3.0 TRANSPORTATION

The transportation system that serves The Town of West Point provides for the transport of goods and people into, out from, and within the Town. The transportation system contains multiple modes involving air, land, and water transport. Several elements of the system are not located in the Town itself, however the Town's proximity to these elements is an important consideration in evaluating and planning for the Town's transportation system.

3.1 TRANSPORTATION VISION

- Provide a safe, efficient and well-maintained transportation system for multiple user needs.

3.2 TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

Goal 1: A safe, efficient well-maintained system of roads and highways.

Objective 1: Work with the State Department of Transportation and County Highway Department to improve the highways under their responsibility.
Objective 2: Assess proper jurisdiction of roads within the Town.
Objective 3: Promote safe, modern highways connecting the Town of West Point with adjacent counties.
Objective 4: Plan for new roads including frontage roads and intersections for future development.
Objective 5: Maintain a safe, interconnected road network.
Objective 6: Utilize appropriate signage for multi-user roads.
Objective 7: Utilize the Pavement Service Evaluation & Rating program (PASER) to its fullest, including capital improvements, to schedule road maintenance and/or reconstruction.
Objective 8: Ensure that all roads in new platted subdivisions meet minimum standards by enforcement of a land division ordinance.
Objective 9: Upgrade existing Town roads to current roadway standards to be done extent practical when repaving or reconstructing those roads.
Objective 10: Require that all new roads meet the road design and layout standard in the Town's pending subdivision and land division regulations.
Objective 11: Participate in the WISDOT Town Road Improvement Program (TRIP)

Policies and Proposed Programs:

a) Annually assess all roads in the town for maintenance and safety and participate in the Highway Safety Improvement Program.
b) Assess developer's fees to evaluate the impact of the development proposal and periodically update the transportation study.
c) Require an interconnected road system in newly planned development areas that are linked to arterials and/or collectors.
d) After review of proper jurisdiction, discourage cut-through traffic on Town roads by using signage, speed zones, and weight limits.
e) Require a financial instrument from developers to ensure completion and repair of existing roads to meet standard design.
f) Complete a town wide transportation and traffic pattern study.

Goal 2: Restricted access to arterial highways and through-town road corridors to protect traffic-carrying capacity.

Objective 1: Preserve and protect the road corridor from encroachment that would limit the roadway's ability to carry traffic volumes in the future.

Objective 2: Implement a Town driveway ordinance and promote joint driveways to achieve public safety and rural character goals and conserve farmland and natural resources.

Policies and Proposed Programs:

a) Restrict new access points the highway through subdivision control.
b) Deny request for rezoning and conditional use permits that are inconsistent with the Town's transportation policies and would require additional access point to a highway.
c) The Town Driveway Ordinance should accomplish the following:
d) Set design standard for driveway length, width, design and slope to accommodate emergency vehicle travel. The standards should be consistent with DOT driveway standards when there is a connection with state trunk highways.
e) Address drainage issues
f) Consider the placement of streets and driveways along with existing topography, property lines, fencerows, lines of existing vegetation, or other natural features when streets and driveways are established.
g) Reinforce the objectives and policies of the Comprehensive Plan.
h) Minimize the number of driveways openings on existing public streets and promote shared driveways and streets.
i) Support access control and rural character objectives by discouraging "side of the road" development on arterials, collectors and the state trunk highways.

Goal 3: Promote a unified approach involving the town, city, county, state and private entities for road development to meet the needs for future commercial, industrial and residential expansion.

Objective 1: Regularly meet with surrounding cities and county officials to coordinate development plans.
Objective 2: Seek input of appropriate property owners in areas of development plans.
Objective 3: Meet with State officials as needed.
Objective 4: Coordinate transportation with land use.
Objective 5: Work with WisDOT and the County Highway Department to implement safety improvements at hazardous intersections.
Objective 6: Work with WisDOT and the County Highway Department when changes to land uses are being considered that could affect the function of highways.

Policies and Proposed Programs:

a) Support the designation of the State Highway 60 corridor between the Interstate 39 east of Lodi to Prairie du Chien as a Scenic By-Way.

Goal 4: Encourage alternative transportation systems.

Objective 1: Support safe opportunities for biking and walking.
Objective 2: Work with the County and surrounding communities in support of additional transportation options for those without access to automobiles. Such options might include cooperative transit, local car sharing or car-pooling.
Objective 3: Accommodate bicycle traffic on lesser-traveled roads, where safe and appropriate.
Objective 4: Promote participation in the State of Wisconsin Rustic Road Program.
Objective 5: Prioritize development of a safe bike route to the Merrimac Ferry from both Prairie du Sac and Lodi with WI DOT and the Bicycle Federation of Wisconsin (BFW).

Policies and Proposed Programs:

a) Maintain a message board that provides information and about ride sharing, car pooling and transportation options.
b) Explore Transportation Enhancement Grants through DOT to add bicycle accommodations to existing roads and roads that are reconstructed.
c) Promote walking and bike paths through new subdivisions
d) Develop a system of bike routes through the Town of West Point.

3.3 EXISTING TRANSPORTATION PROGRAMS

3.3.1 Columbia County Land Division and Subdivision Ordinance

The Columbia County Land Division and Subdivision Ordinance regulates the division of land within the County including the Town of West Point. It also provides standards for the construction of new roads, such as right-of-way widths, pavement widths, and grade requirements. Under the County's Land Division and Subdivision Ordinance roads within Columbia County are classified into two categories, urban and rural. Within each category roads are divided by type; principle arterial, minor arterial, major collector, minor collector, and local roads. Each type of roadway has its own set of minimum standards.

3.3.2 Columbia County Highway Access Control Ordinance

The Columbia County Highway Access Control Ordinance regulates access onto County highways including County highways in the Town of West Point. The purpose for the access regulations are to protect the County's investment in existing and proposed highways by protecting the highway's traffic carrying capacity. In regulating access to County highways, the ordinance prevents improperly located access points that can lead to the road prematurely becoming obsolete and thereby requiring costly improvements. The ordinance provides for safe and efficient access to Columbia County highways. County highways are categorized by type according to definitions in the ordinance. Each category of County highway has its own set of access standards.

3.3.3 PASER Program

The PASER Program is a system for local governments to evaluate and schedule road maintenance on the local road system. The program requires officials to evaluate the condition of local 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. The Town of West Point works with the Columbia County Highway Department to rate roads in the Town. The County Highway Department maintains a computer database of the rating on roads in the County and regularly reevaluates it's road maintenance schedule using the PASER Program.

3.3.4 Rustic Roads – Wisconsin Department of Transportation

The Rustic Roads System in Wisconsin was created by the 1973 State Legislature in an effort to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers and motorists. Unique brown and yellow signs mark the routes of all officially-designated Rustic Roads. An officially designated Rustic Road remains under local control. The County, city, village or Town have the same authority over the Rustic Road as it possesses over other highways under its jurisdiction. In addition, a Rustic Road is eligible for state aids just as any other public highway.

The following characteristics are needed for a road to qualify for the Rustic Road program:

- The road should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads.
- The road should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.
- The road should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics.
- The road should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area. The maximum speed limit on a Rustic Road has been established by law at 45 mph, however, a speed limit as low as 25 mph may be established by the local governing authority.

There are currently two designated Rustic Roads in Columbia County. Rustic Road 49 follows Fairfield Street in the City of Portage and Levee Road in the Town of Caledonia and Rustic Road 69 follows Old Agency House Road in the City of Portage. Opportunities exist elsewhere in the County for additional roads to be designated as Rustic Roads. The Town of West Point should evaluate roads under their jurisdiction for inclusion into the Rustic Road program. Possible Rustic Roads in the Town of West Point include Van Ness Road.

3.3.5 State Road Aid Programs

The State of Wisconsin Department of Transportation has a variety of transportation programs available to help fund local transportation projects. Each program is intended to address a particular aspect of the

transportation system. The Town of West Point should take advantage of these funding sources, when appropriate, as they attempt to implement the comprehensive plan.

3.4 STATE AND REGIONAL TRANSPORTATION PLANS

The Wisconsin Department of Transportation maintains several statewide transportation related plans that contain policies, recommendations, and strategies regarding the transportation system in Columbia County and the Town of West Point. These plans should be taken into consideration when transportation related decisions and plans are made in the Town. The Wisconsin Department of Transportation's planning documents include the following:

- Wisconsin State Highway Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin State Rail Plan 2020
- Wisconsin Statewide Pedestrian Policy Plan 2020
- Wisconsin State Airport System Plan 2020
- Five Year Airport Improvement Plan
- Translink 21: A Multi-modal Transportation Plan for Wisconsin's 21st Century
- Wisconsin Department of Transportation Access Management System Plan
- Statewide Transportation Improvement Plan
- Six-Year Improvement Program

The Wisconsin State Highway Plan 2020 addresses major needs and priorities for the State Highway System. No major improvements from the plan affect the Town of West Point.

In addition to the State Highway Plan, the Wisconsin Department of Transportation maintains a six-year improvement program for smaller projects throughout the State. There are currently no scheduled projects for the Town of West Point. Policies, recommendations, and strategies from the other plan documents listed above will be addressed as necessary in the appropriate sections of this element.

Columbia County and the Town of West Point are not members of a regional planning commission or Metropolitan Planning Organization (MPO), therefore no regional transportation plans exist that pertain to Columbia County or the Town of West Point.

3.5 FUNCTIONAL CLASSIFICATION OF ROADWAYS

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Town of West Point residents. Road and highway transportation systems primarily serve two basic functions. One function being is to provide access to adjacent properties and the other function is to provide for the movement of vehicular traffic through an area. The primary function of a particular road is determined by its functional classification. Roads and highways are grouped into three main functional classes: local, collector, and arterial. Descriptions of the functional classifications of roadways are listed in the sections below. Map 3-1 in Appendix 1 illustrates the functional classification of highways for the Town of West Point.

The functional classification of a particular roadway is important to consider during the evaluation of proposed land use changes on adjacent lands. The effect a proposed land use might have on the function of a road could lead to serious traffic congestion or safety issues and to costly improvements to correct the problems. The management of access points on higher volume roads helps to minimize the impacts of development on the ability of the road to function as it is intended. Evaluating the impacts of land use changes on the transportation system is an important consideration when making land use decisions.

3.5.1 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. Most Town roads are considered local roads.

Some local Town roads are classified in an additional category called private entrances. These are local roads that serve to provide access to one or two properties. These roads are often dead-ends and have very light traffic volumes.

3.5.2 Collector Roads

Collector roads carry vehicular traffic into and out of residential, commercial, and industrial areas. These roadways gather traffic from the local roads and funnel it to arterial roads. Access to adjacent properties is a secondary function of collector roads. Collector roads are further divided into major or minor collectors depending on the amount of traffic they carry. Examples of major collector roadways in the Town include State Highway 113. Examples of minor collector roadways in the Town include County Highways J and V as well as State Highway 188.

3.5.3 Arterial Roads

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 and minor arterials depending on the traffic volume and the amount of access provided. In the Town of West Point, no roads are classified as principal arterial highways. Minor arterials in the Town include State Highway 60.

3.6 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, air quality, safety level, and other such concerns are considerations that need to be addressed in deciding how land should be used. Map 3-1 in Appendix 1 also shows the average daily traffic volume of major traffic corridors within the Town of West Point.

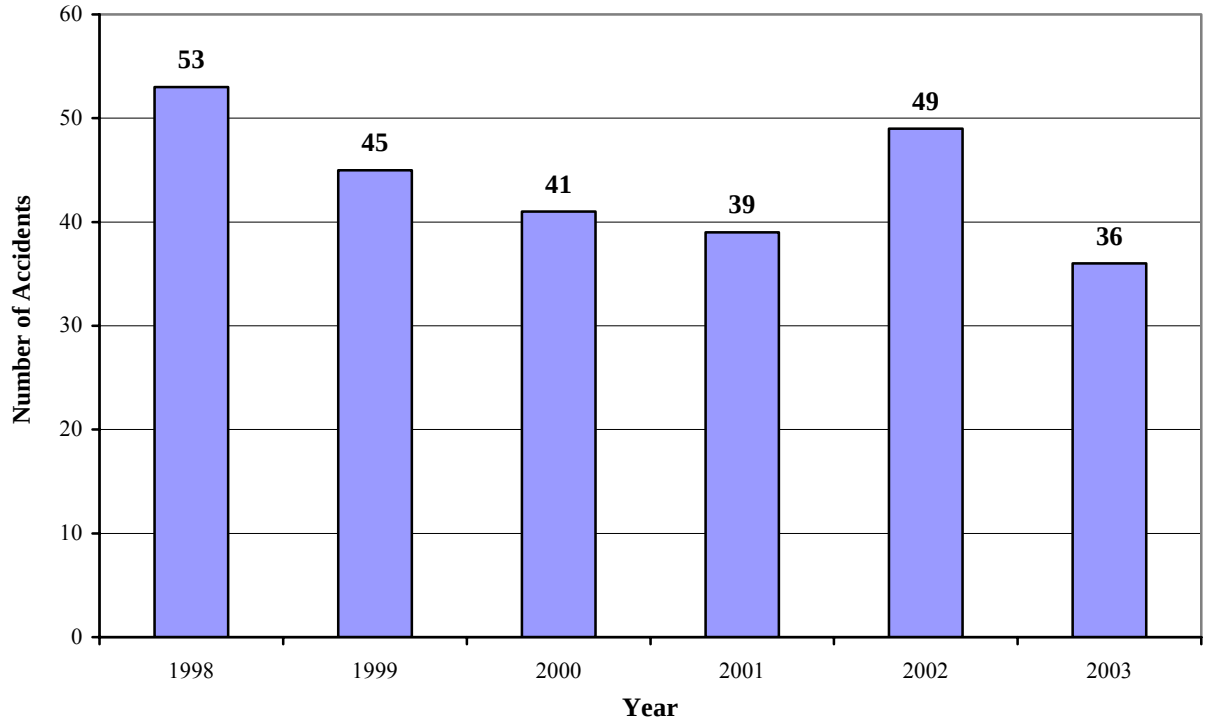
Traffic volumes vary considerably on the different roadways within the Town. State Highway 60 carries the highest volume of vehicle traffic recorded in the Town, with an average daily traffic count of 4,600 vehicles just east of the Wisconsin River bridge. The volume of traffic on a particular roadway can be significantly influenced by its intersection with other roadways. For example, the average daily traffic volume on State Highway 60 decreases by 2,700 vehicles east of its intersection with State Highways 188.

3.7 TRAFFIC SAFETY

The number of traffic accidents on the Town of West Point roadways provides insight into the overall safety level of the Town's transportation system. Between 1998 and 2003 the average annual number of accidents that occurred on Town roadways, not including accidents on private property or parking lots, was 44. In comparison, during the same period the number of accidents in the Town of Lodi averaged 76, the Town of Dekorra averaged 133, and the Town of Caledonia averaged 177.

Information on traffic accidents is submitted to the Wisconsin Department of Transportation through accident reports from law enforcement agencies. The information on traffic accidents is used by the Wisconsin Department of Transportation and County Highway Departments to make decisions on local road improvement projects. Figure 3-1 displays the annual number of traffic accidents in the Town of West Point between 1998 and 2003.

FIGURE 3-1
Traffic Accidents, Town of West Point, 1998-2003



Source: Wisconsin Department of Transportation, DMV Traffic Accident Database.

The Town of West Point has identified several locations in the Town's road system that pose potential safety concerns. These safety concerns include high traffic volumes on Reynolds, O'Conner, and West Harmony Roads; high truck traffic on County Highway J; dangerous intersections at State Highway 188/ County Highway J/Gastrow Rd and at State Highway 188/County Highway V; conflicts between motorized vehicles and agricultural machinery at the intersection of O'Conner Road and County Highway J; and conflicts between motorized vehicles and bicycles on County Highway J, State Highway 113 and State Highway 188. Efforts should be made by the Town to further evaluate these identified potential hazards and work with County and State officials to correct these problems in the quickest and most cost efficient manner possible.

Traffic safety and efficiency on the Town of West Point's roadways can also be improved by limiting or discouraging the creation of new parcels that require access to State and County Trunk Highways or to Town roads where sight distance is limited. This practice restricts the access points to these roadways thereby reducing accident potential and the need to reduce speed limits to improve safety. New parcels should be encouraged only where access can be safely provided by an existing Town road or where a new Town road will be constructed to accommodate the parcels. In addition, the impacts of land use changes can also have significant impacts on the safety of a road. Limiting or discouraging land uses that generate high traffic volumes from having direct access to collector and arterial roads can help to preserve the function of the road and increase safety. Traffic impact analysis can also help the Town maintain safety on Town roads. A traffic impact analysis is a study done to determine the amount of traffic that will be generated by a proposed development. By requiring a traffic impact analysis, the Town can have a better idea what impact a proposed development will have on traffic in the area and be able to address problems before they occur.

Safety concerns on heavily traveled highways in the Town can be further addressed by examining the role the particular highway plays in the transportation network. Insuring that roads are properly classified based upon how they are functioning in the transportation network helps in planning for maintenance and reconstruction of the road, as well as managing access to the road. As a result, Table 3-1 outlines proposed changes to the functional classification of certain roads in the Town based upon the manner in which they are currently functioning. Reclassifying the functional classification of these roads will allow the traffic carrying capacity of these roads to be preserved through additional scrutiny being placed on the location new access points to these roads and on the setbacks required for land uses along these roads.

TABLE 3-1
Proposed Functional Classification Changes, Town of West Point, 2004

Road	Municipality	Proposed Change
STH 113	Towns of Lodi & West Point	Reclassify as a Minor Arterial

Source: Columbia County Planning and Zoning

Table 3-2 contains recommendations for the jurisdictional transfers of certain roads in the Town of West Point. These recommendations reflect the jurisdictional changes that are necessary to match the jurisdiction of the roads to their function. For example, if a County highway is functioning as a local road then the County highway should be transferred to the appropriate Town to be managed as a Town road. Likewise, if a Town road is functioning as a collector highway then the road should be transferred to the County highway department to be managed as a County highway. In addition, certain state highways that are functioning as collector highways should also be transferred to the County highway department to be managed as County highways. Ideally, all roads classified as local roads would be under Town jurisdiction, all roads classified as collector roads would be under County jurisdiction, and all roads classified as arterial roads would be under state jurisdiction. The jurisdictional transfers proposed in this plan should take place over time as opportunities present themselves and the transfers should be based upon mutual agreements between the

affected governmental entities. Map 3-2 in Appendix I illustrates the proposed functional classification of highways based upon the recommended functional classification changes and jurisdictional transfers.

TABLE 3-2
Proposed Jurisdictional Transfers, Town of West Point, 2004

Road	Municipality	Proposed Change
Barta Road	Town of West Point	J.T. to a County Highway
STH 188	Town of West Point	J.T. to a County Highway

Source: Columbia County Planning and Zoning

Another way in which road safety can be improved is through the construction of new road segments. New road segments can help to correct deficiencies in the County and Town's transportation system and allow the system to function more safely and efficiently. There are no recommended new road segments proposed in the Town of West Point.

Safety at rail crossings in the Town of West Point is another important aspect of traffic safety. Due to safety concerns, the Wisconsin Commissioner of Railroads has ordered the improvement of several rail crossings in the County over the next several years. The main purpose for the improvements is to deal with inadequate sight distances at the rail crossings and to prevent future accidents. The Town of West Point should work with the Wisconsin Commissioner of Railroads to encourage the improvement of rail crossings in the Town.

3.8 DESCRIPTION OF EXISTING TOWN AND COUNTY ROADS

Table 3-3 provides detailed information about the roadway network in the Town of West Point. The length of each roadway segment, the width of right-of-way, pavement and shoulder widths, average daily traffic, and function are included in the summary.

TABLE 3-3

Description of Town and County Roadways, Town of West Point, 2004

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Shoulder Width (feet)	Surface Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
Badger Run	Northern Cross Arm Rd	Termini	0.05	66	2	22	5	Local Road
Barta Rd	Fish Lake Rd	Bittner Rd	0.26	66	3	20	35	Minor Collector
	Bittner Rd	STH 60	0.73	66	3	20	35	
Total:			0.99					
Bittner Rd	Termini	Barta Rd	0.33	50	3	18	5	Private Ent.
Black Hawk Cir	Pleasant View Pk Dr	Pleasant View Cir	0.15	66	2	18	15	Local Road
Blackhawk Dr	Smith Park Rd	Smith Park Rd	0.19	50	2	20	100	Local Road
Boehmer Rd	STH 188	Termini	0.26	50	3	18	5	Private Ent.
Cecile Cir	Lake Dr	Termini	0.2	66	2	20	75	Local Road
Chrislaw Rd	Town Line	CTH J	0.6	66	3	22	35	Local Road
Chrisler Rd	CTH J	Van Ness Rd	1.12	66	4	20	45	Local Road
	Van Ness Rd	Reynolds Rd	0.36	66	4	22	75	
	Van Ness Rd	Reynolds Rd	0.46	66	2	22	75	
Total:			1.94					
Club Cir	Vista View Ct	Golf Rd	0.16	66	2	32	75	Local Road
	Golf Rd	Vista View Ct	0.15	66	2	32	75	
Total:			0.31					
Corner Rd	CTH VJ	CTH J	0.07	50	2	16	15	Local Road
Crest View Dr	Selwood Rd	Riechman Rd	0.23	66	0	0	15	Local Road
	Riechman Rd	West Point Dr	0.24	66	2	22	75	
Total:			0.47					
Crystal Lake Rd	Termini	Padley Dr	0.08	66	2	20	15	Local Road
	Padley Dr	STH 60	0.71	66	2	20	15	
Total:			0.79					
CTH J	Town Line	Van Ness Rd	0.51	66	1	20	300	Minor Collector
	Van Ness Rd	Chrislaw Rd	0.28	66	1	20	300	
	Chrislaw Rd	CTH VJ	1.02	66	1	20	300	
	CTH VJ	Corner Rd	0.1	66	1	20	300	
	Corner Rd	Chrisler Rd	0.44	66	1	20	300	
	Chrisler Rd	E Harmon Rd	0.77	66	1	20	300	
	E Harmon Rd	O'Connor Rd	0.49	66	1	20	300	
	O'Connor Rd	Harmon Rd W	0.25	66	1	20	300	
	Harmon Rd W	STH 188	1.25	66	1	20	300	
Total:			5.11					
CTH V	STH 188	Pustaver Rd	0.14	66	2	21	180	Minor Collector
	Pustaver Rd	Wartner Rd	0.05	66	2	21	180	
	Wartner Rd	CTH VJ	0.79	66	2	21	180	
	CTH VJ	CTH VA	0.75	66	2	22	450	
	CTH VA	Slack Rd	0.37	66	2	22	450	
	Slack Rd	Morter Rd	0.26	66	2	22	450	
	Morter Rd	STH 113	0.45	66	2	22	450	
	STH 113	Town Line	0.05	66	6	20	275	Major Collector
Total:			2.86					

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Shoulder Width (feet)	Surface Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
CTH VA	Termini	CTH V	0.15	50	2	18	50	Local Road
CTH VJ	CTH V	Corner Rd	0.14	66	2	21	150	Minor Collector
	Corner Rd	CTH J	0.1	66	2	21	150	
Total:			0.24					
Davis Rd	E Harmon Rd	STH 188	0.05	66	3	16	15	Local Road
Dettman Rd	STH 60	Termini	0.17	50	2	14	5	Private Ent.
E Harmon Rd	Termini	Davis Rd	0.07	66	2	12	15	Local Road
	Davis Rd	STH 188	0.04	66	2	12	15	
	STH 188	CTH J	0.96	66	2	20	35	
Total:			1.07					
E Lake Dr	STH 188	Ferry View Cir	0.34	66	2	20	80	Local Road
	STH 188	Ferry View Cir	0.05	66	3	20	80	
	Ferry View Cir	Lake Dr	0.52	66	3	20	80	
	Lake Dr	Termini	0.28	66	3	20	80	
Total:			1.19					
Ferry View Cir	Termini	E Lake Dr	0.06	66	4	18	35	Local Road
Fjord Cir	Termini	Fjord Rd	0.06	66	2	18	10	Private Ent.
Fjord Rd	Termini	Fjord Cir	0.14	66	2	20	50	Local Road
	Fjord Cir	STH 188	0.46	66	2	20	50	
Total:			0.60					
Gannon Rd	STH 60	Termini	0.8	50	2	20	150	Local Road
Gastrow Rd	STH 60	Greimel Dr	0.68	66	2	18	75	Local Road
	Greimel Dr	CTH J	1.92	66	2	18	75	
Total:			2.60					
Gluth Rd	Town Line	STH 60	0.08	60	2	22	80	Local Road
	Town Line	STH 60	0.21	60	2	22	75	
Total:			0.29					
Golf Rd	STH 188	Schneller Rd	0.08	66	8	24	150	Local Road
	Schneller Rd	Club Cir	0.4	66	8	24	150	
	Club Cir	Club Cir	0.05	66	8	24	150	
	Club Cir	Yngsdal Rd	0.07	66	8	24	150	
	Yngsdal Rd	Steckelberg Dr	0.03	66	8	24	150	
	Yngsdal Rd	Steckelberg Dr	0.51	66	2	32	150	
	Yngsdal Rd	Steckelberg Dr	0.15	66	4	18	150	
	Steckelberg Dr	STH 188	1.06	66	4	18	150	
	STH 188	Schneller Rd	0.19	80	8	22	150	
Total:			2.54					
Greimel Dr	Gastrow Rd	Termini	0.29	50	3	16	5	Private Ent.
Hanneman Rd	STH 60	Termini	0.66	66	2	20	5	Private Ent.
Harmon Rd W	STH 188	Juniper Dr	0.6	66	4	20	15	Local Road
	Juniper Dr	CTH J	0.4	66	4	20	15	
Total:			1.00					
Hillcrest Dr	Slack Rd	Termini	0.55	66	3	20	15	Local Road

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Shoulder Width (feet)	Surface Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
Jenson Dr	Termini	STH 188	0.07	66	6	24	15	Local Road
	STH 188	Miller Rd	0.19	66	3	21	15	
	Miller Rd	Termini	0.25	66	3	21	15	
Total:			0.51					
Juniper Dr	Termini	Harmon Rd W	0.25	66	2	18	10	Local Road
Klamer Rd	Lake Dr	Termini	0.42	66	2	20	20	Local Road
Kohlman Rd	STH 188	Curve	0.07	66	8	20	15	Local Road
	Curve	Termini	0.22	66	1	20	15	
Total:			0.29					
Lake Dr	STH 188	Cecile Cir	0.19	66	4	20	35	Local Road
	Cecile Cir	Klamer Rd	0.16	66	4	20	35	
	Klamer Rd	E Lake Dr	0.04	66	4	20	35	
	E Lake Dr	Termini	0.04	66	4	18	15	
Total:			0.43					
Lovering Rd	CTH J	Reynolds Rd	0.5	66	3	20	35	Local Road
Mc Cubbins Ln	STH 113	Termini	0.10	50	1	16	15	Local Road
Miller Ct	Termini	Miller Rd	0.08	66	2	20	15	Local Road
Miller Rd	Termini	Miller Ct	0.03	66	4	22	15	Local Road
	Miller Ct	Jenson Dr	0.07	66	4	22	15	
Total:			0.10					
Morter Rd	CTH V	Termini	0.50	66	4	18	15	Local Road
Northern Cross Arm Rd	STH 113	Badger Run	0.17	66	3	22	5	Private Ent.
	Badger Run	Partridge Run	0.07	66	3	22	5	
	Partridge Run	Whitetail Run	0.12	66	3	22	5	
	Whitetail Run	STH 113	0.05	66	3	22	5	
Total:			0.41					
O'Brian Rd	Club Cir	Termini	0.1	66	5	20	15	Local Road
O'Connor Rd	CTH J	Van Ness Rd	1.1	66	3	20	75	Local Road
	Van Ness Rd	STH 60	1.03	66	2	20	75	
Total:			2.13					
Old Sauk Rd	STH 113	CTH V	0.5	66	2	20	40	Local Road
Padley Dr	Termini	Crystal Lake Rd	0.09	66	2	20	15	Local Road
Partridge Run	Termini	Northern Cross Arm Rd	0.09	66	2	22	5	Local Road
Pleasant View Cir	Black Hawk Cir	Pleasant View Dr	0.13	33	1	16	35	Local Road
Pleasant View Dr	STH 188	Pleasant View Cir	0.31	66	2	22	150	Local Road
	Pleasant View Cir	Black Hawk Cir	0.03	66	2	22	150	
Total:			0.34					
Pleasant View Pk Dr	Black Hawk Cir	Black Hawk Cir	0.11	66	2	16	150	Local Road
	Black Hawk Cir	STH 188	0.1	66	2	16	150	
Total:			0.21					
Price Dr	STH 188	Termini	0.12	66	2	12	5	Private Ent.
Pulvermacher Rd	STH 60	Termini	0.72	66	4	18	15	Local Road
Pustaver Rd	CTH V	Termini	0.43	66	2	18	25	Local Road
Rausch Rd	STH 188	Valley Ln	0.18	50	3	18	75	Local Road
	STH 188	Valley Ln	0.19	66	5	20	75	
	Valley Ln	Woodland Way	0.26	66	5	20	75	

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Shoulder Width (feet)	Surface Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
Rausch Rd (Cont.)	Woodland Way	Termini	0.07	66	5	20	75	
Total:			0.70					
Reynolds Rd	Lovering Rd	Chrisler Rd	1.09	66	3	22	75	Local Road
	Chrisler Rd	STH 60	0.8	66	2	24	75	
Total:			1.89					
Riechman Rd	West Point Dr	Crest View Dr	0.13	66	2	22	40	Local Road
Schneller Rd	Termini	Golf Rd	0.08	50	2	14	10	Local Road
Schoepp Rd	STH 60	Schoepp Rd (west)	0.90	66	2	20	150	Local Road
	Schoepp Rd (west)	Mussen Rd	0.13	66	2	20	150	
	Mussen Rd	Barta Rd	0.45	66	2	20	150	
Total:			1.48					
Selwood Rd	Termini	West Point Dr	0.06	66	3	22	75	Local Road
	West Point Dr	Crest View Dr	0.73	66	3	22	75	
	Crest View Dr	West Point Dr	0.11	66	3	22	75	
	West Point Dr	STH 188	0.07	66	3	22	75	
Total:			0.97					
Slack Rd	Termini	Hillcrest Dr	0.22	66	1	22	50	Local Road
	Hillcrest Dr	CTH V	0.48	66	1	22	50	
Total:			0.70					
Smith Park Rd	Blackhawk Dr	Blackhawk Dr	0.09	66	2	20	100	Local Road
	Blackhawk Dr	STH 188	0.1	66	2	20	100	
Total:			0.19					
Steckelberg Dr	Golf Rd	Termini	0.23	66	2	20	15	Local Road
Trails End Rd	Termini (loop)	Termini (loop)	0.34	66	2	20	60	Local Road
	Termini	Blackhawk Dr	0.31	66	2	20	60	
Total:			0.65					
Unke Rd	STH 188	STH 188	1.51	66	2	18	35	Local Road
Valley Ln	Woodland Way	Rausch Rd	0.15	66	3	20	15	Local Road
Van Ness Rd	O'Connor Rd	Chrisler Rd	1.82	66	2	20	35	Local Road
	Chrisler Rd	Chrisler Rd	0.11	66	2	20	45	
	Chrisler Rd	CTH J	0.2	66	2	20	45	
	Chrisler Rd	CTH J	1.07	66	4	20	45	
Total:			3.20					
Vista View Ct	Club Cir	Termini	0.15	66	0	28	75	Local Road
Wartner Rd	Termini	CTH V	0.5	66	4	18	5	Private Ent.
West Point Dr	Riechman Rd	Crest View Dr	0.2	66	2	24	75	Local Road
	Selwood Rd	Riechman Rd	0.2	66	2	24	75	
	Crest View Dr	Selwood Rd	0.1	66	2	24	75	
Total:			0.50					
Whitetail Run	Termini	Northern Cross Arm Rd	0.07	66	2	22	5	Local Road
Woodland Way	Rausch Rd	Valley Ln	0.08	66	3	18	30	Local Road
	Valley Ln	Termini	0.04	66	3	18	30	
Total:			0.12					
Yngsdal Rd	Golf Rd	Termini	0.13	50	2	18	15	Local Road

Source: WI Department of Transportation, Local Road Inventory

3.9 COUNTY ROAD DESIGN STANDARDS

The Columbia County Land Division and Subdivision Ordinance establishes design standards for roadways in the unincorporated areas of the County including the Town of West Point. The design standards vary among roadways, as different roads serve different functions within the transportation system. The existing standards are outlined in Table 3-4.

TABLE 3-4
Existing Columbia County Minimum Road Design Standards, 2004

Road Type	Right-of-Way Minimum Width	Minimum Pavement Width
Urban Principal Arterial	180 feet	To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.
Urban Minor Arterials, Major Collectors, & Minor Collectors	100 feet	To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.
Urban Local Streets	66 feet	32 feet
Urban Pedestrian Ways	10 feet	5 feet
Rural Principal Arterial	To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.	To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.
Rural Major and Minor Collectors	100 feet	To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.
Rural Local Streets	66 feet	20 feet

Source: Title 16 – Chapter 2 of Columbia County Code of Ordinances

The Town of West Point should encourage Columbia County to review and evaluate the existing roadway standards to determine if they are meeting their intended purpose and whether they meet current recommended roadway standards. The Town should request that a full evaluation of the existing roadway standards be conducted and the necessary changes made to bring the standards up to date.

3.10 TOWN ROADWAY DEFICIENCES

The ability to identify and address deficiencies in the Town's road system is important in developing a safe and high quality transportation system. The information provided in Table 3-3 provides information on the current characteristics of the Town and County roadway system in the Town of West Point. In addition, the County Land Division Ordinance standards listed in Table 3-4 provide a means to evaluate the Town roadway system against the current County standards. Furthermore, State standards for County trunk highways and Town roads provide an additional means of evaluating the Town roadway system.

The Town of West Point roadway system contains approximately 8.4 miles of County highways and 39.2 miles of Town road for a total of 47.6 miles of roads, not including state highways. Most of these roads, 36.4 miles, are functionally classified as local roads with 9.2 miles classified as collectors, and the remaining 2.8 miles classified as private entrances. The Columbia County Land Division Ordinance standards require roads that are classified as collector highways to have a right-of-way of 100 feet and roads classified as local roads to have a right-of way of 66 feet. Most of the Town and County roads in West Point have a right-of-way of at least 66 feet, with 15 segments or 3.2 miles having right-of-ways with less than 66 feet. However, none of the roads classified as collector highways have the 100 feet of right-of way required in the County Land Division Ordinance. These roads classified as collector highways are all County highways that existed prior to the adoption of the land division ordinance and, in most cases, it is unnecessary to increase the right-of-way width. The current requirements for right-of-way width in the County Land Division Ordinance should be examined to determine if these standards are still appropriate.

The Columbia County Land Division Ordinance also provides standards for pavement width. For roads classified as local roads the ordinance currently requires 20 feet of pavement. The County Land Division Ordinance currently does not provide a minimum pavement width for collector highways, but rather leaves the width to be determined by the local jurisdiction and the County highway commissioner. In addition, the Wisconsin Administrative Code also provides standards for Town roads and County trunk highways. State standards for the reconstruction of existing Town roads requires Town roads with a design speed limit of 40 mph to have 20 feet of pavement, Town roads with a design speed limit of 50 mph to have 22 feet of pavement, and Town roads with a design speed limit of 55 mph to have 24 feet of pavement regardless of there functional classification. When an existing Town road is only being resurfaced, a pavement width of 22 feet is allowed on roads with 50 and 55 mph design speeds. State standards for County Trunk Highways require all County highways with design speed limits of 40 and 50 mph to have a minimum of 22 feet of pavement and County highways with design speed limits of 55 and 60 mph to have a minimum pavement width of 24 feet, regardless of the functional classification.

In the Town of West Point, approximately 39.4 miles of roadway have pavement widths less than 22 feet and 10.8 of those roadway miles have pavement widths below 20 feet. Many of the segments of Town road with less than 20 feet of pavement are roads classified as private entrances. These are public funded Town roads that usually only serve one property owner. Efforts should be made by the Town to vacate these private entrance Town roads and turn them over to the property owners, when feasible. All segments of Town and County roads in West Point that have less than 22 feet of pavement should be evaluated by the Town to determine if improvements can be made to bring these road segments up to current standards. The current requirements for pavement width in the County Land Division Ordinance should also be examined to determine if these standards are still appropriate and be adjusted to meet state standards when appropriate.

The State of Wisconsin Existing Town Road Improvement Standards and County Trunk Highway Standards also provide minimum requirements for shoulder widths. Shoulder widths are not addressed in the County Land Division Ordinance. State standards for shoulder width on Town roads being reconstructed require three foot shoulders on Town road with 40 mph design speeds, four foot shoulders on Town road with 50 mph design speeds, and six foot shoulders on Town road with 55 mph design speeds regardless of the functional classification. For Town road only being resurfaced, two foot shoulders are required on Town road with design speeds 50 mph or less and four foot shoulders on Town roads with 55 mph design speeds. State required shoulder widths on County highways, regardless of the functional classification, are as follows: County trunk highways with design speeds of 40 mph require shoulder widths of two to four feet, County trunk highways with design speeds of 50 or 55 mph require shoulder widths of six feet, and County trunk highways with design speeds of 60 mph require shoulder widths of eight feet.

Approximately 39.7 miles of Town and County roadway in the Town of West Point have shoulder widths below four feet including 6.6 mile of Town road with shoulders widths below two feet. All segments of Town and County roads in West Point should be evaluated by the Town for substandard shoulder widths to determine if improvements can be made to bring these road segments up to current standards. In an effort to bring all the Town of West Point's roadways up to current standards, a road improvement plan should be established by the Town determine which improvements are feasible and to make the improvements in the most economical manner possible.

The Town of West Point should also evaluate the roads in the Town that are classified as private entrances for their potential to be vacated and turned over to the adjacent landowners for use as a private driveway. These roads often contain many of the deficiencies listed above and would be cost prohibitive to bring up to Town road standards. In addition, removal of these roads from Town jurisdiction can provide road maintenance savings to the Town.

3.11 THE TRANSPORTATION SYSTEM

The transportation system that serves the Town of West Point provides for the transport of goods and people into, out from, and within the Town. Many elements of the system are not located in the Town itself. While the Town has little direct influence on transportation links outside its boundaries, it may be in its best interest to encourage the improvement of these links to better serve the Town's residents. The transportation system operates in the air and on land and water. Land based transport includes pedestrian, bicycles, and rail as well as highway.

3.11.1 Water Transport

Water born transport of goods is efficient, but the Town of West Point does not have a river systems suitable for commercial transportation. The Mississippi River, approximately 100 miles west of the County, is the closest river system with commercial transportation service. The nearest international seaport is the Port of Milwaukee, approximately 170 miles from the Town. The Town of West Point should support improvements to this port that benefit the interests of business and industry in the Town.

3.11.2 Airports

Air transportation is an important transportation mode for moving both goods and people. Its use is substantial and increasing. Convenient access to at least a general airport is critical to many businesses. A system of properly designed and coordinated airports is essential for efficient air transportation in the State of Wisconsin, Columbia County, and the Town of West Point. In the Town of West Point, commercial aviation services are provided by the Dane County Regional Airport in Madison. Commercial airline service is also available from the Central Wisconsin Airport in Wausau and by General Mitchell Field in Milwaukee which is also an international airport.

The Wisconsin Department of Transportation, Bureau of Aeronautics in conjunction with the Bureau of Planning has developed the Wisconsin State Airport System Plan 2020. Most airports included in the State Plan are eligible for State and Federal improvement grant. The State plan identifies four general classifications of airports based upon the type of service they provide. Table 3-5 provides descriptions of the different airport classifications.

The Portage Municipal Airport is the only airport in Columbia County that is part of the State's Airport System Plan. The Portage Municipal Airport is classified as a General Utility Airport and is expected to remain at this classification for the duration of the 20-year planning period. The Wisconsin DOT's Five Year Airport Improvement Program includes the Portage Municipal Airport as a facility slated for improvement. Under the Airport Improvement Program, the Portage Municipal Airport is to be relocated to a new site on the north side of the City. Construction of the new airport is scheduled for no earlier than 2005 depending on funding availability.

In addition to the Portage Municipal Airport, Columbia County has 19 other airport facilities. None of these airport facilities are located in the Town of West Point, however McDaniel Field is located within a few miles of the Town. Most of these airport facilities are small privately owned and operated airstrips or heliports. The two exceptions are Gilbert Field in Rio that is a privately owned facility open for public use and the Lodi Lakeland Airport that is publicly owned by the Town of Lodi but is not open to public use. Table 3-6 lists the Airports located in Columbia County and Map 3-3 in Appendix I illustrates the location of the facilities in the County including the Town of West Point.

TABLE 3-5
State of Wisconsin Airport Classifications

Airport Type	Description
Air Carrier/Cargo (AC/C)	Airports designed to accommodate virtually all aircraft up to and, in some cases, including, wide body jets and large military transports. Airports in this category are usually referenced by the type of air carrier service being provided. • ***Short-haul air carrier*** airports serve scheduled, nonstop, airline markets and routes of less than 500 miles. Short-haul air carriers typically use aircraft weighing less than 60,000 pounds. In Wisconsin, short-haul air carrier airports normally have a primary runway length of 6,500 to 7,800 feet. • ***Medium-haul air carrier*** airports serve scheduled, nonstop, airline markets and routes between 500 and 1,500 miles. Medium-haul air carriers typically use aircraft weighing 60,000 to 300,000 pounds. In Wisconsin, medium-haul air carrier airports normally have a primary runway length of 7,800 to 8,800 feet. • ***Long-haul air carrier*** airports serve scheduled, nonstop, airline markets and routes of over 1,500 miles. Long-haul air carriers typically use wide-bodied jet aircraft weighing more than 300,000 pounds. In Wisconsin, long-haul air carrier airports normally have a primary runway length of 8,800 to 9,800 feet.
Transport/Corporate (T/C)	Airports intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston and 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.
General Utility (G/U)	Airports intended to serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less. These aircraft generally have approach speeds below 121 knots and wingspans of less than 79 feet. Typically, these aircraft are used for business and charter flying and for personal reasons. In Wisconsin, airports in this category normally have a primary runway length of 3,900 to 4,800 feet.
Basic Utility (B/U)	Airports intended to serve all small single-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less. These aircraft typically seat from two to six people and are now commonly used for business and some charter flying as well as a wide variety of activities including recreational and sport flying, training, and crop dusting. In Wisconsin, airports in this category normally have a primary runway length of 2,800 to 3,900 feet. Basic utility airports are divided into two subcategories. • ***Basic Utility-B (BU-B)*** airports are designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Such aircraft can be either single-engine or twin-engine piston. • ***Basic Utility-A (BU-A)*** airports are designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet. Such aircraft are typically single-engine piston.

Source: Wisconsin DOT, Bureau of Aeronautics

TABLE 3-6
Columbia County Airports, 2004

Airport Name & Municipality	Town, Range, & Section	Airport Classification	Type of Ownership	Type of Use	Elevation (feet)	Runways (feet)
Portage Municipal Airport City of Portage	T 13 N, R 9 E Section 31	General Utility	Public	Public Use	825	3,010 Asphalt 3,775 Asphalt
Lodi Lakeland Airport Town of Lodi	T 10 N, R 8 E Section 22	N/A	Public	Private Use	844	1,900 Turf
Del Monte Airport Town of Leeds	T 10 N, R 10 E Section 21	N/A	Private	Private Use	1,060	2,400 Turf
Mill House Field Town of Wyocena	T 12 E, R 10 E Section 23	N/A	Private	Private Use	820	2,000 Turf
Gilbert Field Town of Lowville	T 11 N, R 10 E Section 1	N/A	Private	Public Use	925	1,092 Turf
Prescott Field Town of Wyocena	T 12 N, R 10 E Section 27	N/A	Private	Private Use	870	1,900 Turf
Horton Field Town of Pacific	T 12 N, R 9 E Section 26	N/A	Private	Private Use	820	2,500 Turf
Bancroft East Airport Town of Springvale	T 12 N, R 11 E Section 16	N/A	Private	Private Use	840	2,600 Turf
Bancroft Field Town of Dekorra	T 11 N, R 9 E Section 16	N/A	Private	Private Use	840	3,000 Turf
Columbus Hospital Heliport City of Columbus	T 10 N, R 12 E Section 23	N/A	Private	Private Use	859	60 Asphalt
Coleman Field Town of Pacific	T 12 N, R 9 E Section 2	N/A	Private	Private Use	800	1,700 Turf
Rohde's Airport Town of Marcellon	T 13 N, R 10 E Section 35	N/A	Private	Private Use	840	1,700 Turf
Higgins Airport Town of Otsego	T 11 N, R 11 E Section 10	N/A	Private	Private Use	950	2,000 Turf
Knutson Field Town of Wyocena	T 12 N, R 10 E Section 28	N/A	Private	Private Use	820	1,600 Turf 2,300 Turf
Weatherbee Field Airport Town of Wyocena	T 12 N, R 10 E Section 31	N/A	Private	Private Use	960	1,200 Turf
Fountain Prairie Field Airport Town of Fountain Prairie	T 11 N, R 12 E Section 36	N/A	Private	Private Use	880	3,000 Turf
Sopha Field Airport Town of Dekorra	T 11 N, R 9 E Section 17	N/A	Private	Private Use	890	2,683 Turf
Divine Savior Hospital Heliport City of Portage	T 13 N, R 9 E Section 31	N/A	Private	Private Use	813	75 Concrete
McDaniel Field Town of Caledonia	T 11 N, R 8 E Section 30	N/A	Private	Private Use	1,000	2,000 Turf
Marshall Field Town of Courtland	T 12 N, R 12 E Section 31	N/A	Private	Private Use	Unknown	2,600 Turf
Slinger Field Town of Courtland	T 12 N, R 12 E Section 1&2	N/A	Private	Private Use	Unknown	2,100 Turf
Currie Field Town of Arlington	T 10 N, R 8 E Section 22	N/A	Private	Private Use	Unknown	2,600 Turf
Swart Airport Town of Randolph	T 13 N, R 12 E Section 21	N/A	Private	Private Use	Unknown	2,600 Turf

Source: Wisconsin DOT, Bureau of Aeronautics & Columbia County Planning and Zoning

3.11.3 Railroads

Railroads are an important segment of the transportation system in Wisconsin. Approximately 3,664 miles of track are currently in service in Wisconsin. Because Columbia County is centrally located in the state, the County provides a vital link in the State's rail system and has a significant network of rail lines. Three freight rail companies currently serve the County with approximately 102.1 miles of track. The three freight rail companies consist of the Canadian Pacific Railway with 64.6 miles of track in the County, the Wisconsin & Southern Railroad Company with 21.6 miles of track, and the Union Pacific Railroad with 15.9 miles of track. Rail lines passes through 16 of the 21 Towns in the County. The Town of West Point is served by the Wisconsin and Southern Railroad which operates a line that runs north and south through the northeast corner of the Town. Freight rail is important to industry and the economy of Columbia County and the Town of West Point. Efforts to maintain a high quality freight rail system in the County and the Town should be encouraged whenever possible. The rail lines in Columbia County including the Town of West Point are illustrated on Map 3-4 in Appendix I

Passenger rail service is also an important function of the rail system in Columbia County. Amtrak's Empire Builder passes through Columbia County, but not through the Town of West Point, on it's run between Chicago and the Pacific Northwest. The Empire Builder operates one train per day in each direction and stops in Columbus, Portage, and Wisconsin Dells as it passes through the County. The number of passengers traveling to and from Columbia County stations is illustrated in Table 3-7. The Columbus station is the most heavily used station in the County most likely due to its proximity to Madison and the quality road connections to the station via US Highway 151. The number of passengers declined at all County stations in 2001 and 2002 due likely to the economic recession. Access to passenger rail is an important transportation link for the Town of West Point. The Empire Builder route through Columbia County is illustrated on Map 3-4 in Appendix I.

TABLE 3-7
Number of Empire Builder Passengers Using Columbia County Stations, 2000 - 2003

Year	Columbus	Portage	Wisconsin Dells
2000	15,300	6,300	11,400
2001	12,400	4,900	9,500
2002	10,700	4,000	9,000
2003	12,500	6,300	10,200

Source: Wisconsin Department of Transportation

In addition to the Empire Builder, passenger rail in Columbia County may be expanded in the near future to include high-speed trains under the Midwest Regional Rail System (MWRRS). The Wisconsin Department of Transportation has been studying and planning for the implementation of the 3,000 mile MWRRS that will serve nine states using Chicago as a hub. A proposed route connecting Chicago, Milwaukee, Madison, and Minneapolis/St.Paul will pass through Columbia County. The route would have six round-trip trains (a total of 12 trains per day) passing through the County each day, with three round-trip stops in Portage and Wisconsin Dells and three round trip express trains that do not stop. Implementation of the MWRRS is contingent on the availability of federal funding. Currently no federal funding exists for the project, however several funding bills appropriating money for the project are being considered in Congress. Convenient access to high speed rail adds an important transportation option to the Town of West Point. The proposed route for the MWRRS in Columbia County is illustrated on Map 3-4 in Appendix I

3.11.4 Trucking

Trucking is an important part of the economy of the Town of West Point, Columbia County, and the State of Wisconsin. Trucking on the highway system is the preferred method of transporting freight, with 90 percent of freight in Wisconsin being hauled in this manner. The highway infrastructure to support trucking in Columbia County and the surrounding region is sufficient to meet the needs of the trucking industry. All Interstate and US Highways in the County, as well as most State Highways, are designated as official truck routes by the Wisconsin Department of Transportation. No official truck routes exist in the Town of West Point, however State Highway 60 is designated an official truck route from the Village of Lodi east. A continued commitment to providing an adequate transportation system for trucking is important to economic growth in the Town.

3.11.5 Public Transit

Public transit available to the Town of West Point consists of bus service and the state vanpool. Greyhound Bus Company service in the Cities of Madison and Wisconsin Dells provide the Town with the closest regularly scheduled bus service. Other charter bus lines also provide charter service to the Town when needed.

The Wisconsin Department of Administration offers a Vanpool to assist commuters in their ride to work. The State Vanpool provides alternate transportation for state and non-state employees commuting to Madison from outside communities. Participants can join a group that is already established or, if there are enough interested people, they can form a new vanpool. Vanpools are based on sharing commute expenses. Generally, one member of the group volunteers to drive and riders share the cost of operating the Vanpool. Several Vanpools serve the Town of West Point area.

There are no current plans for the expansion of public transit in the Town during the planning period.

3.11.6 Bicycles

Bicycling can play an important role in the overall transportation system in the Town. Bicycles are used by Columbia County residents, including those in the Town of West Point, for a variety of purposes including adults commuting to work and children riding bikes to school. The State of Wisconsin DOT has prepared the Wisconsin Bicycle Transportation Plan 2020. The purpose of this plan is to establish bicycling as a viable, convenient, and safe transportation choice in the State. The plan outlines the benefits offered by improving and expanding bicycling opportunities in the State. These benefits include the following: an alternative means of transportation, reduced traffic congestion, decreased need for parking, reduced pollution, increased physical activity, added roadway safety from paved shoulders (for both bicycles and motorists), and economic benefits from bicycle sales, service, and tourism. The plan also outlines the roles and responsibilities of counties in implementing the State Plan. These roles and responsibilities include:

- Consider the needs of bicyclists in all road projects and build facilities accordingly.
- Develop, revise, and update long-range bicycle plans and maps.
- Consider adopting a shoulder paving policy.
- Promote land use policies that are bicyclist-friendly.
- Educate County sheriffs on the share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.

Bicycles facilities in the Town of West Point currently consist mainly of shoulder areas on existing roads. Shoulders on Town roads are usually narrow and unpaved making bicycle travel difficult. State and County

highways tend to have wider shoulders, but traffic levels on these roads make bicycle traffic unsafe or undesirable. Local streets in incorporated municipalities, such as the Village of Prairie Du Sac, offer some opportunity for bicycling with paved areas between traffic lanes and curbs, however arterial roads in these communities with the absence of marked bike lanes combined with high traffic levels can discourage bicycle traffic. No officially designated off road bicycle routes currently exist in the Town.

A number of possibilities exist to improve bicycling opportunities and the safety of bicyclists in the Town of West Point and help in implementing the State Bicycle Plan. Town support for the preparation of a Bicycle and Pedestrian Improvement Plan for Columbia County can aid in promotion and improvement of conditions for bicycling in Columbia County including the Town of West Point and should be a priority. A good starting point for this plan is the Wisconsin State Bike Map published by the Bicycle Federation of Wisconsin (a statewide, nonprofit, bicycle advocacy organization) in partnership with the Wisconsin DOT. This map classifies State and County roads throughout the State in terms of bicycling conditions. It also identifies recreational bicycle trails and mountain bike facilities, and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions but are identified with their road names. The portion of the State Bike Map for Columbia County, including the Town of West Point, is illustrated on Map 3-5 in Appendix I. The State Bicycle Map can help in identifying roads that need improvements to accommodate bicycles. Efforts should be made to improve bicycling conditions on roads in the Town of West Point as the roads are periodically reconstructed. Improvements to the roads typically include wider paved shoulders and marked lanes for bicycles. One road in the Town of West Point in need of wider shoulders to accommodate bicycles is State Highway 188.

The Town of West Point favors a road and infrastructure system that includes development of bike routes and bike and pedestrian trails. Abandoned rail corridors, and utility corridors provide unique opportunities for development of bike trails. The town should take advantage of opportunities for bike trail development if they arise.

Several town roads along with State Highway 60 provide bike riders scenic views and challenging hills and curves. State Highway 188, 113 and County Highway J are important connecting routes for bike riders, but they are currently not safe for bike traffic. All three routes have poor visibility and little to no shoulders. The town strongly favors the addition of bike lanes to State Highway 188, 113 and County Highway J if and when these roads are improved. Recommended bike routes along existing town roads, county and state highways are as follows:

<u>Recommended routes:</u>
- State Highway 60 from Prairie du Sac to Lodi
- Chrisler Road
- Chrislaw Road
- Gastrow Road from State Highway 188 to State Highway 60
- O'Connor Road from County Highway J to State Highway 60
- Van Ness Road
- Barta Road
- Schoepp Road
- Gannon Road

<u>Moderate</u>
- County Highway J

<u>Undesirable routes</u>
- State Highway 188
- State Highway 113

However, signage may improve safety conditions on these routes and direct bike riders to the most scenic challenging routes.

3.11.7 Pedestrian Transportation

The pedestrian transportation system in the Town of West Point consists mainly of roadway shoulders. In 2000, the US Census reported that 834 people in Columbia County walked to work. The State of Wisconsin DOT has prepared the Wisconsin Pedestrian Policy Plan 2020 to outline statewide and local measures to increase walking and promote pedestrian safety. The plan's three goals include increasing the number and improving the quality of walking trips in Wisconsin, reducing the number of pedestrian crashes and fatalities, and increasing the availability of pedestrian planning, design guidance, and other general information for state and local officials and citizens. The plan further encourages local levels of government to consider the needs of pedestrians in their plans. Pedestrian transportation should be considered in new development projects, as well as redevelopment projects and road construction projects. In the Town of West Point, pedestrian transportation facilities might include a footpath system within a residential area or a path along a scenic Town road. These projects should look for ways to accommodate pedestrians and to provide the opportunity to walk rather than drive within a residential area. A full evaluation of potential pedestrian transportation opportunities should be considered by the Town.

3.11.8 Transportation for the Disabled

Transportation services are available to the elderly and disabled in Columbia County and the Town of West Point through the County Department of Health & Human Services Division of Aging & Long Term Care Support. Transportation Services are available to people who are over age 60 or are disabled and have no other access to affordable transportation. The Department provides a vehicle that transports older and disabled people from their homes to medical facilities located in Madison. The elderly and disabled also can get transportation for medical appointments or other important personal business from available Department vehicles or through volunteers willing to drive them.

3.11.9 The Merrimac Ferry

The Colsac III ferry, which crosses the Wisconsin River between Columbia and Sauk counties, is Wisconsin's only free ferry. It shuttles traffic on Wisconsin Hwy 113 between the Town of West Point near Okee on the east bank of the river to Merrimac on the west bank. Colsac III was commissioned in 2003. The ferry is open for service 24 hours a day, 7 days a week, normally from April 15 thru November 30. It is now the only ferry remaining on the state trunk highway network.

Ferry service has been provided in this area for more than a century. In 1844, a settler by the name of Chester Mattson obtained charters to provide ferry service at this location. Another investor took over the service in 1849 and for many years it continued as a private operation. The original "Colsac" (a phonetic combination of the two names, Columbia and Sauk counties) was built in 1924. It was operated as a toll ferry by Columbia and Sauk counties until 1933, when it was acquired by the old Wisconsin State Highway Commission. It has operated as a free ferry since it was acquired by the state. Colsac II was christened on April 6, 1963, replacing the original Colsac, and was retired from service on November 4, 2002. The current Colsac III. was dedicated on May 16, 2003. Columbia County and the Town of West Point should continue to support this important transportation link.