CHAPTER FOUR: TRANSPORTATION

This chapter includes a compilation of background information, goals, objectives, policies and recommended programs to guide the future development and maintenance of various modes of transportation in the City of Lake Mills. The chapter also compares the City's transportation policies and programs to state and regional transportation plans as required under §66.1001, Wisconsin Statutes.

TRANSPORTATION RECOMMENDATIONS SUMMARY

- Maintain and upgrade existing roads, sidewalks, and trails
- Expand the transportation infrastructure as necessary to serve multiple modes of transportation.
- Link transportation planning and land use planning to ensure appropriate transportation facilities for a given location and land use.

A. Existing Transportation Network

Access and connectivity are key determinants of a City's ability to retain it vitality and grow because it facilitates the flow of goods and people to, from, and within the community. The City of Lake Mills is well connected to the region through the existing roadway network. Other transportation facilities, such as freight rail, airport service, and bike and recreational trails are located in or easily available to the City. This section describes the existing conditions of transportation facilities in the City. Map 7 shows existing and planned transportation facilities in the City.

Roadways

Interstate 94

Interstate 94 serves as a regional, controlled-access facility within Wisconsin, connecting Minneapolis and La Crosse with Milwaukee and Chicago. The Wisconsin Department of Transportation Corridors 2020 Plan designated the Interstates as a "backbone" route, connecting major population and economic centers. Selection of backbone routes was based on seven criteria, including multi-lane capacity needs, truck volume, and service trade centers, manufacturing centers, recreation centers, etc. In 2004, the average daily traffic count on Interstate 94 west of Lake Mills was 37,700 and east of the City was 35,600.

State Routes

State Route 89, or Main Street, serves as the principal north-south arterial in the City. In 2004, traffic volumes were 13,100 vehicles per day north of the City, and 8,200 vehicles per day south of Lake Street.

County Trunk Highways

There are three County Trunk Highways (CTH) in Lake Mills. CTH B, or Madison and Lake Streets, experienced daily traffic volumes in 2004 between 3,400 and 4,300. Average daily traffic counts on

ROADWAY FUNCTION CLASSIFICATION SYSTEM

Throughout Wisconsin, all local, county, state and federal transportation routes are classified in categories under the "Roadway Functional Classification" system.

The functional classification system groups roads and highways according to the character of service they offer, ranging from rapid through access to local land access. The purpose of functional classification is to enhance overall travel efficiency and accommodate traffic patterns and land uses by designing streets to the standards suggested by their functional class. The three main functional classes include:

- Arterials that provide primary access to and through an area
- Collectors that disperse traffic within an area, and
- Local streets that provide access to individual properties.

CTH V, or Tyranena Road, west of Main Street were 2,800, while counts east of Main Street were 5,800. CTH A, or Mulberry Street, experienced the least traffic volume with counts ranging from 1,800 south of Lake Mills to 2,900 north of the City.

Local Roadways
Local roadways in the City complement the county and region transportation network, as well as provide access to individual properties. In Lake Mills, the following roadways serve as collector roads: Lake Shore Drive, Ferry Drive, Water Street, Owen Street, and Sandy Beach Road.

Bridges
There are no motor vehicle bridges within the City, County, or State within City limits. The State maintains jurisdiction over the I-94 interchanges, and the State and Jefferson County maintains bridges in the surrounding towns.

Airports

There are two airports with hard-surface runways in Jefferson County. The City of Watertown Airport is located at 1741 River Drive and has an average of 159 operations per day. The Fort Atkinson Municipal Airport is located at N3465 County Road K in Jefferson and has an average of 30 operations per day.

The Dane County Regional Airport (DCRA) is located 25 miles west of Lake Mills in Madison and offers a full range of flights to regional, national, and international destinations to serve a growing metropolitan area. Renovations completed in June 2006 have increased the total square footage from 126,000 to 278,000 in the passenger terminal, expanding additional counter queuing areas, baggage claim areas and restaurants and shops. Annually, there are nearly 116,000 aircraft landings and takeoffs from three runways. DCRA is served by 13 commercial air carriers with over 100 scheduled flights per day and two air freight airlines.

The General Mitchell Field in Milwaukee, known as "Chicago's 3rd Airport", is located about 60 miles from Lake Mills. Mitchell's 13 airlines offer roughly 252 daily departures and arrivals. Approximately 90 cities are served directly from Mitchell International. It is the largest airport in Wisconsin with 42 gates. The airport terminal is open 24 hours a day. The Airport has five hard-surfaced runways and encompasses over 2,100 acres.

Rail

The City of Lake Mills is not directly served by passenger or freight rail service. The Hiawatha Amtrak passenger trains connect Chicago and Minneapolis and the closest passenger stops are located in Columbus and Milwaukee. The Union Pacific Railway operates the freight lines east and north of the City from the Twin Cities area on the western border of Wisconsin, east across the state to Milwaukee and south along Lake Michigan into Chicago. A branch of this line serves the City of Jefferson. Major commodities handled by the railroad are coal, autos, auto parts, potash, and supplies for malt houses and flour mills.

There is currently no passenger rail service in Lake Mills or Jefferson County. However under a proposal known as the Midwest Regional Rail Initiative, a possible high speed passenger rail corridor connecting Milwaukee and Madison would run through northern Jefferson County from Watertown to Waterloo. This corridor would be part of a 3,000-mile, multi-state high speed rail system providing connections from Minneapolis to Chicago and beyond. The existing Canadian Pacific Railroad branch line that runs through Watertown and Waterloo to the north has been identified as the potential future high speed passenger rail route, though no stops in Jefferson County are currently planned.

Bicycles and Walking

The City has at least one side of most streets and requires sidewalks in all new subdivisions. The City is also working to add or replace sidewalks in older parts of the City. The City has several dedicated bike trials and an adopted plan to extend the network of bicycle trails and lanes throughout the City.

Developed in 1986, the Glacial Drumlin State Trail is one of Wisconsin's best bike trails. The trail runs from Cottage Grove in Dane County, through Jefferson County and Lake Mills to the Fox River Sanctuary in Waukesha. A City of Lake Mills trailhead is located at the Wisconsin Department of Natural Resources Aztalan office at 1213 South Main Street.

Public Transportation and Para-Transit

Shared-Ride Taxi service is available in the City of Lake Mills. Additionally, Jefferson County provides specialized transportation services which are designed for use by elderly or disabled persons. To be eligible for specialized transit services, an individual must be at least 55 years of age or be disabled. Transportation services are provided to all areas within Jefferson County in wheelchair-accessible vans.

The State maintains a Park and Ride facility in the Village of Johnson Creek. The State is considering the feasibility of additional lots in Jefferson County, including one in the Lake Mills area. Lake Mills residents working in Madison are also eligible to take advantage of the State's Van Pool Program for commuting to work, and the State also provides a Rideshare service that matches individuals interested in car pooling.

Brown Cab Taxi service operates private cabs in the City of Lake Mills.

Truck and Water Transportation

Freight shipments in Lake Mills occur by truck, as there is no rail within the municipal boundaries. Semi-truck shipments are most prevalent along Interstate 94. The City has established "Heavy Traffic" routes and limits vehicles with gross weights of over 8,000 pounds to these routes unless used for passenger transit or for the delivery of products to specific destinations within the City. The City of Lake Mills Long Range Transportation Plan 2025 includes recommendations for improving the traffic flow on these heavy traffic routes through street widening and improved intersection design in order to better serve local industry and minimize conflict with local passenger traffic, and prolong the life of minor and local streets.

There is no waterborne freight or passenger transit in the in the City.

B. Review of City, State, and Regional Transportation Plans

The following is a review of state and regional transportation plans and studies relevant to the City. The City's transportation plan element is consistent with these state and regional plans.

The City of Lake Mills Long Range Transportation Plan 2025

The City of Lake Mills adopted its Long Range Transportation Plan 2025 in January in 2005. The Plan includes detailed recommendations for improvements to and where necessary widening of key intersections and roadways; new highway and road way alignments, and planning for adequate bicycle and pedestrian facilities and routes throughout the community. The Plan takes into account the WisDOT and Jefferson County transportation plans.

As part of its Long Range Transportation Plan, the City adopted a Bicycle Plan in August 2004. This plan identifies routes for a comprehensive, linked bicycle routes within the City. The plan includes stand alone trails and routes where bicycles would share right-of-way with streets. The plan makes recommendations for trail or lane designs based the conditions along each recommended route. Many miles of the trail system are already in place. When completed, the system link city bicycle routes with existing and planned County and State bicycle trails such as the Glacial Drumlin Trail.

Another component of the City of Lake Mills Transportation Plan 2025 is the Sidewalk Plan adopted in August 2004 and updated in January 2005. This plan calls for the repair or existing sidewalks and retrofitting of new sidewalks in older parts of the community where sidewalks were never installed. The City's subdivision regulation requires sidewalks in all public rights-of-way serving new residential and

commercial developments, and has provisions ensuring pedestrian access to industrially zoned areas as well.

Wisconsin State Highway Plan (2000)

The Wisconsin State Highway Plan focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan does not identify specific projects, but broad strategies and policies to improve the state highway system over the next 20 years. Given its focus, the plan does not identify improvement needs on roads under local jurisdiction. The plan includes three main areas of emphasis: pavement and bridge preservation, traffic movement, and safety. There are no Lake Mills-specific recommendations.

Wisconsin Southwest Region Highway Improvement Program (2006)

The WisDOT maintains a six-year improvement program for state and federal highways within the Region. Wisconsin has 112,362 miles of public roads, from Interstate freeways to city and village streets. This highway improvement program covers only the 11,753-mile state highway system which is administered and maintained by the Wisconsin Department of Transportation (WisDOT). The other 100,609 miles are improved and maintained by the cities, towns, counties and villages in which they are located. The state highway system consists of 750 miles of Interstate freeways and 11,010 miles of state and US-marked highways.

While the 11,753 miles of state highways represent only 10.5 percent of all public road mileage in Wisconsin, they carry over 34.7 billion vehicle miles of travel a year, or about 60.5 percent of the total annual statewide highway travel. To ensure the system's vitality and viability, WisDOT currently invests over $750 million each year, resulting in over 565 miles of roads improved and rehabilitated annually.

Though no major improvements are proposed for state or federal highways within the City of Lake Mills Planning Area, the following projects may have indirect effects on the community:

- Interstate Highway 94: I-94 between Madison and Cottage Grove is tentatively programmed to be expanded from 4 to six lanes before 2015.
- State Highway 26 Improvements: This 6-year Improvement Program includes the expansion of 50 miles of STH 26, from Janesville to STH 60 in Dodge County. As part of this project, bypasses will be constructed around Milton, Jefferson, and Watertown. Two miles of STH 26 that runs between the City of Jefferson and Johnson Creek will be expanded to four lanes. Real estate acquisition for this segment of the project is scheduled to begin in late 2007, and construction is planned to begin in 2010. In addition, four miles of STH 26 that runs between Johnson Creek and Watertown will also be expanded to four lanes. Real estate acquisition for this segment of the project is scheduled to begin in 2007, and construction is planned to occur between 2009 and 2011.

Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century (1995)

The Translinks 21 Plan provides a broad planning "umbrella" including an overall vision and goals for transportation systems in the state for the next 25 years. This report documents a statewide highway network designed to provide essential links to key centers throughout the state, to shape a comprehensive, integrated, multimodal transportation blueprint to set the framework for our future policies, programs and investments. Translinks 21 will address the highways, airports, railroads, water ports and urban transportation systems that carry people and goods throughout Wisconsin and provide safe, dependable access to and from Wisconsin communities and help promote regional and statewide economic development.

This 1995 plan recommends complete construction of the Corridors 2020 "backbone" network by 2005, the creation of a new state grant program to help local governments prepare transportation corridor management plans to deal effectively with growth, the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons, and the development of a detailed assessment of local road investment needs. There are no Lake Mills-specific recommendations.

Wisconsin Bicycle Transportation Plan 2020 (1998)

Wisconsin Bicycle Transportation Plan 2020 presents a blueprint for improving conditions for bicycling, clarifies the WisDOT's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. While there are no Lake Mills-specific recommendations, the plan map shows existing state trails and future "priority corridors and key linkages" for bicycling along the State Trunk Highway system in Wisconsin.

Wisconsin Pedestrian Plan Policy 2020 (2002)

In 2001, the State also adopted a pedestrian policy plan, which highlights the importance of walking and pedestrian facilities. Additionally, the plan outlines measures to increase walking and to promote pedestrian comfort and safety. This Plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrian needs.

Wisconsin Department of Transportation Park and Ride Plan

This plan calls for establishment of a park and ride facility near or in the City of Lake Mills close to Interstate 94.

Wisconsin Department of Transportation Connections 2030

Currently under development, Connections 2030 will identify a series of multimodal corridors for each part of the state. Each corridor will identify routes and/or services of several modes such as highways, local roads, rail, air, transit, etc. When completed, the multimodal corridors will accomplish these key goals: portray key connections 2030 recommendations; prioritize investments; and assist WisDOT transportation districts in identifying future segments for more detailed corridor plans.

Jefferson County Bikeway/Pedestrianway Plan (1996)

In 1996, Jefferson County adopted the Jefferson County Bikeway/Pedestrianway Plan which focuses improving pedestrian and bicycle facilities in the County. It identifies desirable routes through Jefferson County and includes a detailed plan for several cities and villages, including Lake Mills.

Connecting Jefferson County's Parks and Communities: Proposed Trail Linkages (2005)

This document provides a review of general trail design guidelines recommended for Jefferson County trails, which include connectivity, wayfinding, viewsheds and vistas, meandering paths, visible road crossings, and signage. Using input from GIS analysis, stakeholders, and Jefferson County natural features, the plan proposes two potential trail routes for the western section of the County: a 26-mile Waterloo-Crawfish River Loop and an 18-mile Fort Atkinson Loop. The plan also includes recommendations for several additional trail connections throughout the County. Specific recommendations for the Lake Mills area include trail connections from the I-94 underpass east of Lake Mills to Aztalan State Park to the Glacial Drumlin Trail and, to the west of Rock Lake, from Korth Park to the Rock Lake Road overpass.

C. Transportation Goals, Objectives, and Policies

Goal:

Provide an efficient and safe transportation system for cars, trucks, transit, bicycles, and pedestrians.

Objectives:

1. Provide and efficient system of arterials and major collectors that provides local industrial and commercial truck traffic with the most direct access possible to Interstate 94, STH 89 and other highways.
2. Direct heavy truck and other through-traffic away from residential areas and neighborhoods.
3. Provide heavy through-traffic with alternatives to driving through the downtown to facilitate safe auto, bicycle, and pedestrian access to the downtown, and preserve its character.
4. Diffuse local traffic through an interconnected system of local streets rather than concentrating such traffic on to a few collector streets.
5. Provide viable local transportation alternatives to auto travel for all residents in the form of safe and efficient pedestrian, bicycle, and transit options.
6. Actively participate in multi-jurisdictional transportation planning efforts.

Policies:

1. The City will work implement the recommendations of the 2005 City of Lake Mills Long-Range Transportation Plan.
2. The City will work to implement the 2005 City of Lake Mills Bicycle Plan and 2005 City of Lake Mills Bicycle Plan Sidewalk to ensure safe and efficient routes for these modes of travel.
3. The City will update its Long Range Transportation Plan as needed to ensure that improvements to the transportation system
4. The City will work toward developing and adopting an official map for the City and its extraterritorial jurisdiction.
5. The City will require sidewalk or pedestrian trials at appropriate locations within and between all new developments in the City.
6. The City will review all transportation proposals in relation to their impact on the surrounding land uses. Conversely, the City will review all site plans and subdivisions to ensure compatibility with the City's transportation system and safety goals.
7. The City will limit driveway accesses onto arterial and major collector streets.
8. The City will encourage new neighborhoods that feature interconnections for pedestrians, bicycles, and autos and destinations such as parks, schools, and neighborhood commercial establishments that are conveniently reached by walking.
9. The City will prohibit the use of cul-de-sac and permanent dead-end streets unless required to serve development near environmentally sensitive areas and other insurmountable barriers to future street extensions.
10. The City will encourage walking and bicycling as an alternative mode of transportation by requiring institutional, commercial, and industrial uses to provide safe on-site circulation of pedestrian and bicycle traffic and secure places to park bicycles.
11. The City will coordinate with surrounding units of government to create a logical, efficient, and complimentary road improvements and connections in the City's planning area.
12. The City will work with surrounding units of government to create bicycle lanes, bicycle trails, and multi-use recreational trials between communities, public open spaces, and other appropriate destinations.
13. The City will promote low cost, reliable taxi and other transit options for the elderly.
14. The City will work with the State Department of Transportation and other jurisdictions to explore regional, multi-modal transit options, such as providing a Park and Ride facility near Interstate 94.

D. Transportation Programs and Recommendations

1. Public Rights-of-Way as Public Open Space

Most people think of parks and public institutions when they think about public open space or gathering places. Yet public rights-of-way represents a form of public open space that has a more profound daily impact on people's perceptions of their community and social interactions than these other forms of public space and often occupy even more of a City's total land area. In addition to the primary function of providing a safe and efficient means of moving people and goods, public rights-of-way, particularly local streets, provide opportunities for chance or planned social interaction, passive social interaction in the form of "people-watching", recreation, and if planned well, significant amounts of green space. Therefore, while it is important to emphasize the primary purpose of streets, it is equally remember the multiple other roles streets play, and tailor street design accordingly.

The City of Lake Mills Long-Range Transportation Plan, Subdivision Ordinance, and Design Specifications collectively work toward achieving these multiple goals for public streets by establishing a hierarchy of streets designed to serve different needs and requiring street improvements that acknowledge the needs other than the movement of motor vehicles. Existing City ordinance requirements include street widths appropriate for residential areas, landscape terraces, sidewalks, and street trees.

This *Plan* recommends continuing to implement these standards and considerations when reviewing future developments, and update the standards as deemed necessary. The design elements to increase pedestrian safety such as pedestrian islands, pedestrian "bump outs" at intersections, specially paved and/or traffic control devices at busy crossings, and design features that encourage drivers to slow traffic should all be considered for locations that warrant special consideration.

2. Key Street and Road Corridors

Growth of the City's population and economic base are projected to result in increasing levels of traffic on the City's roads. The City of Lake Mills Long Range Transportation Plan has identified several key road and street corridors on which increasing levels of traffic will result in noticeable traffic slow downs and periods of congestion, not to mention barriers to cross-traffic noted above. Higher traffic levels along these corridors will have an increasing impact on the land uses around them. Key Corridors include:

Main Street/STH 89:

By 2025, traffic counts, particularly in the downtown and the Interstate 94 interchange are expected to reach levels where expansion of road capacity to four lanes is often considered. While expansion of capacity to four lanes may be the preferred alternative along certain segments of this street, (such as segment north of Tyranena Road to the north side of the Interstate 94 interchange), widening of Main Street to four lanes through the downtown and adjacent neighborhoods would have several undesirable outcomes. These include loss of street parking, less inviting environment for pedestrians and loss of local foot traffic, increased risk to pedestrians crossing Main Street, and degraded connectivity between residents and destinations on either side of the Street. This *Plan* therefore recommends exploring alternatives to increasing travel lanes on Main Street south of Tyranena Road/CTH V. These alternatives include upgrading and extending CP Avenue to serve as another north-south arterial route and demand management strategies such as encouraging walking and bicycling for local trips.

CP Avenue:

Much of CP Avenue runs from north and south through mostly industrial and open areas of the City. However, it does not provide direct, efficient connections to Interstate 94 to the north or State Highway 89 to the south. As a result, through-traffic from outside of the City and truck traffic generated by the City relies almost exclusively on State Highway 89 or is forced to take less efficient, indirect routes to the east of the City. To alleviate traffic congestion on Main Street and provide a safe and efficient alternative for large trucks and through-traffic, the City's Long Range Transportation Plan recommends improving and extending CP Avenue by improving the Intersection at Owen Street to better accommodate trucks, and extension of CP Avenue to State Highway 89 via Owen Street and Tyranena Road (See Map #7: Transportation and Community Facilities).

County Highway A /Mulberry Street:

County Highway A north of the City currently aligns with Mulberry Street. While this provides a direct route to the downtown area, it results in an inefficient "T" intersection at Tyranena Road and Owen Street, which provides an outlet for truck traffic from CP Avenue to the south. In order to provide a more direct arterial connection from CP Avenue to both Interstate 94 and destinations to the north, the City's Long Range Transportation Plan recommends realigning County Highway A with the intersection of Owen Street, allowing Mulberry Street to remain as a local connection to the downtown.

Tyranena Road/CTH V:

This east-west road is and will remain a vital corridor for the City. It provides vital access to the existing and planned commercial areas near Interstate 94, truck traffic access between the City's industrial park and Interstate 94, and a major local link between the City and County Highway B/Madison Street that connects many Town residents with the City. The Long Range Transportation Plan calls for improvements that emphasize efficiency, but gives consideration to local traffic and residents through such features as bicycle paths and lanes.

County Highway B/Madison Street:

The emphasis for this corridor is to maintain an emphasis on local neighborhood character through bike lanes and increased pedestrian safety and to provide a link between Town and northside residents and the City's downtown

County Highway A/Topel Street (south of the City):

The current alignment of this Street and its intersection with Main Street/State Highway 89 is not ideal and will cause increasing problems as traffic and development south of the City grows. The *Plan* calls for significant realignments for this street to better serve this area and provide traffic approaching the City from the southwest with alternative routes to City destinations (see Map#7 Transportation and Community Facilities).

Interstate 94:

No new interchanges or increases in capacity are presently planned for the Lake Mills planning area. Nevertheless, it is essential for the City to work with the Wisconsin Department of Transportation to ensure that City transportation and land use planning take current and projected conditions near the interstate into account. This requires ongoing coordination and communication. The proposed pedestrian/bicycle crossing of Interstate 94 (discussed under Bicycle Facility Planning below) will require such coordination.

3. New Arterial and Collector Streets

As the City grows, it will be necessary to provide new arterial and collector streets at appropriate intervals to ensure connectivity and dispersion of local traffic to prevent congestion at any one point. This *Plan* recommends a network similar to that illustrated in Map 7: Transportation and Community Facilities and the

City's Long Range Transportation Plan. The plan incorporates existing town and County roads and recommends improvements as appropriate.

4. Local Streets and Sidewalks

Local Streets are intended to primarily to provide local access within and between neighborhoods. The emphasis on areas served by local streets should be on fostering a safe, livable, and walkable environment for residents; with motor vehicle access as an important but subordinate consideration. Of vital importance for local street system are relatively short blocks that provide direct, varied connections for pedestrians, bicyclists and slower moving traffic. Minimizing the impact of motor vehicles and promoting healthy alternatives is achieved through narrower streets, reduced speed limits, safe crossings, and provision of street trees, on-street parking, or buildings near the street that provide a sense of enclosure and cue drivers to slow down. Sidewalks are key to providing safe pedestrian routes for people of all ages.

The City of Lake Mills Subdivision Code currently contains many provisions that promote sound local street design, including a street classification system and standard specifications for local street widths that allow parking on both sides, a provision for block lengths to not exceed 1500 feet in length and to provide mid-block crossings for pedestrians on blocks longer than 900 feet in residential areas, and a requirement that streets in new development have sidewalks and street trees. The City also severely restricts the creation permanent dead-end streets and cul-de-sacs to improve both vehicular and non-vehicular traffic circulation and shorten travel distances.

In addition to these measures, the City has adopted a plan for retrofitting older streets and neighborhoods with sidewalks, particularly where traffic has reached levels not anticipated when the development occurred. This *Plan* recommends continued implementation of those plans.

The City may want to consider additional modifications to its requirements. For example, residential blocks with lengths of 1100 feet or less are more typical in residential neighborhoods, and blocks as short as 600 to 900 feet are considered ideal from a pedestrian circulation point of view. Locals streets internal to and serving only Planned Developments, the paved width of streets and often be reduced to eliminate parking on one or both sides of the street. Additional design features to slow traffic such as traffic humps, pedestrian "bump-outs" at wide intersections, and other design elements may be appropriate at particularly busy or mixed use intersections adjacent to and within neighborhoods.

5. Bicycle Facilities Planning

The City of Lake Mills has long recognized the value of bicycling and walking as a form of recreation, and increasingly, as alternative means of transportation. Generally speaking separate bicycle facilities are not needed on local streets with sidewalks. For that reason, many smaller communities neglect to specifically address the needs of bicyclists in their transportation plans. However, heavily traveled arterial and even collector streets often create sufficiently imposing barriers to safe, efficient, and enjoyable bicycle travel. Excessively long

blocks that do not provide direct connections can also provide a deterrent to bicyclists and pedestrians that seem trivial to motorists. To overcome, these deterrents separate lanes within the street pavement or even separate paths adjacent to the street but separated by curb and/or landscape terrace are often necessary or desirable.

To enhance the recreational aspect of bicycling and to foster the use of bicycles for other purposes, the City of Lake Mills has developed a Bicycle Plan as key component of its Long Range Transportation Plan. This plan takes a comprehensive look at the connections necessary to make a practical, user friendly bicycle trail system within the City, and takes the additional step of making detailed recommendations on where and what kind of improvements beyond standard streets and sidewalks will be necessary or desirable. This *Plan* recommends:

- Implementation of the City of Lake Mills Bicycle Plan, and to periodically update it to ensure that the bicycle network continues to provide safe and logical connections to various community and area destinations.
- Working with the DOT to provide bicycle and pedestrian access across Interstate 94 at State Highway 89, County Highway A, and the proposed dedicated pedestrian crossing between them (See Map 7: Transportation and Community Facility Map.
- Updating the City Zoning Code as necessary to require that bicycle racks and other facilities are a standard requirement for all multi-family and non-residential development.
- Ensuring that multi-use trails independent of street rights-of-way are of sufficient width and design to provide safe and inviting conveyance through a property regardless of adjacent development. Short pedestrian and bicycle trail segments at mid-block through a residential subdivision can be reduced to the width necessary for a 10 or 12 foot wide trail. However, for primarily recreational trials or trails through non-residential areas, trial easement or right-of-way widths should be sufficient to act as a Greenway. A Greenway is typically wide enough to accommodate substantial green space on one or both sides of a 10-12 wide path. A minimum of 50' feet is a common standard and would allow for 20 foot wide landscape terraces on both sides sufficiently wide to accommodate medium size trees, decorative trail lighting, and park benches. If environmental or other constraints exist, greenway trails as narrow as 25' feet can be acceptable.
- Update the City's Zoning and Subdivision Ordinances as necessary to clarify dedication requirements for bicycle trails. Ordinarily, separate bicycle trials and bicycle related improvements within a street right-of-way can be required as standard transportation improvements akin to street, curb, sidewalks and street lighting. Where separate bicycle or multi-use trails or even full-width greenways are required to overcome a deficiency in traffic circulation caused by excessive block length, incompatible adjacent development, or unsafe traffic conditions (i.e. arterial roads, major collectors, insufficient r.o.w. widths), this Plan recommends requiring bicycle facilities improvements as a standard transportation improvement with the same standing as a public street. However, in cases where a full-width (50') greenway with is in excess of and to complimentary to other required street, sidewalk, and other bicycle facilities, the City may want to consider allowing such a Greenway as meeting some or all of the park land or park impact fee requirement.

6. Promote Transit Options for Commuters, Youth, Elderly, and Disabled

The City of Lake Mills, with additional funding from the Wisconsin Department of Transportation, contracts with the Brown Cab Company to provide Shared Ride Taxi services. The Shared-Ride Taxi program is intended to provide the elderly and people with disabilities, particularly those in smaller communities, with alternative means of transportation. To help further defer expenses, Shared-Ride Taxis are available to other residents at standard fares when elderly or disabled customers aren't using them. Given the trend toward an aging population, this *Plan* recommends retention and if necessary expansion of this program for the planning period.

Other than school bus services, there are currently no bus or other transit services providing regular service to Lake Mills residents. Given the increasing number of commuters who work outside the City, this *Plan* recommends ongoing exploration of transit alternatives, including creation of a Park-and-Ride lot near the I-94/STH 89 interchange to provide residents commuting to Madison with a transit option.

7. Consider Implementing a "Safe Routes to School" (SRTS) Program

"Safe Routes to School" is a federally sponsored program to ensure that children have a safe means of walking to bicycling to school. SRTS Programs began as a local movement in individual communities in the United States and other countries. In 2005, the United States Congress enacted the SRTS initiative to fund development of local SRTS programs. SRTS grew out of growing awareness that increased auto use and emphasis on street and highway design that favors automobiles over other modes of transportation was resulting in higher risk of accidents to children and decreased numbers of children walking to school. Fewer children walking to school has also contributed to childhood physical inactivity and obesity.

SRTS Programs require a range of strategies ranging from improving the physical design and routing of pedestrian facilities, to educating both children and motorists on safety issues, to sustaining and evaluating the programs on an ongoing basis.

For more information on SRTS in Wisconsin, visit the WisDOT website "Programs for Local Governments".

Map 7: Existing and Planned Transportation and Community Facilities