

3

Transportation



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3 Transportation

3.1 Transportation Plan

The land use patterns of the Town of Hubbard, Dodge County, and the surrounding region are tied together by the transportation system, including roadways, railroads, and trails. Households, businesses, farms, industries, schools, government, and many others all rely on a dependable transportation system to function and to provide linkages to areas beyond their immediate locations. The Town of Hubbard's transportation network plays a major role in the efficiency, safety, and overall desirability of the area as a place to live and work.

While the Town of Hubbard does not anticipate a great deal of change to its existing transportation system over the next 20 years, its plan is to maintain the existing system and to be prepared for potential development proposals. The town's plan for transportation is to ensure that future expansion of the local road system is cost-effective, to preserve the mobility and connectivity of local roads, and to ensure that developed properties have safe emergency vehicle access. In order to achieve this, the town will continue to administer its driveway ordinance, update its land division ordinance, develop a five-year plan for road improvements, and develop a set of town road construction specifications. The policies and recommendations of this plan provide guidance on how these tools should be used.

As the town implements its plan, a key dilemma will be balancing the rural character and mobility of existing roads with the maximum use of existing road infrastructure. On one hand, existing roads are already present, new roads are costly, and new development can be more cost effective if it utilizes existing roads. On the other hand, extensive placement of new development in highly visible locations along existing roads will forever change the character and appearance of the town. This may lead to a loss of rural character. Adding access points to serve new development also reduces the mobility of a road. This plan includes a policy that directs new development to use existing roads and infrastructure (policy LU1). However, this plan also includes policies that require new development to be designed in a fashion that does not harm rural character, agricultural lands, or natural resources (policies ANC3, 4, and 5), which may be better served by the construction of new roads or private access drives in some cases.

In order to balance these competing interests, the town will require the coordinated planning of adjacent development sites by limiting the use of cul-de-sacs and by requiring the use of Area Development Plans. The town will require that potential traffic and road damage impacts are assessed by developers. When new roads are necessary, the town will require that developers bear the cost of constructing new roads to town standards before they are accepted by the town.

State and federal highways play an important role in the town's transportation system. State Highways 33, 67, and 28, in particular, provide arterial connections to the surrounding region and represents a source of economic development potential. The town will need to work closely with the Wisconsin Department of Transportation to manage land use, access, and road improvements along these vital corridors.

3.2 State and Regional Transportation Plans

There are no state or regional transportation plans directly applicable to the Town of Hubbard. According to the WDOT web-page, there are no ongoing plans or studies that would affect Hubbard in the planning period. The WDOT Six Year Highway Improvement Program for 2006-2011 does include a variety of improvements and studies in other parts of Dodge County which may have a secondary or tertiary affect upon the town. These improvements are planned between 2009 and 2011. Dodge County is not served by a Regional Planning Commission.

3.3 Functional Classification of Highways

Vehicular travel on the public highway system is the transportation mode of choice for the vast majority of trips by Town of Hubbard residents. Road and highway transportation systems serve two primary functions, to provide access to adjacent properties and to provide for the movement of vehicular traffic. Roads and highways are grouped into three functional classes (local, collector, and arterial) which are described below. Map 3-1 shows the location of local, collector, and arterial roadways in the town.

Local Roads

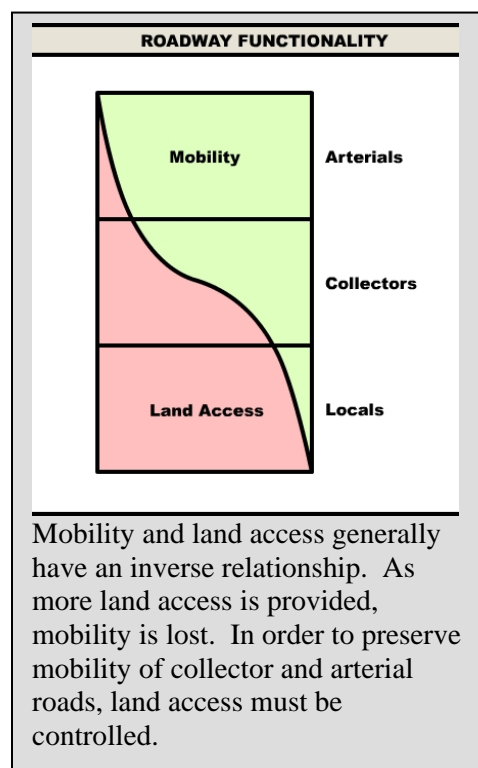
Local roads primarily provide access to adjacent properties and only secondarily provide for the movement of vehicular traffic. Since access is their primary function, through traffic should be discouraged. Traffic volume is expected to be light and should not interfere with the access function of these streets. Horseshoe, Wildcat, Cedar, and Strange are all examples of local roads in the Town of Hubbard.

Collector Roads

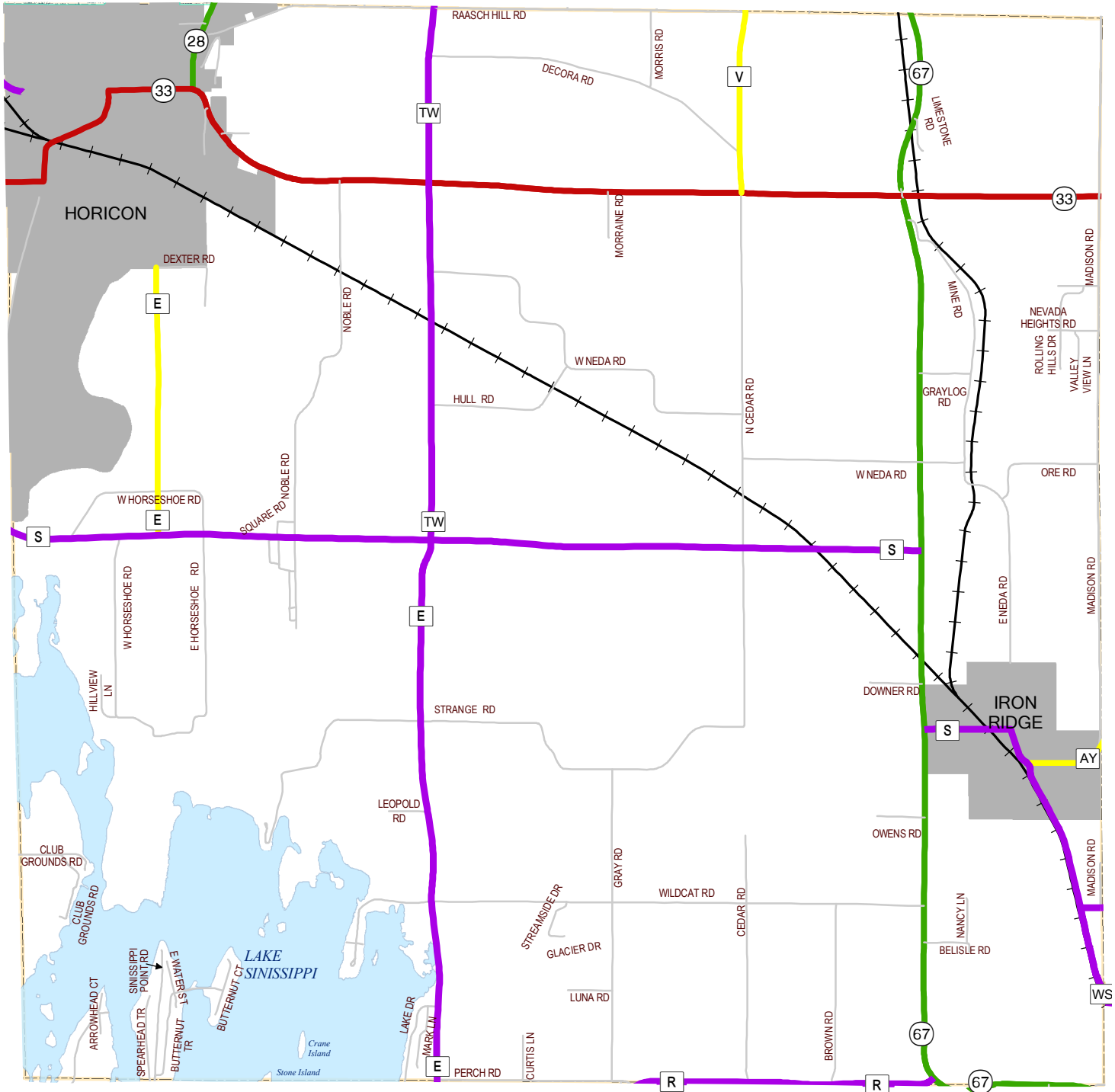
Collector roads and highways carry vehicular traffic into and out of residential neighborhoods and commercial and industrial areas. These streets gather traffic from the local streets and funnel it to arterial streets. Access to adjacent properties is a secondary function of collector streets. Collector streets are further divided into major or minor collectors depending on the amount of traffic they carry. CTH E, TW, S, and R are all major collector highways in the town.

Arterial Highways

Arterial highways serve primarily to move through traffic. Traffic volumes are generally heavy and traffic speeds are generally high. Arterial highways are further divided into principal or minor arterials depending on the traffic volume and the amount of access provided. State Highways 33 and 67 are both arterial roadways.



Map 3-1, Functional Classification of Highways & Location of Railroads and Airports Town of Hubbard, Dodge County, Wisconsin



Legend

Functional Roadway Classification	Railroads
Principal Arterials	Airport
Minor Arterials	Town Boundaries
Major Collectors	Municipalities
Minor Collectors	Lake
Local	

**Dodge County
Land Resources and Parks
Department**

Dodge County Wisconsin

Town of Hubbard



Source: Dodge County Land Resources and Parks Department, April 2007

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3.4 Traffic Volumes

Traffic volume is also an important consideration for land use planning. The volume of traffic on a particular roadway and the associated noise, fumes, safety level, and other such concerns are considerations that need to be addressed in deciding how land should be used. Map 3-2 shows the average daily traffic volume of major traffic corridors in the town.

Traffic volumes vary considerably on the different roadways within the town. State Highway 33, being the major thoroughfare in the town, carries the largest volume of traffic. State Highways 28 and 67, respectively, also carry considerable traffic.

3.5 Additional Modes of Transportation

Water Transportation

There are no water transportation options in the Town of Hubbard. The town's waterways are primarily used for recreational and agricultural purposes. The nearest international seaport is the Port of Milwaukee.

Airports

Air transportation is not offered within the Town of Hubbard. The nearest general airport is the Juneau Airport in central Dodge County. Dane County Regional Airport in Madison provides commercial aviation services. General Mitchell Field in Milwaukee also offers commercial airline service, and is also an international airport.

Railroads

The Wisconsin & Southern Railroad travels through and bisects the town from the northwest corner through to the southeast corner of the town. The rail link is a key transportation component of the local and regional agricultural economy.

Trucking

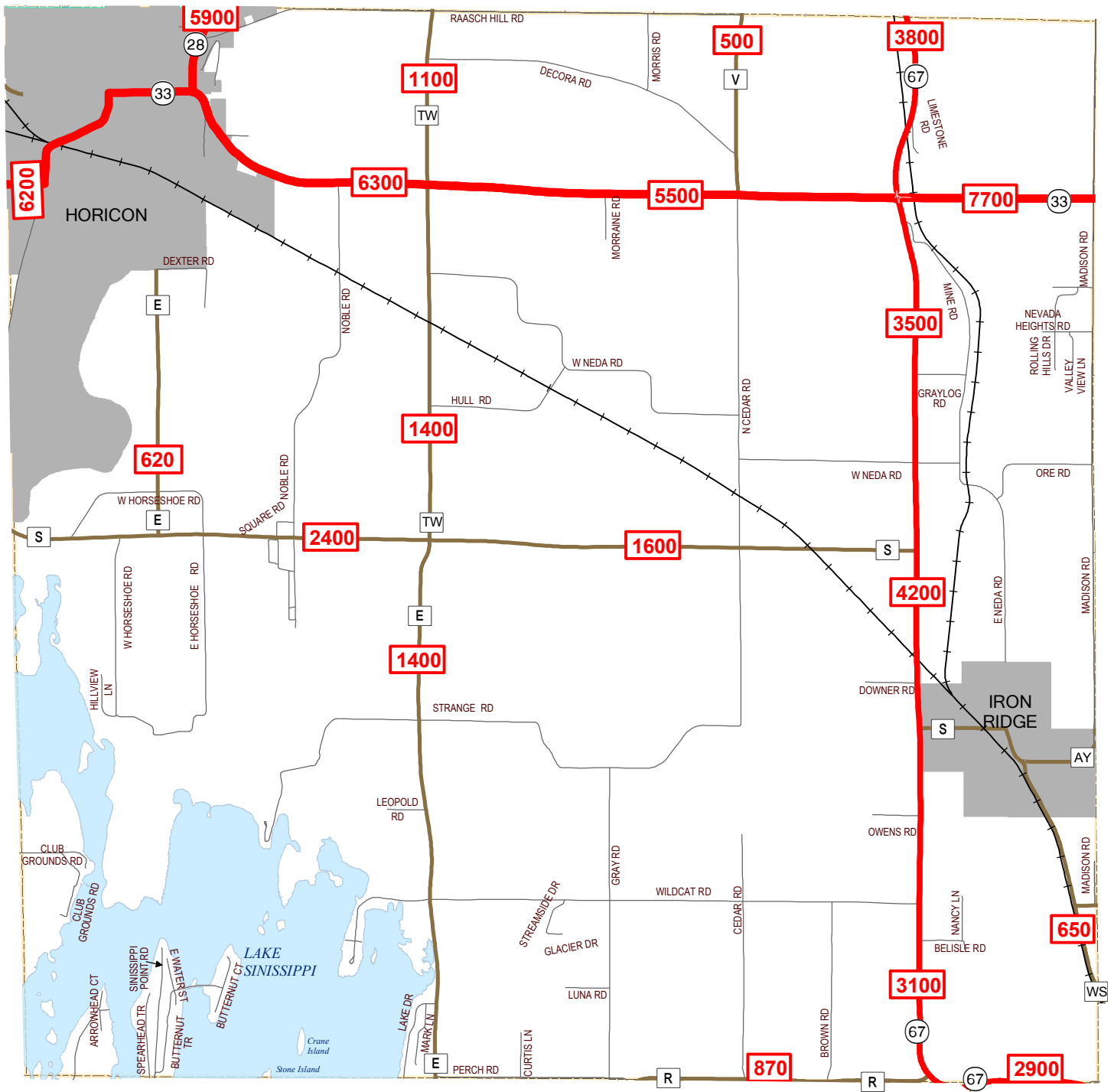
Trucking on the highway system is the preferred method of transporting freight, particularly for short hauls. According to the WDOT Truck Operators Map, State Highways 33, 67 and 28 are officially designated highways for trucking.

Public Transit

Public transit is not available in the Town of Hubbard. The nearest bus services are provided by Greyhound in Madison. The nearest private taxi service exists in the City of Beaver Dam.

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Map 3-2, Average Daily Traffic Counts Town of Hubbard, Dodge County, Wisconsin



Legend

- U. S. Highway (Blue line with shield)
- State Highway (Red line with shield)
- County Highway (Brown line with square)
- Town Road (Thin black line)
- Railroad (Line with cross-ticks)
- Town Boundary (Dashed yellow line)
- Average Daily Traffic Counts (2001) (Red box)
- Waterbodies (Blue area)
- Municipalities (Grey area)

Dodge County Wisconsin

Town of Hubbard

Dodge County Land Resources and Parks Department

0 0.35 0.7 1.4 Miles

Source: Dodge County Land Resources and Parks Department, April 2007
2004 DOT data

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Bicycles

Bicycle traffic is quite limited in the Town of Hubbard. Shoulder areas on town roads are usually narrow and unpaved making bicycle travel difficult. County highways in the town tend to have wider shoulders, but traffic levels on these roads make bicycle traffic more unsafe or undesirable.

The Dodge County Bike and Pedestrian Plan was designed to promote and improve conditions for bicycling and walking throughout Dodge County. The intention of the Bike and Pedestrian Plan is to increase transportation safety for pedestrians, bicyclists, and motorists. Infrastructure improvements such as designated bikeways, bike lanes, paved shoulders, improved crosswalks, and traffic and informational signs are among the type of facilities being recommended to improve conditions for bicyclists, walkers, and motorists alike in Dodge County.

Pedestrian Transportation

No pedestrian transportation system exists in the Town of Hubbard. The dispersed nature of the town prohibits the development of an effective pedestrian transportation system. However, the Dodge County Bike and Pedestrian Plan suggests pedestrian friendly design standards for creating a walkable Dodge County.

Transportation for the Disabled

The Dodge County Human Services Department provides transportation for the disabled in the Town of Hubbard. This department has volunteer drivers who use their own cars, as well as county employed drivers in county owned wheelchair accessible vans that provide transportation to the disabled. These drivers also provide transportation to people who are unable to drive due to a medical condition, are in nursing homes, or receive W-2. In addition, private taxi services in the City of Beaver Dam can provide service to disabled residents of the town.

3.6 Planned Transportation Improvements

The Town of Hubbard does not currently have a plan for road or other transportation facility improvements. It is a recommendation of this plan that a five-year road improvement plan be developed in the future.

3.7 Transportation Goals and Objectives

Community goals are broad, value-based statements expressing public preferences for the long term (20 years or more). They specifically address key issues, opportunities, and problems that affect the community. Objectives are more specific than goals and are more measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of objectives contributes to fulfillment of the goal.

Goal 1. Provide a safe, efficient, and cost effective transportation system for the movement of people and goods.

Objectives

- 1.a. Balance competing community desires (i.e., scenic beauty, abundant wildlife, direct highway access, etc.) with the need to provide for safe roads, intersections, interchanges, rail crossings, and other transportation features.
- 1.b. Manage driveway access location and design to ensure traffic safety, provide adequate emergency vehicle access, and prevent damage to roadways and ditches.
- 1.c. Require developers to bear the costs for the improvement or construction of roads needed to serve new development.
- 1.d. Guide new growth to existing road systems so that new development does not financially burden the community or make inefficient use of tax dollars.
- 1.e. Monitor the effectiveness of existing, and opportunities for new, shared service agreements for providing local road maintenance.

Goal 2. Develop a transportation system that effectively serves existing land uses and meets anticipated demand.

Objectives

- 2.a. Work to achieve a traffic circulation network that conforms to the planned functional classification of roadways.
- 2.b. Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.
- 2.c. Allow for bicycling and walking to be viable, convenient, and safe transportation choices in the community.

3.8 Transportation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses to the issues that the town is concerned about. Policies and recommendations become primary tools the town can use in making land use decisions. Many of the policies and recommendations cross element boundaries and work together toward overall implementation strategies. Refer to Section 9.5 for an explanation of the strategies cited as sources for many of the policies and recommendations.

Policies identify the way in which activities are conducted in order to fulfill the goals and objectives. Policies that direct action using the word “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the words “will” or “should” are advisory and intended to serve as a guide. “Will” statements are considered to be strong guidelines, while “should” statements are considered loose guidelines. The town’s policies are stated in the form of position statements (Town Position), directives to the town (Town Directive), or as criteria for the review of proposed development (Development Review Criteria).

Recommendations are specific actions or projects that the town should be prepared to complete. The completion of these actions and projects is consistent with the town's policies, and therefore will help the town fulfill the comprehensive plan goals and objectives.

Policies: Town Position

- T1 Roads that provide access to multiple improved properties shall be built to town standards as a condition of approval for new development (Source: Strategy T1).
- T2 Developers shall bear the cost of constructing new roads to town standards before they are accepted as town roads (Source: Strategy T1).
- T3 The development of new or improved access points to local roads should meet town standards found in the Driveway Ordinance (Source: Strategy T2).

Policies: Town Directive

- T4 A five-year road improvement plan should be maintained and annually updated to identify and prioritize road improvement projects as well as identify potential funding sources (Source: Strategy T5).

Policies: Development Review Criteria

- T5 Development proposals should provide the town with an analysis of the potential transportation impacts including, but not necessarily limited to, potential road damage and potential traffic impacts. The depth of analysis required by the community will be appropriate for the intensity of the proposed development (Source: Strategy T1).

Recommendations

- ◆ Actively pursue all available funding, especially federal and state sources, for needed transportation facilities (Source: Strategy T1).
- ◆ Create a standard development agreement that includes provisions for financial assurance, construction warranties, construction inspections, and completion of construction by the town under failure to do so by the developer (Source: Strategy T1).
- ◆ Create a set of town road construction specifications to include modern requirements for road base, surfacing, and drainage construction (Source: Strategy T1).
- ◆ Require commercial and industrial developments and major subdivisions to submit area development plans (Source: Strategy T2).
- ◆ Utilize the PASER or WISLR systems to create and update the road improvement plan (Source: Strategy T5).

3.9 Transportation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

PASER Program

The PASER (Pavement Surface Evaluation and Rating) Program is a system for communities to evaluate and schedule road maintenance on local roads. The program requires town officials to evaluate the condition of town roads based on observing characteristics of the road such as the texture of the road surface or the spacing of cracks. The officials then assign a rating on a scale of 1 to 10. These ratings, along with information on traffic volumes, are used to schedule the maintenance and reconstruction of town roads.

Dodge County Capital Improvement Program

Dodge County annually updates a Capital Improvement Program. The program prioritizes the allocation of financial resources for various projects over a five year time frame. This plan should be referenced for projects planned by Dodge County that may affect the town.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and town streets. A reimbursement program, LRIP 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). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects. For more information contact the WDOT.

Transportation Economic Assistance (TEA) Program

The Transportation Economic Assistance program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. It must be scheduled to begin within three years, have the local government's endorsement, and benefit the public. For more information about this program, contact the Wisconsin Department of Transportation, Division of Transportation Investment Management.