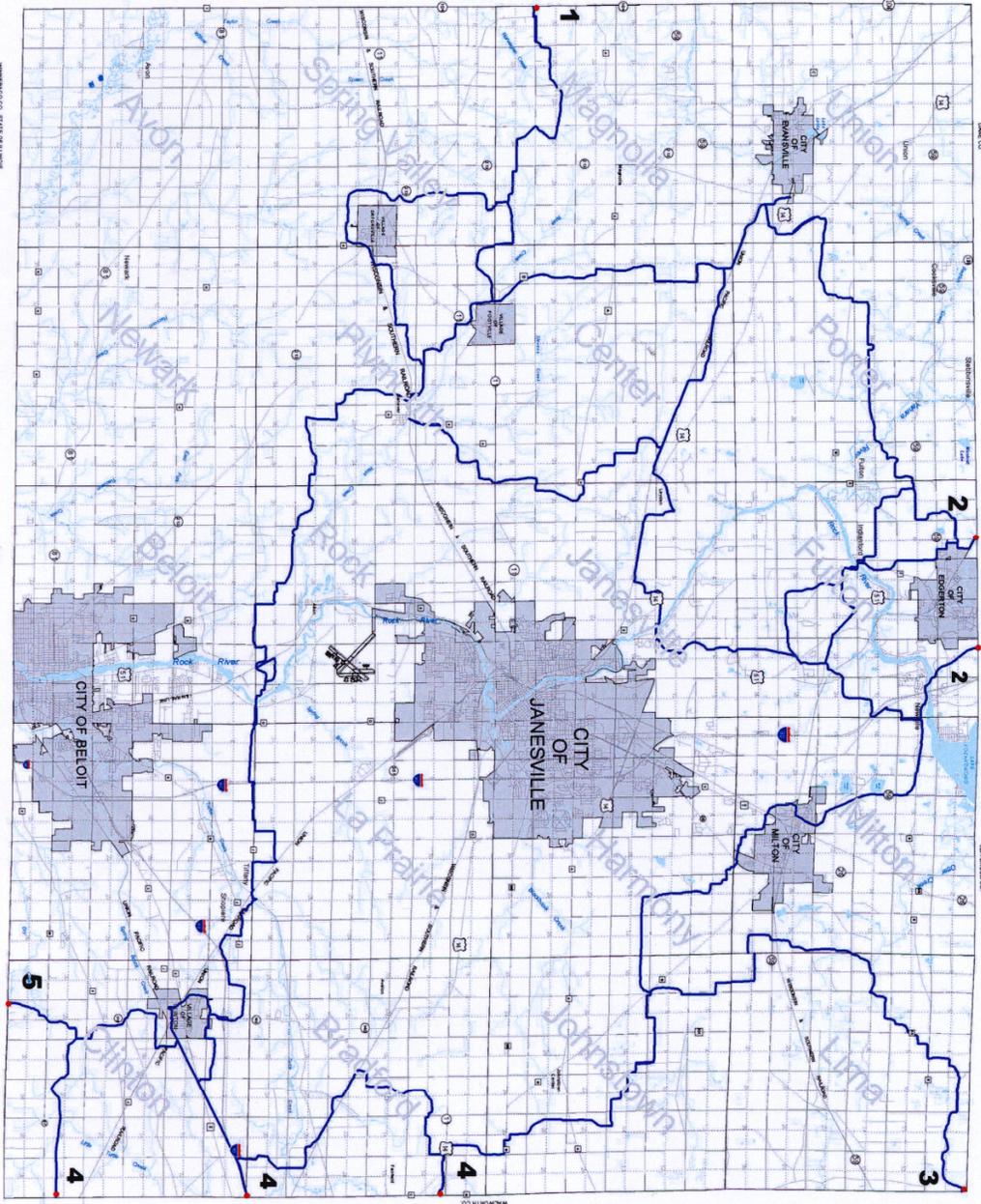
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Rock County Geographic Information System (GIS) Information System, 2002

Snowmobile Trail Plan

Part of the Parks, Outdoor Recreation, and Open Space Plan.
 Sub-Element of the Agricultural, Natural and Cultural Resources Element of the Rock County Comprehensive Development Plan



Rock County Comprehensive
 Development Plan
 November 2012

Rock County Snowmobile Trails

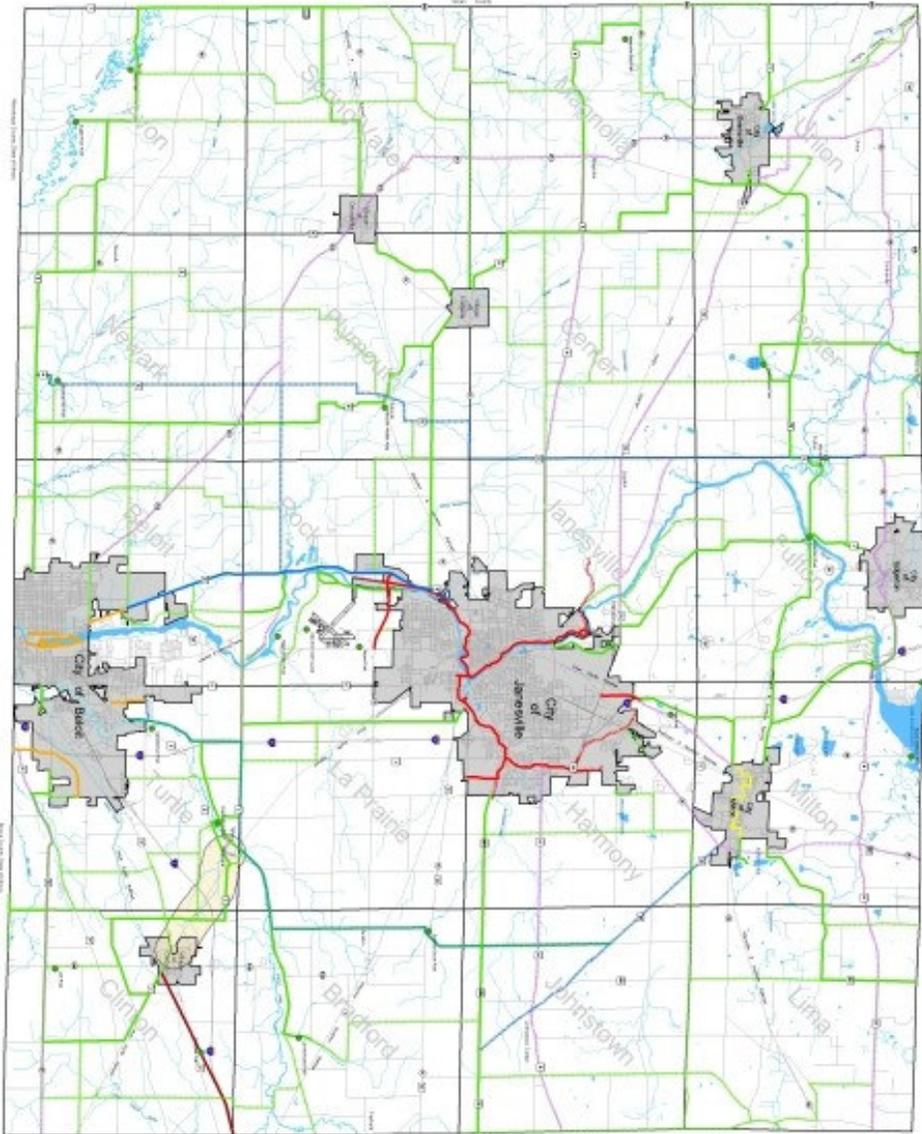
- Trail Connections**
- 1 - Sugar River State Trail
 - 2 - Dane County Trail
 - 3 - Walworth County Whitewater Trail
 - 4 - Walworth County Trail
 - 5 - State of Illinois Gateway Trail



Rock County Geographic Information System GIS
 Rock County Planning, Economic and Community Development Agency

Rock County Bicycle and Pedestrian Routes and Trails Plan

Sub Element of the Transportation Element of the Rock County Comprehensive Development Plan
 Part of the State, Outdoor Recreation, and Open Space Plan
 Sub Element of the Agricultural, Natural, and Cultural Resource Element of the Rock County Comprehensive Development Plan



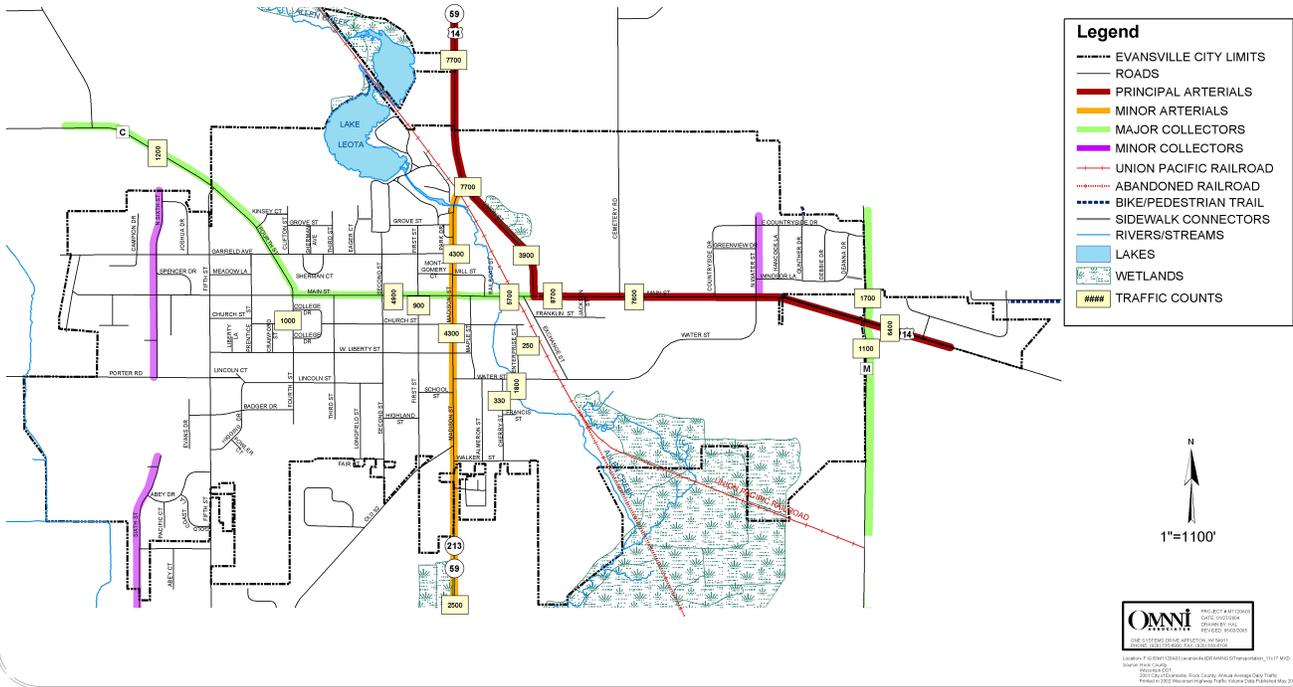
Rock County Comprehensive Development Plan
 Adopted by Resolution 10-01-0001
 on 10/1/2010

- County Park/Recreation Area
- Existing Rock County Bicycle Route
- Proposed Rock County Bicycle Route
- Existing Designated Bicycle Lane
- Proposed Designated Bicycle Lane
- Existing City of Janesville Pedestrian Trail (OT Road)
- Existing City of Janesville Bicycle Trail
- Proposed City of Janesville Bicycle Trail
- City of Bellevue Trail
- City of Milton Ice Age Trail
- Fishhawk Nature Trail
- Tenny 5 Arch Bridge Trail Corridor



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TRANSPORTATION NETWORK CITY OF EVANSVILLE



- **Regional Trails**

Evansville is participating in discussions with Rock County about regional trails. Providing off-road, off-sidewalk routes for cycling will become increasingly important as traffic pressures increase.

The potential exists to work with neighboring communities and Dane County to establish a regional trail route with connections to Brooklyn and Oregon. The abandoned portion of the Union Pacific Railroad north of the City is one option for such a trail route. However, the use of this corridor as a regional trail would eliminate the potential for the rail line to reopen for freight use. The reopening of the rail corridor would boost the City's economic development. A better option for a regional trail extending to the north of Evansville would be along Allen Creek.

The potential also exists to develop a regional trail extending south on the abandoned railroad corridor toward Beloit.

The *Transportation Network Map* on page 58 illustrates the recommended locations for recreation trails through Evansville, including those documented in the *Evansville Trailways Plan*. An in-depth study, considering such pertinent factors as topographic constraints, stormwater conveyance, and minimum right of way requirements should be conducted to determine the precise location and type of trail facility to be provided.

SNOWMOBILE TRAILS

A snowmobile trail begins at the far eastern edge of Evansville. Soon after, the trail splits to provide snowmobilers with a north and south route. The north route moves toward Edgerton and connects to trails in Dane County. The southerly route passes through the Town of Center and provides connections to Footville and areas beyond. Minimal snowfall amounts in recent years have decreased the use of these trails.

RAILROAD CORRIDORS

The Union Pacific Railroad line extends across the City of Evansville (Refer to the Transportation Network Map). This line is abandoned north of the City limits. However, within the City and to the southeast, this rail corridor is an active freight line. The continued viability of this line is crucial to Nelson Young Lumber, Southern Wisconsin Grain and to Evansville's long-term industrial growth.

As part of the "Grow Wisconsin" initiative to spur economic growth and make strategic investments in the state's transportation network, Governor Jim Doyle approved nearly \$6.8 million in Freight Railroad Infrastructure Improvement Program (FRIIP) loans. In Evansville, Southern Wisconsin Grain was given a loan for slightly more than \$1.5 million to construct one 500,000 bushel; one 200,000 bushel; and four 40,000 bushel grain storage bins. In 2002, the Southern Wisconsin Grain facility was awarded \$1.25 million loan to construct two 500,000 bushel grain bins. The projects are expected to generate an additional 425 rail carloads per year, providing freight savings for area farmers.

If the abandoned portion of the railroad corridor, north of the City, were ever to be reopened, the City of Evansville would support active use of that corridor. Currently, the Village of Oregon

and City of Fitchburg (owners of the 15-miles of abandoned railroad corridor north of Evansville) are working toward an intergovernmental agreement to develop a joint business park along the corridor. This project would include re-opening the railroad corridor, possibly as soon as 2005 from the joint business park north to Madison. A study has already been completed indicating this railroad reopening would cost approximately \$1 million dollars.

If the abandoned rail corridor were reopened all the way from Evansville to Madison, this line might be served by the Wisconsin & Southern Railroad (WSOR) rather than the Union Pacific Railroad (UP). The WSOR has a reputation of being willing to move smaller volumes of goods for individual businesses than the UP, and consequently WSOR service to Evansville might allow additional existing and future Evansville businesses to substitute rail-delivery for truck-delivery of goods.

The Wisconsin Department of Transportation is in the process of planning a possible new high-speed passenger rail connection between Chicago and the Twin Cities (Minneapolis and St. Paul). One possible route for this high-speed rail line would connect Chicago, Milwaukee, Madison, Lacrosse and the Twin Cities. Another possible route would connect Chicago, Janesville, Madison, Eau Claire, and the Twin Cities (the I-90/94 corridor), and would pass through Evansville. The City would support having a high-speed rail line pass through Evansville if it included a stop in Evansville.

STREETS AND HIGHWAYS

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. Arterials accommodate the movement of vehicles, while local roads are designed to provide direct access to individual parcels of land. Collectors serve both local and through traffic by providing a connection between arterials and local roads. The descriptions of the functional classes provided below are from the *Transportation Planning Resource Guide*, prepared by WisDOT in March 2001.

- **Principal Arterials.** Serve interstate and interregional trips. These routes generally serve all urban and other areas greater than 5,000 population. USH 14 is the principal arterial in Evansville.
- **Minor Arterials.** In conjunction with principal arterials, minor arterials serve cities, large communities, and other major traffic generators providing an intra-regional and inter-area traffic movements. STH 59/STH 213 is a minor arterial in Evansville. Based on the Evansville Municipal Code classification system, Main Street (east of Union Street) is also an arterial street.
- **Major Collectors.** Major collectors provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes. CTH M, CTH C, and Main Street (west of Union Street) are major collectors in Evansville.
- **Minor Collectors.** These types of roads collect traffic from local roads, and provide links to all remaining portions of smaller communities, locally important traffic generators, and higher function roads. 6th Street and North Water Street are minor collectors in Evansville.

- **Local Roads.** The remaining roads in Evansville are local. They provide direct access to residential, commercial and industrial uses.

All the roads described in this section are illustrated by their proposed functional classification on the *Transportation Network Map*. Available traffic volume information at key intersections is also provided on the *Transportation Network Map*.

The extension of the road network is critical to the development. For this reason, Evansville has adopted an *Official Map* to preserve corridors for street extension. The *Official Map* needs to be updated to keep pace with development that has recently taken place.

MASS TRANSIT

The state operates a commuter van from Evansville to Madison and back each weekday. The van is used by state employees, but non-state employees can ride it as well. The van picks up riders near the City's parking lot on Montgomery Street. No other mass transit via a regular bus route, high-speed train, or the like is currently available in Evansville. However, during the planning process, residents expressed an interest in:

- Improved transportation choices for seniors potentially provided by area governments, or more likely, private entrepreneurs
- A potential mass transit choice (e.g., high speed rail, train, or bus route) between Evansville, Madison and Janesville to accommodate commuting traffic
- A private ride-share taxi program
- A park & ride with connection to area trails

WATER TRANSPORTATION

Allen Creek is not deep enough or wide enough to support water-based transportation opportunities. There are no other streams or rivers for water-based transportation. Residents used to enjoy water-based recreation opportunities on Lake Leota. The lake is not usable now. Lake Leota is discussed more in the Agricultural, Natural and Cultural Resources Element of this plan.

TRUCK TRANSPORTATION

The highway corridors extending through Evansville are important truck routes. WisDOT has officially designated the state highways and USH 14 as truck routes. This designation is based on the design of the roadway to withstand truck weight and traffic. Local truck traffic is found on several other roads in Evansville, but it is much more limited in volume than the truck traffic on these highways.

Truck traffic is a common concern by residents. Residents are concerned about their speed, noise and volume. Ideally, different types of motorized vehicle traffic, such as truck and automobile, could be separated. It is not possible to totally separate trucks from automobile traffic, because many trucks serve local businesses. However, there are steps Evansville can take to focus the truck traffic to streets that are suitable for heavy traffic. The goals and objectives in this chapter discuss this concept in more detail.

Wisconsin Statutes permit a municipality to designate certain streets in the municipality as routes for "heavy traffic," defined as any vehicle with a gross weight in excess of 6,000 pounds, and to prohibit heavy traffic from using any street in the municipality that is not designated a heavy traffic route, except for soliciting orders and making deliveries. The statutes mandate that a municipality may not prohibit heavy traffic from using a state trunk highway that passes through the municipality. A municipality that adopts such an ordinance must erect appropriate signs to give notice of the ordinance. Consequently, the City could designate USH 14 and STH 59/213, plus any other streets the City chooses to designate, as heavy traffic routes, and heavy traffic would be prohibited on all other City streets, except for soliciting orders and making deliveries. The City will enact such an ordinance in 2005.

AIRPORTS

There are no airports in Evansville and no plans to establish any in the future. The nearest commercial airports are in Madison, WI, Janesville, WI and Rockford, IL. These airports meet resident travel and business freight needs. They are expected to continue to meet local needs over the next 20 years and beyond.

Recommended Road System Improvements

Table 14 below describes road improvement projects anticipated within the 20-year planning period in Evansville. The projects, along with potential local street connections are identified on the *Roadway System Plan*. The potential future roads are illustrated for planning purposes only. Actual paths of future major roads are subject to change. Exact alignment, width, etc. will be reflected on the City's Official Map. Additional information about area transportation improvements is provided in the "Summary of Existing Transportation Plans" section of this chapter.

TABLE 14 ROADWAY SYSTEM IMPROVEMENTS			
Facility	Anticipated Improvement Date (if known)	Segment	Recommended Improvement
USH 14	2005	From City Limits to City Limits	Reconstruction to include: <ul style="list-style-type: none"> Improved turning radius at intersection with Union and Main Streets. Decorative lighting and a sidewalk will be added to the west side of Union Street. Street trees will be planted on the west side of Union Street and both sides of East Main Street (east of Union Street). Sidewalks will be extended on the south side of E. Main Street to the intersection of USH 14/CTH M and on the north side to the intersection of USH 14/J. Lindemann Drive. Stoplight installed at the intersection of USH 14 and CTH M.
Main Street	2005	From Union Street to Allen Creek	Reconstruction of the street, curbs, gutters, sidewalks, and replacement of underground infrastructure. NOTE: This project will span from storefront to storefront.
Main Street	2007	From First to Allen Creek	Reconstruction of the street and sidewalks on both sides of the street and replacement of the bridge over Allen Creek. NOTE: This will be a storefront-to-storefront project.
STH 59/213	2008	From City Limits to USH 14	Reconstruction and resurfacing
Main Street		Intersections with Sixth, Fourth, and CTH M	Complete intersection studies to consider the need for lane improvements to accommodate turning traffic (e.g. turning lanes, traffic signals, roundabouts). Study should include turning movement counts during peak hours for analysis.
Fifth Street		Entire Corridor	Reclassify as a Collector
N. Water Street		North of USH 14	Develop as a Future Collector with access provided to USH 14
By-Pass / Alternative Access Route to USH 14		East Side of Evansville using CTH M & Territorial Road	Coordinate with the Town of Union, Rock County and WisDOT to develop a route for commuters and truck traffic to bypass the City
Park & Ride		Near USH 14 and Main Street	Develop a Park & Ride Lot that can also accommodate parking needs for the downtown and trail users.
USH 14		Corridor Study	Coordinate with the Town of Union, Rock County and WisDOT to plan for the orderly connection of public streets to the highway corridor between CTH M and Union, including the future collector (N. Water Street) and any proposed by-pass routes

Summary of Existing Transportation Plans

WISDOT STATE HIGHWAY PLAN 2020

Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the *WisDOT State Highway Plan 2020*, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

The plan indicates that USH 14 already is experiencing moderate congestion (including the segment through Evansville) and congestion will increase if improvements are not made. STH 59 and STH 213 are not expected to experience significant additional congestion. Accordingly, WisDOT has no planned expansions or major improvements to these corridors.

To implement the *WisDOT State Highway Plan 2020*, a six-year capital improvement plan is prepared by WisDOT. This plan is updated annually to identify project priorities. *WisDOT's 2003 – 2008 Highway Improvement Program* identifies the following projects in the City of Evansville. No other WisDOT improvements are planned at this time in the City of Evansville.

- Between 2005 and 2007 reconstruct a 1.28-mile stretch USH 14 between Main and Exchange Streets.
- Between 2005 and 2007, install streetscape improvements along Union and Main Streets, including decorative lighting, information kiosks, and landscaping.
- Between 2005 and 2007 resurface Madison Street. (WisDOT has delayed this project until 2008 at the request of the City).

In 2007, WisDOT also plans to reconstruct USH 14 from STH 138 (near Oregon) to STH 92 (near Brooklyn) on a new, straighter right-of-way. The roadway will be constructed as a 2-lane highway, but enough right-of-way is available for a 4-lane divided highway. Eventually the other 2-lanes will be added. These improvements will decrease commuting times between Evansville and Madison.

COMPARISON TO STATE AND REGIONAL PLANS

Generally, there is a division in jurisdiction related to transportation facilities and services (e.g., County Roads, State Highways, and City Roads). The transportation network in the City of Evansville requires coordination between these jurisdictions to work efficiently. Therefore, in developing this plan, Evansville invested a significant amount of time researching and coordinating with county, regional and state transportation plans, policies and programs. As a result, Evansville's transportation goals, policies, objectives and programs seek to compliment state and regional transportation goals, objectives, policies and programs by providing local transportation facilities and services that connect to county/regional and state facilities.

PAVEMENT SURFACE EVALUATION AND RATING (PASER)

In 2003, Evansville completed a Pavement Surface Evaluation and Rating (PASER) for all Evansville roads in accordance with WisDOT requirements. PASER is a visual inspection system to develop a condition rating for community roads. PASER is an important tool for planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking and potholes are all examined during a typical PASER evaluation. Paved roads are rated 1 – 10 based on their condition.

TABLE 15 PASER RATINGS AND MAINTENANCE NEEDS	
Paved Road Ratings	Need(s)
9 & 10	no maintenance required
7 & 8	routine maintenance, crack sealing and minor patching
5 & 6	preservative treatments (seal coating)
3 & 4	structural improvement and leveling (overlay or recycling)
1 & 2	reconstruction

Table 16 provides a summary of the PASER ratings in the City. In total, there are approximately 21 miles of roads in Evansville under the jurisdiction of the City. There are no unpaved roads in the City.

According to the PASER manual, it is recommended that communities strive to attain a rating of 7 for all roads. To achieve this goal, the City's annual appropriation for road maintenance will have to be increased significantly.

The City Council should continue to use the PASER results (and if desired the recommendations of PASERWARE) during its annual update of the *City of Evansville Capital Improvements Plan and Budget* to effectively plan for road improvements in relation to other City spending needs.

TABLE 16 ROADWAY BY PASER RATINGS		
2003 PASER RATING	Number of Miles	% of All Roads
1	0	0
2	0	0
3	0.150	0.70%
4	1.800	8.46%
5	1.820	8.56%
6	1.570	7.38%
7	4.300	20.22%
8	6.600	31.03%
9	1.450	6.82%
10	3.578	16.82%

Source: 2003 PASER Rating System Report, City of Evansville

Transportation Issues, Concerns and Opportunities

IMPROVING MASS TRANSIT CHOICES

Evansville also has an opportunity to work with surrounding communities to utilize the Union Pacific Railroad Corridor, which extends north of Evansville into Dane County. This same line extends south of Evansville into Janesville. Currently the abandoned corridor segment, north of the City, is owned by Fitchburg and Oregon. The corridor could be developed into a regional trail route to support alternative transit (i.e. cycling). A more ambitious opportunity involves using this corridor to establish a commuter rail service utilizing the tracks that are still in place. This would also potentially leave open the possibility of using this line for freight services during non-peak travel hours. This opportunity will require a significant financial investment and marketing initiative to encourage ridership. However, given the number of daily commuters between Janesville and Madison - there is a clear opportunity for this type of commuter rail service.

There is also an opportunity to establish a park and ride, with connections to local trails, in Evansville to support commuters that want to carpool.

MAINTAINING FREIGHT SERVICE

The Union Pacific Railroad corridor is a vital part of the City's transportation network. It provides the infrastructure necessary to support several existing businesses and is one of the City's most important assets for attracting new and expanded economic development. Accordingly, freight service must remain in Evansville. Service can be further improved if efforts are successful to restart freight service to the north. This corridor would re-establish an important economic link between Evansville and Madison.

LOCAL STREET CONNECTIVITY

Because of Evansville's natural and man-made geography, there are few corridors for moving traffic from certain sectors of the City to other sectors of the City. For example, a new street around the north end of Lake Leota connecting USH 14 near the City's northern limit with CTH C near the City's northwestern limit would alleviate traffic congestion at the intersections of Main and Madison Streets and Madison and Union Streets. In addition, completing 6th Street so that it is continuous from Croft Road in the south to CTH C in the north would aid traffic flow on the developing west side. Similarly, if residential development begins along Cemetery Road, there will need to be a better street connection from Cemetery Road to USH 14 near the City's northern limit.

Evansville is a community that is bisected by state and interstate highway corridors and a railroad corridor. Lake Leota and wetlands also present development limitations. This situation results in issues of connectivity throughout the community. Of particular concern, is the fact that the road network essentially directs traffic from west-side subdivisions onto Main Street and from there onto area highways. This situation is creating a "bottleneck" of traffic downtown.

If this pattern of development continues, Evansville will become a linear community (stretching east-west with little growth to the north or south). There is a need to loop roads and develop internal connectivity to take pressures off the highways and Main Street. Development, and connecting roads on the north side of Evansville will be important in this effort.

In an attempt to address some concerns, the *Roadway System Plan* illustrates a new alternative route to connect development on the east side of the City to USH 14. Accordingly, the *Future Land Use Maps* recommend additional development on the east side of the City, as opposed to only the west side. This recommendation is based on environmental and man-made limitations (e.g. railroad) that effectively prevent the development of a north side connection route to USH 14 for residents living on the west side of the City. The final design and alignment of any new roadway would still be necessary, but this map should serve as a guide for determining where connections could be provided.

REGIONAL HIGHWAY CONNECTIVITY

As new residential development in the City and the towns of Union and Porter increase the population and population density in the area around the City, some township roads will need to be upgraded to support the traffic volumes and speeds of county highways. Truck routes may need to be redirected by switching some county highways to state highways and vice versa. In addition, new major roads may need to be created to connect areas of new development to existing highways. For example, Territorial, Bullard and Tolles Roads in the Town of Union probably will need to be upgraded. Parts of these roads could become a USH 14 bypass around the City, if the Town of Union prohibits additional residential development along them so in the future the state can obtain the necessary right of way at a reasonable price. CTH M from south of the City to USH 14 could become STH 213 or STH 59/213, which would allow the City to remove truck traffic from Madison Street. Finally, a new road linking CTH M directly to Water Street would take some of the truck traffic to and from the City's industrial area off of East Main Street.

In the Community Survey, residents were asked whether they support a bypass for USH 14 and whether they support a bypass for STH 59/213. A third question asked whether they support establishing a required truck route to concentrate truck traffic away from downtown. The responses to these three questions, taken together, suggest there is broad support for doing what needs to be done to concentrate truck traffic away from the downtown.

52% of respondents said they strongly support or support a bypass for USH 14, while 48% said they oppose or strong oppose such a bypass. However, 75% of respondents said they strongly support or support a required truck route to concentrate truck traffic away from the downtown, and only 7% of respondents indicated they oppose or strongly oppose a required truck route (the other 17% said they neither support nor oppose a required truck route). The survey instrument did not inform respondents that because USH 14 is a federal highway, the City lacks authority to divert trucks off of the highway, so a bypass is the only way to divert trucks off of Union Street and the part of East Main Street that is USH 14. Of the respondents who indicated they oppose a USH 14 bypass, 55% indicated they strongly support or support a required truck route, and only 9% indicated they oppose or strongly oppose a required truck route (24% indicated they neither support nor oppose a required truck route). Even among the respondents who indicated they strongly oppose a USH 14 bypass, 45% indicated they strongly support or support a required truck route, and only 15% indicated they oppose or strongly oppose a required truck route (39% indicated they neither support nor oppose a required truck route).

34% of respondents said they strongly support or support a bypass for STH 59/213, while 66% said they oppose or strong oppose such a bypass. As discussed above, a sizable majority of respondents indicated strong support for a required truck route to concentrate truck traffic away

from the downtown. The survey instrument did not inform respondents that because STH 59/213 is a state highway, the City lacks authority to divert trucks off of the highway, so a bypass is the only way to divert trucks off of Madison Street. Of the respondents who indicated they oppose a STH 59/213 bypass, 72% indicated they strongly support or support a required truck route, and only 9% indicated they oppose or strongly oppose a required truck route (19% indicated they neither support nor oppose a required truck route). Even among the respondents who indicated they strongly oppose a STH 59/213 bypass, 52% indicated they strongly support or support a required truck route, and only 17% indicated they oppose or strongly oppose a required truck route (31% indicated they neither support nor oppose a required truck route).

Given the broad public support for establishing a required truck route to concentrate truck traffic away from downtown, the City should ask its state legislators to work to have bypasses of USH 14 and STH 59/213 around Evansville added to the list of bypasses to be studied by the state Department of Transportation. The process of adding a bypass to this study list, waiting for the study to start, completing the study, waiting for the project to be funded in some future year or years, waiting for the scheduled start date to arrive (after inevitable delays), and constructing the project can take 20 years or more. Furthermore, the City should consider undertaking some of the study work itself to speed up the process.

The growth in population in the City of Evansville and in nearby municipalities such as the City of Stoughton is resulting in increased traffic between these communities. The Town of Porter has urged WisDOT to keep STH 138 from Cooksville (where it intersects with STH 59) to Stoughton as a state highway, and the City of Evansville supports the Town of Porter on this issue. The Town of Porter also has requested that WisDOT convert North Tolles Road from Cooksville to USH 14 into an extension of STH 138, and the City of Evansville also supports that request. As discussed above, the City of Evansville believes that the south end of North Tolles Road might become part of a USH 14 bypass around Evansville, so a possible intersection between an extended STH 138 and a USH 14 bypass should be included in any planning for either project. Planning for a possible intersection between these highways and a possible STH 59/213 bypass east of Evansville also should be considered.

TRANSPORTATION FOR SENIORS

American society is getting older. People are living longer, couples are waiting longer to have children, couples are having fewer children, and the baby boomers (persons born between 1940 – 1955) are reaching retirement age. These factors are responsible for the phenomenon known as the “graying of America”. It is unlikely that Evansville will escape from this trend over the long term. As residents age, they will need access to transportation to get to shopping, medical care, and other services.

The “graying of America” demonstrates a growing market for private transportation ventures. City residents expressed a limited availability of transportation choices for seniors as a concern at the on-set of the planning process. Evansville and Rock County provide funding for Twin Care, a senior transportation service within the City, and Rock County sends transport vans to Evansville.

Additional transportation for seniors will require investment of private organizations (e.g., churches, senior housing providers, entrepreneurs), as well as the efforts of volunteer networks. The City of Evansville supports the efforts of these groups and individuals to meet senior transportation needs.

SIDEWALK CONNECTIONS

The many highways that traverse the community have traffic volumes that present a challenge to pedestrians and cyclists. Evansville has a designated walking tour, complete with a printed guide, of the historic district. As Evansville continues to grow, considerations for safe pedestrian access to local amenities must be considered. During this planning process, concerns were raised that sidewalk connections are not continuous throughout Evansville. Specific examples cited include:

- No sidewalks are provided on USH 14 going to and from Piggly Wiggly, McDonalds and Stoughton Trailers.¹
- A general lack of sidewalks on the southeast side of the City.

To remedy this situation, the inventory provided in the City's *Sidewalk Plan* should be updated to include a more current list of sidewalks that are in disrepair or areas where sidewalk is not currently provided but needed. The City should also consider the need for wider sidewalks (e.g., 6' or 8' wide) to be installed along collectors, arterials and other popular areas where walkers and cyclists share sidewalks. In addition, the City should consider striping bike lanes on streets where bicycles and pedestrians share sidewalks and there is low demand for parking on the street (since on-street bike lanes usually require removing parking), or where the street is wide enough to accommodate parking, bicycle lanes, and traffic lanes. These improvements will become increasingly important as development continues on the outer fringes of the community.

Evansville does not currently have a sidewalk maintenance program. While sidewalk installation is important, maintenance is just as important. Currently, sidewalks in disrepair are maintained based on complaint. A more comprehensive process is needed to determine sidewalk installation and maintenance priorities.

MULTI-USE TRAIL DEVELOPMENT

As described elsewhere in this chapter, trail development is a priority. In fact, 56% of residents indicated in the community survey support for the City using local tax dollars for walking and bicycle trails through and around the City. Trails are needed to complement sidewalks because:

- Sidewalk connections do not cover all areas of Evansville.
- Sidewalks are situated, for the most part, along streets and roads. In contrast, trails may be located adjacent to natural areas. As a result, trails provide a more scenic and peaceful recreation environment.
- Sidewalk connections are not as direct as trail connections in some areas, particularly to gain access to regional parks.
- Sidewalks end at the City Limits. Cyclist and pedestrians need trails to continue through the region.
- Sidewalks on S. 5th Street do not extend all the way to the high school.

WHAT IS A MULTI-USE TRAIL?

Multi-use trails are designated routes for pedestrians, bicyclists and roller bladers.

Ideally, trails are located in off-road locations, but trails may be located within the right-of-way (e.g. sidewalks and on-road striped bike lanes). The Freedom Trail in Boston, MA is an example of a historic trail route located almost entirely on sidewalks. Similarly, bicycle routes are a form of trails which pass through a community.

¹ This issue will be addressed as part of the USH 14 project in 2005.

SAFETY

During the planning process residents raised some concerns with respect to safety.

- The fact that the intersection of USH 14 and CTH M is uncontrolled and with no additional turning lanes²
- Pedestrian crossings of USH 14³
- Traffic congestion downtown
- Parking on school grounds during athletic events

To begin to address these concerns, this plan recommends sidewalk improvements, the establishment of local and regional trails, the creation of additional corridors to support east-west traffic flow to USH 14, installation of necessary safety improvements, and the potential establishment of a regional commuter rail system to help reduce traffic volumes.

The state should improve USH 14 from the intersection with STH 92 (Brooklyn Corners) to Evansville. Many traffic fatalities have occurred along this stretch of highway, and more may occur as the population in and around Evansville increases, unless the highway is improved. USH 14 from Oregon to Evansville has many curves. The state plans to reconstruct USH 14 on a new, less curvy right of way from Oregon to Brooklyn Corners. The state should do the same from Brooklyn Corners to Evansville. In the meantime, the state should construct drive-by lanes to allow traffic to safely go around vehicles waiting to turn left from USH 14 onto intersecting roads such as West Holt Road, Union Road, West Butts Corner Road, West Green Bay Road, and West Elmer Road

TRANSPORTATION BUDGETING

Another long-standing transportation issue in Evansville is the ever-present concern of road maintenance and improvement costs. These present a major expense and can consume a large share of the limited City budget. The City has a capital improvements plan and budget to help effectively anticipate transportation costs over time. It is strongly recommended that the City continue to use this tool during the life of the plan and beyond.

Another option the City may want to investigate to finance transportation improvements is a transportation utility. A transportation utility is similar in concept to a stormwater utility, but deals specifically with transportation infrastructure. That includes design, construction and reconstruction, operation and maintenance of streets, sidewalks, street lighting, signalization and signage in rights-of-way. These are all on-going activities that Evansville currently pays for with special assessments for new street construction, limited state and federal aids and general revenue from local property taxes. The transportation utility raises revenue by charging all property owners based on the amount of traffic their property generates.

RESIDENTS OFFER OPINIONS ABOUT TRAFFIC AND SAFETY

In the community survey, residents are concerned about increased amount of traffic in Evansville.

- 28% were very concerned
- 29% were concerned
- 33% were not concerned

71% of respondents favor adding stop lights at the busiest intersections in the City. 75% support the establishment of a required truck route to concentrate truck traffic away from the downtown.

² Per WisDOT, traffic light to be added in 2005 with planned USH 14 improvements.

³ This issue may be addressed as part of the USH 14 project in 2005.

TRANSPORTATION IMPROVEMENTS

During the development of this plan (as well as the last Evansville plan) transportation improvements were listed as a priority.

- Designating a commercial truck route
- Main Street is congested from development west of Fifth Street and the increase in classroom capacity on the Evansville Community School District's Grove Campus, including the construction of the new high school on the campus.
- The City needs to consider an alternative route for Main Street to accommodate traffic from the west
- The Union Street and Main Street intersection is a bottleneck⁴
- Sidewalk and street repair is needed on Main Street
- The City should consider the traffic impact of each new residential subdivision on nearby streets and highways, and if necessary require the developer to take action to mitigate this impact, during the subdivision approval process.
- Encourage new condominiums and apartments to be located near stores, so empty nesters and the elderly can walk to shopping instead of driving or paying someone else to drive them.

Ideas to address these concerns are reflected on the *Roadway System Plan* as well as in the Goals, Objectives and Policies of this element. With the last two bulleted items listed above, the local solutions are addressed on the *Future Land Use Maps*.

EVANSVILLE AS A WALKABLE COMMUNITY⁵

The City of Evansville is fortunate to have the basic elements of a walkable community (see definition in box). Furthermore, *Evansville Trailways Plan* seeks to enhance the City's "walkability" by providing sidewalks and trail connections to schools, parks and shopping areas. Moreover, this plan includes a ring trail around the community. The City can further improve its "walkability" through the following actions:

1. **Revitalization of the downtown**, to improve its design, mix of businesses, and the provision of housing in and adjacent to the downtown.
2. **Maintaining the City's network of neighborhood parks, open spaces and schools.** This effort must include a commitment to continuing to provide these spaces in new neighborhoods and access to existing facilities via trails and sidewalks. New school facilities should be integrated into the community to maintain a compact design whereby at least 40% of the children attending a school can access it by walking or biking.

What is a Walkable Community?

Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth. Their desirability comes from two factors. First, walkable communities locate goods (such as housing, offices, and retail) and services (such as transportation, schools, libraries) that a community resident or employee needs on a regular basis within an easy and safe walk. Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users -- pedestrians, bicyclists, transit riders, and automobiles.

SOURCE: Smart Growth Network, 2004.
Available on-line at www.smartgrowth.org

⁴ This intersection will be improved as part of the USH 14 project in 2005, but the intersections of Main Street/Madison Street and Union Street/Madison Street also are bottlenecks that need to be addressed.

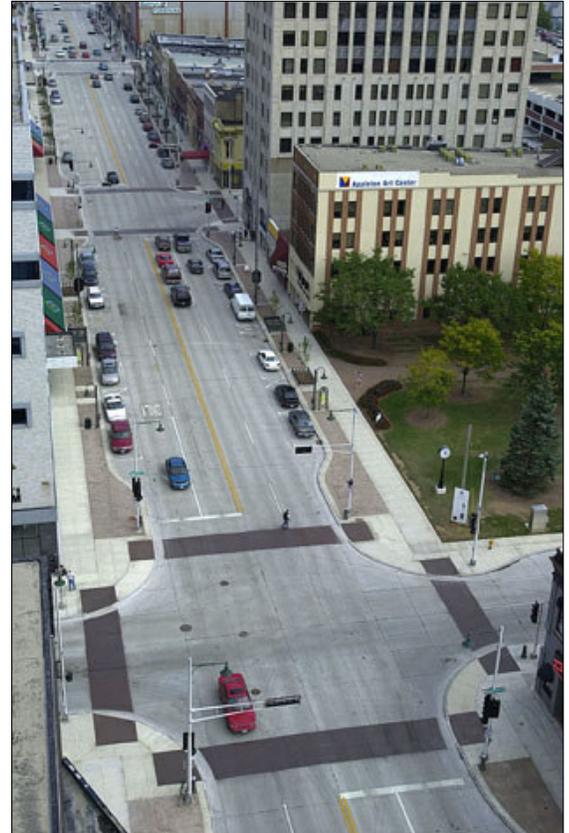
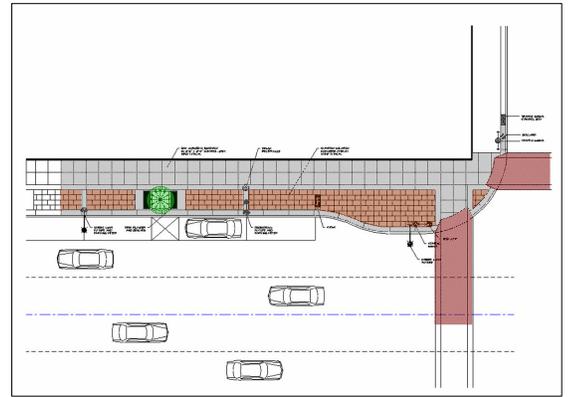
⁵ Based on the information available from Walkable Communities, Inc., as prepared by Dan Burden, a nationally recognized authority on bicycle and pedestrian facilities and programs.

3. **Providing many linkages to neighborhoods (including sidewalks, trails, and roadways).** People need to have choices for traveling. From the perspective of providing connectivity, well-maintained sidewalks are critical on both sides of arterial and collector roadways. Ideally, sidewalks would also be provided on both sides of most neighborhood streets (Current City policy requires a sidewalk on the north and east sides of new streets, unless the street is designated as a major street – then sidewalks are required on both sides.⁶). Bike lanes should be provided to traverse the community (refer to the *Roadway System Plan Map* for recommended routes). Curbs must be improved to provide good Americans with Disability Act (ADA) access to and from each block in all directions.

4. **Designing at a scale to allow residents to walk to local destinations** (i.e. schools, shopping, parks). Walkable communities are designed so most residents have the choice of walking (¼ to ½ mile) to arrive at a community destination (i.e. shopping, schools, parks). In Evansville, as the City has experienced growth in a linear fashion (east-west) walkability has been impaired. Residents living at the outer limits of the community are challenged to walk to destinations within the community. Accordingly, they often prefer to drive. To address this issue, infill development must occur.

5. **Continuing to enforce low speed streets (in downtown and neighborhoods - 15-25 mph common).** To promote a walkable community, motorists must obey speed limits in all areas, but particularly in the downtown, near schools, historic neighborhoods, parks and other public areas, yielding to pedestrians.

6. **Providing convenient, safe and easy street crossings.** Successful downtowns have frequent, convenient, well-designed street crossings. Pedestrians using these areas rarely have to walk more than 150 feet from their direct lines-of-travel to reach crossings. People crossing at intersections, whether signalized or not, rarely wait more than 30 seconds to start their crossings.



The diagram above is a plan for a bump out at a street intersection. Rather than having street corners intersect at a right angle, a bump out creates a widened circular area at the intersections which decreases the width of street a pedestrian has to cross. The photo above illustrates an intersection with bump outs and colored concrete walkways.

⁶ The Community Survey included a question (#18) regarding the City’s current sidewalk policy. Half of the respondents support requiring sidewalks on both sides of the street. 44% of respondents support keeping the current City sidewalk policy in effect.

The primary challenge in Evansville is not traffic speed, but rather the volume of traffic along USH 14, Main Street, and STH 59/213. These high traffic volumes can be intimidating to pedestrians. Improved crossings (i.e. bump outs to reduce pedestrian crossing width, mid-street crossing downtown (away from the traffic on USH 14 and STH 59/213), and surface treatments (i.e. colored/stamped concrete to clearly demarcate crossing locations, lighting, and paint striping) can help to address these issues.

7. **Providing inspiring and well-maintained public streets.** Streets in a walkable community are attractive, balanced, colorful, with sidewalks, planter strips, and handle a diversity of needs. Many streets allow on street parking and larger volume streets often include bike lanes. Homes and buildings are brought forward, relating to the street. These amenities and design elements provide an attractive, inviting place for walking. Evansville's street and sidewalk maintenance budget will need to be increased to achieve the street maintenance necessary to achieve these goals.
8. **Land use and transportation are integrated.** In walkable communities, residents understand and support compact development, urban infill, integral placement of mixed-use buildings, and mixed income neighborhoods. People understand that small, local stores help create community as well as convenience. Residents desire and find ways to include affordable homes in most neighborhoods. All residents feel they have choice of travel modes to most destinations. Most people live within walking distance - 1/2 mile (with the majority within 1/4 mile) - of 40% of the services and products they need on daily or weekly basis. These services include small grocery, pharmacy, hardware, bank, day care, dry cleaning, post office and other essential services.

During the public workshops held on January 15, 2004, many Evansville residents, business owners and other community stakeholders expressed support for these principles. Specifically, they supported notions of compact development, improved local business choices to meet basic needs, and mixed use neighborhoods.

Coordination with Other Required Plan Elements

ISSUES AND OPPORTUNITIES

The Issues and Opportunities Element establishes the framework for planning – the overall future vision – the ideal from which this plan has been developed. That vision will impact the way Evansville considers and approves changes to the transportation network. It will also guide Evansville's participation in activities sponsored by WisDOT and Rock County. To realize the vision, and support the transportation vision presented in this chapter, Evansville will seek to maintain its quality roads and expand pedestrian amenities, including trails.

HOUSING ELEMENT

Evansville has a history requiring subdivision streets be built to minimum standards and requiring developers to comply with local requirements. These controls, as well as Evansville's commitment to sidewalk development, are important to the success of the transportation network and the local quality of living. Providing well-connected residential areas, including trails and sidewalks, invites people to move into and through the community.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

Evansville has abundant areas of wetlands and floodplains, as well as, man-made park facilities. These amenities contribute to the character of the community and quality of living. To provide access to these areas and to enhance enjoyment for residents, trail development is encouraged in this chapter. Evansville also has a guided walking tour of the historic district. Sidewalks must be well maintained to accommodate the walking tour.

UTILITIES AND COMMUNITY FACILITIES

There is a close relationship between the Transportation Element and the Utilities and Community Facilities Element. This may be due to the fact that transportation facilities are one type of community facility. For instance, in this chapter, local trails and sidewalks are encouraged. Likewise, the location of trail routes should be coordinated with utility easements and recreational amenities identified in the Utilities and Community Facilities Element. Additionally, stormwater management policies and practices are profiled in the Utilities and Community Facilities Element. Roads and other hard-surface transportation improvements (e.g., sidewalks, parking areas, etc.) have the potential to impact stormwater runoff. These examples illustrate the close relationship between these two elements. As a result, it was necessary to coordinate the development of these two elements repeatedly to ensure compatibility.

ECONOMIC DEVELOPMENT

Providing a quality transportation system is important to the success of any business. This is especially true as it relates to quality rail and highway access – two of Evansville’s most important resources for attracting economic development.

Just as businesses need good access, employees also want to be able to efficiently access their places of employment. Lack of access to employment opportunities may affect individual decisions to seek employment or live in a community. In the City of Evansville, these issues were carefully considered, particularly with respect to the location of new commercial and industrial development. The local solutions to these issues are reflected on the *Future Land Use Maps*.

Rock County has identified the STH 59/213 corridor from Evansville, through Orfordville, to Beloit as a scenic drive. This corridor presents an opportunity to promote tourism between Beloit and Evansville. Visitors along the route have the opportunity to drive to Evansville and take advantage of its restaurants, parks, and other amenities. The community is not capitalizing on the opportunity at this time.

Similarly, the establishment of regional trails, particularly a bicycle trail on the old rail bed between Evansville and Beloit is another potential tourist opportunity. Such a trail would not only improve local recreational choices, but would also generate economic spin-off effects for local businesses with tourist use of the trail. Likewise, a walking trail could be established to link new commercial development along the west side of Union Street and the downtown. Shops on the west side of Union Street could have two storefronts: one facing Union Street and the other facing the walking path along the railroad tracks. The shops on the west side of Union Street could pull drivers off USH 14 and the walking trail could direct them to the downtown to do more shopping and eat at local restaurants.

LAND USE

While transportation improvements generally respond to changes in land use, they also have the potential to directly and indirectly affect land development either by inducing new development or altering the pattern of existing development. However, land use changes are dependent on other factors as well. These include local plans, zoning, taxation, and the provision of public services.

What steps will be taken to ensure that transportation decisions and land use decisions are compatible? Although transportation is not the only influence on land use, it is important to be aware that decisions regarding the transportation system may impact land use both directly and indirectly. Direct impacts that are caused by the construction of a new transportation facility, changes to an existing facility, and/or decision to change traffic patterns along a facility. These may result in positive or negative impacts. Efforts were made to plan accordingly for land uses along the highways. The result of these efforts is reflected on the *Future Land Use Maps*.

The Land Use Element also addresses the concept of the effect of transportation facilities on the aesthetics of Evansville. Aesthetics refer to the “appearance and character” of an area. Generally speaking, beyond meeting the traffic demand and structural requirements, a road should reflect the aesthetics of an area. For Evansville the aesthetic character varies significantly from one area to the next. The historic downtown has a much different character than the developing state highway corridors.

INTERGOVERNMENTAL COOPERATION

The transportation network in Evansville consists of many elements that are not controlled locally. For example, county trunk highways, state highways, and air transportation choices are all provided by other agencies and organizations. To ensure that transportation choices remain, Evansville will continue to coordinate with these agencies and organizations. Coordination will help ensure that transportation improvements and maintenance is well planned and timely. The City should consider supporting any requests by the nearby townships for state or county funding to upgrade township roads, such as Territorial, Bullard and Tolles Roads, that are carrying heavier traffic volumes due to residential development in the townships and the City.

IMPLEMENTATION

By using a capital improvements plan and budget, the costs of transportation improvements identified in this chapter can be addressed. The City’s *Capital Improvements Plan* can be further improved by not only listing expenditures, but also grant and low interest loan opportunities that may exist to fund needed improvements. Another opportunity that can also be pursued to finance maintenance of the transportation network is a transportation utility.

Transportation Goals, Objectives and Policies

The goals provided in Chapter 12 are related to actions that Evansville can control. Evansville will work, in accordance with the Intergovernmental Cooperation Element of the Wisconsin “Smart Growth” Law, with Rock County and WisDOT to ensure that adequate community transportation facilities are available to serve the area. Supporting transportation policies are provided below.

TRANSPORTATION POLICIES

To the fullest extent feasible, obtain transportation improvement funds (e.g., acceleration lanes, etc.) needed to safely accommodate new development directly from developers.

Provide a broad range of transportation choices, including quality roads, highways, sidewalks and trails to meet the diverse needs of residents.

Require sidewalks and/or bicycle paths be installed with all new development.

Support private transportation providers that serve the elderly.

Provide a transportation network that will strengthen access between interdependent land uses such as commercial, industrial, residential, and recreational yet, keep the majority of traffic on arterial and collector streets.

Improve connections between developments by encouraging grid-like street patterns as opposed to multiple cul-de-sacs and dead end roads.

Discourage the development of roadways in environmentally sensitive areas such as wetlands, floodplains, prime agricultural lands, scientific areas, and on soils with severe engineering limitations.

Discourage unnecessary improvements or construction of a road network that will necessitate the destruction or removal of historically significant buildings, structures, or sites.

Schedule street improvements according to the analysis of existing physical street conditions and accompanying economic considerations.

To protect the viability of the Union Pacific Rail Line through the City and support efforts to reopen the line north of the City.

Install handicapped ramps at street intersections when curbs are being replaced.

Communicate and coordinate transportation improvements and plans with WisDOT and the Rock County Highway Department at any opportunity presented.

Use the maps and topics discussed in this Comprehensive Plan as a guide for considering improvements along the corridor.

Continue to support the efforts of law enforcement officials to achieve heightened enforcement for required stops and speed limits, particularly along USH 14.