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 Inventory

The Urban Area transportation network is a vital component of both the urban core and overall Portage County development. Efficient and economic growth depends on a transportation system capable of moving people, goods and services to, from and within the Urban Area. Different types and intensities of development impose varied demands on streets and highways. New transportation facilities can also significantly affect the development potential of adjacent land. The coordination of land use and transportation improvements will result in a more attractive community functioning with greater efficiency, at less expense.

Transportation uses, including road and rail right-of-way, occupy 5,390 acres, or 8.4% of total Urban Area land use. Streets and highways account for 4,905 acres, 7.6% of the total.

A. Streets and Highways

As of September 2005 the incorporated Urban Area contained approximately 275 miles of public roadway. Table 3.1 details the distribution of roadway miles, by community.

Table 3.1: Urban Area Roadway Miles, By Type

	Local Street	County Road	State Trunk Highway	U.S. Highway	Interstate Highway	Municipal Total
Stevens Point	128.5	4.4	2.3	12.7	4.2	152.1
V. Plover	89.6	3.2	3.0	3.4	2.3	101.5
V. Whiting	15.2	1.6	0.0	1.2	0.0	18.0
V. Park Ridge	4.5	0.0	0.0	0.3	0.0	4.8
Urban Area Totals	237.8	9.2	5.3	17.6	6.5	276.5

Source: Portage County Planning & Zoning Department Geographic Information System, September 2005

The Portage County roads and highway system is designed and maintained so that each facility performs a function relative to the overall transportation network. The Wisconsin Department of Transportation (WisDOT) utilizes a "functional classification" system which 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 at higher volumes between destination points, 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 streets. WisDOT's functional classification of Urban Area roads, along with average daily traffic volumes (ADT) for roads of local significance, are illustrated in Map 3.1A and 3.1B.

1. Principal Arterials

   a. **Interstate 39**, running through the eastern portion of the incorporated Urban Area, is perhaps the most important roadway facility serving Portage County. This four-lane, interstate standard facility serves as the main north-south arterial in the central part of Wisconsin. The ADT volume for Interstate 39 through the Village of Plover was 17,000 to 23,600 in 2002. This is an increase of up to 14,000 vehicles from the 1990 ADT of 9,090 vehicles. 2002 ADT's for I-39 within the City of Stevens Point ranged from 17,600 to 24,600.

   b. **U.S. Highway 10** is the main east/west traffic corridor through Portage County and the Urban Area. As a designated "backbone" route within WisDOT's state transportation plan, USH 10 is intended to be a four-lane divided, 65 mph facility between Appleton and Stevens Point, connecting USH 41 with Interstate 39 at Stevens Point, and connect I-39 with I-94 to the west of the City. As of September 2005, the four-lane facility has been completed from Appleton to the Village of Amherst Junction in eastern Portage County. The final seven-mile segment between Amherst Junction and Cty Rd J in Town of Stockton is scheduled to begin construction in 2006. As of 2002, ADT volumes for USH 10 through Stevens Point were as follows: East City limits to I-39 13,900 to 26,300; I-39 to Church Street 21,600 to 18,000; and 12,800 cars crossing the Clark Street Bridge.

      As of September 2005, USH 10 has been substantially reconstructed or improved along its entire length within the Stevens Point boundaries. Future improvements for this facility include:

      - Improvements between Treder Avenue and Badger Avenue, including raised median, turning lanes, and a new intersection at the eastern edge of Copps Foods/US Bank property (2006).

      - A by-pass route for USH 10 around Stevens Point is being planned by the Wisconsin Department of Transportation. Map 3.2 illustrates the current alternatives being considered for routing the by-pass east of the City. The final route selection for the segment west of I-39 has been completed by WisDOT; the selection of the segment east of I-39 will be completed in the near future.

   c. **U.S. Business Highway 51** carries most of the commuter traffic between Stevens Point, Plover and Wisconsin Rapids. As such, the primary function of Business Highway 51 is to move traffic. Conflicts arise, however, because this roadway also provides direct access to a variety of land uses. Business Highway 51 has a service level of 17,000 - 18,000 vehicles per day, but could adequately handle an ADT of 20,000. Because ADT levels are approaching the upper limits acceptable for Business 51's current design (2002 ADT counts up to 16,100 in Plover, 18,900 in Whiting, and 18,500 in Stevens Point; see the individual municipal Comprehensive Plans for additional detail), problems associated with safety, travel time, freedom to maneuver and convenience are becoming commonplace.

Map 3.1A Road Classification and ADT numbers for 1999 and 2002

Map 3.1B Road Classification and ADT numbers for 1999 and 2002

Map 3.2: USH 10 Stevens Point By-pass Alternatives

In 2003, HNTB Corporation prepared a "Business 51 Transportation Corridor Study" for the 3.44-mile stretch of Business 51 running from its intersection with Hwy B in Plover, north to the Whiting/Stevens Point border. The study was undertaken for the Wisconsin Department of Transportation to determine roadway reconstruction improvement options, as a part of a plan for the possible jurisdictional transfer of the roadway from WisDOT to the Villages of Plover and Whiting. Initial designs call for construction of a new four-lane facility with combination raised, decorative concrete, grass median and left-turn/turn-around breaks.

A number of improvement plans have been scheduled/completed for Business 51:

- The roadway will be completely reconstructed from Cty Rd B/Plover Road in the Village of Plover to Cty Rd HH/McDill Avenue in the Village of Whiting, with improvements scheduled to begin in 2010. According to the *Business 51 Transportation Corridor Study*, average weekday traffic volumes on Business 51 south of Cty Rd HH are projected to increase from 20,400 in 2003 to 34,600 by 2030.

- The portion of Business 51/Division Street north of the Canadian National rail tracks, between the viaduct and Dixon Street, was reconstructed in 2005. A number of buildings on the east side of Division Street were removed in 2003 to make way for the realignment of the roadway, which smoothed the previously sharp curves and re-set both northbound and southbound lanes within the same right-of-way.

The remainder of Business 51/Division Street north of Dixon Street has been identified by WisDOT as adequate, and not in need of improvement at this time. According to City Department of Community Development staff, WisDOT has recommended that the City should take steps to protect future right-of-way availability at the intersection of Division Street and Fourth Avenue near the UW-Stevens Point campus.

d. **State Trunk Highway (STH) 54**, from Wisconsin Rapids to the Village of Plover, serves as a commuter link between the Wisconsin Rapids urban area and the Village of Plover and Stevens Point urban area. STH 54 also functions as a commercial and industrial link. The ADT for STH 54 near the western Village of Plover limits was 14,600 in 2002 and is anticipated to dramatically increase with development of the area.

e. **County Road B** originates in the Village of Plover, at its intersection with STH 54, and terminates in the Village of Royalton in eastern Waupaca County. Cty Rd B is a significant roadway in the Village of Plover. It is currently a four-lane facility and is developing in a commercial/industrial pattern. Village officials have identified a need for extension of the four lanes as far as Kennedy Avenue to serve new development to the east. Design standards allow for a maximum ADT of 20,000 vehicles on Cty Rd B within the Village before an upgrade would become necessary. ADT in 2002 ranged from 14,200 vehicles east of Hoover Avenue to 16,200 west of Hoover Avenue. As this corridor continues to develop, the Village will need to continue disciplined planning and implementation of access control, setbacks and overall site development standards relative to undeveloped lands.

f. **State Trunk Highway 66** enters Stevens Point at the northeast boundary of the City, proceeds southwest along Stanley Street, then south on Michigan Avenue before terminating at USH 10 (Clark and Main Streets). 2002 ADT's ranged from 11,800 to 7,200 vehicles.

2. Minor Arterials

The Urban Area has eighteen roads classified as minor arterials, with the large majority located within Stevens Point. Parts of Michigan Avenue in the City handle almost 12,000 vehicles a day.

3. Collectors

The Urban Area has twenty-nine roads classified as minor arterials, again with the large majority located within Stevens Point.

4. Local Streets

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

B. Bridges

Bridge structures are periodically evaluated by the State of Wisconsin, and given a "sufficiency rating" on a 100-point scale. If the sufficiency rating drops below 50, a bridge is eligible for federal funding which will pay up to 80% of the replacement cost. Maintenance for the bridges over the Interstate highway is the responsibility of the State of Wisconsin. Table 3.2 details the bridges within the City of Stevens Point.

Table 3.2: Stevens Point Bridges

Bridge	Year Built	Report Date	Sufficiency Rating	Reconstruction by 2020?
Cty Rd C @ Rocky Run Creek	1970	11/20/2002	68.3	no
Patch Street @ Big Plover River	1981	11/19/2002	90.4	no
Brilowski Road @ CN Railway	1996	12/4/2002	98.8	no
Clark Street @ Wisconsin River	1999	10/2/2002	83.9	no
Cty Rd HH @ Wisconsin River	1998			no

Source: City of Stevens Point

There is only one bridge in Plover under Village jurisdiction, a small concrete bridge over the Little Plover River along Hoover Avenue. The bridge was recently replaced with the reconstruction of Hoover in 2001. The bridge will need to be replaced if this road is expanded to four lanes.

Springville Pond water levels are maintained by three sluice boxes with 36-inch gates and four drainage pipes, which are located under Business Highway 51 (Post Road). Three of the drainage pipes are 42 inches in diameter. The fourth is 36 inches in diameter and functions as an overflow pipe. The sluice boxes and drainage pipes were rebuilt in 1983 as part of the upgrade to Business Highway 51. Reconstruction or replacement of these structures will become necessary if further improvements are made to Business Highway 51.

There are three bridges in the Village of Whiting; one on Business 51, one on Cty Rd HH, and one on Whiting Avenue, all of which cross the Plover River. The Village of Whiting is only responsible for the Whiting Avenue bridge. This bridge is a concrete, haunched slab structure built in 1999. According to the most recent bridge inspection report, October of 2002, the structure is in good condition with a sufficiency rating of 95.6 out of a possible 100. Replacement of the structure is not anticipated over the next 20-year planning period.

Map 3.3: Stevens Point Truck Routes

C. Trucking

Trucking traffic in the Urban Area consists of both through-traffic and traffic generated by local manufacturers, distribution centers, and services which include rental, sales, service, transport and transportation brokers. Issues related to increased stress on physical infrastructure, noise, and pedestrian safety concerns should be considered along corridors of heavy truck traffic. Corridors used heavily by trucks within Stevens Point include I-39, USH 10, STH 66, Cty Rd HH, Business 51, Patch Street, Water Street, and Country Club Drive/Hoover Avenue. See Map 3.3 above for all current truck routes in the City. It is anticipated that truck traffic will likely increase on Brilowski Road, between USH 10 and Cty Rd HH.

Trucking services and trucking terminal facilities are becoming more prevalent in the Village of Plover because of the availability of large parcels of land having direct access to regional arterial highways. Trucking services include rental, sales, service, concrete industry and agricultural transport. Issues related to increased stress on physical infrastructure, noise, and pedestrian safety concerns should be considered along corridors of heavy truck traffic. Corridors used heavily by trucks within the Village include STH 54, Cty Rd B, Business 51, Cty Rd HH, Okray Avenue, Foremost Road, and Grant Ave. Truck traffic will likely increase in the future on Eisenhower Avenue and on STH 54.

Semi-trailer truck traffic in the Village of Whiting generally consists of through-traffic on U.S. Business 51 and Cty Rd HH. Designated truck routes in the Village exist on Tommy's Turnpike, Sherman Avenue, Whiting Ave, and Whiting Road.

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

D. Rail Transportation

Canadian National Railroad (CN) serves the Urban Area. CN operates 19,560 miles of track, including the main line track through Portage County, which is a vital link for traffic coming out of Canada through the Chicago gateway and beyond. Current rail activity through Stevens Point is 16 to 20 trains per day on the main line; this number of trains is anticipated to grow at the same rate as the U.S. economy. The Stevens Point rail yard, with round-house and other facilities, was historically a location for rail line service and maintenance. This function diminished within the last few years, after CN purchased the railroad from the previous owner, Wisconsin Central.

Canadian National Railroad serves the Village of Plover. Rail spurs provide freight service to the following businesses in the Village: Del Monte Foods, Silgan Containers, Banta / Warehouse Specialists (Hoover Avenue), OnLine Packaging, and Golden County Foods (Moore Road). There is also the potential for freight rail service for businesses located within Pines Corporate Centre.

Approximately, 5 to 6 trains travel through the Village of Whiting each day. The main rail line in the Village crosses Tommy's Turnpike, Strange Street, Sherman Avenue, Cty Rd HH, and Business 51. Several rail spurs are also located in Whiting servicing Stora Enso, Kimberly Clark and businesses in Stevens Point. These rail spurs affect road crossings at Sherman Avenue, Jacobson Street, and Whiting Avenue.

There are no rail lines located within Park Ridge.

E. Air Transportation

1. Stevens Point Municipal Airport

Stevens Point Municipal Airport has two paved runways. The primary runway (03/21) is 6,028 feet long by 120 feet wide. Lighting aids on this runway include a Medium Intensity Approach Lighting System (MALS), High Intensity Runway Lights (HIRLs), and Runway End Identifier Lights (REILs). The secondary runway (12/30) is 3,642 feet long and 75 feet wide. Lighting aids on this runway include HIRLs. Owned and operated by the City of Stevens Point, the airport is classified as a Transport Corporate Airport in the *Wisconsin State Airport System Plan: 2020 (SASP)*.

In 2003 the airport recorded 36,750 aircraft operations and was home for 45 based aircraft, including 4 jets, 40 single-engine, and 1 multi-engine propeller airplane. Travel Guard, Med Topics Unlimited, Sentry Insurance, Pegasus Aviation, Freight Runners, and the Rettler Corporation all operate business aircraft from Stevens Point Municipal Airport. UPS operates flights on a daily basis that provide essential cargo services to the local and regional community. St. Michael's Hospital uses the airport on average of once a week to transport administration to and from Milwaukee. The airport has one Fixed Base Operator (FBO), Sentry Aviation Services Inc., four industrial and corporate flight departments based on the airport, in addition to 22 T, 12 individual and four larger corporate hangers.

Instrument approaches to the airport include VHF omni-directional radio range (VOR) and Global Positioning System (GPS) approaches to runways 03, 30 and 31. In 2004, the city was notified that the airport will receive a $1,500,000 grant from the FAA for an instrument landing system (ILS) to be installed in 2005. As a result of this improvement, the airport will be accessible to aircraft in low visibility conditions. The impact is anticipated to increase the use of the airport as well as improve the attractiveness of the Stevens Point area to businesses utilizing airport facilities. The grant is expected to free up some of the airport entitlement funds for other improvements to the airport which in turn will make the facility even more attractive to business.

The Stevens Point Municipal Airport has recently updated the "airport improvement plan". The plan includes: the new ILS, taxiways, terminal improvements/addition, additional hangars, additional aeronautical related enterprise facilities, aeronautic industrial sites, a group hangar, security fencing and an aircraft maintenance facility.

Significant portions of these improvements would be eligible for funding under the airport entitlement funds. However, the local share must still be funded in order to build them. While the plan is not a commitment, it is an indication of the vision the community holds for the airport and is a reflection of the importance of the airport on the economy of the area.

2. The Central Wisconsin Airport

The Central Wisconsin Airport CWA (C-Way), located 15 miles north of Stevens Point adjacent to I-39 in Mosinee, is a joint venture of Marathon and Portage Counties of Wisconsin. The Airport was constructed during the mid 1960's to provide a regional facility to ensure continued quality air service for North Central Wisconsin. The facility opened for operation in October of 1969. The terminal has been modernized and the highway access has been reconstructed and made more convenient.

The Airport has two runways that are grooved concrete, precision instrument landing procedures to both runways for all weather operations, an air traffic control tower and all the

other amenities of a twenty-first century airport. Three airlines provide 21 flights per day which connect through Minneapolis, Chicago, Detroit and Milwaukee. There are also nine air freight and express flights daily. Since 1982, more than $40,000,000 has been spent to keep the airport ready to serve the business and pleasure needs of the region.

F. Transit

The City of Stevens Point provides two types of transportation service to the City of Stevens Point and the communities of Whiting and Park Ridge. A fixed-route bus service is available to all residents in set service areas. A specialized door-to-door Para-transit service is available to individuals who qualify for the service under the Americans with Disabilities Act (ADA) guidelines.

1. Fixed-Route Service.

Stevens Point transit's current fixed-route service consists of four bus routes, the Northpoint Drive/SPASH route, the Rice Street/Dixon Street Route, the East Side/Industrial/Business Park Route, and the West Side/Water Street/Whiting Route. In 2004 Stevens Point Transit added fixed routes as part of a collaborative effort with the University of Wisconsin – Stevens Point's U-pass program. All vehicles used to provide this service are low-floor, wheelchair accessible, 29 foot Gillig Buses.

The North Point/SPASH route serves the north side of Stevens Point. The route provides ½ hour service and extends north serving the areas of North Point Drive. On Wednesdays the route is revised to provide service to Harmony Village. The route covers the City as far west as Forest Street.

The Rice Street/Dixon Street, also a ½ hour service route, was modified in February 2004 to provide bus service to St. Michaels Hospital and the University. The route services the central part of Stevens Point, serving the Rice Street, Indiana Avenue, Dixon Street and Jefferson Street areas.

The East Side/Industrial/Business Park Route serves the Park Ridge area and the east side of Stevens Point very effectively. This one-hour route provides transportation for residents to the business and industrial parks.

The West Side/Water Street/ Whiting Route serves the west side of Stevens Point, and travels south on Water Street and west on Sherman Avenue as far as the Fireside Apartments and River Pines. This one-hour route also provides coverage to the Village of Whiting as far south as Tommy's Turnpike.

All of the current (2005) bus routes begin and end at the Downtown Bus Plaza, which is located near the Shopko entrance of the Center Point Marketplace.

2. Para-transit Service – Point Plus

The City provides a Para-transit service, called Point Plus, in addition to the fixed route service. Point Plus is a door-to-door service provided to anyone in the City of Stevens Point, communities of Whiting and Park Ridge, or individuals within a ¾ mile radius on either side of the fixed-route service, who qualify under the Americans with Disabilities Act (ADA) guidelines.

Individuals who wish to participate in the service need to fill out an application, which can be obtained at the Stevens Point Transit Office, or on-line at the City website:

www.stevenspoint.com under the Transit Department. Once approved, appointments can be scheduled for transportation anywhere within the coverage areas.

The Para-transit fleet consists of three (3) 2003 Ford Eldorado modified vans. The Point Plus service was expanded to provide complimentary service to the fixed-route University U-Pass service beginning in August 2004.

Stevens Point Transit is currently staffed with twelve (12) Bus Operators (6 full-time and 6 part-time). The office personnel consist of an Operations Supervisor and a Transit Manager. Additional staff will be hired prior to implementation of the University U-Pass program to accommodate the additional work generated through the project.

Local bus service is not available within Plover; however, the Village started a shared ride service in 1993 which provides an adequate level of service to meet the needs of Village. Fares cover rides within the Village limits and mileage outside the Village limits. The Village is interested in exploring the feasibility of an urban area transit system.

G. Sidewalks

There are currently 117.5 miles of sidewalk within the City of Stevens Point (see Map 3.5).

The Village of Plover has a limited sidewalk system because there are no subdivision regulation requirements for sidewalk installation. In January 2001, the Village of Plover prepared an addendum to the 1997 Plover/Stevens Point Metropolitan Area Bicycle and Pedestrian Plan recommending that sidewalks be placed on both sides of new and existing commercial, industrial, arterial and collector roadways. The plan recommended that sidewalks related to school safety be constructed first, as well as several arterial, collector and local roadways to be constructed with sidewalks. In order to prevent safety hazards to pedestrians, sidewalks should be installed along arterials, collectors and other locally significant streets or land uses as the need arises. Plover also recommended that when future sidewalks are constructed, small swales should be created between the sidewalk and street pavement to allow for minimal water storage and drainage.

The Village Whiting also has a limited sidewalk system, primarily in a loop around the Village along Cty Rd HH, Post Road, Tommy's Turnpike, Whiting Road and Sherman Avenue. Sidewalk also extends north of Sherman Avenue to Polk Street and Ben Franklin Junior High School.

The only sidewalks within Park Ridge are located along USH 10, and Sunset Avenue north of USH 10.

H. Hiking/Biking Trails

The Green Circle Trail is a collection of 14 continuous segments that wind through forests, river and lake shores, and other natural areas located in all four of the incorporated Urban Area communities, making 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.

A trailhead for the Tomorrow River State Trail is also located in Plover. Please see the Utilities and Community Facilities Chapter for a more complete description of these facilities.

Map 3.4: Stevens Point Transit Routes

Map 3.5: Sidewalks/Hiking/Biking Trails

I. Water Transportation

Public access to waterways, via public boat ramps, is available in Stevens Point (Wisconsin River), Plover (Lake Pacawa), and Whiting (McDill Pond/Plover River, see Map 4.10). Access for canoe use is also available along the Plover, Little Plover, and Wisconsin Rivers. Ten Portage County parks, located within 10-15 miles of the Urban Area, offer access via public boat ramps.

Section 3.2 Inventory and Analysis of Applicable Transportation Plans and Programs

A. Six-Year Highway Improvement Plan

Due to increased traffic along the US Highway 10 corridor, the Wisconsin DOT will be constructing a new US Highway 10 bypass around the City of Stevens Point. This will widen the highway from a two lane into a multi-lane divided highway. The Village of Plover will be impacted by the selection of the final route, which could pass through the northern portion of the Village to intersect with I-39 just south of the existing Cty Rd HH interchange. Development approved for construction in the southeast quadrant of the Cty Rd HH / I-39 interchange has taken the future road location into consideration in its site design.

The proposed Stevens Point bypass for USH 10, originally planned to be finished within this 20-year planning period, had been put on hold due to lack of available funding at the State DOT level. Funding will need to be obtained throughout the Transportation Projects Commission (TPC) process while competing with other projects throughout the state. The bypass project is currently scheduled for construction beyond the planning period of this document.

B. 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 projecting 2030 traffic volumes is not yet available at this writing. Based on the results of this modeling, Urban Area communities will identify possible over-capacity links within the road network, and prioritize the maintenance and construction projects that will prevent or alleviate these volume issues.

C. Bicycle / Pedestrian Plan

The 1997 Plover and Stevens Point Bicycle / Pedestrian Plan outlined 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. Refer to the 1997 Bicycle/Pedestrian Plan for detailed information.

D. State, Regional and Local Highway Improvement Plans

The Wisconsin Department of Transportation has begun to prepare its long-range transportation plan through the year 2030. Connections 2030 will set forth a broad vision as well as strategies and policies for all the state’s transportation modes: highways, rail, air, water, pedestrian, bicycle, transit and local roads.

Connections 2030 will build on the existing modal plans:

1. Wisconsin State Highway Plan 2020

The Central focus of this plan is on the State Trunk Highway System. The SHP 2020 does not identify specific projects, but broad strategies and policies to improve the state highway system over the next 21 years. Given its focus, the plan does not identify improvement needs on roads under local jurisdictions.

2. Wisconsin State Airport System Plan 2020

The plan determines the number, location and type of aviation facilities required to adequately serve the state's aviation needs through 2020. The plan also forecasts the level of public investment required to: upgrade substandard features such as widening of existing runways, replace existing systems to meet federal and state standards, and enhance the airport system through runway extension and new construction. The classifications for Central Wisconsin Airport (Air Carrier/Air Cargo) and Stevens Point Municipal Airport (Transport/Corporate) are not projected to change through 2020.

3. State Railroad Plans 2020

The final SRP 2020 will be used to communicate the condition of Wisconsin's rail system, the rationale for proposing certain improvements, and the financial needs and system-wide implications of proposed funding levels.

The State Rail Plan will comprise six major components: Intercity passenger rail, Freight rail, Highway-rail crossings, Funding, Economic benefits, Environmental evaluation.

Work to be done under the passenger rail component will be coordinated with the efforts of the Midwest Regional Rail Initiative, the Wisconsin-Minnesota High Speed Rail Corridor Study, and the Milwaukee-Madison Corridor Study. In addition, the findings of the Governor's Blue Ribbon Task Force on Passenger Rail Service will be incorporated in the State Rail Plan.

The freight rail component of the plan will have a policy focus, reflecting the recognition that the majority of Wisconsin's railroad system is owned and maintained by the private sector. The highway-rail crossing element will refine and/or build upon the statewide assessment of highway-rail crossing needs initially developed by the State Highway Plan. The State Rail Plan was scheduled for completion in 2003, but is still being finalized. (Wisconsin DOT)

4. Wisconsin Bicycle Transportation Plan 2020

Overall plan goals are: to increase the level of bicycling in Wisconsin and to reduce the number of crashes involving bicycles and motor vehicles.

5. Wisconsin Pedestrian Policy Plan 2020

Goals of the plan: 1) Increase the number and improve the quality of walking trips in Wisconsin; 2) Reduce the number of pedestrian crashes and fatalities; 3) Increase the availability of pedestrian planning and design guidance and other general information for state, local officials and citizens.

Section 3.3: Urban Area Vision Statement and Guiding Principles for Transportation

A. Urban Area Vision Statement Related to Transportation *(adopted 6-26-02 by the UA Steering Committee)*

IN 2025, residents of Portage County enjoy a well planned and maintained transportation system which offers a variety of ways to get from place to place. An excellent public transit system provides the general public, students, senior citizens, and the transportation disadvantaged with travel options. An extensive network of bicycle and walking trails provides access from urban neighborhoods and the rural countryside to schools, parks and businesses. These measures have greatly reduced automobile trips. They also provide freedom of movement, healthier lifestyles, and a realistic alternative to the automobile.

Key Vision Ideas for Transportation:

- Public transportation, including bus service, is available in the urban area, and its use is encouraged as a way to reduce auto trips, and to provide senior citizens and the transportation disadvantaged with needed service. Urban communities, along with the University, work together to provide an integrated service that provides shorter wait times for users and offers maximum efficiency.
- Bicycle transportation planning has achieved a greater level of emphasis within the urban area. Bike lanes are present on most roads, facilitating bicycle commuting as well as access to schools, parks and businesses.
- Sidewalks and pedestrian paths/trails are distributed across the urban area to allow access to commercial, residential and recreational areas.
- Our road network is well maintained. Emphasis is placed on use or expansion of existing road facilities before considering construction of new roads. The public is highly involved in the decision making process for locating new roads.
- Abandoned railroad right-of-way is maintained for transportation services, either as bike or hike trails or as future rail.

B. Guiding Principle for Transportation

Develop an area-wide transportation planning and funding approach that maximizes efficiency and minimizes conflicts between modes as well as jurisdictions.

Section 3.4 Urban Area Transportation Goals

A. Preliminary Goals: *(adopted 10-23-02 by the UA Steering Committee)*

- Develop an area-wide transportation planning and funding approach.
- Priority is given to maintaining and enhancing existing infrastructure before adding new.
- Utilize and update existing transportation related plans.
- Develop a public transportation network that encourages Portage County Urban Area residents to reduce automobile trips.
- Encourage and accommodate human-powered transportation options.
- Decisions regarding transportation should be consistent with other elements of the Comprehensive Plan.
- Transportation options are available for persons with disabilities.

Section 3.5 Urban Area Transportation Conclusions

A. Recommend Urban Area communities work toward the construction of a grade separation for Hoover Avenue/Country Club Drive at the Canadian National tracks, and identify other possible at-grade rail crossings within the Urban Area that need grade separation.

B. Improve bike and pedestrian routes throughout the Urban Area.

- Promote sidewalk/multipurpose trail connectivity across municipal boundaries.
- Expand facilities in an efficient, cooperative manner.
- Explore year-round access to pedestrian trails.

C. Determine the feasibility of an Urban Area-wide transit system that maintains and enhances current connections, and takes into account future development across the area.

D. Recommend coordination of future street locations and Official Street Mapping between Urban Area and rural communities.

E. Develop an area-wide transportation planning and funding approach that maximizes efficiency and minimizes conflicts between modes as well as jurisdictions.