

Chapter 4 - Transportation

4.1 Introduction

As defined in Wisconsin State Statutes 66.1001, the Transportation element of a community's comprehensive plan is to be:

"a compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation." In addition, the statute stresses the importance of comparing the community's "objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the community."

Planning for transportation is planning for land-use, which in turn, is planning for community character. One cannot be done without consideration for the others. A well-planned transportation system, composed of an adequate road network, appropriate land use controls and other transportation options and infrastructure, can provide various socio-economic and environmental benefits. Benefits of a well-planned transportation system can impact fiscal resources, land use and conservation, air quality, health and safety of the citizenry, and overall quality of life. Alternatively, a poorly planned transportation network heavily reliant on a single transportation mode can and does produce urban sprawl, pollution and safety hazards and can change the character of a community permanently.

The low-density development pattern of the mid to late 20th century illustrates this, as population growth and development has been fueled by the accessibility and connectivity of an increasingly extensive road network. Development pressures have been, and continue to be evident in areas where transportation systems are improved and expanded. These development patterns illustrate the relationship between transportation and the many elements discussed in this comprehensive plan. This is particularly true with respect to land use and housing, as much of the Town's population and household growth is being fueled by the regional connectivity provided by high-capacity highways such as I-90/39, increased capacity on highways and arterial streets such as State Highways 14 and 11, and the construction of new local roads. As the community continues to develop the demand for new or improved roads to service new developments continues to increase. With this in mind, the goals, objectives, and policies contained in this Transportation Element focus on transportation alternatives that will most efficiently, equitably, and safely serve existing and planned land uses.

Town of La Prairie residents are largely automobile dependent. Accordingly, most trips are made by single-occupancy, personal automobiles. In the recent past, low demand for alternative transportation modes has influenced a transportation system that is primarily designed for automobiles. Alternatively, this Plan encourages a diverse, affordable, and reliable

transportation network within the Town, County and region to accommodate various transportation options as well as to provide equitable transportation opportunities for all sectors of the population.

National, regional, and local road networks, bike and pedestrian routes, and other recreational transportation, airport service, public transit and freight rail are within close proximity to the Town of La Prairie and available for service to its citizens and industries.

Although the Town of La Prairie does not have jurisdiction over all of the roadways and other transportation modes that are present in the Town, the development decisions made by the Town will impact the amount and type of traffic using facilities that are controlled by other jurisdictions. Additionally, the extent to which the local street system can accommodate local travel will directly impact the amount of traffic that is diverted onto State and/or County facilities. For this reason, transportation planning at the Town level is crucial.

The inventory provided on the following pages is a comprehensive discussion of roadways, railways, pedestrian, bicycle, transit, and recreational systems within the Town of La Prairie and the region. The following goals, objectives and policies will provide a framework by which to analyze, manage and relate transportation to the overall goals for growth and development in the Town of La Prairie and the region.

4.2 Existing Conditions

Roads

The Town of La Prairie is well connected to the surrounding region through an extensive roadway network. The Town's roads are its lifeline, vital to its economy. Town roads accommodate agricultural, automobile, and bicycle/pedestrian traffic, and provide local and non-local users, and their products and services, access to local, regional, state, and national locations. There are about 68.5 total miles of roads in the Town (*Map 4.1*). Local roads account for 41.5 of these miles, County highways account for 13.5 miles, State highways 4 miles, and federal (U.S. and Interstate) highways account for 9.5 miles. Road maintenance/repair is provided through contract with the County Department of Public Works.

Functional Classification

The State of Wisconsin's Department of Transportation (WDOT) uses a *functional classification* system to identify roads according to the service they are intended to provide. A road's functional classification reflects its capacity to provide land access and/or mobility to its users. The Town has roads with the following functional classifications (*Table 4.1* and *Map 4.2*):

- **Freeways**
- **Arterials**
- **Collector**
- **Local Roads**

The State of Wisconsin has further subdivided these categories into more specific classifications (see: *State of Wisconsin, Department of Transportation, Facilities Development*

Manual, Procedure 4-1-15). These classifications together with a brief discussion of each is as follows:

Principal Arterials – serve corridor movements having trip length and travel density characteristics of an interstate or an interregional nature. These routes generally serve all urban areas with a population greater than 50,000 inhabitants. The rural principal arterials are further subdivided into “interstate highways” and “other” principal arterials.

Minor Arterials – in conjunction with other principal arterials, serve cities, large communities, and other major traffic generators providing interregional and inter-area traffic movements.

Major Collectors – provide service to moderate sized communities, and other inter-area traffic generators, and link those generators to nearby larger population centers or higher functionally classified roadways.

Minor Collectors – provide service to all remaining smaller communities, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a reasonable distance to a collector road.

Local Roads – provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All roads not classified as arterials or collectors are local functional roads.

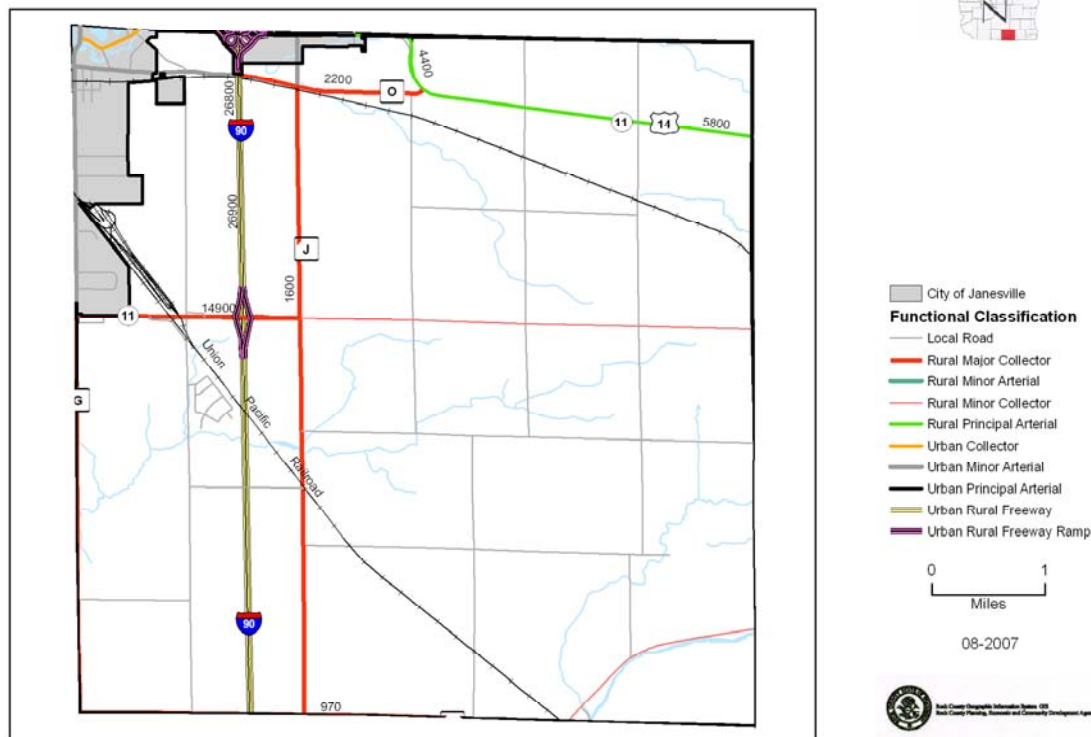
**Table 4-1:
Roads within or of significance to the Town of La Prairie:
Functional Classification**

Principal Arterials (Rural Interstate Highway)	Principal Arterials (Other)	Minor Arterials	Major Collectors	Minor Collectors
Interstate 90/39	State Highway 11/14	State Highway 51	County Highway G	Avalon Road
			State Highway 11	
			County Highway J/O	

In general, the Town has the responsibility to provide maintenance and repair, snow removal and if necessary, replacement of local roads and bridges. This responsibility presents what is perhaps the most significant cost expenditure to the Town. Funding is provided by the State based on

miles of roadway, however, the high costs may cause the tendency for disrepair or inadequate upkeep of local roads and bridges.

La Prairie Township Roads Functional Classifications



MAP 4.1

Roadways

Interstate Highway 90/39 (I-90/39), extending throughout the Town of La Prairie, it serves as the county's principal limited access north-south traffic artery. This facility generally bisects Rock County running north to south and is designed to smoothly and rapidly carry regionally oriented traffic on an uninterrupted basis throughout South Central Wisconsin to points north and west such as Madison, Eau Claire, Wausau, Saint Paul, and Minneapolis, all the way west to Seattle, Washington. I-90/39 to the south of Rock County serves northern, north central, and northeastern Illinois. To the east I-90 links Rock County to the Chicago metropolitan area and beyond all the way through New York City, and terminating in Boston, Massachusetts, while I-39 travels south from Rockford into north central Illinois, and beyond to Normal, Illinois.

Interstate Highway 43 (I-43) is a limited access principal artery serving the southeast portion of Rock County and provides its users with an uninterrupted link to eastern Wisconsin. I-43 links

Rock County with the Milwaukee metro area and many communities located along the Lake Michigan shoreline including Green Bay.

US Highway 11/14 is a multi-purpose principal arterial that connect Rock County to Dane County and Walworth County. US Highway 14 provides continuous travel between La Crosse through Rock County and on to the I-43 interchange that continues on into Illinois and the northwest suburbs of Chicago. Within the Town of La Prairie, the Highway joins with State Road 11 and continues into Walworth County

US Highway 51 is a multi-purpose principal arterial that connects Rock County to Dane County and northern Illinois. US Highway 51 travels through Rock County and provides continuous travel between Madison, Wisconsin and Rockford, Illinois. US Highway 51 also provides direct access to a variety of urban and rural land uses along the route.

Wisconsin State Trunk Highway 11 (STH 11) is a principal east/west arterial that traverses Rock County from border to border. On the east side of Rock County STH 11 is a dually designated route with US Highway 14. In central Rock County, near Janesville, STH 11 and US Highway 14 diverge. STH 11 continues on to the west into Green County. STH 11 primarily serves rural oriented land uses.

There are 210 centerline miles of County Trunk Highways in Rock County and 825 centerline miles of Town Roads. These less-traveled roadways form a transportation network that connects all cities, villages and unincorporated portions of the County.

Rock County is unique in that the County Public Works Department performs all road maintenance for 17 of the County's 20 towns, including the Town of La Prairie. They also do all asphalt paving for all local roads in the County.

Traffic Accidents

The quantity of traffic accidents in the County is a likely indicator of the overall traffic volumes and safety of the roadways. From 2000 to 2005, the average number of accidents was 3,868 per year, not including accidents taking place on private roadways. This far surpasses the statewide average of 1,803 accidents per county, per year. Figure 4.1 represents the number of traffic accidents as a percentage of the total population in Rock County compared to neighboring counties and the State as a whole. The average number of fatal traffic accidents is also higher in Rock County than the average for all Wisconsin counties. From 2002 to 2005, Rock County averaged 31 fatal accidents per year, while counties statewide averaged 11 fatal accidents per year. However, many of the State's counties are rural, with low populations in comparison to Rock County. Figures 4-2 and 4-3 display the number of vehicle crashes, and the number of fatal accidents in Rock County in recent years. There is no apparent trend in the number of accidents and fatal accidents, as they have remained static in recent years.

As noted in Table 4.2 below, for the selected years, the Town of La Prairie seems to follow that trend. A total of 241 accidents were reported with 100 injuries and four fatalities during the three years selected. Some concern has been raised about two specific intersections in the

Township. Data for the intersections of Avalon Road and County Road J and Avalon Road and Van Allen Road have been tabulated. For the years 2000, 2003 and 2006 at the Avalon Road and County Road J intersection indicate 23 vehicles involved in accidents with 9 injuries. For the same years at Avalon Road and Van Allen Road the numbers were 7 vehicles with one injury. No fatalities were recorded at either intersection. The fatalities that occurred in the Town during the above-mentioned years, two occurred on County Road G and two occurred on Highway 11/14.

Table 4.2:
Traffic Accidents in the Town of La Prairie:
Years 2000-2003-2006

Years	Accidents	Vehicles	Injuries	Fatalities
2000	87	117	26	0
2003	102	164	52	2
2006	52	83	22	2

FIGURE 4-1: TRAFFIC ACCIDENTS AS A PERCENTAGE OF THE TOTAL POPULATION, ROCK COUNTY AND NEIGHBORING JURISDICTIONS, 2000

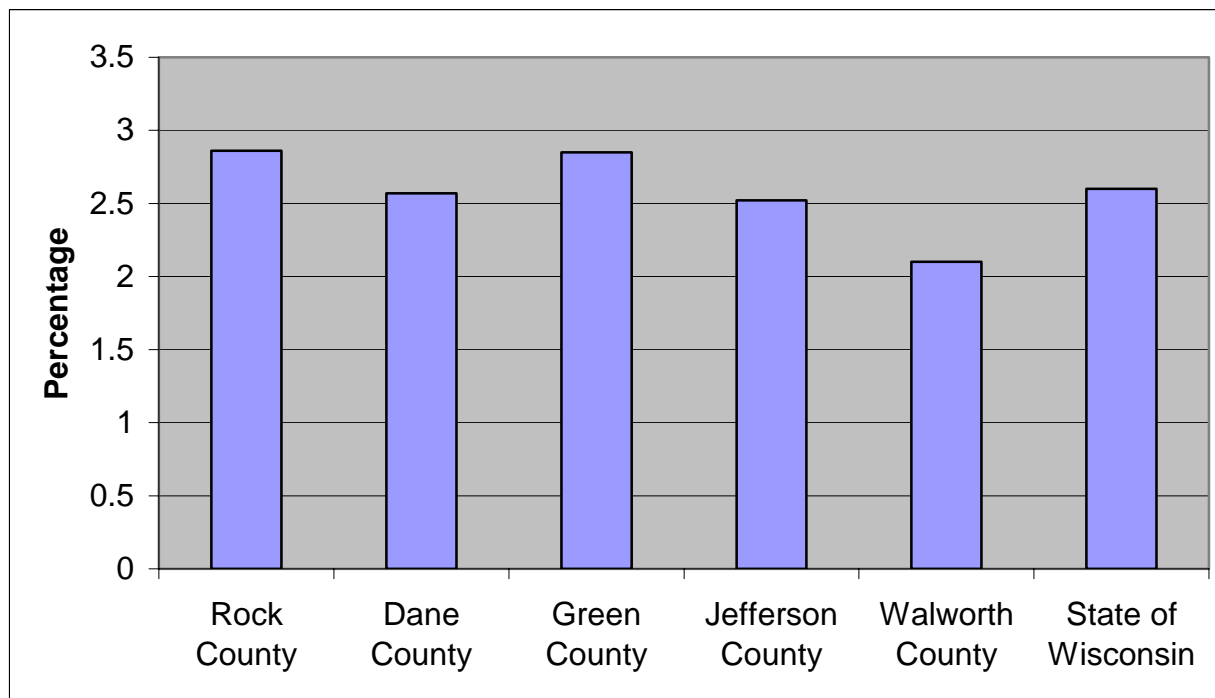
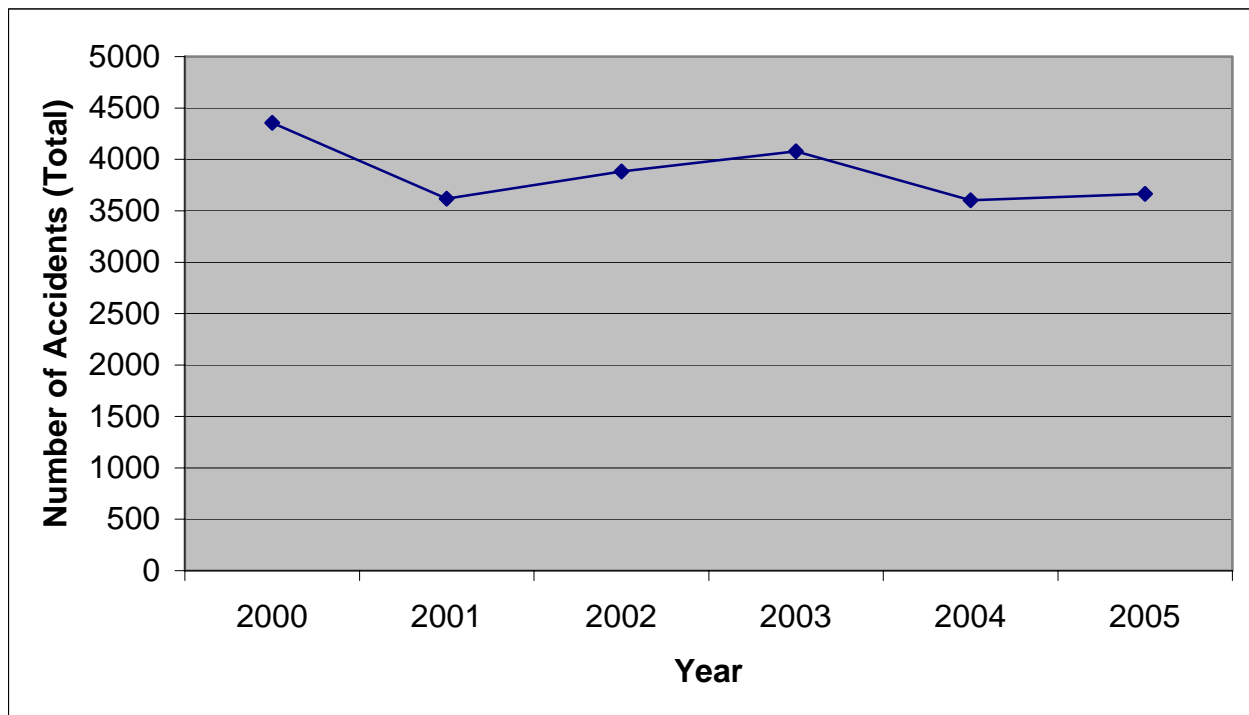
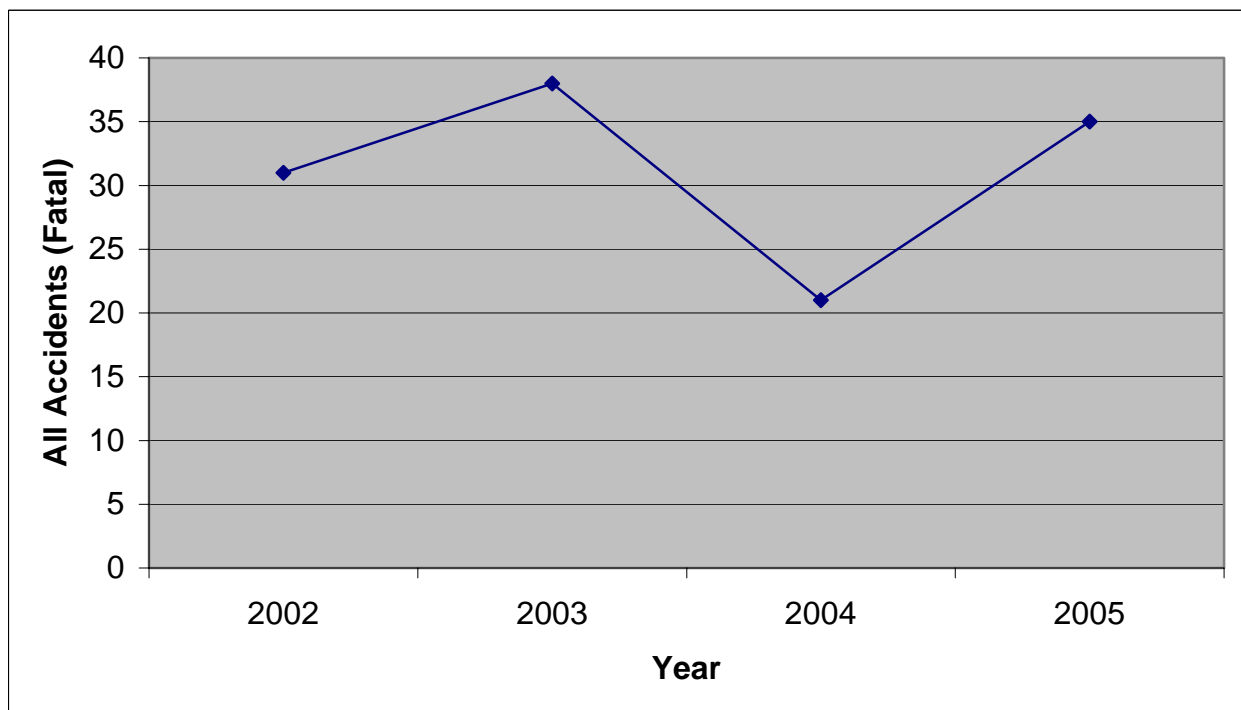


FIGURE 4-2: TRAFFIC ACCIDENTS, ROCK COUNTY, 2000-2005



Source: WisDOT-DMV Traffic Accident Database

FIGURE 4-3: FATAL TRAFFIC ACCIDENTS, ROCK COUNTY, 2002-2005



Source: WisDOT-DMV Traffic Accident Database

Bridges

There are 2 bridges in the Town of La Prairie that are maintained by the Town, and 1 bridge that is maintained by the County and an additional 3 bridges that are maintained by the State of Wisconsin. The bridge located on Read Road just south of Prairie Estates was originally constructed in 1927 and although is structurally sound it is only 17.5 feet in width. In the past, the Town has attempted to obtain state funds to increase the width but to no avail. The narrow width makes it potentially unsafe when vehicles meet at the bridge location.

Air

The Southern Wisconsin Regional Airport is located west of Highway 51, between the cities of Janesville and Beloit. It covers 1,405 acres, and employs 125 people. There is no commercial passenger air service at the airport. As covered in the Wisconsin State Airport System Plan 2020, the Southern Wisconsin Regional Airport is categorized as an Air Carrier/Cargo airport.



Southern Wisconsin Regional Airport

The airport is mainly utilized for corporate aviation and general aviation. Approximately 80,000 flights take place at the airport annually, 75% of which are freight operations, while 25% are air taxi services.

A FAA operated control tower is manned at the airport, from 6:00 a.m. to 9:00 p.m. each day. There are three runways. Their lengths are 7,300 feet, 5,000 feet and 6,701 feet. Two of the runways are 150 feet wide, while the third is 75 feet wide. All taxiways are 50 feet wide.

There are 16 privately owned hangers at the airport, and several services are based at the premises. These include fuel sales, rental, repair, instruction and charter services. An automobile rental agency is located at the airport. There is a terminal that offers a restaurant and conference room, as well as an aircraft sales dealership.

The airport serves as a diversion airport, to accommodate planes in trouble. Emergency personnel are on-site, as are crash, fire and rescue vehicles. The on-site fire station is managed by the City of Janesville. There is on-site security provided by the Rock County Sheriff's Department. There are eight snow removal vehicles that operate at the airport. Currently, Rock

County manages and operates the airport. The City of Janesville has recently annexed the airport property, but the County retains control and ownership of the airport.

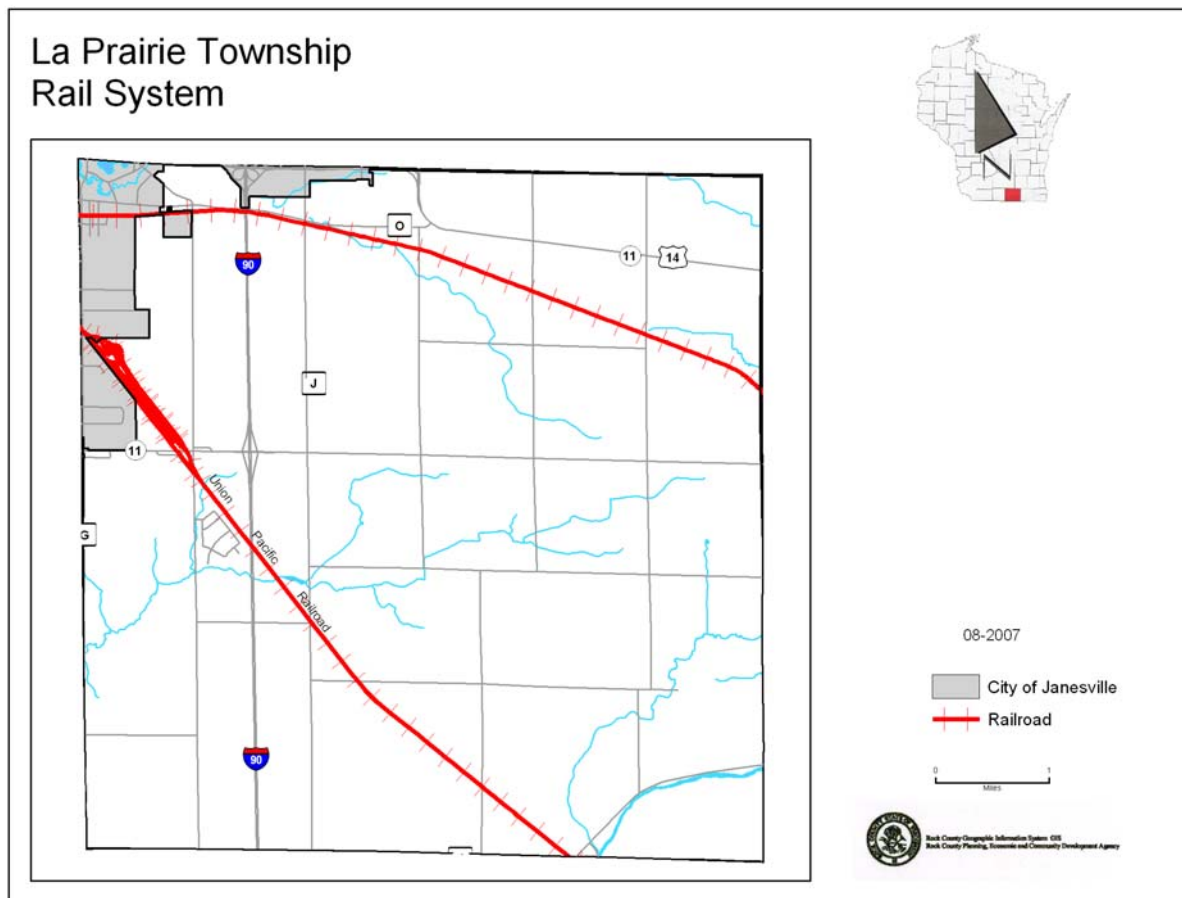
In addition to the Southern Wisconsin Regional Airport, there is the Beloit Airport, which is privately owned. Also, a number of private landing strips are located throughout the County.

Rail

There is no passenger rail service in Rock County at this time. A recent feasibility study has determined that commuter rail from Janesville to Chicago is no longer a top priority while a recommendation to increase the flexibility of the bus routes and times has been favored along with the need to maintain the current railroad right-of-ways. Although the Town may support commuter rail if the existing rail lines are utilized and current freight traffic is not reduced, it would at no time support the purchase of new rail right-of-way.

Rail traffic accounts for the movement of 23% of the freight in the County, and there are three freight rail providers that serve the County. They are Union Pacific, the Iowa, Chicago and Eastern Railroad, and the Wisconsin and Southern Railroad. Rail lines in the County radiate out from the City of Janesville, in all directions.

As depicted in Map 4.2 below, the Union and Pacific and the Wisconsin – Southern railroads travel through the Town of La Prairie.



MAP 4.2

Union Pacific Railroad operates on tracks that run from the City of Janesville, southeast to the county line, before crossing into Illinois in route to Chicago. This line primarily transports component truck parts to the Janesville General Motors plant and distributes newly manufactured vehicles. In addition, this line transports grain and corn.

The **Iowa, Chicago and Eastern Railroad** carries coal, marine engines, corn and vegetable oil, plastics, auto parts and petroleum. The line operates on tracks that stretch from Janesville south to Davis Junction, IL.

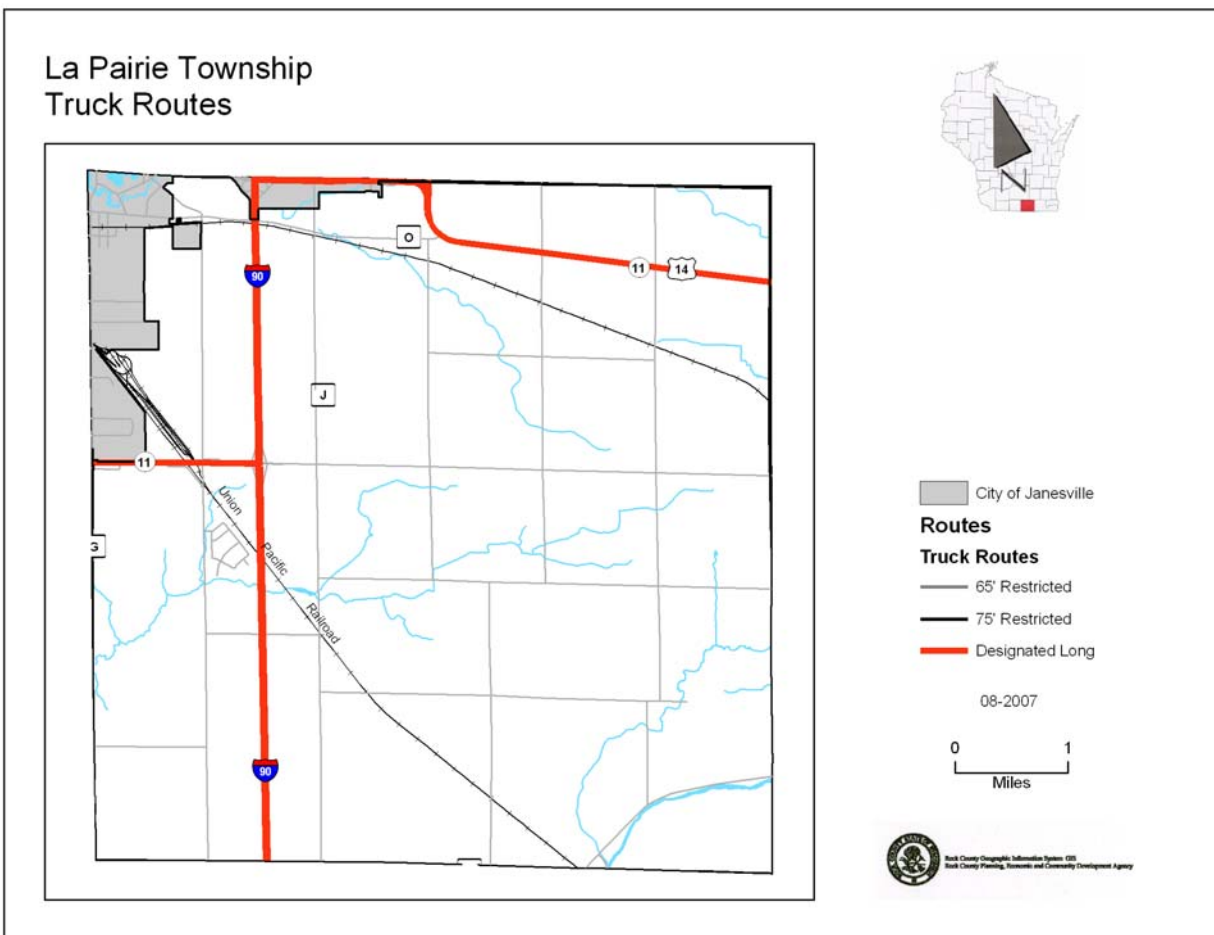
The railroad that runs on the greatest number of track miles in the County is the **Wisconsin and Southern Railroad**, which spans all parts of the County. The line runs through Orfordville, Hanover, Janesville, Milton, Edgerton and Avalon. A wide range of products are shipped on the Wisconsin and Southern, including corn and grain, lumber, canned goods, paper, fertilizer, aggregate, ethanol, gasoline, sugar, pulpboard, plastic, metal scrap, auto parts and military vehicles.

Trucking

A number of private trucking companies provide cartage service within Rock County. The type and number of trucking companies that operate in the county are as follows:

Contract (10), Heavy (9), Liquid/Dry Bulk (6), Motor Freight (18), Local Cartage (2).

Approximately 77% of all freight movement in Rock County is by truck. General Motors is the largest single generator of freight, and roughly 400 truckloads of goods travel to and from GM each day. The truck routes currently within the town are depicted in map 4.3 below.



MAP 4.3

Transit

City Buses

Both the Cities of Beloit and Janesville operate transit systems. The **Janesville Transit System** operates 25 buses and has 6 routes, three of which offer nighttime service that runs until 10:15 in the evening. **Beloit Transit** operates 13 buses and has 5 routes, none of which operate in the

evening. In addition to the routes that run throughout the two cities, there is a route called the Beloit-Janesville Express, which runs between the two cities. This route operates daytime, Monday through Friday. It originates at the Beloit transfer center and the Janesville transfer center, with stops at the Rock County Job Center, UW Rock County, Blackhawk Technical College and various Rock Valley Community Programs.

Van Galder Bus Line

An interstate bus line operated by **Van Galder** travels between Madison, WI and Chicago, IL. This line makes a stop in the City of Janesville. There are two southbound routes, one with a final destination of O'Hare Airport, and the other that goes to downtown Chicago. For the O'Hare destination buses leave Janesville 13 times a day, between 3:20 a.m. and 7:00 p.m. Stops are made in South Beloit and Rockford, IL before continuing to O'Hare Airport. The routes that head to downtown Chicago leave Janesville 4 times a day, between 6:00 a.m. and 2:55 p.m. Four times a day buses travel from downtown Chicago to Madison, arriving in Janesville between 12:55 p.m. and 11:05 p.m. Buses arrive in Janesville 16 times a day heading to Madison from O'Hare, between 5:45 a.m. and 1:05 p.m.

Greyhound Bus Line

A **Greyhound** bus line also serves Rock County. There is a Greyhound terminal in the City of Beloit. However, tickets are not sold at the terminal, and must be purchased online or by telephone. Buses departing the Beloit Greyhound station head north to Madison and south to Chicago. These buses then link to routes nationwide.

Both Van Galder and Greyhound bus lines offer charter services, for group travel, tour packages, or other special events.

Para-Transit

The Rock County Council on Aging provides specialized transit services, which are designed for use by elderly or disabled persons. To be eligible for the service, an individual must be at least 55 years of age, or physically disabled. Rides are made available to all areas within the Town of La Prairie and Rock County, using wheelchair lift-equipped vans.

Users arrange trips by calling the Specialized Transit Agency by 12:00 p.m. at least two (2) days in advance of the scheduled trip. Passengers are picked up at their scheduled time and taken to their destination. Once the rider's scheduled appointment has completed, he/she must place a call to the Specialized Transit Agency in order to notify the van driver that it's time to make a return trip.

The Rock County Council of Aging also offers a volunteer driver escort program called RIDES, where volunteers offer their time and their own vehicles to drive patrons to medical appointments. Transportation is offered to all areas within the boundaries of Madison, Milwaukee, Monroe and Rockford, IL and riders are charged per mile.

It is not feasible for the town to provide a local transit system. The nearest public transit services are provided by the Janesville Transit System in the City of Janesville. There are currently no plans to expand this (or any other) municipal transit service into the Town of La Prairie.

The Rock County Council on Aging provides specialized transportation services, at a fee, 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. Door-to-door services are provided Monday through Friday from 8:00 a.m. to 5:00 p.m., to all areas within Rock County using wheelchair accessible vans.

Additionally, a Volunteer Driver Escort Program (the RIDES Program) is available for transportation outside of Rock County. Boundaries for transportation are to Madison, Milwaukee, Monroe or Rockford. Through this program, transportation is coordinated through volunteer drivers who offer their time and use of their own car.

Other services within Rock County include the Edgerton Taxi Service provides "shared ride taxi" public transit service between Edgerton and Janesville and the State Vanpool/Rideshare program. This program has been in operation since 1976 and currently has 72 vans in the fleet. The Rideshare portion of the program has a computer that matches Rideshare customers with other customers that live and work in the same area. Both operations are based in Madison, Wisconsin.

Recreational Transportation

Bike and Pedestrian

The Town is fortunate to be adjacent to numerous, well-maintained bike trails and routes. An expansive network of bicycle and pedestrian routes span throughout Rock County. The system of routes includes **Pelishuk Nature Trail** located in Clinton Township, the **Ice Age Trail** (portions of which are planned to cross the entire width of the County), the **City of Beloit Bicycle Trail**, the **City of Janesville Bicycle Trail** and designated bicycle lanes, all interconnected by Rock County bicycle routes. The system of routes connects urbanized areas with destinations that offer recreation and natural amenities. The County Parks can all be accessed via bicycle/pedestrian routes and lanes.

The **Wisconsin State Bikeway** connects Kenosha and La Crosse, and includes a 36-mile portion that spans the northern part of Rock County. The route is not marked, but route information is available from the DNR. The route basically follows County Road C from Green County and continues east using County Road M across the northern portion of Rock County into Walworth County.

More routes are planned to further connect existing ones, and these are set forth in the County's Parks, Outdoor Recreation and Open Space (POROS) Plan, which will be updated in 2008. Criteria for the location of future routes include smooth terrain and low traffic volume. Loop routes are to be integrated into the system to allow the opportunity for shorter outings.

Snowmobile Trail

Each year easements are obtained from various landowners, and together they comprise the Rock County Snowmobile Trail. There are approximately 226 miles of trail, about 4.5 miles of which go through or run adjacent to the Town of La Prairie. The trail is made possible by the Wisconsin Snowmobile Trail Fund, which finances the easements in their entirety. Since the inception of the Rock County Snowmobile Trail, in 1981, it has encircled the entire county, with numerous trail spurs connecting adjoining trails in adjacent counties.

Multi-Use Trails

While the Pelishek Nature Trail and the Ice Age Trail are listed as bike and pedestrian routes, they are indeed off-road trails that serve a multitude of recreational uses, including hiking and horseback riding. Smaller trails are also found in some of the County's parks. While Carver-Roehl offers hiking/nature trails and cross-country skiing, Gibbs Lake and Magnolia Bluff offer similar trail uses, in addition to horse paths. Lee Park has hiking/nature trails, which are also incorporated in the county snowmobile trail network during the winter. The Town of La Prairie currently has no county parks located within its boundaries but several within one mile of its borders, (Airport Park , Happy Hollow Park and Sweet-Allyn Park).

Boating

A number of rivers, streams and lakes in Rock County are ideal for boating and other water sports. In the Rock County POROS plan, a detailed River Trails Plan identifies waterways that are favorable for canoeing and kayaking (including Turtle Creek in the Township) Lake Koshkonong, the southern portion of which is located in Rock County, is a popular destination for boating and water sports.

Rustic Roads

The Agricultural, Natural and Cultural Resources element of this Plan includes Rustic Roads as a cultural resource. These roads are used for vehicular, bicycle, and pedestrian travel in unhurried, quiet and leisurely enjoyment. The Wisconsin Legislature in 1973 gave counties the authority to designate Rustic Roads, and two have been designated in Rock County. They are: Serns road running from the City of Milton north to County Road "N" and Riley road running from U.S. 14 north to the county line. The Town of La Prairie has no rustic roads.

4.3 Existing Plans and Projects

This section reviews State and regional, and County transportation plans and projects that are relevant to the Town of La Prairie. The Town of La Prairie's goals, objectives, and policies for transportation are consistent with these plans and projects, although this Comprehensive Plan may address concerns and recommend improvements that are not yet acknowledged by any other state or regional plan.

State Plans

Translinks 21: A Multi-Modal Transportation Plan for Wisconsin's 21st Century

Completed in 1995, Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century provides an overall vision, goals and recommendations for planning in the state through 2020. This plan calls for the creation of a state grant program to help local governments prepare transportation corridor management plans (no grant exists as of this writing), the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons (this provision is made for Rock County), and the development of a detailed method of assessment of local road investment needs. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

Translinks 21: A Multi-Modal Transportation Plan for Wisconsin's 21st Century is the predecessor for the Connections 2030 Plan currently in progress.

Connections 2030 Plan

While most transportation-related plans authored by the State are needs-based plans, this Connections 2030 Plan that is currently being developed, is a policy-based plan. The plan will be a long-range transportation plan that addresses highways, local roads, air, water, rail, bicycle, pedestrian, and transit facilities and services. The overall goal of this plan will be to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. Policy recommendations in the plan will refer to specific corridors throughout the State, two of which (the Alpine Valley Corridor and the Southern Tier Corridor) are partially within the Town of La Prairie. The five corridors identified in Rock County are as follows:

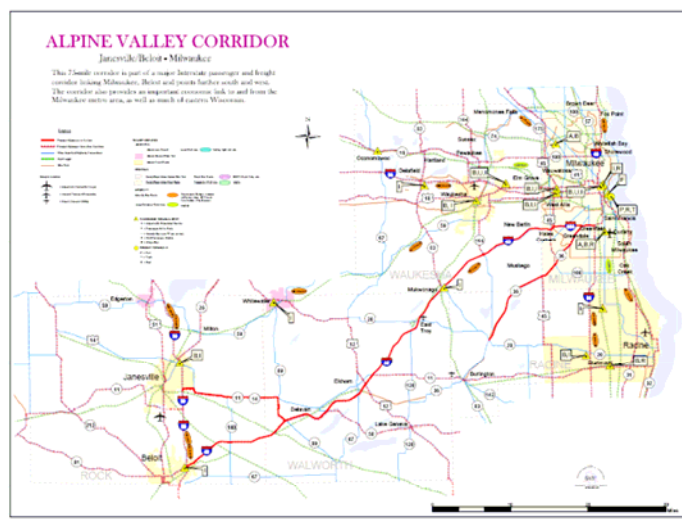
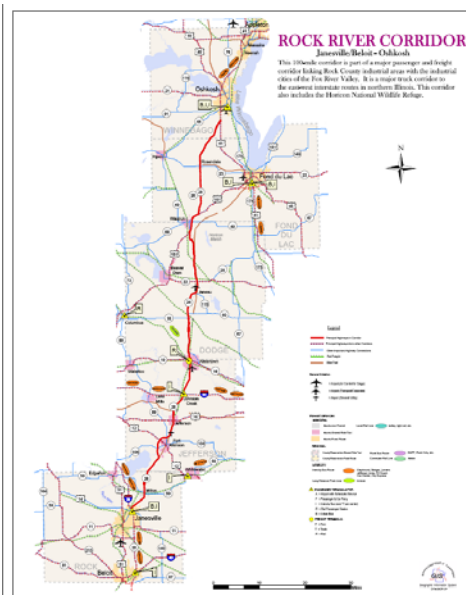
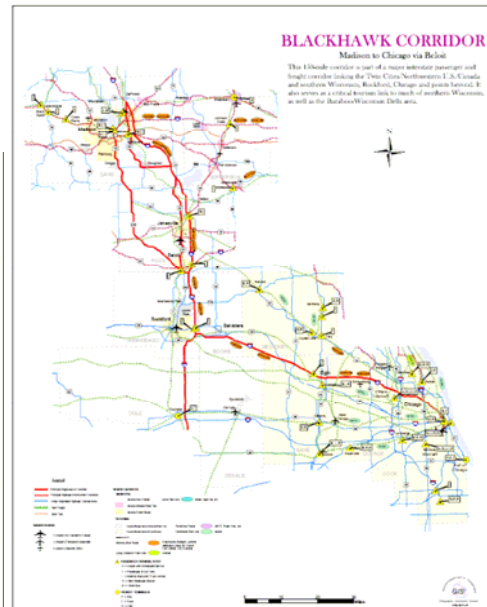
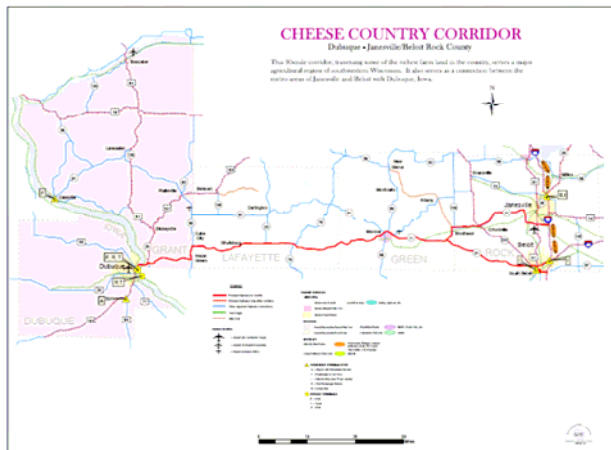
Alpine Valley Corridor – Janesville/Beloit to Milwaukee (via Hwy. 14/11 through the Towns of LaPrairie and Bradford and via Hwy. 43 through the Towns of Turtle and Clinton and on into Walworth County).

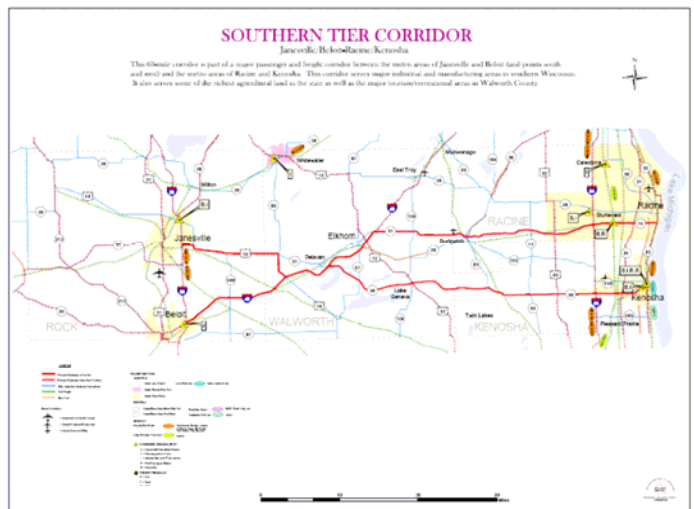
Blackhawk Corridor – Madison to Chicago via Beloit (via Hwy. 51 through the Towns of Janesville and Fulton and via Hwy 213 through the Towns of Beloit, Newark, Plymouth, Spring Valley, Magnolia and Union where it goes to Hwy. 14 and on into Dane County).

Cheese Country Corridor – Dubuque to Janesville/Beloit (via Hwy. 11 through the Towns of Janesville, Plymouth and Spring Valley and via Hwy. 81 through the Towns of Beloit, Newark and Avon and on into Green County).

Rock River Corridor – Janesville/Beloit to Oshkosh (via Hwy. 26 through the Towns of Harmony and Milton and on into Dane County).

Southern Tier Corridor – Janesville/Beloit to Racine/Kenosha (via Hwy. 14/11 through the Towns of LaPrairie and Bradford and via Hwy. 43 through the Towns of Turtle and Clinton and on into Walworth County).

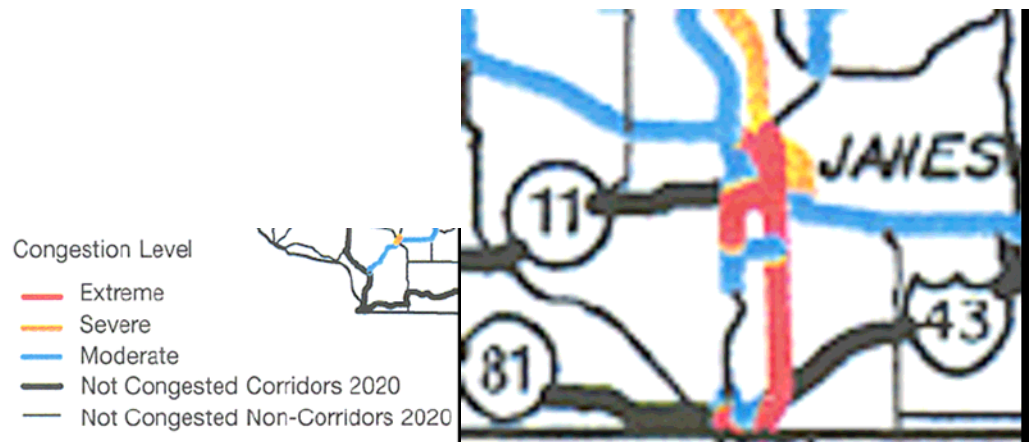




State Highway Plan 2020

The Wisconsin State Highway Plan focuses on the 11,800 miles of state-managed highways and 4,600 bridges in Wisconsin. Approximately 60% of all traffic in the state is carried on the system. This plan identifies Interstate 90/39 as a “Corridors 2020 Backbone route,” meaning the state treats this route as one which connects major population and economic centers and provides economic links to national and international markets. The State Highway Plan does not identify construction projects specifically; rather, it develops strategies and policies to improve the state highway system over the next 20 years. Given its focus, the plan does not identify improvement needs under local jurisdiction. The main areas of focus within this plan relate to pavement and bridge preservation, traffic movement, and safety.

The plan addresses projected congestion. In Rock County, Interstate 90/39 south of the City of Janesville to the state line, is expected to be extremely congested, with severe congestion occurring north of Janesville. Portions of Highway 51, in and around the Cities of Beloit and Janesville also are expected to reach extreme congestion. Moderate congestion is foreseen for Highway 14, and for Highway 51 north of the City of Janesville to the county line. These projections assume no capacity expansions to the roadways.



The strategies and policies set forth in this plan are expansive and cover topics including preserving transportation infrastructure, improving traffic movement and safety, economic development, environmental protection, and financing. Special emphasis is given to the high investment needed to mitigate congestion in Southeastern Wisconsin.

Wisconsin Rail Issues and Opportunities Report

This plan, completed in 2004, is the result of a public outreach effort to determine issues related to rail transportation. This plan is intended to direct the rail element of the *Connections 2030* plan currently in progress. Issues identified in the plan are categorized as rail network issues, intercity passenger rail issues, safety issues and legislative issues. Commuter rail, locomotive horns at roadway/railway crossings and a proposal to reduce mercury emissions are identified as emerging issues in the plan.

Wisconsin State Airport System Plan 2020

This plan is an inventory of airport facilities throughout the state, and what services they provide. Included are upgrade recommendations, along with information on funding and environmental consequences. The plan states that in 2000 the Southern Wisconsin Regional Airport was ranked the 8th busiest airport in the state, and in the year 2020 it is expected to maintain the 8th ranking. The airport is categorized as Air Carrier/Cargo, and will remain classified as such through the year 2020. This classification means that the airport can accommodate all aircraft, up to and including wide body jets and large military transports. The Southern Wisconsin Regional Airport is one of only 10 airports in the state with this classification.

Wisconsin Pedestrian Policy Plan 2020

This plan, completed in 2002, details how state and local jurisdictions can improve pedestrian safety and comfort, while increasing walking as a practical mode of transportation. Options for pedestrian facilities are explored, especially those that are user-friendly for the elderly, children and people with disabilities. The need for education efforts among law enforcement, motorists and pedestrians is discussed, as is WisDOT's leadership role, in promoting walkability.

Wisconsin Bicycle Transportation Plan 2020

This plan, completed in 1998, guides the establishment of bicycle accommodations in transportation planning. It also addresses costs, the State's role, and how popular and beneficial bicycling is. While the plan describes seven different intercity trail segments that are considered key, and the recommendations set forth to improve those segments, none of them are located within Rock County. The Rock County Parks, Outdoor Recreation and Open Space Plan outlines specific plans for future bicycle routes, and is a more useful and detailed reference.

State Corridor Plans and Studies

The impetus for State projects and plans is always either an emergency or legislative direction, a request by the public or by a local unit of government, or it develops through routine system maintenance. Five stages precede the start of actual construction. These stages are: Concept Definition, Investigation, Determination, Final Design and Pre-contract Administration. Details regarding each of these steps are available on the Wisconsin Department of Transportation website.

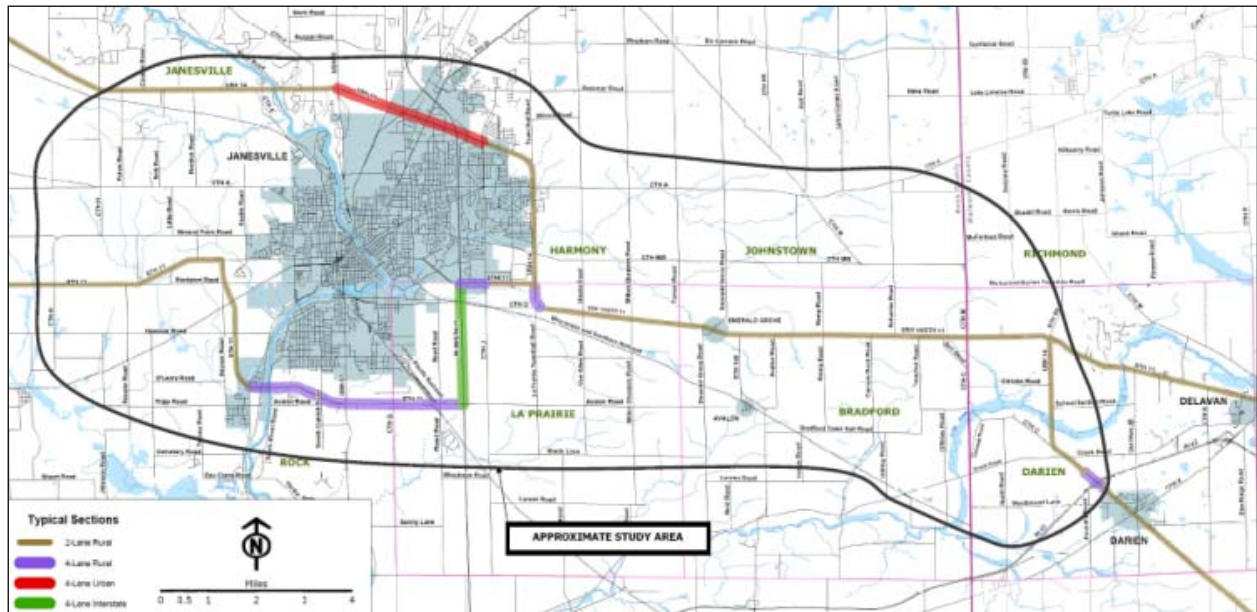
I 39/90

The widening of Interstate 39/90 is a major undertaking to increase capacity that is planned to begin in 2013 or 2014. Over 45 miles will be widened from 2-lanes to 3-lanes in each direction for the portion of the interstate spanning from Highway 12/18 (the "Beltline") in Madison to the Illinois state line. All work is planned to take place within the existing right-of-way. Construction will begin at the state line, and work northward. The project will involve major modification and restructuring of all interchanges, including substantial re-arrangement of the interchange at I-43 in Beloit. Bridges along the route have already been rehabilitated.

USH 14/STH 11

The US Highway 14/Wisconsin Highway 11 corridor is a heavily traveled and crucial link from Janesville to Darien, through Walworth County. As traffic volume has increased, so have crash rates, therefore corridor improvements have been deemed necessary. The study of this corridor began in 2003, and is expected to end in 2008. The study analyzes system linkage, future travel demand, safety, capacity and socio-economic demands. The study area for the US 14/STH 11 Corridor Study includes the northern portion of the Town of La Prairie and is shown in Map 4-4. There is current interest by the City of Janesville in connecting Hwy. 11 on the west side of the City, to Hwy. 14, thus forming a bypass around the City.

MAP 4.4 - US 14/STH 11 CORRIDOR STUDY AREA



Source: Wisconsin Department of Transportation

County Plans

County Public Works Projects

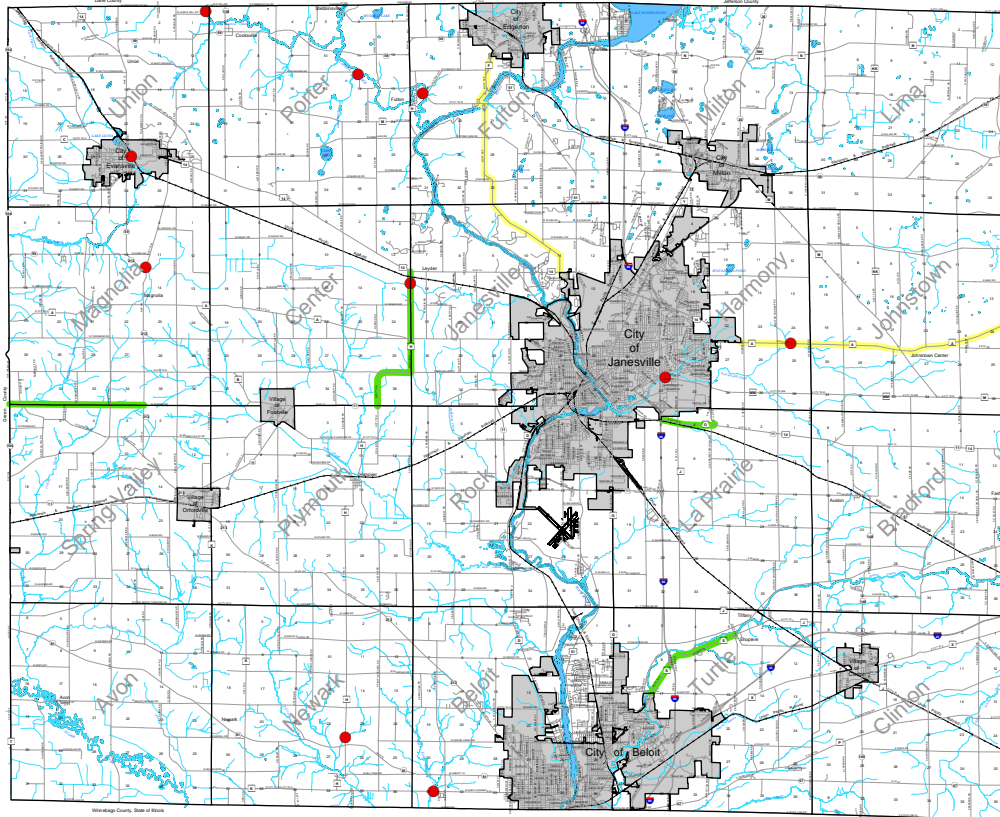
Each year the Rock County Department of Public Works lists future road and bridge projects, both for the current year, and for the future. The most current map of planned projects is shown in Map 3-4. The road projects for 2007 are: County Trunk Highway (CTH) B in the western portion of the County, a portion of CTH O in La Prairie Township, CTH S in Turtle Township, and County Road H in Center and Janesville Townships. Future projects include CTH F, in the Townships of Fulton and Janesville and CTH A, in the Townships of Harmony and Johnstown.

MAP 4-5 - ROCK COUNTY PUBLIC WORKS PROJECTS, 2007 AND FUTURE

Rock County Public Works Projects 2007 and Future



2007



Future Road Projects

2007

Future

● Future Bridge Projects

0 1 2 3 4 5 6
Miles

One Inch Equals One Mile
1:63,360



Southern Wisconsin Regional Airport Land Use Plan

The firm Mead and Hunt recently completed a Land Use Plan, and related Overlay Zoning Ordinance for the 3-mile jurisdictional area surrounding the Southern Wisconsin Regional Airport. This plan will manage growth encircling the airport and provide tools for enforcing height regulations and other aspects of development that consider compatibility with aviation. A portion of this 3-mile area falls within the Town of La Prairie. The Plan/Zoning Ordinance goes into effect in January 2010.

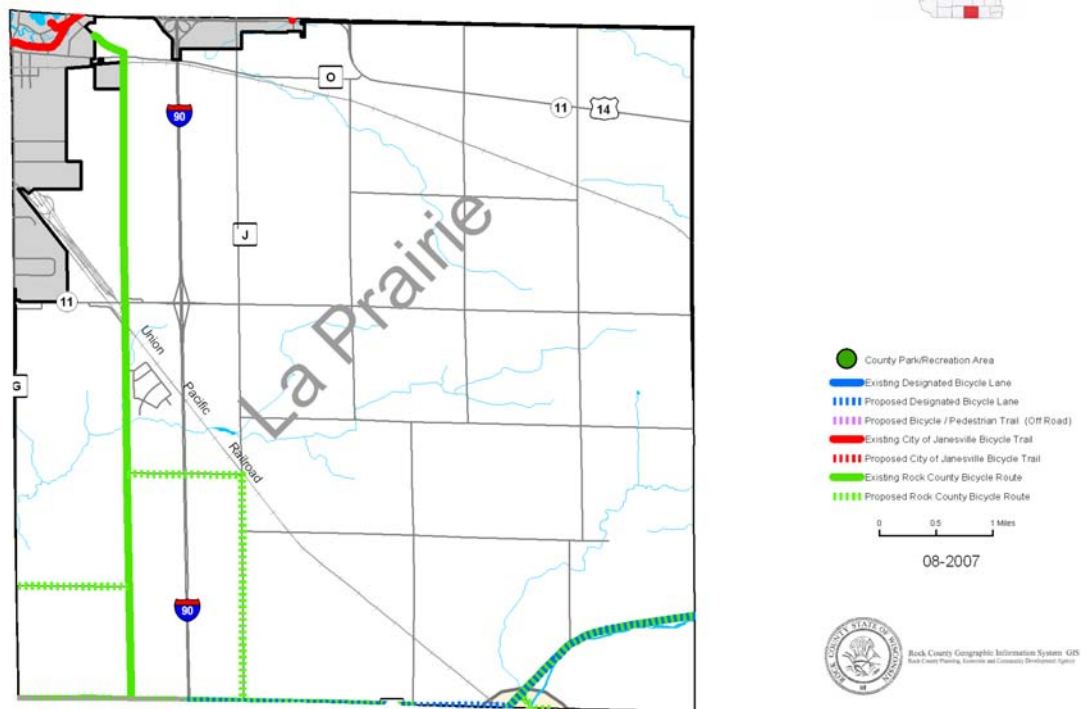
2003 Rock County Bicycle and Pedestrian Routes and Trails Plan

Completed by the Rock County Parks Department, with assistance from HNTB, this plan includes existing and proposed off road bike and pedestrian trails, bike lanes, abandoned rail corridors and local roads with low traffic volumes. This map plan was adopted as a component

of Rock County's Parks, Outdoor Recreation, and Open Space Plan (see below) and as a Sub Element of this Transportation Element.

Currently, within the Town of La Prairie, (See Map 4.6) the County Bike Trail follows Read Road to Townline Road and down County Road J to Creek Road. Proposed future bike routes are located on Sunny Lane, Woodman Road and County Road J.

La PrairieTownship Bicycle and Pedestrian Routes and Trails Plan

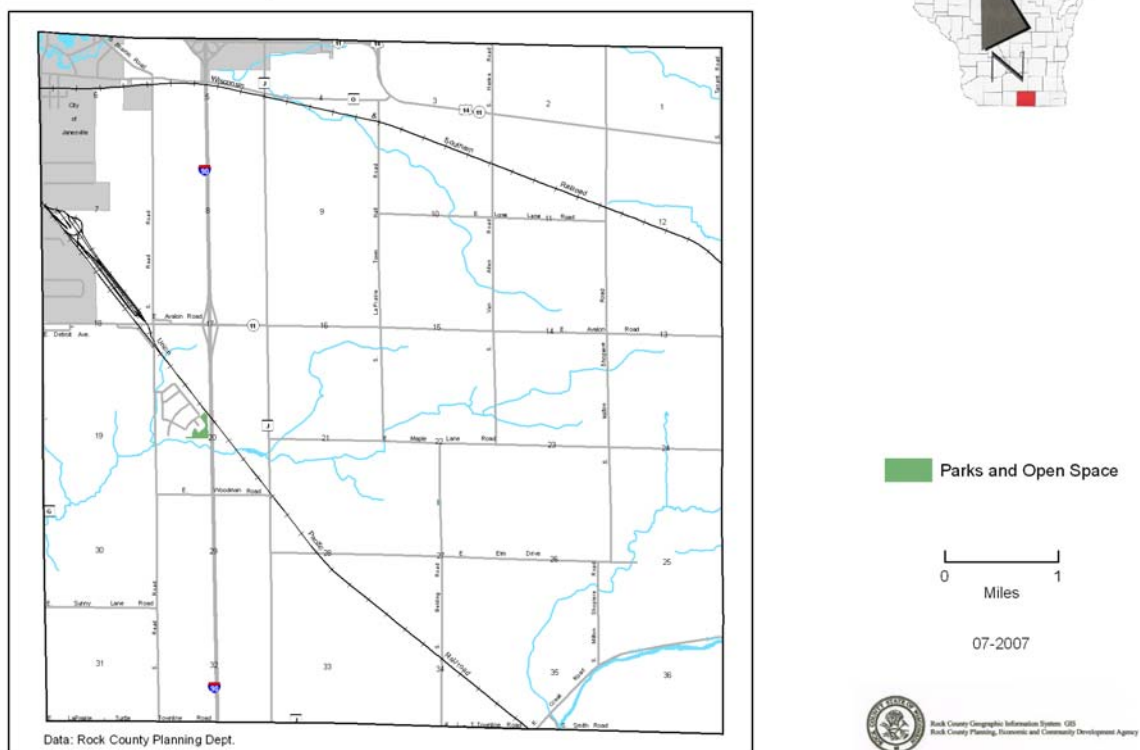


MAP 4.6

Parks, Outdoor Recreation and Open Space Plan (POROS) (See Map 4.7)

Completed by Rock County in 2003, the current Parks, Outdoor Recreation and Open Space Plan (POROS) includes plans and policies for several modes of recreational transportation, including bicycle/pedestrian, hiking, boating and snowmobiling. An updated version of the POROS plan has recently been completed by the Rock County Parks Department, with assistance from Rock County Planning and Development.

Town of La Prairie Parks and Open Space



MAP 4.7

Funding available for local parks and open space enhancement was listed in the POROS Plan starting on page 481. A brief listing of potential local funding sources follow:

- 1) Aids for Local Parks & Recreational Areas
- 2) County Conservation Aids
- 3) Gypsy Moth Suppression Program
- 4) Non-point Pollution Abatement Program
- 5) Recreational Trails Program
- 6) Stewardship Grants for Nonprofit Conservation Organizations

Metropolitan Planning Area (MPO) Plans

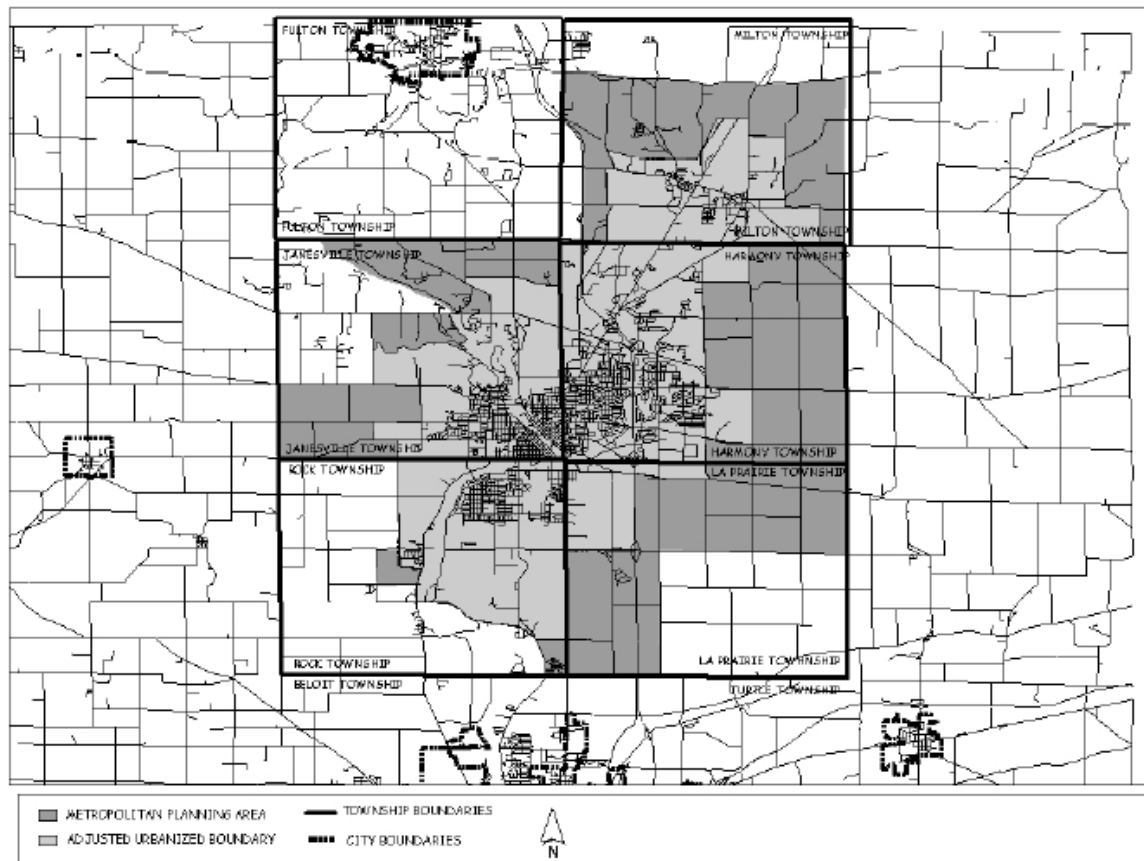
2005-2035 Janesville Area Long Range Transportation Plan

This Plan is federally mandated in order for the Metropolitan Planning Area surrounding the City of Janesville to qualify for federal and state transportation funding assistance. The MPO is known simply as the Janesville Area MPO. The MPO's urbanized area includes a population of 78,544 people. The Town of La Prairie is part of the planning area within this MPO. The entire planning area is shown in Map 4.8.

The MPO Plan's overall goal is to develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the communities. Specific recommendations are set forth in the plan to address transit, bicycle and pedestrian, streets and highways and freight movement. Some future major projects per the Janesville Area Metropolitan Planning Organization that are located in the Town of La Prairie are:

1. Reconstruction of STH 11/14 to 4 lanes from Wright Road to County Road O during 2008.
2. Resurfacing of Highway 14 from Janesville to Walworth County proposed for 2011.
3. Environmental impact statement on Highway 14 from Janesville to Walworth County is currently underway.

MAP 4.8 - JANESVILLE AREA MPO METROPOLITAN PLANNING AREA



Source: Janesville Area MPO 2007 Work Program

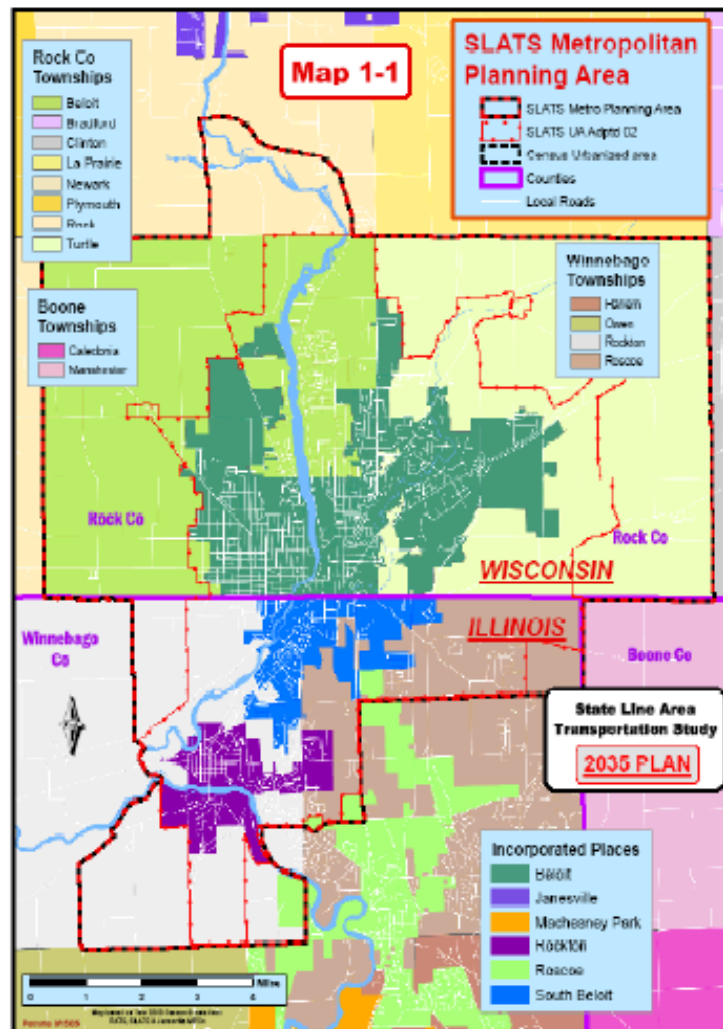
Stateline Area Transportation Study 2035 Long-Range Transportation Plan

This plan is federally mandated in order for the Metropolitan Planning Area surrounding the City of Beloit to qualify for federal and state transportation funding assistance. The MPO is known as the Stateline Area Transportation Study (SLATS). The SLATS urbanized area covers 55 square miles, and includes a population of 58,732 people. The area is shown in Map 4.9.

The six main goals set forth in this plan are:

- 1) Tie into the regional economy and promote efficiency and accessibility.
- 2) Enhance regional multimodal connectivity.
- 3) Encourage community development.
- 4) Improve safety for all uses and all modes.
- 5) Maintain and maximize the use of the existing infrastructure.
- 6) Minimize negative impacts to the environment.

MAP 4.9 - SLATS METROPOLITAN PLANNING AREA



This plan explains the SLATS Project Evaluation Criteria, which will continue to be used to prioritize projects for inclusion in the annual Transportation Improvement Program (TIP) authored by the MPO. The demographic characteristics of residents within the SLATS planning area and their means of travel, the needs of travelers and services provided by mass transit, roadway functionality, level of service (LOS) and future road layouts, are all evaluated.

A *Bike and Pedestrian System Plan (BPSP)* was completed by SLATS in 2004, and the Long-Range Transportation Plan summarizes and reiterates that plan. The plan calls for citizens to be aware of bike and pedestrian users, safe bike and pedestrian facilities, and the development of an overall bike and pedestrian friendly community.

South Central Wisconsin Commuter Study

SLATS staff is facilitating this corridor-planning project that aims to improve transit links from the Janesville/Beloit area to points in the Chicago metropolitan area and to Dane County, WI. While the feasibility of Metra commuter rail to Harvard, IL via the Village of Clinton is of interest, this study also assesses the idea of bus rapid transit (BRT) to connect the communities.

A stakeholder survey (local businesses, and local municipalities) has been completed as part of this study, and a market analysis has begun. The market analysis has revealed that work travel flows to and from South Central Wisconsin were highest to and from the Cities of Madison, WI and Rockford, IL in addition to a substantial amount of travel between the Cities of Janesville and Beloit.

As of early April 2007, the final draft of the *Initial Transportation Inventory Report* was complete. This portion of the study inventories rail and bus service, and highways in the region. Regional transit initiatives proposed by others entities in the region are also examined. So far the indication is that work commute is away from the Chicago area and concentrated in the Madison, Janesville-Beloit, Rockford corridor.

The next steps in the Commuter Study process are to continue the market analysis, and a Purpose and Needs Report. Eight options have been selected for further study. This report will set the framework for goals and objectives of the study, and help determine which transportation alternatives are most reasonable. This study has been completed.

The study basically determined that at this time commuter rail is not a top priority and that bus rapid transit (BRT) to connect communities is to be further studied.

4.4 Current and Future Needs

Conditions

According to public input, roadways in the Town of La Prairie are viewed to be in good condition, and there are no immediate hazards, however there are always areas in need of repair. Roadway funds from the County and the Town have been used primarily toward repairs, rather than preventative maintenance.

One of the best means to organize road repair needs is by maintaining an up-to-date inventory. WisDOT offers an online database for local jurisdictions to utilize, called WISLR (Wisconsin Information System for Local Roads). Rock County is conscientious about sustaining the data regarding County maintained transportation facilities. The Towns are able to access this site to update their own data. The benefits of keeping the information updated is important for the Town to keep a better eye on the current status of its roads, and effort must be put forth to do so.

When it comes to financing transportation improvements and repairs, a plethora of state and national aid is available. The Town must actively seek funding assistance when available and appropriate.

It is logical that future development within the City of Janesville Sewer Service Area, should in fact, only be constructed on a public sewerage system. In fact, there is a county policy in affect that requires new systems within this area to hookup to City Sewer unless the City of Janesville indicates that sewer is currently not available. The reasons for this are many, but the obvious reasons are so that homes will be constructed on smaller lots that consume less farmland or so a landowner does not spend money on a septic system in an area that will have City services available in the near future.

Congestion

It is commonly believed that you cannot build your way out of congestion. If new routes are constructed to ease capacity, oftentimes development then is generated along the new route, only adding to the congestion. While the question use to be "Which comes first, transportation or land use?" it is now understood that the two must come together.

Another way to ease congestion is by reducing the number of SOV (Single-Occupancy Vehicle) trips in the area. Over 94% of random survey respondents in Rock County drive alone to work and/or school each day. Carpooling is only slightly utilized, and busing, walking and biking are even less popular. While reducing SOV trips is more applicable and realistic in urbanized areas, rather than in an unincorporated county, there are changes that could be made. New bicycling and walking facilities and routes could be made available, and transit could be made more convenient. The Town of La Prairie has easy access to the City of Janesville Multi-use Trail System that extends through the northwest corner of the Township within the city limits.

Safety

The Township and some of the citizenry has expressed concern about safety at the intersections of Avalon Road and County Road J and Avalon Road and Van Allen Road. Using data obtained from the Rock County Sheriff's Department for the years 2000, 2003 and 2006, it indicated that a total of 23 vehicles were involved in accidents with nine injuries reported at Avalon Road and County Road J. During that same period, 7 vehicles were involved in accidents with 1 injury reported at the intersection of Avalon Road and Van Allen Road. The Township as a whole during that same period indicated that a total of 241 accidents were reported involving 364 vehicles, 100 injuries and 3 fatalities. Eleven of the accidents involved deer/vehicle collisions. Other potentially unsafe town intersections are County Road G and STH 11, Townline Road and County Road G and US Highway 14.

The Read Road bridge needs to be considered for reconstruction. The narrow span makes for unsafe passing of vehicles

The inventorying of detailed accident data can be helpful in identifying problem intersections or roadways, and alleviating accident occurrences. Although the technology exists to record exact longitude and latitude points of an accident as soon as emergency personnel arrive at the scene, a system to do so has yet to be established in the Town of La Prairie as well as the rest of Rock County. This technology is referred to as "geocoding", and can be used along with the existing Geographic Information System in the County to create a uniform crash data analysis system, across jurisdictions. This data would be useful in determining where priority areas are for road/safety improvements.

There are various ways to reduce the incidence of accidents in the Town of La Prairie including using measures to reduce traffic congestion, the installation of traffic calming devices where appropriate, and consistent regulation of driveway access points based on measures for adequate vision clearance. Currently, Rock County requires easements for vision triangles at intersections when a land division takes place.

All too often landowners wish to create new buildable lots in locations that are not conducive to safe driveway access. Locating driveways in unsafe locations that do not provide adequate sight clearance can prove dangerous for the property owner, and for innocent drivers and passengers alike. Rock County Land Division Regulations contain standards that are used when reviewing new lots for safe sight distance. A driveway ordinance at the Town level would regulate such specifications as width, length and slope of driveways. Additionally, it could regulate driveway placement to ensure road access safety as well as adequate ingress and egress for emergency vehicles to all properties regardless of weather conditions.

Safety is also an important issue to consider for other modes of transportation, including railroads, air, and recreational transportation. State programs may be available to help fund needed and appropriate safety improvements within the Town of La Prairie.

Connectivity Standards

Often times the way land is developed and divided in the unincorporated county does not lend itself well to future development surrounding the area. For instance, flag lots prohibit the installation of through streets at suitable intervals, and an abundance of cul-de-sacs impede accessibility from one neighborhood to another. Though most homeowners enjoy this type of isolation, it could prove dangerous in an emergency. Traditional neighborhood design layouts should be encouraged for future development, as should the construction of stub streets rather than cul-de-sacs, to allow future connectivity, if development does occur.

Enhancements and Beautification

Recreational trails, such as those for bicycles and pedestrians, are the most abundant type of transportation enhancement in Rock County. But to truly make the area bike and pedestrian friendly, more needs to be done. Many new developments provide no accommodations for bikes and/or pedestrians. And many schools throughout the County are not safely accessible, except by personal automobile. These issues could be remedied if additional facilities and services for biking, walking, and other non-auto modes of transportation are maintained, expanded and/or created.

Roadside beautification is another form of transportation enhancements, and the County endorses the use of native plantings. Currently, when right-of-way areas are reseeded during construction and improvements, non-native materials are used, which are difficult to remove once established.

Programs and Funding Sources

SATETEA-LU
New Freedom
STRAP
JARC
United We Ride

4.5 Transportation Goals and Objectives and Policies

Transportation Goal #1:

To provide a safe, efficient and equitable transportation system that meets the needs of diverse users while minimizing impacts on farming, landowners and the environment.

Objective: Provide safe roadway conditions, while cooperating with county and state entities.

- Objective:* Improve the safety of key roads (for example: intersection of Avalon and County Road J and Avalon Road and Van Allen Road, County Road G and Townline Road and STH 11) in the community.
- Objective:* Improve the safety of the Read Road bridge by seeking funding to expand the width of the structure.
- Objective:* Inform potential new residents of the existence and necessity of agricultural traffic within and around the town.
- Objective:* Coordinate transportation and land use planning to minimize sprawl and traffic congestion.
- Objective:* Ensure safety at railway crossings.
- Objective:* Promote right-of-way plantings and beautification that incorporates native plantings and maintains the scenic value and rural character.
- Objective:* Support and encourage the use of the Southern Wisconsin Regional Airport.
- Objective:* Keep abreast of new transportation trends and advancements, and use them as appropriate.
- Objective:* Ensure that each new buildable lot has a safe driveway access point and meets sight distance standards.
- Objective:* Limit the number of driveways and residential access points on State and County highways as well as high capacity local roads.

Transportation Goal #2:

To support the development of a regional transportation network.

- Objective:* Require and maintain an interconnected road network.
- Objective:* Ensure that improvements or expansion of existing transportation systems are coordinated with local land use desires.
- Objective:* Participate in multi-jurisdictional transportation system improvements and maintenance projects in and around the Town of La Prairie.

Transportation Goal #3:

To offer alternate mode options to help minimize Single Occupancy Vehicle (SOV) trips within the Town of La Prairie and the region, to lessen traffic congestion and vehicle emissions.

- Objective:* Ensure that the Town of La Prairie is and remains a safe and enjoyable location for recreational transportation, such as snowmobiling, bicycling and walking.
- Objective:* Expand, create and/or maintain local and regional facilities and services for biking, walking, and other non-auto modes of transportation.
- Objective:* Promote and improve awareness and utilization of existing transit services, especially those that serve the elderly and disabled.
- Objective:* Support regional efforts to develop high-speed rail service through Rock County that utilize existing rail lines and that no new right-of-ways are required.

Transportation Goal #4:

To support agriculturally economic and fiscal responsibility regarding transportation-related improvements in the Town of La Prairie.

- Objective:* Use, update and accurately maintain the Wisconsin Information System for Local Roads (WISLR) to manage and inventory road attributes, administration, condition and maintenance requirements.
- Objective:* Continue to involve Town of La Prairie representatives in transportation-related committees and planning efforts throughout Rock County and the region.
- Objective:* Preserve, maintain and support existing transportation corridors that connect Rock County's companies to regional markets.

These policies should be used as rules or courses of action to be followed in order to assure that the goals and objectives of this transportation element be accomplished. The Town of La Prairie should use the following policies to guide future transportation projects, plans and improvements:

1. Rezoning and land divisions in the Town shall be approved in appropriate locations based upon the Town of La Prairie Development Plan, so as to best utilize existing transportation networks without contributing to sprawl or traffic congestion.
2. The Town of La Prairie shall consider future roadway additions and enhancements in the context of future long-term land use planning.
3. The Town of La Prairie shall work with the State Office of the Commissioner of Railroads, when appropriate, to work toward the replacement and/or enhancement of warning devices where needed.
4. The Town shall support regional efforts to develop high-speed rail service through Rock County.
5. Snowmobile routes shall continue to be properly designated and maintained.
6. A driveway ordinance shall be drafted and adopted, to regulate driveway placement, width, length, slope and to uphold access control. The number of driveways and residential access points shall be limited on busy local roadways.
7. Bike and pedestrian trails and routes in the Town shall be connected to nearby trails and routes in adjacent towns and cities.
8. The Town shall provide information to generate increased awareness of the transit services offered by the Rock County Council on Aging.
9. State and federal funding programs shall be applied for and utilized whenever possible, to help finance highway and bridge maintenance, transit, rail, enhancements and other transportation improvements, especially those that reduce Single Occupancy Vehicle trips and air pollution, and benefit economic development in the region.
10. Participate in multi-jurisdictional transportation system improvements and maintenance projects in and around the Town.

11. The Town of La Prairie shall request Rock County Public Works to study the intersections of Avalon Road and County J and Avalon Road and Van Allen and any other intersection that may warrant such a study for improved traffic control/warning.
12. The Town shall continue to seek funding to improve the Read Road bridge span for safety purposes.