



Introduction

The transportation system supports the varied needs of its residents, local businesses, visitors, and through-traffic. A multi-modal system accommodates pedestrians, bicyclists, transit services, and rail travel in addition to motor vehicles. Although not all of these options may be feasible for the Town of Linn, a diversified, well-balanced transportation system is a major factor affecting growth and quality of life. Planning for the various modes of transportation is one of the most important components of the comprehensive plan. Opportunities for multi-modal enhancements to the current transportation system may include bicycle and pedestrian facilities, equestrian facilities, *Complete Streets* planning, streetscape improvements and traffic calming, among others. Since the township is bifurcated by Geneva Lake, an important aspect of the plan is to maintain connectivity and a sense of community between those areas north of the lake and the remainder of the community.



Courtesy WisDOT

Projected growth within the Town of Linn and throughout Walworth County will add increased traffic volume to the local road network. Some roads will be unable to adequately accommodate the additional loads. Finding solutions to these and other transportation challenges, as well as planning to avoid future ones, is a primary goal of the Transportation Chapter.

Comprehensive Planning Law

Wisconsin's Comprehensive Planning Law (Section 66.1001(2)(c), Wis. Stats.) requires that the transportation element of a comprehensive plan contain all of the following:

- A compilation of objectives, policies, goals, maps and programs to guide the future development of 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.
- A comparison of the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans.
- The identification of highways within the local governmental unit by function.

The incorporation of 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.

Transportation Vision

The Town of Linn will develop and maintain a diverse multi-modal transportation network balancing a residential system that fosters a sense of neighborhood and community, roads that effectively serve the agricultural community, and collectors providing efficient access for commerce and industry with expanded facilities for bicyclists, pedestrians, equestrians, and other alternative transportation modes.



Current Transportation System

The Town's formal transportation network is comprised of state and county highways and town roads supplemented by an informal system of private and farm roads, pedestrian routes (primarily paved and gravel road shoulders), and trails (snowmobiles, horses, etc.). Residents enjoy convenient access to Interstate 43, US Highway (USH) 12, and State Highways (STH) 50 and 120, along with a number of well-maintained country trunks. Freight rail is provided via a rail line owned and operated by the Wisconsin & Southern Railroad. Personal vehicles provide the primary means of mobility.

Functional Classification System

An important component of highway planning is the establishment of a functional classification road network based on traffic volumes, land uses, road spacing, and system continuity. Functional classification is essentially the grouping of highways and streets into categories based on the type of service they provide. Travel generally involves the movement of vehicles through a network of highways and streets that have varying characteristics. Functional classification is a means of defining the purpose of each highway and street.

The four general functional classifications are freeways, arterials, collector roads and streets, and local roads and streets.

- *Freeways.* Freeways are fully controlled access highways with no at-grade intersections or driveway connections.
- *Arterials.* Principal and minor arterials carry longer-distance traffic flows between activity centers. These facilities are the backbone of a highway system and are designed to provide a high amount of mobility with limited access.
- *Collectors.* Collectors link local streets with the arterial street system. These facilities collect traffic in local areas, serve as through routes, and attend to abutting land uses.
- *Locals.* Local roads and streets are used for short trips. Their primary function is to provide access to abutting land uses. Traffic volumes and speeds are relatively low.

Highway/Road Network

Interstate 43 (freeway)

I-43 is located approximately seven miles northwest of Geneva Lake. The 190-mile highway originates in the City of Beloit and terminates in Green Bay. Cities along its route include Milwaukee, Port Washington, Sheboygan, and Manitowoc. It provides the quickest route from Linn to General Mitchell International Airport in Milwaukee.



US Highway 12 (freeway/arterial)

USH 12 enters Wisconsin in the Village of Bloomfield and exits south of the city of Hudson on the St. Croix River. The highway roughly parallels I-94 from Madison until the Minnesota border. Cities accessed by USH 12 include Fort Atkinson, Madison, Baraboo, Black River Falls, and Eau Claire.





State Highways (arterials)

STH 50 runs from STH 11 in Delavan to STH 32 in Kenosha. Communities along its route include the City of Lake Geneva and Village of Paddock Lake. STH 120 originates as State Route 47 in Illinois. It enters Wisconsin in the Town of Linn about two miles southeast of Zenda and terminates in the Village of east Troy in northeast Walworth County.

County Highways (collectors)

CTH B and LINTON ROAD serve the southern portion of the township connecting USH 14/STH 67 to the west with STH 120.

Town Roads (locals)

The remainder of the network is comprised of roads maintained by the Town of Linn. Town roads connect individual parcels to the greater transportation system and represent the largest line item in the Town's budget.

Rustic Roads



Courtesy Sue Boyd

The Rustic Roads program was created over 40 years ago to provide hikers, bicyclists, and motorists an opportunity to leisurely travel through the state's scenic countryside. As of 2015 there were 119 designated Rustic Roads spanning more than 722 miles through 59 counties including Snake Road (Rustic Road #29) in the Town of Linn. The 2.7-mile paved loop is "located in a countryside of natural beauty. Bounded in some places by split rail fencing, R-29 passes through an area of native vegetation and wildlife near Lake Geneva that is particularly beautiful in autumn."¹

Air Service²

Commercial passenger service is provided by General Mitchell International Airport in Milwaukee, O'Hare International Airport in Chicago, and Greater Rockford Airport in Rockford, Illinois. East Troy Municipal Airport and Burlington Municipal Airport are located in Walworth County. The former is classified as a 'Large General Aviation' (LGA) airport under the Wisconsin State Airport System Plan 2030. The latter is designated as a 'Medium General Aviation' (MGA) facility. LGAs support all general aviation aircraft including small jets. They generally serve as domestic transportation centers and may support international business activity. MGAs Support most single- and twin-engine general aviation aircraft and support regional and in-state air transportation needs.



East Troy Municipal Airport, courtesy Village of East Troy

¹ Excerpted from Rustic Road 29, Wisconsin Department of Transportation.

² Excerpts from Wisconsin State Airport System Plan 2030, Wisconsin Department of Transportation.

Rail Service



Courtesy Wisconsin & Southern Railroad

Freight service in the township the Wisconsin & Southern Railroad (WSR) via a rail line extending east from the City of Monroe in Green County, through Zenda, and on to the City of Fox Lake in Illinois. WSR is a Class II regional railroad company operating in the southern half of the state of Wisconsin and a small portion of northeastern Illinois. It

operates on mostly former Milwaukee Road tracks owned and managed cooperatively by the State of Wisconsin and 18 counties with which WSOR has a 50-year operating agreement. The railroad transports a variety of commodities for its customer base including forest products, fertilizers, grain (corn, soy beans, and wheat), plastics, consumer foods, paper, aggregates, chemicals, frac sand, ethanol, and liquid petroleum.

The railroad, headquartered in Madison, operates 802 miles of branch and mainline track traversing a total of 21 counties in Wisconsin and Illinois. It is Wisconsin's second largest railroad.³

In June 2000 Amtrak opened the Lake Geneva Station in Zenda. The stop served the #343 and #344 Lake Country Limited providing services between Janesville and Glenview, IL. The Lake Country Line was terminated in late 2001 due to budgetary constraints.⁴



Courtesy Amtrak

Water Transportation

Opportunities for water transportation are limited by a small riverine system and the community's distance from Lake Michigan; however, Gage Lake Geneva Cruise Lines operates a 'US Mailboat Tour' serving about 75 homes on Geneva Lake. One of only handful of places left in the country where mail is still delivered by boat, the 'Walworth' celebrated 100 years of service in 2016.⁵

Truck Transportation⁶

The Wisconsin Department of Transportation (WisDOT) Wisconsin Truck Operator Map identifies STH 120 as a 75' Restricted Truck Route. The purpose of a designated 75' restricted route is to permit such tractor-semitrailer combinations access to locations within 15 miles of 75-foot restricted routes to reach fuel, food, maintenance, repair, rest, staging, terminal or vehicle assembly facilities or points of loading or unloading, as per Chapter 348.07(4), Wis. Stats.



Courtesy Gage

³ Source: Wisconsin & Southern Railroad, WATCO Companies LLC.

⁴ Source: Lake Country Limited, Amtrak.

⁵ Excerpted from US Mailboat Tour website, Gage.

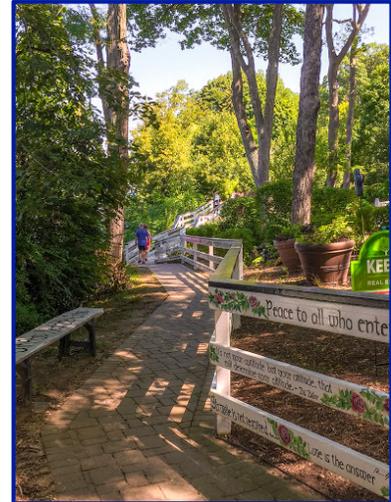
⁶ Excerpted from Wisconsin Long Truck Operators Map, Wisconsin Department of Transportation.



Pedestrian & Bicycle Transportation

The township’s current transportation system is largely comprised of the roads and highways described earlier in this chapter. At present there are no dedicated pedestrian or bicycle facilities designed primarily for transportation purposes. The Geneva Lake Shorepath is a roughly 21-mile long path encircling Geneva Lake. Though designed primarily as a recreational hiking trail it does function in some capacity as a transportation link connecting Linn with adjoining communities.

WisDOT’s Walworth County Bicycle Map (see following page) identifies designated bicycle trails and classifies highways by compatibility for bicycle travel: *best conditions*, *moderate conditions*, *higher volume with wider paved shoulder*, and *high volume undesirable*. LINTON ROAD from Zenda to the Town of Walworth and STH 120 from CTH B to Willow Road are deemed to provide moderate conditions for bicycles. All remaining sections of the Town’s highway network are classified as undesirable to have not been evaluated.



Geneva Lake Shorepath, Courtesy Wisconsin Explorer

Transit Service



Courtesy VIP Services

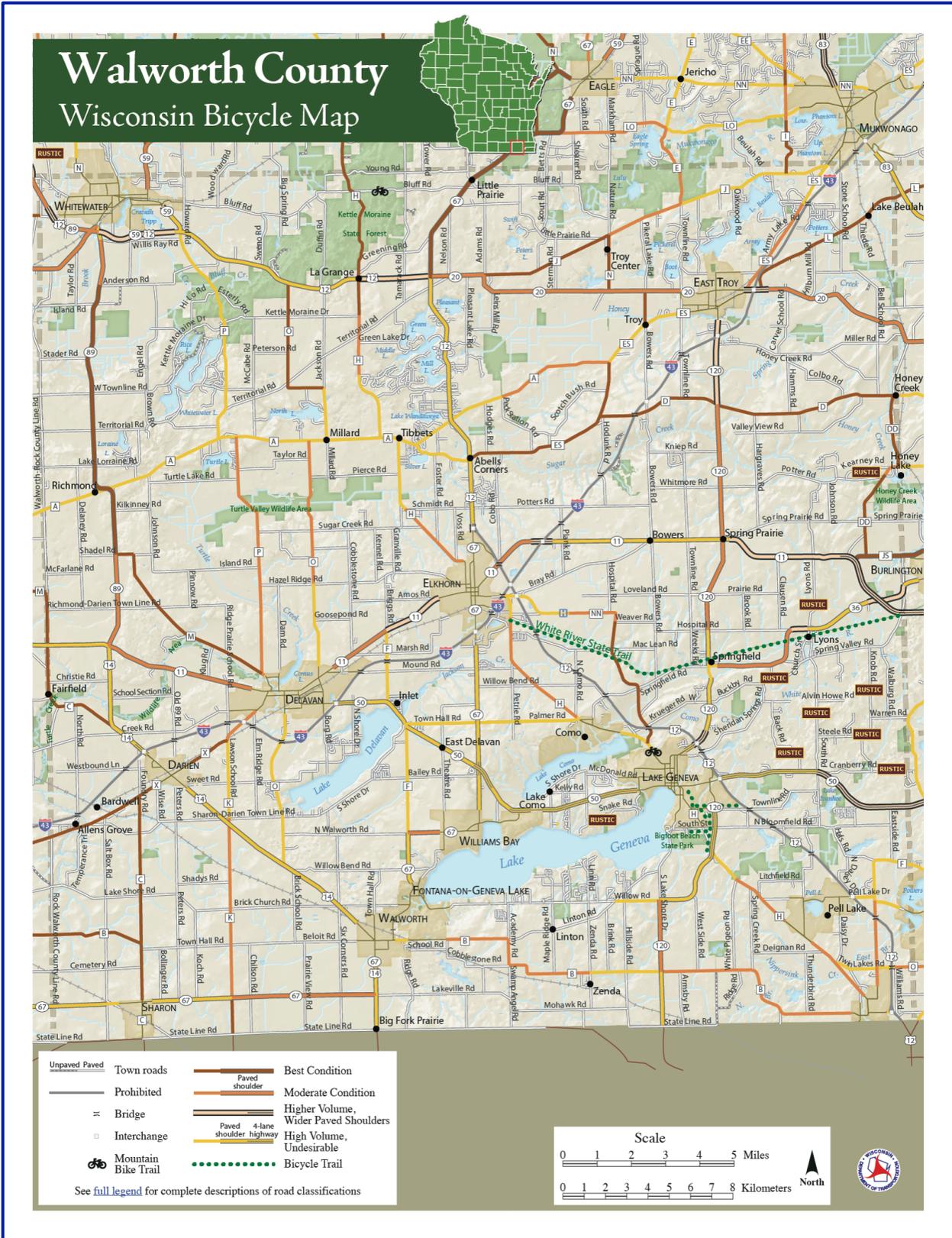
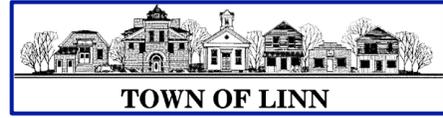
General public transit services are not available in the Town of Linn. Rural communities typically fail to offer the land use densities necessary to support such systems. Walworth County contracts with *VIP Services* to provide transportation services for residents aged 60 and older, people with disabilities, and veterans. VIP offers rides for: non-emergency medical appointments (Mondays – Fridays); transportation for dialysis appointments (Mondays – Saturdays); trips to senior dining centers (scheduled days); and, trips for grocery shopping on (scheduled days). The nearest pickup and drop off places are located in Lake Geneva and Walworth. Fees are charged and advanced reservations are required.

As mentioned earlier in this chapter, Amtrak operated a train station in Zenda for a short time in the early 2000s.

Transportation Plan

The Town of Linn land use pattern and transportation system are largely oriented toward motorized vehicles. The issues and recommendations presented on the following pages are intended to allow the Town to efficiently serve the needs of the community during the next two decades. This section of the chapter identifies recommended enhancements to accommodate the evolving needs of year-round and seasonal residents, businesses, and visitors while recognizing the costs associated with maintaining a town’s transportation system.

Chapter 3: Transportation





Maintaining Rural Character

Residents take great pride in Linn’s road network. These rural, hilly roads provide access to the interior of the township and help to shape the character of the community. As such, the Town would like to maintain its rural roadways to the fullest extent possible when future improvement projects are considered.

Pavement Surface Evaluation & Rating

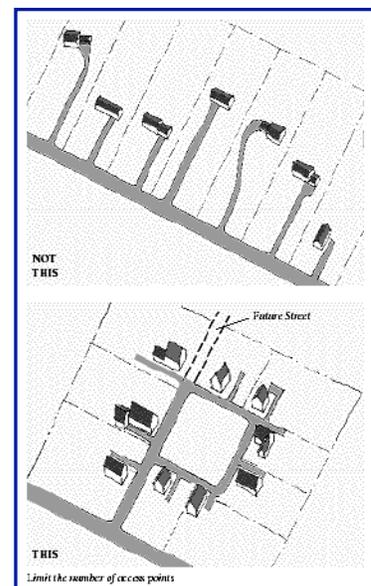
All Town roads are evaluated in accordance with WisDOT requirements using Pavement Surface Evaluation and Rating (PASER). PASER is a visual inspection system developed to provide a condition rating for community roads. It is an important tool for planning that provides a picture of road conditions on all roads and identifies candidates for maintenance and rehabilitation. Surface defects, cracking, and potholes are all examined during a typical PASER evaluation. Paved roads are rated on a 1-to-10 scale based on their condition. Gravel Roads are rated 1-5.

- *Paved Roads*
 - Rating 9 & 10 No maintenance required.
 - Rating 7 & 8 Routine maintenance, crack sealing and minor patching.
 - Rating 5 & 6 Preservative treatments (seal coating).
 - Rating 3 & 4 Structural improvement and leveling (overlay or recycling).
 - Rating 1 & 2 Reconstruction.
- *Gravel Roads*
 - Rating 5 No maintenance required.
 - Rating 4 Good; routine maintenance.
 - Rating 3 Fair; ditch improvement & culvert maintenance; gravel in some areas.
 - Rating 2 Poor; new aggregate; ditch reconstruction & culvert maintenance.
 - Rating 1 Failed; rebuilding.

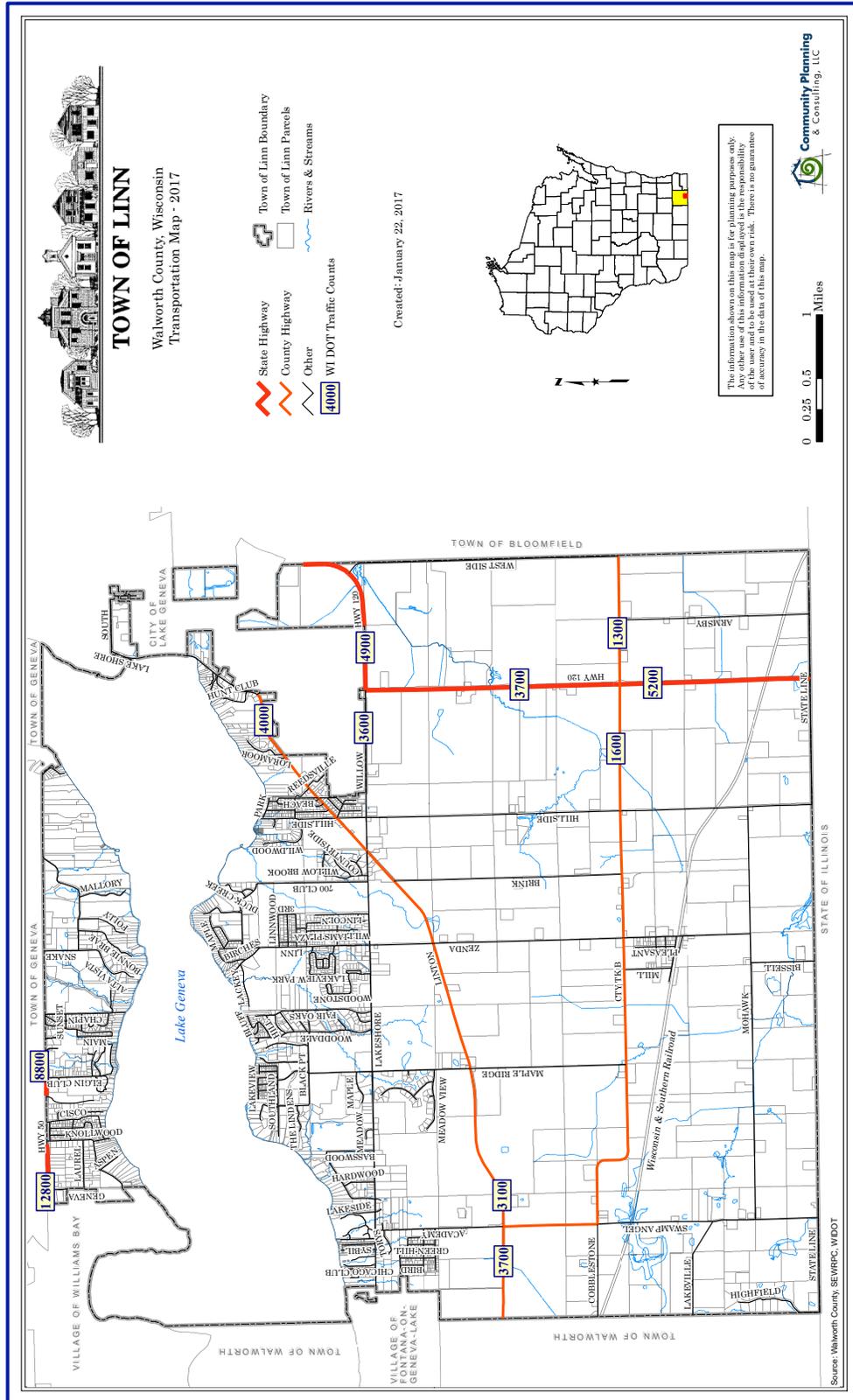
The Town of Linn maintains a record of PASER ratings for all roads under its jurisdiction. Please contact the Town Clerk to obtain a copy of the latest PASER ratings.

Managed Access

One technique to maintain rural roadside character and control traffic access is to utilize managed roadway access techniques (see image at right). Roadway access refers to the number of points of ingress and egress from a roadway. Managing roadway access points helps to promote safe and efficient travel and minimizes disruptive and potentially hazardous traffic conflicts. Managed roadway access involves minimizing the number of driveways along a roadway and establishing standards for driveway spacing. Rather than promoting driveway after driveway along rural roads, shared driveways and streets are encouraged (see diagram). This concept may be appropriate for residential and commercial development along STH 120, CTH BB, and Linton Road.



Courtesy American Planning Association



Implements of Husbandry

Modern agricultural operations like those present in Linn often require travel with large equipment on local roads. These slow moving vehicles may present a potential hazard for other motorists and can increase road wear. In 2014, the state legislature enacted Act 377, Wisconsin’s Implements of Husbandry law. The law made changes in the way agricultural vehicles and equipment operate on state, county, and local roads. It established more flexible limitations for weight limits imposed on farm machinery forged a compromise between the agricultural community and local officials. **The legislation was intended to balance the need for farm equipment to operate legally and safely on roads with the need to protect local infrastructure.** An implement of husbandry (IOH) is defined as:



Snudden Farms, Courtesy CSI Media LLC

- A self-propelled or towed vehicle manufactured, designed, or reconstructed to be used and that is used exclusively in the conduct of Agriculture.
- A combination of vehicles in which each vehicle in the combination is an IOH.
- A combination of vehicles in which an IOH farm wagon, farm trailer, or manure trailer is towed by a farm truck, farm truck tractor, or motor truck.

Effective November 1, 2015, a slow-moving vehicle (SMV) emblem is a required marking on any type of IOH, including animal drawn, that usually travels at speeds less than 25 mph. It is to be displayed at all times on the most visible rear area of the vehicle or combination of vehicles. If a SMV emblem on a power unit is visible from rear and in compliance, then the towed units are not required to have an SMV emblem. It is allowable for two or three vehicle combinations to have more than one SMV emblem. These emblems should be mounted pointing upward perpendicular to route of travel, with the lower edge 2 to 6 feet off the ground, and either centered or as near to the left of center of the equipment as practical. SMV emblems must be bright and clean, and should be replaced if faded.

As of December 2016, sixty Wisconsin counties and more than two hundred municipalities have adopted IOH resolutions or ordinances, including: Walworth County; the Village of Bloomfield; and the Towns of Bloomfield, Darien, East Troy, Sharon, Troy, Walworth, and Whitewater.

Pedestrian and Bicycle Facilities

Like most rural communities, Linn does not possess an interconnected street network bounded by a system of sidewalks. Even in the more densely developed lakeshore locations pedestrian systems are mostly limited to the existing road network and the lakeshore trail. Many of the activities that would normally occur on sidewalks or pathways, such as walking and bicycling, take place in driving areas or on narrow road shoulders. This poses risks for children, the elderly, and people with disabilities. To create a pedestrian and bicycle system that complements the existing road network, the Town may:

- Seek funding to add wider, paved shoulder to town roads.
- Encourage residential developers to incorporate interconnected trails systems in future subdivisions.



- Work with Walworth County and WisDOT to include pedestrian and bicycle facilities along county and state highways when these routes are repaired or reconstructed.
- Expand the development of land use patterns that enable and encourage walking and bicycling enabling people to easily reach nearby destinations on foot or by bicycle.

Pedestrian & Bicycle Plan

The primary mechanism for creating a pedestrian and bicycle system is a Bicycle & Pedestrian Master Plan. Such a plan inventories facilities, prioritize pedestrian/bicycle facility needs, and provides references for best practices in planning, designing, implementing, and maintaining those facilities. A Bicycle & Pedestrian Master Plan serves as a blueprint for continuous improvement of pedestrian and bicycling conditions.

Transportation for Seniors

Like most of the country Wisconsin is facing an “age wave.” The number of adults over the age of 65 is expected to nearly double by 2040. In contrast, the number of children and working age adults is expected to remain relatively constant. By 2040, nearly one in four Wisconsin residents will be over the age of 65. Growth in the elderly population is concentrated in northern Wisconsin and parts of central Wisconsin. Most older adults express a strong desire to “age in place,” meaning they want to continue living in their own homes and communities. This will present a range of transportation, housing and human service challenges for local governments. If seniors do not have safe, convenient and affordable travel options, they may face isolation, reduced quality of life, economic hardship, and difficulty accessing services.

For most seniors, the use of a personal vehicle is the single most important factor in maintaining an independent way of life. Personal vehicles account for more than 80% of trips made by older adults. Seniors who no longer drive report making 15% fewer trips to the doctor, 59% fewer trips to shop or eat out, and 65% fewer trips to visit family and friends. Long before older adults stop driving, they often begin to “self-regulate,” which means they change where, when and how frequently they drive. They also stop walking, avoid taking public transportation, and rely increasingly on family and friends to get around. Because safety and disability concerns increase with age, the demand for accessible transportation is expected to grow.

Equestrian Trails⁷

As the Town examines the potential for pedestrian and bicycle trails, consideration may also be given to equestrian trails. In 2005, 3.9 million horses were used for recreation in the United States, more than a third of the country's 9.2 million horses. All but five States have 20,000 horses or more (American Horse Council 2005). Many of the country's two million horse owners seek community and backcountry trail riding opportunities. Recreationists with physical challenges also turn to horses and mules to enjoy outdoor activities that would otherwise be unavailable to them. A recent Minnesota study found that the average equestrian utilizes the state's horse trail system 33 days per year. Three-quarters of all trips are taken within 30 minutes of home, suggesting that the primary benefits from horse trails are in the enjoyment people derive from using trails close to home rather than in attracting non-local visitors.

⁷ Excerpted from Economic Impact and Demographics of Recreational Horse Trail Users in Minnesota, Headwaters Economics, 2011.

Infrastructure for Electric Vehicles

Electric vehicles and plug-in hybrids are becoming increasingly common on America’s roads. Electric plug-in stations are being constructed in cities around the country. These systems may be installed by state and local government or provided by business owners as value-added options at local coffee shops and shopping centers. The Town may consider working with local businesses to consider providing the infrastructure to support electric vehicles. Modular electric plug-in stations may be permanent facilities or modular systems that can be moved when needed.



Examples of EV charging stations, courtesy Envision Solar (top) and West Coast Electric Highway (bottom)

Complete Streets⁸

A design strategy growing increasingly popular in America’s cities and towns is the *complete streets* movement. Complete streets aim to better integrate people and transportation systems (primarily roads). Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

1. *Complete streets make economic sense.* A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations. Complete streets can reduce transportation costs and travel time while increasing property values and job growth. Research shows that building walkable streets and lowering automobile speeds can improve economic conditions for both residents and business owners, and anecdotal evidence indicates that home values increase on streets that have received complete streets treatments.
2. *Complete streets improve safety.* Designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduces pedestrian risk. Complete streets also improve safety indirectly, by increasing the number of people bicycling and walking.
3. *Complete streets encourage walking and bicycling.* Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27% of those without safe places to walk were active enough. Residents are more likely to walk in a neighborhood with sidewalks.



Courtesy HART TMA

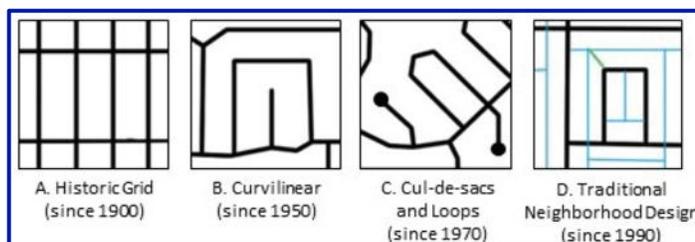
⁸ Much of this section excerpted from Let’s Complete America’s Streets, www.completestreets.org, 2009.



4. *Complete streets ease traffic congestion.* Streets that provide travel choices increase the overall capacity of the transportation network. Communities adopt complete streets policies as a strategy to improve traffic flow and reduce the need for expansions to the road network.
5. *Complete streets help children.* Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks. Children who have and use safe walking and bicycling routes also have a more positive view of their neighborhood.
6. *Complete Streets are good for air quality.* Air quality in our urban areas is poor and linked to increases in asthma and other illnesses. Streets designed with multi-modal options reduce vehicles miles thereby reducing air pollution.
7. *Complete streets make fiscal sense.* Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

Connectivity⁹

As roads have been built, the pattern of those roads has changed to accommodate automobiles and suburban living. As shown in the image at right, the rectilinear grid pattern common in most cities at the turn of the century has been replaced by fragmented, curvilinear streets and cul-de-sacs. Street patterns B and C emphasize cars and driving, which in turn increases traffic on major roads and decreases walking and biking. There has been much discussion to return to “traditional neighborhood design” with a focus on connectivity and human-scale design. Pattern D shows a grid-like pattern with access for cars through alleyways and pedestrians via sidewalks. Street patterns B and C continue to be used in new developments, despite their impacts on mobility, traffic and accessibility.



Courtesy UW-Stevens Point Center for Land Use Education

Streetscaping

The term ‘streetscape’ generally refers to the visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces that, when taken in their entirety, form the street's character. The goal of a streetscape plan is to develop and promote a set of design guidelines based upon existing and desired architectural elements and the historic character of a community that, when implemented, will create an attractive, high quality commercial environment. A well-designed streetscape plan will improve the quality of life for residents; expand economic viability, and increase the desirability of a community as a destination. The main elements of a streetscape plan may include:

- Architectural design recommendations and guidelines for structures located along primary transportation corridors, and street enhancements to provide increased safety to pedestrians.

⁹ Excerpted from Wisconsin Land Use Megatrends: Transportation, UW-Stevens Point Center for Land Use Education, Winter 2017.

- Landscaping elements to be utilized within the Zenda, at key entry points, and throughout the community.
- Integrated pedestrian and bicycle amenities, including resting areas, street furniture, Wi-Fi hotspots, bike racks, planters, water fountains, and trash receptacles, among others.
- Wayfinding systems to assist visitors in navigating to and from key destinations.



Courtesy Design Concepts

Capital Improvements Plan

Road maintenance and improvement costs are a major expense and can consume a large share of the local budget. A Capital Improvements Plan (CIP) assists in planning for major project costs by creating a multiyear schedule plan for transportation and infrastructure improvements. The schedule is based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Capital improvements entail new or expanded physical facilities that are relatively large in size, expensive, and permanent.

A transportation-oriented CIP outlines a community's capital item needs and purchase plans, including:

- Park acquisition and improvements
- Public buildings improvements and maintenance
- Emergency vehicle purchase and replacement
- Trail development
- Street improvements (e.g. widening, crosswalks, signalization, corridor studies, etc.)

Capital items are generally defined as those items that are expensive (cost \$5,000 or more) and will last at least 3-5 years. The CIP also includes improvement projects required for the community's future and the appropriate timeline and funding to be followed to implement the improvements. The CIP process helps to ensure that improvements are made in a logical order and do not surprise local officials or taxpayers. It allows the community to focus on needs and goals and establish rational priorities.

Official Map

Adopted by a municipality, an Official Map delineates existing and future streets, highways, and other public facilities such as parks and drainage systems. The purpose of the map is to ensure the proper location and economical acquisition of streets applies and other public places. Where, for example, the map is required to show the location of drainage systems, parks, and other public improvements, it tends to preserve these locations for future development and to minimize costs. The official map is an effective tool for actively implementing the community transportation visions identified in this plan. It also lends some stability to the overall development process.



WisDOT Projects

At present, WisDOT SE Region has the following projects planned for Walworth County, including resurfacing of STH 120 in the Town of Linn:

- Fall 2019: US 12/County H Intersection: reconstruct intersection (#10801770)
- Fall 2020: WIS 67 - Salt Box Road to US 14: resurfacing (#37060160), and Various highways US 12 – WIS 120 to US 12: bridge rehab (#38390373).



Consistency with State and Regional Transportation Plans

Wisconsin's Comprehensive Planning Law (Chapter 66.1001(2)(c), Wis. Stats.) requires that municipalities compare local transportation objectives with county, regional and state transportation plans. It also encourages the incorporation of these plans into the comprehensive plan. The goals, objective, policies, and programs of this chapter are consistent with and implement all relevant sections of the following plans and programs:

Wisconsin Bicycle Transportation Plan 2020

WisDOT completed the Wisconsin Bicycle Transportation Plan 2020 in 1998. The plan establishes goals, objectives, and policies for both urban and rural bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The goals of this plan include encouraging bicycling and increasing the number of bicyclists in Wisconsin.

Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020, created by the WisDOT, was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the plan primarily aims to minimize the barrier to pedestrian traffic flow from state trunk highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of comprehensive planning.

Southeast Wisconsin Regional Planning Commission VISION 2050: A Regional Land Use and Transportation Plan¹⁰

VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, and bicycle and pedestrian facilities, to the year 2050.

¹⁰ Excerpted from SEWRPC website, 2016.



VISION 2050 recommends:

- Encouraging sustainable and cost-effective growth
- Preserving the Region’s most productive farmland and primary environmental corridors, which encompass the best remaining features of the Region’s natural landscape
- Encouraging more compact development, ranging from high-density transit-oriented development to traditional neighborhoods with homes within walking distance of parks, schools, and businesses
- Significantly improving and expanding public transit, including adding rapid transit and commuter rail, and improving and expanding local and express transit services to support compact growth and enhance the attractiveness and accessibility of the Region
- Enhancing the Region’s bicycle and pedestrian network to improve access to activity centers, neighborhoods, and other destinations
- Keeping existing major streets in a state of good repair and efficiently using the capacity of existing streets and highways
- Strategically adding capacity on highly congested roadways, incorporating “complete streets” roadway design concepts to provide safe and convenient travel for all, and addressing key issues related to moving goods into and through the Region

Walworth County 2035 Multi-Jurisdiction Comprehensive Plan¹¹

To address the State comprehensive planning requirements, a cooperative comprehensive planning process was undertaken by Walworth County, 13 of the 16 towns in the County, and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). That planning process was intended to result in a multi-jurisdictional comprehensive plan that satisfies planning requirements set forth in Section 66.1001 of the Statutes for the County and each participating town. The towns participating with the County in the planning process included Darien, Delavan, East Troy, Geneva, Lafayette, LaGrange, Richmond, Sharon, Spring Prairie, Sugar Creek, Troy, Walworth, and Whitewater.

The multi-jurisdictional planning effort was governed by an intergovernmental agreement between Walworth County and SEWRPC, along with three-party agreements between Walworth County, SEWRPC, and each of the participating towns.

Funding and Technical Assistance

Knowles-Nelson Stewardship Program

The *Knowles-Nelson Stewardship Program* is administered by the Wisconsin Department of Natural Resources (WDNR) to preserve natural areas and wildlife habitat, protect water quality and expand outdoor recreation. The Town may apply for funds from the program to assist in funding the construction of the recommended off-street trail system. Contact WDNR for more information.

¹¹ Excerpted from Chapter 1: Introduction and background, 2035 Multi-Jurisdiction Comprehensive Plan, Walworth County.



Highway Safety Improvement Program

The *Highway Safety Improvement Program* (HSIP) is administered by WisDOT for highway safety projects at locations that have a high crash history. The objective of the HSIP is to develop and implement stand-alone safety projects that will reduce the number and severity of crashes. Ninety-percent of funding is provided by the federal government with a 10% local match.

Local Road Improvement Program

Administered by WisDOT, the Local Road Improvement Program is a reimbursement program that assists local governments in improving seriously deteriorating highways, roads, and streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and, Municipal Street Improvement (MSIP).

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21). With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects.

Bicycle and Pedestrian Facilities Program

The Bicycle and Pedestrian Facilities Program is a grant program under TAP that provides funding to construct or plan for bicycle or bicycle-pedestrian facility projects. State statutory language specifically excludes pedestrian-only facilities such as sidewalks and streetscape projects. Construction projects costing \$200,000 or more are eligible for funding, as are planning projects costing \$50,000 or more. Additionally, completed projects must be usable and not staged so that additional money is needed to create a useful project. Project sponsors must pay for a project and then seek reimbursement from WisDOT. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

Adopt a Highway

WisDOT initiated the Adopt-A-Highway program to allow groups to volunteer and support the state's anti-litter program in a more direct way. Adopt-A-Highway helps:

- Reduce litter along Wisconsin's highways
- Build statewide support for the anti-litter and highway beautification programs
- Educate the traveling public to properly dispose of litter
- Enhance the environment and beautify Wisconsin's roadsides

Implementation Plan

The goals, objectives, and policies related to transportation are presented in *Chapter 9: Implementation*.