

## **CHAPTER 3 Transportation Element**

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

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

### **Section 3.1 Transportation Facility Inventory**

#### **A. Roads & Highways**

Current road classifications for the County transportation networks are officially designated in the document entitled “The Functional Classification of Highways, Roads, and Streets in Portage County, Wisconsin”; adopted in 1989. 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.

As of 2002, the local road system consists of a total of 4.01 miles of public roadway within the Village. State Highway 161 makes up 1.31 miles; County Roads (Cty Rd) Q and SS account for 1.36 miles; and Village streets account for 1.34 miles.

##### **1. Minor Arterial**

State Highway 161, which runs through the Village, is classified as a minor arterial roadway. According to the Department of Transportation, the average daily traffic volume (ADT) in 1999 for Highway 161 just south of the Cty Rd Q intersection is 1500 vehicles per day. The 2002 ADT for the area stayed at 1500 vehicles per day. This roadway serves a traffic mobility function.

##### **2. Major Collector**

County Road SS west of Highway 161 is classified as a major collector. The ADT reported in 1999 for Cty Rd SS just west of Cty Rd K is 1600 vehicles. The 2002 ADT reported a decrease to 1400 vehicles. This roadway serves both local and through traffic.

##### **3. Local Streets**

The remaining roadways in the Village are classified as local streets. Their primary function is land access.

## B. Sidewalks

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

## C. Transit

The Portage County Department on Aging provides transportation services for transit-dependent adults and people with disabilities to the Amherst 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 into Stevens Point or to the Jensen Center in Amherst on Mondays, Wednesdays, and Fridays. 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 this service, however, passengers are asked to make a donation.

## D. Air service

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

The Central Wisconsin Airport is located 34 miles northwest of Nelsonville 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 Waupaca Municipal Airport is located 16 miles east of Nelsonville on USH 10 and has two runways. The airport is open to the public; however, there is no passenger service available.

The Stevens Point Municipal Airport is located 14 miles west of Nelsonville on State Highway 66 and has two runways, one of which is 6,000 feet long. There are 37 private hangars at the airport. No passenger or freight service is available. Jet fuel and repair services are available for private aircraft.

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

With the reconstruction of USH 10 south of Nelsonville (Map 3.2) to a 4-lane divided highway and its subsequent relocation, numerous jurisdictional transfers will occur in the area resulting in changes to the functional classification of certain segments and traffic flow through the Village of Nelsonville.

State Highway 161 from existing USH 10 to the northern Village of Nelsonville limits will be transferred from the State to the County and will be renamed Cty Rd Q. State Highway 161 will be rerouted along the northern Village border along Loberg Road and Cty Rd SS eventually intersecting with the new USH 10. A new "T" intersection will be constructed at the Cty Rd ZZ, Highway 161, and the new Cty Rd Q in the Village to allow for a safer crossing of the new State Highway 161. Cty Rd Q northwest of the Village, which runs through the Towns of New Hope and Stockton, will be transferred from Portage County to the individual Towns. The current Cty Rd A in the Town of Amherst, east of Nelsonville, will also be transferred from a County road to a Town road and will be rerouted east to existing Cty Rd T. The functional classification for

### Map 3.1: Village of Nelsonville Functional Classification

Map 3.2 US Highway 10 Bypass

many of these segments will most likely be altered from their current classifications. Traffic counts will have to be done once the realignment projects are complete to determine the new functional classification for these roadways.

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

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

### **Section 3.4 Conclusions**

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

### **Section 3.5 Transportation Goals, Objectives and Policies**

- A. Goals:
  - 1. To provide a transportation system capable of delivering goods and services to and from the community while providing for efficient movement of residential traffic.
- B. Objectives
  - 1. Maintain existing Village roads.
  - 2. New roads constructed in the Village should be dedicated to the Village and should meet current Portage County construction standards and specifications.
  - 3. Encourage bicycle and pedestrian transportation options.
  - 4. Pursue safe ingress and egress for Nelsonville residents.
- C. Policies
  - 1. Pursue opportunities with Portage County for construction of a bike lane on high traffic roads in the Village and connections with countywide bike trails.
  - 2. The Village of Nelsonville should work with Wisconsin Department of Transportation to incorporate acceleration lanes in the design of the rebuilt intersection at State Highway 161 and Cty Rd Q.