

TRANSPORTATION



Chapter 1: Existing Transportation Network

I. Roadways

Arterials

State Trunk Highway 92 runs generally north and south through the eastern half of the town and moves traffic northward to U.S. Highway 18 and toward Mount Horeb and Verona, and southward to State Trunk Highway 69 and Green County.

Collectors

County Trunk Highway A runs generally east to west through the center of the town, providing linkages to U.S. Highway 78 in the Town of Perry and to County Trunk Highway PB in the Town of Montrose. County Trunk Highways G, JG and U run north to south, providing connections to State Trunk Highway 92 and to Green County.

Town Roads

The Town has 43 miles of dedicated town roads within the Township. Maintenance, repair and snow removal for the Town roads is performed by the Town. These expenses account for over 80% of the Town annual budget.

II. Transit

The closest fixed-route public transit service to the Town of Primrose is the Madison Metro Route 75 in the City of Verona approximately 4 miles northeast of the Town of Primrose line.

There is an existing Park and Ride lot approximately 4 miles northwest of the town line in the Village of Mount Horeb, and a second Park and Ride lot approximately 5.5 miles northeast of the town line in the City of Verona.

III. Taxis and Ride Hail Services

A number of commercial taxi and ride-hail services provide service to portions of the Town of Primrose and the Madison metropolitan area.

IV. Carpool and Vanpool Services

The Greater Madison Metropolitan Planning Organization operates [RIDESHARE, etc.](#), an online ride-matching service to connect commuters with carpooling and vanpool opportunities. The service area includes the Town of Primrose. The Wisconsin

Department of Administration operates a [vanpool system](#) for commuters (including both state and non-state employees) traveling to and from the downtown Madison area.

V. Specialized Transportation Services

Rides for seniors to doctor/dental appointments are available through [RSVP of Dane County Driver Services Program](#).

The [Dane County Department of Human Services](#) provides individual and group transportation services which enable seniors and people with disabilities and to access their communities and needed services. Transportation assistance may also be provided for low-income families or persons with unusual medical transportation expenses.

The Greater Madison Metropolitan Planning Organization operates a [number of commuter programs](#) that provide a ride home from work in an emergency to regular carpool, vanpool, mass transit, and bicycle commuters.

VI. Bicycles and Pedestrians

There are no dedicated off-road bicycle facilities in the Town of Primrose. A planned trail would connect the northeastern portion of the town with Mount Vernon and the City of Verona. Shoulders along County and State Highways are rated as suitable for bicycle traffic on the Greater Madison Metropolitan Planning Organization's [Dane County Bicycle Map](#).

VII. Rail

There are no rail lines within the Town of Primrose.

VIII. Intercity Bus Service

A number of commercial bus lines provide regular passenger service from the on-campus intercity bus stop at 250 N. Lake Street, in the City of Madison (approximately 18 miles from the town center) to Midwest destinations, including Milwaukee, Janesville, Beloit, Eau Claire, La Crosse, Chicago, and Minneapolis-St. Paul.

IX. Trucking

Truck traffic utilizes the many highways that run through the Town.

X. Water Transportation

There is no significant water traffic in the town.

XI. Airports

There are a couple private airstrips in the Town of Primrose, but there are no airfields within the town boundaries.

The [Dane County Regional Airport](#) (MSN) is located in the City of Madison, approximately 16 miles from Pine Bluff. Commercial airlines operate daily non-stop flights to 19 destinations in the continental United States.

XII. Snowmobile Trails

The Mount Vernon Valley Riders maintain a number of club trails throughout the town.

Chapter 2: Transportation Plans

I. County and Regional Plans

[Regional Transportation Plan 2050 \(2017\)](#): Federal law requires Regional Transportation Plans for urban areas over 50,000 in population (such as the Dane County / Madison metropolitan area) as a condition for spending federal highway and transit funding. Adopted by the Greater Madison Metropolitan Planning Organization, the *Regional Transportation Plan 2050* provides an overview of how the region intends to invest in the transportation system across all modes.

[Transportation Improvement Program \(TIP\) \(updated annually\)](#): The *Transportation Improvement Program (TIP)*, which the Madison Area TPB updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. Projects within the Madison Area TPB Planning Area must be included in the TIP in order to be eligible to receive federal funding assistance. Outer county area projects are also listed for information and coordination purposes.

[Bicycle Transportation Plan \(2015\)](#): Adopted by the Madison Area Transportation Plan, the *Bicycle Transportation Plan* provides a framework for cooperation between state agencies, Dane County, and local governments in planning for and developing bicycle facilities and programs.

[Dane County Comprehensive Plan \(2012\)](#): Adopted by the Dane County Board of Supervisors, the *Dane County Comprehensive Plan* includes countywide goals, objectives, and policies for transportation.

II. Applicable State Transportation Plans

[Connections 2030 \(2009\)](#): Connections 2030 is the Wisconsin Department of Transportation's (WisDOT) long-range transportation plan for the state. This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian, and transit. WisDOT officially adopted Connections 2030 in October 2009. Planned transportation improvements affecting the Town of Primrose are included in the Madison Metropolitan Planning Area section.

[Six-Year Highway Improvement Program](#) (updated annually): The Wisconsin Department of Transportation adopts the Six-Year Highway Improvement Program to identify capital improvements to the portions of the 11,745-mile statewide highway system which is administered and maintained directly by WISDOT. Planned improvements affecting Dane County, including the Town of Primrose, are contained in the [Southwest Region](#) section.

[Wisconsin Rail Plan 2030](#) (2009): Wisconsin Rail Plan 2030 identifies rail issues that reflect the views of Wisconsin citizens, businesses and government officials. The plan includes a number of key parts, including a statewide vision for freight, intercity passenger and commuter rail; and an inventory of Wisconsin's rail system, rail service and rail facilities.

[State Freight Plan](#): The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018.

Chapter 3: Transportation Goals, Objectives, and Policies

A. Goals

1. Ensure safe and efficient transportation.
2. Continue to cost effectively maintain the Town's road infrastructure at a level of service desired by Town residents and businesses.
3. Accommodate multiple modes of transportation, as appropriate.
4. Plan for anticipated traffic demand.
5. Address other transportation related policies required by Wisconsin's Comprehensive Planning law.

B. Objectives

1. Provide reasonable access to an adequate and safe public transportation system for all residents, farmers, and businesses.
2. Ensure adequate town road capacities and conditions to safely and efficiently accommodate automotive, trucking, agricultural equipment, bicycle and pedestrian traffic.
3. Establish and sustain an ongoing road maintenance program with limited funding.
4. When reconstructing roads the Town will consider multiple users and incorporate provisions to enhance the safety of these users. Users include bikers, farmers, and snowmobiles. Provisions may include, but is not limited to, adding bike lanes, signage or increasing width to accommodate farming equipment.
5. Work with Dane County and the Wisconsin Department of Transportation to make sure improvements to County Trunk Highways and State Highways support the goals and objectives of this plan.
6. Evaluate traffic impacts on all development projects and require road improvements where appropriate.
7. Recognize all applicable state and regional transportation plans.
8. Recognize all transportation policies and programs defined in the Dane County Comprehensive Plan.

C. Policies

1. The Town shall create an inventory of historical road maintenance and a ten year plan for road maintenance including as assessment of increased usage by farm related equipment.
2. Address vehicular safety concerns on town roads and county and state highways.
 - a. Encourage safety by installing signs to alert drivers to stops and slower speeds.

- b. Work with WISDOT and County Highways to improve safety to accommodate wider farm equipment and heavy automobile traffic.
 - c. Work with the Dane County Sheriff and the State Patrol to enforce traffic regulations and reduce automobile/farm equipment safety problems, and ask the Sheriff for written reports of specific kinds of accidents in the Town.
3. Improve bicycle, pedestrian and agricultural equipment safety on shoulders of town and county roads.
- a. Work with the Dane County Public Works, Highways and Transportation Department to improve shoulders on State and County roads.
 - b. Work with biking organizations to identify biking routes and where possible to expand notification to Town residents.

