

EXECUTIVE SUMMARY

In 2002, Iowa County began its comprehensive planning initiative. This formal process was informed by work that was begun in the 1970s when SWWRPC staff and representatives from its five member counties conducted a thorough analysis of the region's transportation system. In the intervening years, other transportation plans and reports have also looked at Iowa County and the region, resulting in many improvements to the transportation system.

This document is structured to provide historic context (see Map C.1 for early transportation routes in southwest Wisconsin) and to provide information on local issues within the transportation framework. Although many issues are presented in a regional context, the assertion made in SWWRPC's 1972 *Technical Report No. 4: Prospective for Regional Transportation Planning* holds true today: "...regional planning is not a substitute for local planning. On the contrary, regional planning is intended to strengthen local planning efforts by providing a more comprehensive base of information in a regional context in order to facilitate rational private and public decisions on the local level."

The advantage of using a regional context to inform local transportation planning is that the relationship to scale is reinforced. From this perspective, the Iowa County Transportation Element provides historic and regional context, considers local transportation needs and, based on local input, provides a 20-year plan that can serve as a resource guide and implementation tool. Each participating jurisdiction's Transportation Element is written as a "Snapshot" section focusing on local issues. These local issues are summarized in the Iowa County Transportation Element.

**Wisconsin State Statute 66.1001(2)(c)*****(c) 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.

Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local governmental unit's comprehensive plan, including ...
 (m) An improvement of a transportation facility that is undertaken under s. 84.185.

IOWA COUNTY TRANSPORTATION POLICY SUMMARY

The jurisdictions participating in Iowa County's comprehensive planning initiative were asked to review the survey responses and rank the issues that should be given the highest priority for meeting local needs.

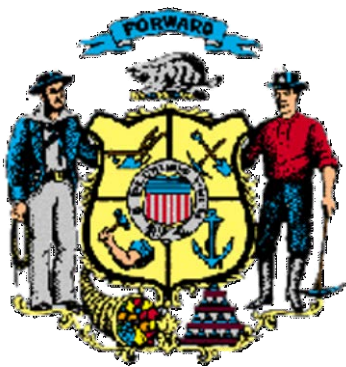
1. Mobility needs of the elderly and disabled
2. Freight mobility
3. Connectivity with the larger transportation system
4. Supporting economic development
5. Transportation safety
6. Agricultural-vehicle mobility
7. Recreational transportation uses
8. Tourism (including preservation of rural views)

Each jurisdiction's plan reflects its prioritization. (The summary reflects the aggregate prioritization of jurisdictions responding prior to 19 November 2003.)

Summary of the Top Three Transportation Priorities across Iowa County, by ranking:

- #1: 80.0% transportation safety (i.e., 80 percent of respondents ranked safety as their #1 priority)
 6.7% agricultural-vehicle mobility
 6.7% connectivity with the larger transportation system
- #2: 35.7% agricultural-vehicle mobility
 14.3% transportation needs of the elderly and disabled
 14.3% transportation safety
 14.3% tourism (including preservation of rural views)
- #3: 23.1% connectivity with the larger transportation system
 23.1% transportation to support economic development
 15.4% agricultural-vehicle mobility
 15.4% tourism (including preservation of rural views)

TRANSPORTATION HISTORY IN THE REGION



Wisconsin's transportation infrastructure has developed from a system of trails and waterways. It has evolved from crude roads to a network of bicycle trails and a hierarchical system of multi-lane divided highways, wooden piers to modern shipping ports, steam locomotives to rail lines that still carry passengers and freight, and from grass landing strips to busy airports. Participating Iowa County jurisdictions focused on a variety of local concerns to create a transportation element that provides a compilation of objectives, policies, goals, maps, and programs—a roadmap, if you will—to guide future transportation development and support other goals and objectives.

As we plan for Iowa County's future transportation needs, it's interesting to think about its transportation history, as well as the hard work and planning that went into achieving the transportation infrastructure that we have today.

In 1699, Nicholas Perrot discovered lead in southwestern Wisconsin, attracting speculators and settlers. They traveled up the Mississippi River or overland along Native American trails. From ports along the Mississippi, the lead was usually shipped on flatbeds and keelboats, first to St. Louis for smelting and then to New Orleans where it was shipped on ocean-going vessels to the east coast. The majority of keelboats and flatboats were dismantled and sold for lumber in New Orleans because return trips were uneconomical.

The introduction of the steamboat in 1823 transformed Mississippi River traffic but it did not serve as a major waterway for commerce until improvements were made and these commenced in 1824. Improvements to aid navigation were also made to the Fox-Wisconsin Waterway but, in 1876, the US Government determined that future projects intended to bring this route up to sufficient navigation standards would be economically infeasible.

In 1829, James Duane Doty, later Wisconsin's Territorial Governor, and a small group, lead by a Native American guide, rode on horseback from Green Bay to what is now Prairie du Chien utilizing an extensive network of trails. In 1832, Congress responded to military concerns and provided funds for the 5th Regiment, Regular Army, to complete the Military Road. The work connecting Fort Howard, in Green Bay, to Fort Crawford, in Prairie du Chien, was completed in 1836. Although important, it had been underfunded and the road was inadequate for transporting cargo and passengers. Another early road, connecting the Military Road to Milwaukee, carried far more traffic because it reduced travel time between southwestern Wisconsin and Lake Michigan. At one time, three to four ox-drawn wagons of lead arrived in Milwaukee daily from southwestern Wisconsin along this road and, from there, the lead was shipped east via the Great Lakes. These roads did not give serious competition to the Mississippi River because wagon travel was slow and cumbersome, negating the advantage of shorter routes with increased time in transit.

Wisconsin's first stagecoach line began operation between Mineral Point and Galena in 1836; others were established to serve Monroe, Platteville, Richland Center, and Shullsburg. An important Iowa County transportation route ran along Mill Creek from Arena and Helena, located on the Wisconsin River, to the Military Ridge between Dodgeville and Ridgeway. In the *History of Iowa County*, W.P. Ruggles tells of buying his farm and building a house in 1843: "when the railroad came through to Mazomanie, the stages were taken off the old route, and were put on a new route which passed my door, and for several years my place was one of the principal stations on the way. The rush of travel was tremendous; four-horse post coaches came through each day, some of the time loaded down with men, women and children going to the new country. When the lands in the northern part of the State came into market, in 1852, purchasers had to go to Mineral Point to make their entries, and many a night at that time every available spot in my house was occupied, as many as forty having stopped overnight."

The building of roads was funded by poll taxes, which were levied on property. All able-bodied men, except clergy, were required to serve up to 20 days per year. Every man between the ages of 21 and 50 served on a road crew or paid a substitute to represent him. If the man could also bring a plow or wagon and a team of horses or oxen, he got triple credit for his time of service. In Wisconsin, such statutory labor requirements were not completely abolished until 1919. In 1848 the legislature authorized "state roads" and many local, county, or Territorial roads were assimilated, although the costs were still charged to counties and local governments.

In 1857, the Milwaukee & Mississippi Railroad became the first railroad to operate in southwestern Wisconsin. It was built along a route selected for its lower construction costs and proximity to expanding agricultural areas (by this time, mining had peaked and waned). The railroads presented the first serious competition for the Mississippi River Steamboat service. When the Civil War closed the Mississippi River to traffic, freight and passenger traffic was forced to go by rail. By 1861, the region had 92 rail miles and, 40 years later, the trackage was 459 miles.

Rail lines boomed between 1870 and 1900, while public investment in roads languished because the state's constitution banned funding for internal improvements. Far from fearing competition from improved roads, the railroads anticipated the benefits of better farm-to-market access and supported the "good roads movement." At the beginning of the 20th Century, automobile owners were mainly doctors, lawyers, real estate and insurance agents, corporation and bank executives, manufacturers, and the well-to-do. The new-fangled automobile appeared to pose no threat, while improvements to local roads would provide more reliable delivery of agricultural products to the railroads.

Beginning in 1890, bicyclists had lead public pressure for creation of improved roads and bicycle paths. The Wisconsin League for Good Roads was established in 1895. The appeal for good roads advanced several arguments for why "poor roads put the family 'in a rut' and kept it there," while good roads would support: 1) neighborhood social life; 2) consolidated schools; 3) prompt mail service (when Rural Free Delivery was instituted, postal policy withheld routes from areas with unsatisfactory roads); 4) church attendance; 5) better medical attention; 6) and cheaper handling of produce.

To help fund improvements, bicycle user fees - from 50-cents to \$1 per bicycle - were assessed in 1901. Highway user fees - initially \$1 for each vehicle - were assessed in 1905. In 1907 the state passed a law requiring counties to financially assist state highway construction and levy taxes for implementation. In 1908 the Wisconsin constitution was changed to permit state government participation in road building and maintenance. These changes were spurred by the "good roads" movement, which represented the public's increased interest in bicycle paths and better roads.

In 1915 the legislature authorized all 72 counties to select, mark, sign, and maintain systems of county highways. All route designations were subject to the approval of the new State Highway Commission, which was authorized to establish a network of STH roads (state highways) of up to 5,000 miles. The initial goal was to connect the state's seats of county government and cities with populations of 5,000 or more. A tentative system of desirable routes was mapped, surveyed, analyzed, and public hearings were held. Considerations included the size of populations served, alignment and grades of existing routes, and the supply of local deposits of minerals and aggregates that would be used in construction. The federal government began to provide financial assistance for construction and improvements to public highways in 1917 with the first federal road aid act. The Wisconsin legislature adopted its provisions, making the state eligible for federal road construction aids.

In 1925 the CTH (county highway) system was formally established by the state legislature as a secondary highway system. County boards or highway committees were responsible for laying out the system. Each county board was responsible for conferring with neighboring county boards to ensure that the county roads joined, ensuring continuous lines of travel between the counties. Uniform signs were used to mark the system across the state and each county board was responsible for marking, signing, and maintaining the roads and bridges in its county. CTHs are designated by letters instead of numbers and can be one, two, or three letters in length.

Wisconsin's first legislative acknowledgement of manned flight was in 1925 when a law prohibiting stunt flying over crowds or heavily inhabited areas was enacted. This was followed, in 1927, by a law that granted counties and municipalities the authority to establish airports. In 1929 the state adopted a model law on aviation, which it changed in 1937 when the State Aeronautics Board was established. In 1967, after some five legislative reorganizations, its function landed within the newly formed Wisconsin Department of Transportation (WisDOT). In 1977 the planning report *Inventory of Transportation Systems in Southwestern Wisconsin* concluded:

"One of the most significant problems in [southwestern Wisconsin] is the provision of adequate transportation facilities. The first step in working toward any solution is to analyze the present transportation systems. Further steps and additional studies will be undertaken at the discretion of the member counties."

Much has changed since 1977, and Iowa County's Transportation Element is a part of an ongoing planning and implementation continuum.

Sources:

- 1 *Inventory of Transportation Systems in Southwestern Wisconsin*, (Planning Report No. 4. SWWRPC, 1977)
- 2 *The Road Builders of Wisconsin: from 1902 to 1992*, George H. Bechtel (Wisconsin Road Builders Association, 1993)
- 3 *Wisconsin's Past and Present: A Historical Atlas*, The Wisconsin Cartographers' Guild (University of Wisconsin Press, 1998)
- 4 Wisconsin Historical Society website <http://www.wisconsinhistory.org/>
- 5 A Town of Dodgeville resident provided the History of Iowa County reference.

WisDOT DISTRICT 1

Iowa County is a part of WisDOT's District 1. As described, in WisDOT's report *Transportation Investment, Economic Development, and Land Use Goals In Wisconsin* (June 2002), District 1 is

"...One of the largest transportation districts, covering 7,941 square miles or 14.6 percent of the total state land area. The district contains 10 counties and approximately 18 percent of the total state population (954,838 for the ten-county region). The region's economy is diverse, with a broad spectrum of industry sectors ranging from agriculture to tourism to education to biotechnology to research. Industrial groups represented within this district are some of the drivers of Wisconsin's economy."

In 2000, the second highest level of highway usage in the state, approximately 20 percent of total Wisconsin Vehicle Miles Traveled (VMT), occurred in Transportation District 1. The district's 18,561 miles of roads represent 17 percent of the total state road mileage.

The District 1 region is mostly agricultural and includes areas of highly concentrated and diverse manufacturing, distribution, finance, insurance, retail (including several major regional shopping centers), service, government, and education operations. The southwestern counties of Green, Lafayette, Grant, and Iowa are predominantly farmland. Agriculture is the major industry in these counties, but there are significant commercial and industrial businesses located in some of the larger cities and villages. There are a few major employers such as Lands' End in Dodgeville [that represent] a significant percentage of the local economy's employment and output."
<http://www.dot.wisconsin.gov/localgov/docs/landuse-goals.pdf>

ECONOMIC DEVELOPMENT OVERVIEW

This section provides an overview of the Wisconsin Department of Transportation's thoughts on the interrelationship of transportation and economic development. The *Transportation Investment, Economic Development, and Land Use Goals In Wisconsin* report also included an economic forecast for the 10-county region of southwestern Wisconsin, projecting to 2015:

"District 1 comprises the most diverse and third largest regional economy in the state, accounting for 18 percent of total Value-Added in Wisconsin in 1999. Activity in District 1, as measured by Gross Regional Product, is expected to grow slightly less than in Wisconsin as a whole: 39.5 percent between 2000 and 2015 versus 42.2 percent for the entire state. Employment growth will be about the same as statewide: 14 percent between 2000 and 2015 versus 13.2 percent in Wisconsin as a whole. Exports from the region will grow only slightly faster than imports into the region, reflecting the strong linkages between manufacturing activities in the district and industries in other districts. Real disposable personal income growth in District 1 will be marginally higher than statewide. Population growth in the district between 2000 and 2015 is also projected to be marginally greater than in Wisconsin as a whole: about 9.4 percent versus about 9 percent for the state.

Currently, the largest industrial sectors in District 1 in terms of Value-Added are Real Estate, Retail Sales, Wholesale Sales, Machinery & Computer Manufacturing, and Medical Services. The district's fastest growing industries, by percent increase in Value-Added [include] Machinery & Computer Manufacturing [which] is projected to grow the most between 2000 and 2015, followed by Leather Manufacturing and Electrical Equipment Manufacturing.

Machinery & Computer Manufacturing and Electrical Equipment Manufacturing are closely related sectors, and by 2015, the Electrical Equipment industry will be one of the top ten industries in District 1."

In reflecting on the impact that transportation growth and increased connectivity has had on our communities and our region, the effects of transportation-related decisions merit careful consideration when planning for 2020. The comprehensive planning process provides an opportunity to consider the possible implications of various scenarios. The overview report *Land Use and Economic Development in Statewide Transportation Planning* (prepared for the Federal Highway Administration, May 1999) provides some additional perspective:

"Transportation investment can be an important factor in influencing economic growth. Highway facilities can attract economic growth by increasing access to new areas, which in turn may provide access to skilled labor markets and inexpensive land for new businesses. As transportation systems change, increased accessibility to new areas will make them attractive for development [but] land and economic impacts of transportation must be understood in their geographic context. The increased access to land provided by new or upgraded transportation facilities can either induce new development or change existing development patterns.

The extent of the impact depends upon the geographic scope of the analysis. A small impact area can show an increase in economic activity, but when a larger area is defined the impact will appear as a shift in development within the region or local jurisdiction. The gains to one location are matched by losses at another location. ... These are called "transfer effects."

If the regional economy is growing, transportation improvements are likely to have a big effect on land development patterns. If the economy is stagnant, transportation system improvements are less likely to induce new land development, but rather cause it to shift from one location to another.

When considering the potential impact of transportation projects it is important to recognize that there are many other factors, locally, regionally, and nationally that influence where land development occurs.”

Iowa County has a variety of transportation infrastructure assets, including the USH and STH system, its air cargo feeder airport, freight rail access, and transportation resources that support local, state, and regional needs. These transportation modes, and others, will be discussed in the next sections.

For more information, see Maps C.2, C.3 and C.4 at the end of this Section.

TRANSPORTATION ISSUES & MODES

Because effective and efficient transportation is both local and regional in scope, the next section looks at transportation issues and relevant modes of transportation in Iowa County.

1. Safety
2. Commuting
3. Transit
4. Agriculture & Transportation Planning
5. Shipping
6. Air Transportation
7. Rail Freight
8. Bicycling & Trails
9. Wisconsin's Rustic Roads Program
10. Water Transportation

In this section, much of the information is presented on a regional or county-wide scale. Other issues—including maintenance improvements and costs; local connectivity; environment; aesthetics; efficiency; and land use—are examined in each jurisdiction's Transportation Element.

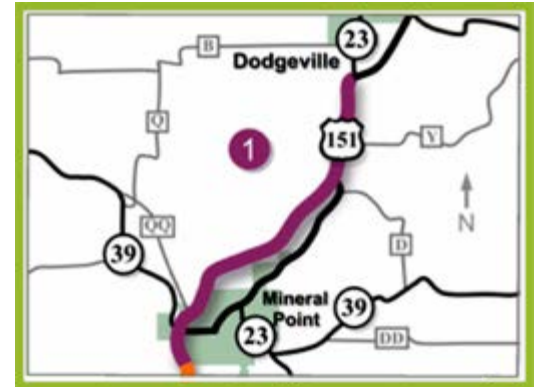
See Maps C.5 for more information.



TRAFFIC VOLUME & SAFETY

This section compares safety data over several years.

SWWRPC's 1977 transportation report looked at motor vehicle accidents and identified three primary contributing factors: "Accidents in rural areas occur due to many factors including inadequately designed roads, animals, and conflicts between land uses." In Iowa County, it identified several "accident prone" areas: STH 23 – from USH 18 to STH 130)
 STH 80 – from CTH P to STH 133
 STH 130 – from STH 23 to the Wisconsin River
 USH 18 – from Dodgeville to Barneveld



Since 1977, significant improvements have been made in each of these areas. In addition, major construction is being done along the Hwy 151 corridor south of Dodgeville. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the National Highway System Designation Act of 1995 (NHS), and the Transportation Equity Act for the 21st Century (TEA-21) authorized 44 "high-priority corridors" including Hwy 151 connecting Dubuque and Madison. The estimated total construction cost for the Hwy 151 project is \$138 million (approximately \$34.7 million in Iowa County). Construction is scheduled to take place from 2001 through 2005. See Maps C.11a and C.11b at the end of this Section for more information.

Improvements are warranted by traffic demand and as the map below indicates, average annual daily traffic counts have increased along every corridor in the county between 1983 and 2001. Thoughtful land use planning along highway corridors can help to increase safety and ensure the continued efficiency of transportation corridors. Transportation Impact Analysis is one tool for assessing the impact of development on the transportation system. Communicating with WisDOT throughout the process can help ensure that development and transportation decisions are not on a collision course.

Iowa County data provide some context for local transportation safety issues: As the Bureau of Transportation Safety explains, "Traffic crashes are not accidents but avoidable events caused by a single variable or chain of variables." See also Maps C.8, C.9, and C.10 at the end of this Section for more information.

CRASHES

IOWA COUNTY	1965 Crashes	1966 Crashes	1967 Crashes	1968 Crashes	1969 Crashes	1970 Crashes	1971 Crashes	1972 Crashes	1973 Crashes	1974 Crashes
	157	176	298	387	490	462	496	577	558	635
Compared to data from 30 years later...			1997 Crashes	1998 Crashes	1999 Crashes	2000 Crashes	2001 Crashes	2002 Crashes	2003 Crashes	2004 Crashes
			715	589	626	675	573	623	575	NA

If more data were readily available, we could compare specific locations with average annual daily traffic (AADT) counts. Another way to put this data in some context is to compare the motor vehicle registrations for the five-county southwestern Wisconsin region over time.

- In 1970, there were 77,120 vehicles—autos, all trucks, trailers, busses, motorcycles, and municipal vehicles—registered in southwestern Wisconsin.
- In 2002, there were 147,946 vehicles registered in the region—nearly double the 1970 number.
- In comparison, crashes increased by approximately one-third of the 1970 figure.

Injury data has remained surprisingly constant, although it provides no perspective on severity of the injuries.

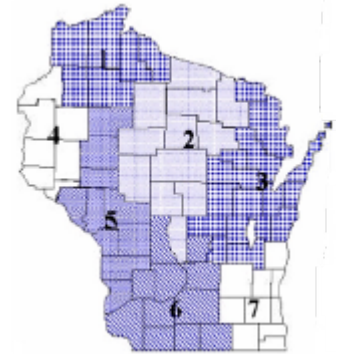
INJURIES

1964 Injuries	1965 Injuries	1966 Injuries	1967 Injuries	1968 Injuries	1969 Injuries	1970 Injuries	1971 Injuries	1972 Injuries	1973 Injuries
98	70	73	112	183	190	219	215	253	237

Compared to Iowa County data from 30 years later....		1997 Injuries	1998 Injuries	1999 Injuries	2000 Injuries	2001 Injuries	2002 Injuries	2003 Injuries
		207	192	176	222	162	273	

Fatalities are not merely statistics—they represent terrible tragedies. But here too, we see that the number of fatalities has decreased when compared with the increased number of vehicles on the road.

The reduction in fatalities can be credited to a combination of factors, including improvements in vehicle safety, better roads, increased seat belt use, and advances in emergency room care. Residents of southwestern Wisconsin—area 6 on the map—have the highest seat belt use in the state at 74.4 percent. The lowest usage level is in the Superior/Northern Wisconsin area at 62.1 percent.



FATALITIES

1964 Fatalities	1965 Fatalities	1966 Fatalities	1967 Fatalities	1968 Fatalities	1969 Fatalities	1970 Fatalities	1971 Fatalities	1972 Fatalities	1973 Fatalities
6	5	17	10	3	10	9	12	10	7

Compared to Iowa County data from 30 years later....		1997 Fatalities	1998 Fatalities	1999 Fatalities	2000 Fatalities	2001 Fatalities	2002 Fatalities	2003 Fatalities
		7	6	5	3	12	6	

Wisconsin Roadway Safety Facts - 2002

- There was a 3.1 percent increase in the number of registered vehicles (4,946,305 compared to 4,798,056 in 2000).
- There was a 4.6 percent increase in the number of licensed drivers (3,835,549 compared to 3,667,497 in 2000).
- Sixty-one percent of all crashes occurred on county trunk highways and local roads.
- Forty percent of Wisconsin motor vehicle crashes involved alcohol, 32 percent involved speed, and 16 percent involved both speed and alcohol.
- Seventy-nine percent of all motorcyclists killed in crashes were not wearing helmets (when helmet use could be determined).

Wisconsin’s Highway Safety Clock – 2001 (All events listed occurred in motor vehicle crashes in WI)

- One TRAFFIC CRASH every 4.2 minutes
- One PROPERTY DAMAGE CRASH every 6.2 minutes
- One PERSON INJURED every 9 minutes
- One INJURY OR FATAL CRASH every 13.2 minutes
- One person injured or killed in SPEED-RELATED CRASHES every 46.9 minutes
- One DRIVER AGE 19 OR UNDER in fatal or injury crashes every 47.6 minutes
- One person injured or killed in ALCOHOL-RELATED CRASHES every 76.3 minutes
- One MOTORCYCLIST injured or killed every 3.9 hours
- One PEDESTRIAN injured or killed every 5.5 hours
- One BICYCLIST injured or killed every 7.4 hours
- One PERSON KILLED every 11.5 hours
- One SCHOOL BUS OCCUPANT injured or killed every 23.8 hours

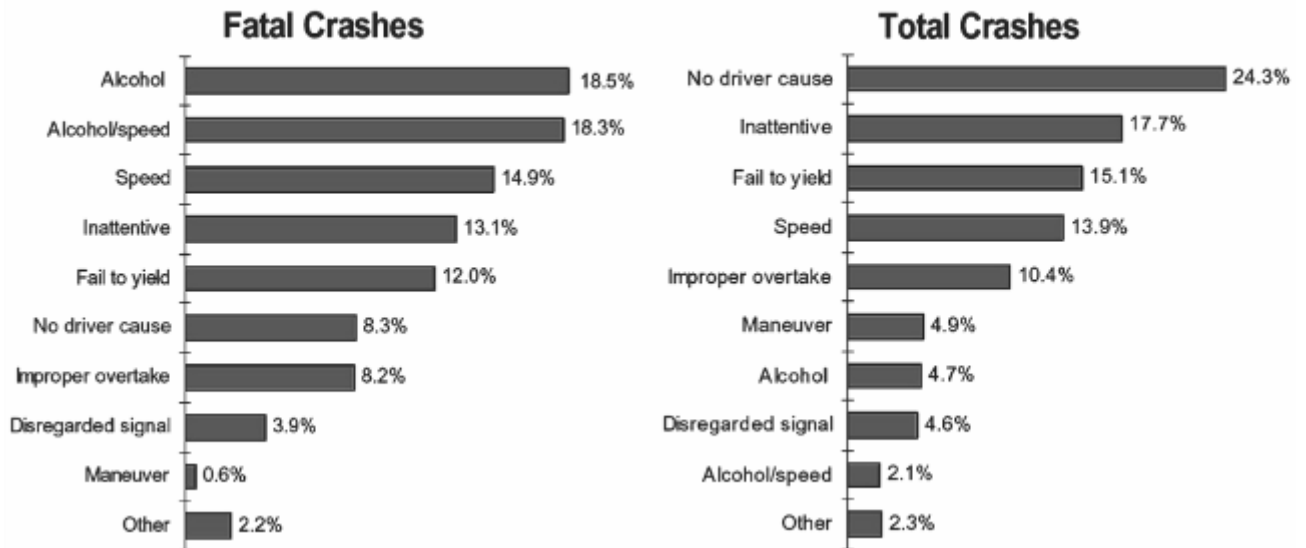
Iowa County’s Road Crew

To address one significant safety issue—reducing drinking and driving—this locally coordinated Iowa County pilot project uses social marketing and education to help solve public health behavior problems. The target audience is young men, ages 21-34. Funding was received from local sponsors, the National Highway Traffic Safety Administration, and WisDOT.



As of December 2003, there are initial plans to continue the service and to expand it to provide local taxi service.

Primary Driver Contributing Factors in Crashes



Source: 2002 Wisconsin Traffic Crash Facts, WisDOT

COMMUTING

This section compares commuting patterns in 1970 with commuting patterns in 2000. The 1977 SWWRPC report *Inventory of Transportation Systems in Southwestern Wisconsin* noted:

“Commuting for employment in our five-county area is significantly higher than the statewide average. Statewide approximately 18 percent of workers commute to jobs outside of the county they live in. Green and Richland Counties approximate the statewide average due to their serving as employment centers. Grant County has the highest percentage of commuters, 26.4 percent, and Iowa and Lafayette have 24.7 percent and 23.9 percent, respectively. The automobile is the means of getting to work for 85.6 percent of the commuters, 10.3 percent walk and 3.5 percent use other means.”

“Plate 9” shows the inter-county commuting patterns for southwestern Wisconsin in 1970. The metropolitan center of Madison draws a significant number of workers from all counties except Lafayette. Freeport draws employment from Lafayette and Green Counties with Rockford and Belvidere also attracting some workers. The largest work center for southwestern Wisconsin commuters is Dubuque (SWWRPC #4, p 29).”

The Wisconsin Department of Workforce Development's (DWD) summary report (see below) from 2000 US Census data indicates that the percentage of employees commuting out-of-county to jobs in Dane, Grant, Richland, and Lafayette Counties has increased five-fold between 1970 and 2000. The real numbers—3155 Iowa County workers commuting to Dane County vs. 602 in 1970—reflect the growth westward from Madison and Dane County. On June 6th, 2003 (and earlier than initially projected), Iowa County was included as part of the *Madison, Wisconsin Metropolitan Statistical Area*.

The impact of these patterns on land uses may be regarded as positive or negative. Either way, they do impact the transportation system, including principal arterials, major arterials, major collectors, and minor collectors. Not surprisingly, the growth impacts are felt most keenly by communities on the eastern edge of the county. The following 2000 Census summary is from DWD [with parenthetical notes for comparison]:

“Roughly 4,550 Iowa County residents, 36 percent [compared to 24.7 percent in 1970] of the workers who live in the county, traveled out of the county for a job. Seven in every ten workers who left the county headed for employers in Dane County and nearly half of them were headed to employers in the City of Madison. The traffic into Dane County increased substantially from 1990 and this increase is the reason that Iowa County will be included in the Madison metropolitan statistical area beginning in 2005. Although most of the out-bound commuters traveled east, workers also traveled to jobs in other neighboring counties. Nearly 400 residents reported to employers in Sauk County and 450 worked in Grant County. However, three times as many Grant County workers headed to employers in Iowa County. Nearly 4,010 workers commute to Iowa County for jobs, only 500 less than leave. Most of those workers are from Grant County and headed for employers in the City of Dodgeville. In fact, the City of Dodgeville attracts nearly two-thirds of the workers from all other counties. Employers in Iowa County depend on these commuters to help fill local job vacancies.”

In 1970, 236 workers commuted into Iowa County from Grant, Green, Lafayette, and Richland Counties. In 2000 that number had increased more than ten-fold with 2536 workers commuting into the county from those counties alone! In 2000, 928 workers commuted into Iowa County from Dane County. As noted above, in 1970 85.6 percent of Iowa County's workforce relied on the automobile to get to work, compared to 87.4 percent in 2000. What has dropped significantly is the percentage that walked to work—10.3 percent vs. 3.8 percent. Dispersed residential patterns mean that many workers are further from their place of employment, making them more reliant upon the automobile and on the local and regional network of roads.

An asterisked notation in Plate 9, which was drawn from 1970 Census, data refers to “long distance commuting.” Our concept of that term has changed a great deal. In 2000, the mean travel time to work for Iowa County commuters was 24.7 minutes. Although improved roads have reduced travel time, many workers are traveling further each day.

Commuting Resource Programs

One existing resource that serves some Iowa County commuters working in the Madison Area is the State of Wisconsin Van Pool. Administered by the Wisconsin Department of Administration, each of the 70-some vans has a local contact person who can provide more information about the specific route. Iowa County-to-Madison vanpool routes include:

- Three serving originating or stopping in Arena
- Four serving some combination of Mineral Point, Dodgeville, Ridgeway, and Barneveld

According to the Wisconsin Department of Workforce Development, vanpools are effective means for addressing transportation problems. The DWD website provides information about resources and programs—including grant funds from WisDOT—to help employers and communities to establish programs targeting the commute-to-work. For example, the Wisconsin Employment Transportation Assistance Program (WETAP) provides funds for employment-related transit programs.

- The Graph on Page 18 illustrates WORKER IN-FLOW AND OUT-FLOW.
- The Table on Page 19 represents INTER-COUNTY COMMUTING FOR EMPLOYMENT IN 2000
- Both are from the Dept. of Workforce Development's *Iowa County Workforce Profile*, January 2004.

TRANSIT

In 1977, SWWRPC's *Inventory of Transportation Systems in Southwestern Wisconsin* reported:

"The availability of public transit in Southwestern Wisconsin is very limited. A total of 14 providers of transit service serve 1,045 people. These programs provide service primarily to the elderly but reach both handicapped and other needy residents (SWWRPC #4, pp 45)."

At that time, Iowa County residents utilizing the service relied on volunteer drivers and, in 2004, they still do. According to the Map C.5 of Wisconsin Transit Systems 2002, neither Iowa nor Lafayette Counties have a transit system. Some service meeting this definition is available in all or part of neighboring Green, Grant, Richland, and Sauk Counties. Although this was not identified as a major issue as a part of this planning process, it will become more important as the baby boom generation grows older. In 2000, according to U.S. Census Data, 21.4 percent of Iowa County's population was age 55 or older. By 2010, it's expected that 25.7 percent of Iowa County's population will be age 55 or older. This issue will become more important—at both the local and state level—during the 20-year window of this plan.

Iowa County Commission on Aging

Although state funding sources have served to stabilize this level of service, few service options are available. As the Iowa County Commission on Aging explains (in its 2004 application for 85.21 funding):

"Iowa County is almost entirely void of any transportation service with the exception of the school buses, Hodan buses and some nursing home operated vehicles. This coupled with our services barely begins to address the transportation needs of our county."

In 1998 the Iowa County Board of Supervisors passed a continuing resolution authorizing the Iowa County Commission on Aging to submit annual funding applications to WisDOT for 85.21 program funding (as defined in the Wisconsin Statutes). The program requires participating counties to provide a minimum 20 percent match. The allocation formula for 2004 funding estimated Iowa County's elderly and disabled population to be 3492. Iowa County's eligible allocation for 2004 was \$40,732.00 with a local match of \$8,146.00. The funds were requested "to support our Driver Escort Program, augment our mini-bus and fund our Transportation Coordinator position. Under this proposal, 41 percent of the expenses of our Driver Escort Program and 46 percent of our bus program expenses will be paid from our 85.21 funding and county match." The Iowa County Driver Escort Program is a volunteer service utilizing a corps of 18-22 volunteer drivers in private automobiles. Volunteer drivers are reimbursed based on mileage. The Commission's mini-bus runs on a flexible, biweekly route and has days available for group trips once each week. The driver is paid and trained through the Commission on Aging. The Driver Escort Program operates on a demand response system offering door-to-door service. The bus program operates on a regular route system using fixed pickup and destination points. The Commission explains that deviations are allowed if a client is unable to reach the pickup point, or if he or she has an appointment location that does not correspond to the destination but is within the immediate area. A rotating schedule accommodates users in Arena, Avoca, Barneveld, Cobb, Dodgeville, Edmund, Hollandale, Linden, Mineral Point, Muscoda, Rewey, and Ridgeway. Destinations include Dodgeville, Dubuque, Madison, Mineral Point, Monroe, Platteville, Prairie du Chien, and Richland Center. Users must call one day in advance for reservations. According to the Commission on Aging website, the trips provide "an opportunity to go to the bank, drug store, grocery store, or other stops that you request." Clients using the Driver Escort Program are charged a fee based on mileage. The 2004 fee schedule starts at \$3.50 for 1-5 miles and up to \$12.00 for 101-150 miles (over 150 miles, clients are charged .35 cents/mile).

Bus Service

Intercity Bus Transportation is nonexistent in Iowa County. According to a 1994 WisDOT report, “Although the system does serve an essential transportation function, intercity bus service has generally been in decline over the past fifty years. Ridership has decreased and costs have increased on many routes, such that service on many routes has been abandoned altogether. However, the remaining bus services continue to provide an essential service to many passengers, and state planning must include consideration of this important system” (WisDOT TransLinks21). According to Greyhound Bus, they currently provide no service in Iowa County, although they do make scheduled stops in Lone Rock and Spring Green, to the west, and in Black Earth and Cross Plains, to the east. This route, along USH 14, goes through the Village of Arena (see Greyhound map at right).



TRANSPORTATION AND AGRICULTURE USES



Increased traffic volume has implications for the entire transportation system and this is especially true for agricultural transportation uses. The guidebook *Planning for Agriculture in Wisconsin: A Guide for Communities* (November 2002) provides a good overview of issues related to agriculture and transportation planning and is included below:

“Changes in agriculture and residential development in Wisconsin also affect demand for and use of public transportation networks. Transportation is critical for agriculture, yet transportation needs and impacts are often ignored in rural planning and zoning discussions. Transportation planning for agriculture can contain at least three important aspects:

- *Efficiency of access for agricultural suppliers, processors, agricultural service providers, bulk haulers, etc. to farm operations.*
- *Efficiency of transportation of farm produce to local, regional, national and international markets.*
- *Transportation safety for agricultural transportation and for the general public, including transportation on public roads of farm machinery to farm fields.*

Efficiency of access means more than just good roads. For those who provide services or pick up farm produce, it also means that a service area is densely populated with customers. If this “critical mass” of farm operations diminishes to a point where it is no longer profitable for the milk processor, farm implements dealer, or the veterinarian to continue serving the area, then those services may be lost. Transportation planning for agriculture should, therefore, consider the transportation needs of those who serve the farm operations. Check with local dairies, canneries, processors, and veterinarians about access to farm operations, density of the operations, and so on. Milk processors, for example, are likely to have maps indicating where their farm pick-up points are.

Transportation of farm products to markets, whether local, regional, or international, is important. A recent report from the United States Department of Agriculture states “distribution costs comprise 20 to 50 percent of the selling price of a product, thus often affording many opportunities for improving operating efficiency and service to patrons. Planning for more efficient transportation of Wisconsin farm products to markets should translate into improved income for the Wisconsin farmer. This kind of planning can involve truck, rail, barge, and ship transportation networks, as well as shipping and storage facilities. Because transportation networks are spread across a large region, effective agricultural transportation planning will need to transcend town and county boundaries, and involve county highway commissioners, Wisconsin Department of Transportation districts, Regional Planning Commissions, and the Wisconsin Federation of Cooperatives.

Year	Number of Farm Tractors in Motor Vehicle Crashes/year	Numbers of Farm Tractor Occupants injured in motor vehicle crashes/year	Persons killed as occupants of farm tractors in motor vehicle crashes/year.
2001	201	28	0
2000	230	17	0
1999	256	25	7*
1998	249	22	4*
1997	262	19	3*
1996	283	30	3*
1995	278	24	4*
1994	283	32	3*

Sources: Wisconsin Department of Transportation, Division of Motor Vehicles, Traffic Accident Section
 *Include cases where there was a fatality and only a farm tractor involved.

Table 1 above shows the frequency of accidents between tractors and motor vehicle crashes on public roads in Wisconsin between 1994 and 2001. The good news with these data is that there appears to be a general decline in the number of farm tractors in motor vehicle crashes per year. This trend may partly reflect a change in the way the Department of Transportation changed the way it records agricultural transportation fatalities. Nonetheless, mixing slow moving traffic with rapidly moving traffic sets the stage for serious accidents. Although there was a general decline in accidents between tractors and motor vehicles, in 2001, 28 people were injured from these accidents. This is the second highest figure in eight years for injuries. In a dangerous occupation, farm tractor/motor vehicle accidents contribute a significant portion of annual injuries and fatalities. If we plan well, we can reduce the number of these kinds of accidents.

It is important for communities to think about how rural residential developments or new or expanding agricultural operations might affect transportation infrastructure and traffic safety. A town, concerned about the repair costs of town roads, may be tempted to locate "traffic generators" with heavier vehicles, such as those operating to and from land fills, quarries, and large agricultural operations, off the town roads and onto the county roads and state highways. State and county highways are all-weather roads built to higher standards than town roads. Proliferation of "curb-cuts" on county and state highways, however, may result in traffic safety problems especially when heavier vehicles, including agricultural vehicles impede faster moving traffic. These highways are often regionally important, with large volumes of both commuter and commercial traffic. Balancing these two concerns requires careful planning.

Towns may upgrade their roads for agricultural purposes. They may place weight limitations on their roads under s. 349.16, Wisconsin Statutes, but then negotiate maintenance agreements with heavy vehicle users to "exempt vehicles carrying certain commodities specified by the authority or which are used to perform certain services specified by the authority from the special weight limitations..."

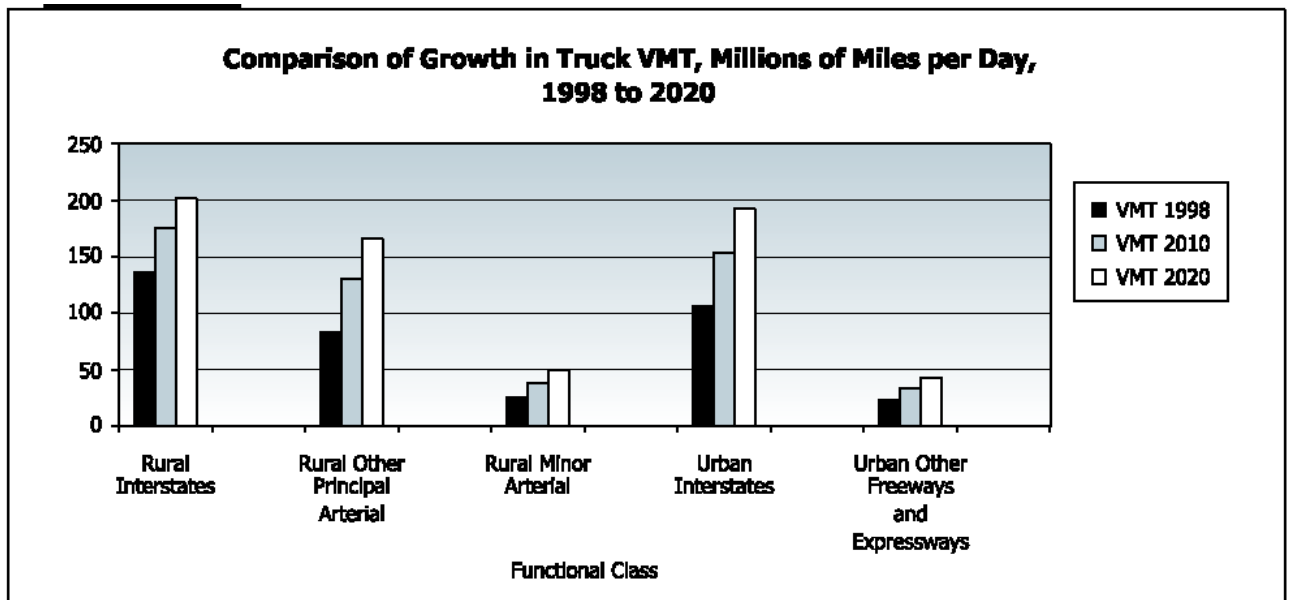
For existing farm operations located on or near state highways, designated routes might be made to ameliorate traffic conflict with agricultural machinery. In St. Croix County, for example, where development pressure is high, commuter traffic, and agricultural traffic using the same roads that were built originally for agricultural use, have come into conflict. The county highway commissioner's office responded by working with farm operations and towns to designate other routes for agricultural traffic, and then upgrading those roads for their use.

A variety of techniques can thus be employed to deal with traffic conflicts between agricultural machinery plying public roads and motor vehicle and commercial traffic. In dealing with these issues, it would be a good idea to include your county's highway commissioner and refer also to chapter 4, Local Transportation Planning, in the Department of Transportation's Transportation Planning Resource Guide."

More information on these resource guides is located at the end of this document. Currently a workgroup with representation from WisDOT and DATCP (Wisconsin's Department of Agriculture, Trade, and Consumer Protection) is being formed to look at issues related to improving safety where motorists, freight, and ag vehicles share the road.

SHIPPING

Shipping is vitally important to the agricultural sector of the economy and to other sectors. According to the Federal Highway Administration (FHWA), although commercial vehicles account for less than 10 percent of all vehicle-miles of travel, truck traffic is growing faster than passenger vehicle traffic. Trucks already account for more than 30 percent of traffic on about 20 percent of Interstate System mileage. This share is likely to grow substantially if the demand for freight transportation doubles over the next 20 years, as has been predicted (from the 2002 report *Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*).



Source: FHWA Office of Freight Management and Operations.

According to the US Census Bureau's 2000 County Business Patterns, in Iowa County 151 employees worked in truck transportation. The annual payroll amounted to \$4,355,000, representing 25 establishments with 1-49 employees. Railroad employment is not included in these statistics.

AIR TRANSPORTATION

SWWRPC's 1977 *Inventory of Transportation Systems in Southwestern Wisconsin* recognized the value of the region's airports and the need to make infrastructure improvements to serve growing needs:

“Air transportation is important to southwest Wisconsin because it provides quick access to our area for the user. Air transportation in southwestern Wisconsin is not as limited by topography as ground transportation. However, the size of our airport facilities and the lack of precise instrument landing capabilities make weather a limiting factor for aviation. One aspect of the demand for air service is business flying. Business people need to have a quick and efficient method of travel to reach their branch locations in southwest Wisconsin from major metropolitan centers. Area businessmen fly to the metropolitan centers to conduct the business which they can't finalize by telephone. Flying is also a business to the charter operators, aircraft repair personnel, and fixed-base operators. Our educational facilities utilize air service for either traveling to conferences or by bringing speakers or participants to conferences sponsored locally. A rural area such as southwest Wisconsin can utilize air service for either diagnostic or emergency medical services. A medical doctor can be flown in for specialized services or a patient can be flown to a medical facility which offers specialized services not available locally. Recreational flying creates a demand for air service. Many business trips made by air serve as recreation for the pilot. Additionally, southwest Wisconsin has parachute jumpers who utilize airport facilities for their recreational activities (SWWRPC #4, pp 57).”

Although the tone is almost quaint nearly 30 years later, much of this summary remains true today—what has changed is that we now take so many of these activities for granted. In 1977, the region had 18 airports and Iowa County had two. A 1974 survey determined that the Mineral Point Airport site was best suited for the expansion necessary to serve both cities and the Dodgeville Municipal Airport has since closed. In 1977 the Mineral Point Airport (now the Iowa County Airport) had a 3,010-foot runway. The study estimated costs to upgrade the Mineral Point Airport (MRJ) to general utility standards at \$1,447,000, almost half of which was projected for runway and taxiway development.

Since then, Iowa County and the State of Wisconsin have funded several improvements. In 1997 the Iowa County Airport was reclassified from Basic Utility-B to Transport/Corporate and WisDOT projects this level of service for the facility through 2020. A T/C airport is intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service. These aircraft generally have a gross takeoff weight of less than 60,000 pounds, with approach speeds below 141 knots and wingspans of less than 118 feet. In Wisconsin, airports in this category normally have a primary runway length of 4,800 to 6,800 feet. The Iowa County Airport's primary runway is 5000' X 75' paved.

Air cargo carriers operating in Wisconsin use feeder air services originating at other airports in the state. Rather than maintain and operate a fleet of small aircraft, the integrated express carriers contract for on-demand service with a variety of aircraft operators. The Iowa County Airport provides feeder service (see map). Some local interest has been shown for adding commercial passenger service at this airport, although WisDOT does not project this expanded use through 2020 (*Wisconsin State Airport System Plan 2020*).

For more information visit these websites:

- <http://www.dot.wisconsin.gov/projects/state/docs/air-5yr-plan.pdf>
- <http://www.dot.state.wi.us/travel/air/docs/airports/mineral-point.pdf>
- <http://www.dot.wisconsin.gov/projects/state/docs/air-5yr-plan.pdf>

RAIL FREIGHT

This section compares rail in the 1970s—when many railroads were abandoning the lines—with today. By 1977, when SWWRPC completed its *Inventory of Transportation Systems in Southwestern Wisconsin*, the railroad industry was in hard times. At the time, four railroad firms were still operating over five lines, but several segments or lines had been abandoned during the 1970s. As the report noted, somewhat wistfully, “Railroad service can be retained by increasing the demand for rail” (SWWRPC #4, pp 49).

Wisconsin’s initial rail assistance program was created in 1977 to help preserve freight rail service during an era when widespread railroad bankruptcies and line abandonments threatened the availability of rail service in Wisconsin. The Wisconsin River Rail Transit Commission (WRRTC) was formed in March of 1980 to try to save the Prairie du Chien to Madison line (built 1856-1857). WRRTC advertised for rail operators interested in the system in October of 1980 and operations resumed in the summer of 1982. Iowa County was a charter member of the commission.

Wisconsin currently has a 3,650 mile freight rail system and ranks 15th among the states in total railroad miles, according to the Wisconsin Department of Commerce. Their data indicate that, in Wisconsin, just fewer than 50 percent of new or expanding industries can be found within a half-mile of a railroad line. The Wisconsin & Southern Railroad (WSOR) operates more than 550 of these miles. Since 1992, it has leased trackage rights from Wisconsin’s Rail Transit Commissions, including the WRRTC. WSOR currently serves more than 142 customers and ships aggregates, barley/malt, cement, coal, fertilizer, food products, grain, lumber, paper, plastics, pulpboard, and steel, serving customers in southern Wisconsin. The railroad reports that in 2001 it carried 44,000+ rail cars—a number that it equates to 158,000+ trucks (one rail car equaling 3.6 semi trucks).

Based on WisDOT information, reducing the number of trucks on the road system has saved about \$12,000,000 in highway maintenance each year. However, the railroad infrastructure also requires ongoing maintenance and improvements. Much of the region’s existing rail was manufactured in the early part of the 1900s when rail cars were smaller and lighter. Many railroad bridges are reaching the end of their useful life because they were not designed to handle the newer, heavier cars. Although Wisconsin has provided funds for the preservation of rail service since the late 1970s, it wasn’t until 1992 that an amendment to the state’s constitution allowed state money to fund railroads as a type of internal improvement. Today, WisDOT’s Freight Railroad Preservation Program (FRPP) provides grants up to 80 percent of costs to purchase abandoned rail lines in an effort to continue freight service and to rehabilitate facilities, such as tracks or bridges, on publicly owned rail lines. The Freight Rail Infrastructure Improvement Program (FRIIP) provides up to 100 percent loans for rail projects that connect an industry to the national railroad system; make improvements to enhance transportation efficiency, safety, and intermodal freight movement; accomplish line rehabilitation; and develop the economy.

As noted, the WRRTC owns the rail corridor that runs through northern Iowa County. Iowa County is a participating member and is represented on the commission. The WRRTC’s operator is the shortline Wisconsin & Southern Railroad (WSOR). The line through Iowa County is used to transport coal, lumber, fertilizers, ammonia, ethanol, plastics, corn, and grain. According to WSOR, three trains per week serve a customer in the Town of Arena and the railroad estimates that these rail shipments replace approximately 400 semi trucks that would otherwise have to operate on local, county, and state roads.

- “Plate 17” is from the 1977 SWWRPC report and illustrates then-operating rail lines.
- The map following “Plate 17” shows current rail lines. The Wisconsin River Rail Transit Commission, of which Iowa County is a member, owns the rail line running through northern Iowa County. The dotted line coming into southern Iowa County represents the Cheese Country Trail on a corridor that is owned by the Pecatonica Rail Transit Commission.

BICYCLE TRAILS & ROAD IMPROVEMENTS

As noted in the preceding section, some of the former rail corridors have been converted to trails. One of the most popular in Iowa County is the Military Ridge Trail, which was created using the vacated rail corridor that paralleled the Military Road.

Bicyclists—whether tourists or local residents—contribute a great deal to local economies. According to a survey report by the Travel Industry Association, 27 million Americans have taken bicycling vacations in a recent 5-year period, making it the third most popular vacation activity in the country. The impact of tourist spending associated with bikeways has not been studied in a comprehensive fashion in Wisconsin, but some research summarized by WisDOT, provides a sense of the potential impact:

- Although each situation is different, anecdotal accounts of local impacts are numerous. Lanesboro, Minnesota was a quiet, sleepy town with a declining population base when a state trail was built and energized tourism for the village. The trail is still a major tourism draw and other tourism components have also been developed. Today Lanesboro is still small – only 788 people – but it has 10 B&Bs, 16 hotels and inns, 12 specialty retail shops, and 10 restaurants.
- A 1995 study of the Red Cedar Trail in Dunn County, Wisconsin, indicated that the trail's annual economic impact to the local economy was \$2 million from approximately 40,000 annual users. The average expenditure per user per day in the local area was \$49.
- Sparta, Wisconsin, has proclaimed itself to be the bicycle capitol of the United States. Along with other communities located on the Elroy-Sparta Trail (Elroy, Kendall, and Wilton), Sparta has experienced a considerable increase in dining and lodging revenue due to the trail.

According to the Wisconsin Department of Tourism, “Iowa County...in Wisconsin’s Southwestern Rural Region...is famous for unique artisans’ studios, specialty shops, renowned antique shops, heritage, and numerous outdoor recreational opportunities. Tourism plays a vital role in Iowa County and businesses that cater to tourism such as resorts, motels, campgrounds, B&Bs and retail stores complement the hundred miles of snowmobiling and biking trails as well as the many parks, golf courses, historic sites, and area attractions.” As the Department of Tourism’s research indicates, traveler spending adds up:

- In 2002, travelers spent an estimated \$51 million in Iowa County.
- Summer generated \$23 million in traveler expenditures.
- Workers earned ~\$31million in wages generated from tourism (up 1.7 percent from 2001).
- Traveler spending in 2002 supported 1,453 full-time equivalent jobs. Local revenues (property taxes, sales taxes, lodging taxes, etc.) collected as a result of travelers amounted to ~\$4 million in 2002 (up 3.8 percent from 2001).

This Department of Tourism study was first initiated in 1993, when travelers spent \$24 million in Iowa County.

For more information, go to these websites:

- http://agency.travelwisconsin.com/Research/EconomicImpact_Active/2004_TourismWorks_brochure.pdf
- <http://www.dnr.state.wi.us/org/land/parks/reports/trails/scr.html>
- <http://www.dot.wisconsin.gov/travel/bike-foot/docs/bikeiowa.pdf>

Also see Maps C.6 and C.7 at the end of this Section.

WATER TRANSPORT

Water transport, via the Mississippi River, is important for the region, although not directly related to the scope of this plan. The Lower Wisconsin Riverway forms the northern boundary of Iowa County, and is an important resource and popular for canoeing. The river does not support commercial navigation. The objectives of the Lower Wisconsin State Riverway Board are summarized from their website:

"In 1989, Governor Tommy Thompson signed Wisconsin Act 31, which created the Lower Wisconsin State Riverway. The mission of the Lower Wisconsin State Riverway Board is to protect and preserve the scenic beauty and natural character of the Lower Wisconsin State Riverway through administration of a program to control land use and development. However, in concert with the program to control land use and development, due consideration shall be given to the rights of landowners and the freedom to exercise the rights associated with land ownership.

The challenge facing the Lower Wisconsin State Riverway Board is to maintain the fragile and delicate balance between protection and preservation of the scenic beauty and natural character of the Lower Wisconsin State Riverway and protection and preservation of the rights of landowners and local residents within the boundaries of the Lower Wisconsin State Riverway.

The LWSRB recognizes the 92.3 miles and 79,275 acres of lower Wisconsin River valley, known as the Lower Wisconsin State Riverway, beginning below the dam at Prairie du Sac and extending to the confluence with the Mississippi River near Prairie du Chien, is a place of remarkable scenic beauty. From the sparkling blue waters to the majestic bluffs, from the rich agricultural land to the heavily wooded bottomlands, from the sandbars to the backwater sloughs, the Riverway provides a variety of recreational opportunities to local residents and visitors alike.

The LWSRB further recognizes the pristine quality of the valley, protected for centuries by natural barriers to development and responsible stewardship of the land, was in danger of destruction from unplanned and uncontrolled development until the legislation creating the Riverway was enacted. The LWSRB endorses and approves the program to control land use and to ensure the scenic quality and aesthetic integrity of the valley remains undamaged.

The LWSRB is also committed to protection of the rights of landowners within the constraints of the Riverway law, many of whom have owned land in the valley for generations. The LWSRB will assist landowners in adapting to the new law and in accomplishing as many goals and objectives as possible within the constraints of the law. The LWSRB shall provide on-site technical assistance to landowners wishing to choose a location for a new structure, shall assist landowners in delineating the various zones for timber harvesting, shall offer advice and shall offer oral or written explanations of specific aspects of the law. The LWSRB shall assume a cooperative posture with all landowners or interested parties who assume a similar position.

The LWSRB shall be the administrators of a law designed to provide aesthetic protection of the lower Wisconsin River valley. The LWSRB shall seek to improve the law where it is flawed and shall seek to alter the project boundaries where necessary by recommending expansion of the boundaries where significant scenic values require protection and by recommending contraction of the boundaries where significant scenic values are absent. The success of the project is, and must remain, the sole top priority of the LWSRB."

<http://lwr.state.wi.us/home/StrategicPlan2001.htm#GENERAL%20PHILOSOPHY>

INFORMATION FOR LOCAL JURISDICTIONS

- 2000 U.S. Census data, related to transportation
- Local worksheet feedback, by jurisdiction.
- Locally identified transportation priorities for each participating jurisdiction.

For transportation information, refer to Appendices C-1 through C-7 in the Appendices of this Plan.

The tables below show the transportation policies and projects for participating jurisdictions.

Section C: Transportation Element – Priorities And Projects

City of Dodgeville

➤ Transit

- Work with City of Dodgeville and WisDOT to explore a Park-and-Ride lot.
- Solicit input regarding paratransit services and ongoing review.
- Support the development of a local taxi service.
- Provide for mapped and marked pedestrian and bike corridors.

➤ Land Use

- Work with WisDOT to address current safety issues at the intersection of Bennett Road and USH 18 and to coordinate the planning of future development in the area near the city's TIF district.
- Coordination with WisDOT on planning for housing and other development.
- Work with City of Dodgeville and WisDOT to explore a Park-and-Ride lot.
- Support increased paratransit services and ongoing review.
- Support the development of a local taxi service.
- Improve overall condition of secondary and collector streets that need improvement and upgrading.

City of Mineral Point

- Possible creation of a Capitol Improvement Program (CIP) to help with transportation budgeting and planning.
- Work with WisDOT to create and promote a "Park & Pool" ride lot to support and increase carpooling or vanpool use.
- Support incorporating bicycle-related improvements to improve safety, connectivity, and support tourism as a part of economic development.
- Include sidewalks in new and/or existing developments when it is economically feasible.
- Identification of Shakerag Street, Barrelnown Road, Ferndale Road, and Survey Road for possible Rustic Roads program application.
- Support improvements to the transit system at the local, county, and regional levels because existing services do not meet current needs and, if continued at the same level, would not meet projected needs.
- As a part of this comprehensive planning process, or in the future, the City may want to consult with WisDOT District 1 regarding locations for future development to ensure that requirements are met, traffic flow is not impeded in the future and—most importantly—to ensure the safety of both residents and travelers.

Other anticipated transportation projects or issues over the next 10 years:

- The five-point intersection at STH 23, STH 39, and South Commerce St, plus other major intersections within the city limits.
- Becoming more bicycle friendly and limiting ATV traffic.
- Improving parking.

Anticipated transportation projects or issues over the next 20 years (the planning window for the comprehensive planning process):

- Addition of an STH 39 and USH 151 interchange.

Town of Arena

- Local Transportation Infrastructure and Issues
 - Work with the Town of Arena and WisDOT to create and promote a “Park & Pool” ride lot to support and increase carpooling.
 - Add bicycle improvements to targeted town roads to improve safety, connectivity, and support tourism as a part of economic development.
 - Support future passenger/commuter rail.
- Local Economic Development - Increase the transportation system’s ability to support tourism as a part of economic development.
- Aesthetics - Consider nominating qualifying road(s) for the state’s Rustic Roads program.
- Accessibility and Special Needs Users - Support the development and promotion of paratransit services for local residents.
- Efficiency and Safety
 - Support efforts to mitigate traffic congestion on USH 14.
 - Improve safety at blind, unmarked intersections.
- Cost - Explore and possibly establish, a Capital Improvements Program for major projects.

Town of Clyde

- Transit
 - Support the development and promotion of paratransit services for local residents.
 - Bicycle Improvements
 - Support future passenger/commuter rail
- Cost – Maintenance and Improvements Funding.

Town of Dodgeville

- The Town will maintain safe and efficient roads that support residents, agriculture, tourism, and economic development.
- The Town will work cooperatively with other governmental agencies to ensure efficiency and coordination of roads maintenance and planning.

Town of Dodgeville transportation priorities will be

- Aesthetics - Consider nominating appropriate qualifying roads for the state’s Rustic Roads program on a case-by-base basis.
- Transit
 - Work with City of Dodgeville and WisDOT to explore a Park-and-Ride lot.
 - Solicit input regarding paratransit services and ongoing review.
 - Interest in the development of a local taxi service.
 - Possible addition of bicycle lanes at Military Ridge Road and Survey Road (from Brue Road to USH 18).
- Land Use
 - Review & Update local design guidelines.
 - Coordination with WisDOT on planning for development.

Town of Eden

- Local Transportation Infrastructure and Issues
 - Improvement of CTH BH to accommodate the amount of traffic generated by Blackhawk Lake.
 - Improvements to CTH XX and USH 18— the turn-off for the Iowa-Grant schools—to more safely accommodate this high-traffic intersection.
 - Developing increased bicycle capacity, as a part of other road improvements, on Blue River Road, CTH BH, and Willow Spring Road.
- Aesthetics
 - Possible development of an adopt-a-road program for local roads.
 - Explore possible Rustic Road program candidates.
- Transit, Accessibility, and Special Needs Users - Work with the Iowa County Commission on Aging to better-promote existing services and to support expanded services.
- Land Use - Coordinate development planning with WisDOT
- Local Transportation Infrastructure and Issues - Maintenance and Improvement Funding Source

Town of Highland

- Land Use - WisDOT plans to make improvements to STH 80 in the Town of Highland during its 2005-2007 schedule.
- Cost - Maintenance & Improvement Funding Source.

Town of Linden

- Aesthetics - Consider nominating appropriate qualifying roads for the state's Rustic Roads program.
- Transit
 - Support the further development and promotion of paratransit services for local residents.
 - Explore intergovernmental interest in the creation of a small formal or informal Park-and-ride—possibly in or near Edmund.
- Land Use - During the planning process, and beyond, coordinate with WisDOT so that designated sites for development, and the anticipated volume of traffic generated, will have safe access to the highway system via the local roads network.
- Cost - Maintenance and Improvements Funding

Town of Mifflin

- Transit

Work with the Iowa County Commission on Aging to better promote existing services and to support expanded services. Work on this policy will be ongoing with the Town Board working in conjunction with the county.
- Maintenance and Improvements

Replacement of older county bridges. Work on this policy will be ongoing with the Town Board working in conjunction with the State and the county.
- Cost

Maintenance and improvements funding. Work on this policy will be ongoing with the Town Board.

Town of Mineral Point

- Transit
 - As a part of the Intergovernmental Cooperation Element, work with City of Mineral Point and WisDOT to explore the value of developing a Park-and-Ride lot.
- Land Use
 - Coordination with WisDOT on planning for development.

Town of Moscow (not in order of priority)

1. Aesthetics
 - Evaluate appropriateness of local road bicycle Improvements as a part of other road work.
2. Transit, Accessibility and Special Needs Users
 - Support the promotion of paratransit services to increase awareness among local residents.
3. Land Use
 - a. Improve STH 39 and STH 191, including bridges on highways.
 - b. Putting cattle crossings under main roads
 - c. Widen shoulders to allow farm machinery to be able to move further from the center line
 - d. Put guard rails on sharp corners
 - e. Coordinate development planning
4. Cost
 - Maintenance and Improvement Funding Source.

Town of Pulaski

No transportation priorities or projects were identified.

Town of Ridgeway

- Local Transportation Infrastructure and Issues
 - Create a bicycle route connector to Folklore Village and to nearby camping facilities.
 - Create a Park and Ride lot in the vicinity of the new US 18/151 interchange.
- Transit, Accessibility, and Special Needs Users
 - Support the development and promotion of paratransit services for local residents.
- Land Use
 - Concern about the impact of growth on land use.
- Cost
 - Capital Improvement Program.
 - Maintenance and Improvement Funding Source.

Town of Waldwick

- Transit, Accessibility and Special Needs Users
 - Support the development and promotion of transportation services for local residents who are unable to drive, including the elderly and disabled.
- Land Use
 - Promote safety for all vehicles on Town roads, including agricultural vehicles.
- Cost
 - Promote and utilize state and federal programs to assist with the cost of Town road maintenance and improvements.

Town of Wyoming

- Local Transportation Infrastructure & Issues
 - Improve bicycle/pedestrian accommodations.
 - In the next 20 years (the planning window for the comprehensive planning process): Improve shoulders, ditch lines, and safety for roads that exceed ADT of 250.
- *Aesthetics*
 - Throughout the Town of Wyoming's Comprehensive Plan, the focus is on retaining rural character, open spaces, and scenic beauty to maintain the Town's rural setting. In addition to creating an attractive environment for those who live there (and those who commute through the area), it is also an asset that supports existing tourism and the cultural attractions that draw visitors.
- Cost
 - Maintenance & Improvement Funding Source

Village of Arena

- Local Transportation Infrastructure and Issues
 - Work with the Town of Arena and WisDOT to create and promote a “Park & Pool” ride lot to support and increase carpooling.
 - The Village of Arena supports including sidewalks in new and/or existing developments.
- Street Design Standards
 - Follow specific street design requirements detailed in the Village zoning ordinance, encompassing street width, intersections, blocks, and surfacing.
- Local Economic Development
 - Work with the Town of Arena on bicycle improvements to targeted streets/town roads to improve safety, connectivity, and support tourism as a part of economic development.
 - Increase the transportation system’s ability to support manufacturing and tourism as a part of economic development.
- Transit, Accessibility, and Special Needs Users
 - Support having the bus service that passes through on USH 14 make designated stops in the Village as a services for local residents.
 - Maintain and improve transportation services for the elderly and disabled.
- Efficiency and Safety
 - Village of Arena Plan Commission respondents noted that there are regular traffic delays entering USH 14. Their recommendation for addressing safety issues on USH through the Village is to lower the speed limit.
- Cost
 - Explore and possibly establish, a Capital Improvements Program for major projects.
 - Maintenance & Improvement Funding Source.

Village of Avoca

- Land Use
 - Where appropriate, add bicycle lanes or enhancements when road improvements are made.
- Transit
 - Support the development and promotion of paratransit services for local residents.
- Cost
 - Maintenance & Improvements Funding

Village of Blanchardville

- Transit, Accessibility, And Special Needs Users
 - Work to address the lack of public or alternate transportation which reduces mobility for the elderly, disabled, and for those too young to drive.
 - Support increased alternative transportation, especially for seniors.
 - Explore possible bus or taxi service; commuter bus to Madison; and development of a park-and-ride site.
- Land Use
 - Sidewalks and bicycling improvements are supported for new development.
 - Careful consideration should be given when providing road access to USH 78 for new development. Access management input from WisDOT would be helpful in the planning process.
- Cost
 - Maintenance & Improvement Funding Source.

Village of Highland

- Street Maintenance
 - Continue to maintain village streets
- Safety
 - Carefully consider new street locations being aware of blind intersections
- Transit

- Designate a preferred truck route.

Village of Hollandale

- Land Use
 - The Village of Hollandale's Plan Commission respondents identified transportation projects or issues that they foresee in their jurisdiction.
 - In the next 10 years (no response)
 - In the next 20 years (the planning window for the comprehensive planning process): nothing unless something with USH 39 or USH 191.
- Cost
 - Maintenance & Improvement Funding Source

Village of Linden

- Aesthetics
 - Consider working with the Town of Linden to nominate a shared road/street for the state's Rustic Roads program.
- Land Use
 - During the planning process, and beyond, coordinate with WisDOT so that designated sites for housing development, and the anticipated volume of traffic generated, will have safe access to the highway system via the local roads network.
- Cost
 - Maintenance & Improvements Funding.

Village of Ridgeway

- Transit
 - Support the development and promotion of increased paratransit services for local residents. NEXT STEPS: The Village of Ridgeway may want to work with the Iowa County Commission on Aging to learn more about services, promote existing services, and to possibly support expanded services.
 - Explore intergovernmental interest in the creation of a Park-and-Ride facility.
 - Explore intergovernmental interest in the creation or expansion of countywide or regional vanpool or bus services
- Land Use

Given its proximity to USH 18/151, the Village of Ridgeway should carefully coordinate its housing and business development planning with WISDOT.
- Street Maintenance

Seek outside assistance and funding mechanisms to help subsidize the pressing need for routine street maintenance funds. (Refer to information in this Section under Maintenance and Improvements and the end of this Section for current funding programs available to the village.)