

3. Transportation

3.1 Introduction

Village residents depend on the transportation facilities in their community and the region to connect them to other areas of the state and to the rest of the nation and the world. The type, quality, and location of transportation facilities are an important component in residents' quality of life and in developing and maintaining a sustainable economy.

There is a significant relationship between transportation and land use. New development or changes in existing land uses, whether incremental or sudden, directly affects the safety and functionality of roadways and the demand for additional transportation facilities. On the other hand, the creation of new or improving existing transportation corridors can have a significant distributional effect on the type and timing of development within a community and/or a region. Thus, this element and the Land Use Element should support and complement one another.

For the foreseeable future, the private automobile will continue to dominant all modes of transportation. However, it is important to recognize that people have different needs and capabilities and that a good transportation system should include a variety of transportation choices. For example, the use of UTV's has become common place on rural roads. Once associated with agricultural use, the popularity of UTV's/ATV's has grown substantially for recreational purposes. In the future, charging stations for electrical vehicles will grow due to demand and technological advancements.

Objective of the Element

The intent of this element is to provide basic information on the existing transportation network in the Village and in the region (Exhibit 3-1). Next, statewide planning efforts are reviewed to assess how these efforts may or may not affect transportation facilities within and around the Village. The final section presents a future transportation network plan for the Village. Taken together this review will help to better define issues,

problems and opportunities that need to be addressed to accommodate residents' needs. As an end product, the future transportation plan will guide development of the road network over the planning period. In addition, this element is intended to form the basis for transportation goals and objectives.

Basic Objectives of the Transportation Element

- Assess existing transportation facilities.
- Review statewide planning efforts.
- Develop a long-term plan for transportation facilities in the community.
- Develop goals and objectives that will accommodate the needs of current and future residents.

3.2 Existing Road System

Local Road Network

Roadways serve two (2) competing functions: access to individual properties and traffic mobility. These needs compete in that as the number of property accesses increases along a route, traffic mobility decreases.

To help plan for current and future traffic conditions, it is useful to categorize roads based on their primary function. Arterials accommodate the movement of vehicles, while local streets provide the land access function. Collectors serve both local and through traffic by providing a connection between arterial and local roads.

Functional Classification of Roads

Highways in Wisconsin are classified by the DOT as principal arterials, minor arterials, major collectors, minor collectors and local highways. The Transportation Map (Map 2) in the Appendix A, shows the various roads in the Village, traffic counts, and how they are classified according to the Department of Transportation (DOT).

Principal Arterials. There are no designated principal arterials within the Village limits.

Minor Arterials. State Trunk Highway (STH) 28 provides the major east-west minor arterial for transportation in Kekoskee, running between Horicon and Theresa. It is the most heavily trafficked highway in the Village. The STH 67 provides the minor arterial for north-south movement (south of Mayville) and east-west movement east of Mayville. County Trunk Highway (CTH) Y running north-south, north of Mayville serves as a minor arterial. STH 33 is also a minor east-west arterial that is located to the south of the Village limits boundary.

Major Collectors. CTH V, north of Mayville is classified as a major collector. In addition, CTH TW, west of CTH Y, serves as a major collector for Kekoskee, running north-south.

Minor Collectors. CTH TW serves as a minor collector for Kekoskee, running east-west from the Village limits to CTH Y. CTH V, south of Mayville, also serves as a minor collector.

Local Streets. All other public roads in the Village that are not classified by the DOT are considered to be local roads.

The extensive system of local roads provides for circulation between and within communities for local residents and provides the link to other transportation routes.

Traffic Counts

As part of a statewide system, the Wisconsin Department of Transportation monitors traffic flow at selected locations and develops annualized averages with a specified end date for the average. Some of the traffic counts are from 2021 but a few are earlier, ranging back to 2008. The traffic count on STH 67 is from south of the Village limits but is the only available count for that highway. Map 2 shows the general locations of these counts taken in or near the Village. Traffic on STH 28 is the highest with an annual average daily traffic count of 4,400 trips per day, west of Mayville and 4,100 trips per day east of Mayville. STH 67, south of Mayville, averaged 4,400 trips per day. CTH TW north of Mayville had an average of 1,900 trips per day and 1,100 trips per day south of Mayville. CTH V, south of Mayville averaged 1,400 daily trips, while south of Mayville, the highway average 800 daily trips.

Surface Conditions

The Village Board does an annual review of all roads in the spring and then the Clerk updates the WISLR database every odd year. The system is referred to as PASER (Pavement and Surface Evaluation Rating). Recent data from 2022 are shown in Table 3-1. According to the rating, only 2.4 percent of the road miles do not need any type of maintenance at this time (rating 9 or 10). Routine maintenance (rating 7 or 8) is needed on 0.80 percent of the road miles, while another 50.2 percent of the roads are in need of preservative treatments (rating 5 or 6). Nearly 40 percent of the road are in poor condition (ratings 3 or 4). Just over 7 percent of the roads are in failing condition. Map 2 also shows the roads that have a PASER rating of less than four (McArthur Road and portions of Morris Road, Old Highway 28 Road, Northern Road, and CTH Y).

Table 3-1: Road Surface Rating

PASER Rating	Total Length by PASER	Percent by PASER	Condition	Treatment	PASER Groupings
1	6,951	4.80%	Failed	Reconstruction	7.20%
2	3,432	2.40%			
3	22,968	15.80%	Poor	Partial or full depth patching or joint repairs	39.50%
4	34,269	23.60%			
5	50,097	34.60%	Fair	Surface repairs, sealing	50.20%
6	22,618	15.60%			
8	-	0.00%	Good	Crack sealing and minor patching	0.80%
7	1,162	0.80%			
9	3,463	2.40%	Excellent	No maintenance required+	2.40%
10	-	0.00%			
Totals	144,960	100.00%			100.00%

Source: Village of Kekoskee and Dodge County

3.3 Additional Modes of Transport

Trucking

Trucking is an integral part of the Dodge County economy and depends on a safe and efficient highway system as well as adequate local roads and streets. Infrastructure to support trucking is abundant in Dodge County and the surrounding region. All state and U.S. highways, as well as several county trunk highways, within Dodge County are designated official truck routes by the Wisconsin Department of Transportation. There is one state rest area

A Transportation System Includes:

- ◆ Roads
- ◆ Transit Services
- ◆ Rail Services
- ◆ Bicycles Lanes, Paths, Trails, and Accommodations
- ◆ Air Travel
- ◆ Pedestrian Accommodations
- ◆ Harbors

in the county located off STH 41 south of Lomira. Truck routes in the village extend from Elm Road to the City of Mayville on CTH Y. Also, along CTH TW to STH 28.

Air Service

The Dodge County Airport in Juneau, located about six miles southwest of the Village, is classified as a Medium General Aviation Airport in the Wisconsin State Airport System Plan. Airports in this classification support most single and multi-engine general aviation aircraft, including those aircraft commonly used by businesses. These airports support regional and in-state air transportation needs. The airport also offers aircraft sales and services, charter services, drone services, and flight training and rentals.

According to the current Airport Master Record, the airport recorded 29,000 aircraft operations and was home to 50 based aircraft for the 12 months ending in May, 2021. The primary runway (08/26) is 5,060 feet long by 100 feet wide. The Dodge County Highway Committee is responsible for planning, administration, and maintenance of the Dodge County Airport.

The Watertown Municipal Airport, located approximately 30 miles south of the Dodge County Airport in the City of Watertown, is also a Medium General Aviation Airport. In 2022, the airport was home to over 90 based aircraft. The primary runway (05/23) is 5,008 feet long by 75 feet wide.

The Hartford Municipal Airport is also a Medium General Aviation Airport. This airport is intended to serve virtually all small general aviation single and twin-engine aircraft. Waupun also has limited airport service.

Commercial service is available at: General Mitchell International Airport in Milwaukee; Madison's Dane County Airport; and the Austin Straubel International Airport in Green Bay. These facilities have regularly scheduled service with a variety of commercial airlines.

Rail Service

At least one rail line passes through every town in the county, except the Towns of Portland, Hustisford, and Leroy. The Dodge County network of railroads includes rail lines operated by the Canadian Pacific Rail System, Union Pacific, Canadian National, and Wisconsin & Southern Railroad Company. The rail line in Kekoskee runs through the southern part of the Village and is a spur for the Wisconsin & Southern Railroad where the main line connects Oshkosh with Milwaukee, with a yard in Horicon.

Freight service as well as passenger trains traverse the county. Three of the lines travel south toward the Milwaukee area. One line runs south from Clyman Junction while another travels north from Horicon and extends past Oshkosh. This network allows for the easy flow of products throughout the county, with lines connecting Dodge County to Milwaukee, Madison, Fond du Lac, Oshkosh, Green Bay, and beyond. These railroads are important also for attracting industrial uses to the county. Amtrak passenger rail service is available from Columbus with connections to Minneapolis/St. Paul and Chicago.

Water Transportation

The Village of Kekoskee does not have immediate access to any major waterway or harbor that would offer water transportation options. The closest port is located in Milwaukee.

Sidewalks, Bicycle / Walking Trails

The only sidewalks in the Village extend from Downtown Kekoskee for only a couple of blocks.

There is an off-road bicycle trail that runs through the southwest portion of the Village along State Highway 28, connecting the Horicon Marsh Education and Visitor Center to the City of Mayville. The next closest trail to the Village of Kekoskee is the Wild Goose State Trail. This trail is the first cooperative state trail that is a multi-use recreational route located in Dodge and Fond du Lac Counties on an abandoned Chicago and Northwestern railroad corridor. The trail is owned by the Wisconsin Department of Natural Resources, while Dodge and Fond du Lac Counties develop, maintain and operate the trail. The trail runs from the southern trailhead at STH 60, four miles south of the city of Juneau in Dodge County to the northern trailhead at Rolling Meadows Drive in the city of Fond du Lac. The trail offers a safe and leisurely route through the country sides and offers bikers access to wildflowers, woodlots, wildlife, prairie remnants, farm fields and the Horicon National Wildlife Refuge and State Wildlife Area with over 250 bird species. The main trail is 34 miles of compacted limestone screenings and is used for biking, walking, hiking, jogging and cross-country skiing on a year-round basis.

In addition, various roadways within the area have been classified as on-road bicycle facilities. However, traffic volumes and road widths on many of these roads allow limited bicycle traffic and bicyclists are urged to familiarize themselves with these local conditions before using them. Those portions of STH 28 in the Village are classified as mostly high volume and are not recommended for bicycling. Such roadways typically have heavy traffic volume, no paved shoulders, or narrow paved shoulders, and many have moderate to high truck traffic. STH 67 and CTH V are both classified as having moderate traffic volumes and conditions for bicycling. CTH Y is classified as having moderate to high traffic volume.

A bike/hiking trail was also developed within the road right-of-way as part of the reconstructed STH 26 segment from Watertown to STH16/60. The 6.5-mile paved trail will be separated from motor vehicle traffic from the north edge of the City of Watertown to CTH J. Eventually, the plan would be to link the trail to the Wild Goose State Trail located along STH 60 in the Town of Clyman.

The County has adopted the *Dodge County Bicycle and Pedestrian* to help guide the development of pedestrian facilities. The following are key recommendations from the plan to enhance walking in Dodge County.

- ◆ Dodge County's top pedestrian priority is to focus its attention on and draw countywide attention to "Walk to School" initiatives for children of all ages. Dodge County will work with community leaders, decision makers, voters, and citizens to encourage school districts and/or municipalities to:

1. Build new schools in close proximity to homes of the children who will attend so that they can walk to school. Utilize existing neighborhood schools whenever possible.
 2. Complete sidewalk gaps along safe routes to school.
 3. Urge groups of children to walk together.
 4. Encourage parents to walk with their children to school if they have safety concerns, employing effective strategies like “the walking school bus.”
- ◆ Commit to working with local governments to promote an ongoing, countywide educational campaign involving all possible partners to help motorists understand and comply with their legal responsibility to yield to pedestrians. Such an educational campaign would include information about safe speed and traveling distance.
 - ◆ Encourage municipal governments to complete sidewalk gaps on all frequently used walking routes in and through their communities. Focus should be on connections between retail development and multi-family housing.
 - ◆ Encourage individual communities to work together and create partnerships to: (1) develop maps of short, medium, and long walking routes with historical information and points of interest/destinations to promote walking by residents and visitors. (2) promote walking for transportation, recreation, physical fitness (including weight control and heart health), and community enjoyment.
 - ◆ Improve bicycle safety around the Horicon Marsh by paving shoulders and adding signage to increase motorists’ awareness of bicyclists.
 - ◆ Paved shoulders should be included for County Trunk Highways (CTH) identified in the plan when the highway is resurfaced. This is most important on the recommended routes, but bike use should always be considered when repaving county highways to determine if a paved shoulder is needed.
 - ◆ Because of the relatively low annual average daily traffic (AADT) and typical traffic speeds, a key recommendation of the plan is to sign popular bike routes whether on Village roads or county roads with “Caution Bike” signs to raise motorists’ awareness of bicyclists on the highway.
 - ◆ The final mile of a state trunk highway or county trunk highway can be particularly busy with motor traffic approaching or leaving a village or city. The plan recommends paving the shoulders of the main roads leading out of communities in Dodge County to the first major intersection when other road improvements are made.

Public Transit

Public transportation is usually in the form of bus service. Transit bus service has fixed routes and schedules. Since a certain population size and make-up is needed to provide transit services cost-effectively, Dodge County does not have transit bus service in any of its communities. The closest publicly funded taxi services are located in Hartford and Watertown.

Special Transit Facilities

Within the Village there are no public transit facilities. The Dodge County Aging and Disability Resource Center administers a transportation program (Dodge County Specialized Transportation System) for the elderly and people with disabilities. The Dodge County Specialized Transportation System is a county-wide coordinated system that serves the elderly (age 65 and over), physically and mentally disabled residents of Dodge County, (including veterans and the general public). Private transportation services have developed such as Uber and Lyft, which can serve the public on a requested basis by individuals.

ATV/UTV Use

Over the past decade, the use of UTV's has become common place on rural roads. Once associated with just agricultural use, the popularity of UTV's/ATV's has grown substantially for recreational purposes. The County and Village have established designated routes within the Village. These routes and use policy should be reviewed occasionally to monitor safety and connectivity issues.

3.4 Transportation Plans

Local Plans (Urban and Rural)

The Village of Kekoskee utilizes a Capital Improvement Planning (CIP) process to prioritize transportation projects and necessary expenditures. These plans cover a five-to-ten-year period and serve as the primary transportation planning document for the community.

Regional Plans

Dodge County is not a member of a regional planning commission or a Metropolitan Planning Organization (MPO). These organizations often coordinate and plan for transportation systems within a regional context.

Dodge County adopted a 2019-2023 Coordinated Public Transit/Human Services Transportation Plan for the County. The goal of transportation coordination is to share resources both intra- and inter-county to assist transportation-disadvantaged public in getting rides based on their individual mobility needs. The plan addresses the following:

- Identifies a list of transportation services in the County.
- Assesses the transportation needs for individuals with disabilities, seniors, and people with low incomes.
- Identify strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiency in service delivery.
- Prioritize implementation strategies.

State Plans

The Wisconsin Department of Transportation maintains several plans with statewide policies, recommendations, and strategies regarding various aspects of transportation. These plans should be taken into consideration and utilized when transportation decisions or plans are made in

Dodge County. The following are current statewide transportation planning documents pertaining to Dodge County:

- ◆ Five Year Airport Improvement Plan
- ◆ Six-Year State Highway Improvement Program
- ◆ Wisconsin State Highway Plan 2020
- ◆ Wisconsin Bicycle Transportation Plan 2020
- ◆ Wisconsin Statewide Pedestrian Policy Plan 2020
- ◆ Wisconsin State Freight Plan 2018 (2022 update in progress)
- ◆ Wisconsin State Airport System Plan 2030
- ◆ Wisconsin State Rail Plan 2030 (2050 update in progress)
- ◆ Connections 2050
- ◆ Wisconsin Active Transportation Plan 2050 (in progress)

3.5 Planned Transportation Improvements

There are a number of transportation improvement projects planned for portions of the Village of Kekoskee. The planned improvement projects are listed below.

Federal and State Highway Projects

- 2022 – STH 28 – Intersection Improvements – Horicon and Kewaskum
- 2022 – STH 67 – Mill and Overlay – Oconomowoc and Mayville
- 2025 – STH 28 – Construction/Mill and Overlay – Horicon and Kewaskum
- 2025 – STH 67 – Construction/Pavement Replacement – Mayville and Campbellsport

County Highway Projects

The Dodge County Highway Department has completed a capital improvement plan for 2022 through 2026 which includes the construction projects listed below. This plan is constantly changing due to fluctuations in the County’s annual budget and ongoing approvals/denials for funding requests (LRIP, BIL, ARPA, STP, etc.). The number of projects that can actually be completed each year is entirely dependent on many financial unknowns at this time. This is the best available information and is subject to change.

2022

- CTH M, CTH JM – CTH J, 3.2 miles, Major Collector
- CTH Q, STH 19 – CTH K, 6.2 miles, Local
- CTH S, CTH A – STH 26, 1.4 miles, Minor Collector
- CTH J, STH 16/60 – CTH G, 5.1 miles, Local
- CTH J, STH 26 – CTH M, 1.5 miles, Minor Collector

2023

- CTH V, STH 67/Mayville – STH 49, 7.5 miles, Local/Major Collector
- CTH TW, CTH Y – CTH V, 1.0 miles, Minor Collector
- CTH E, Lake Drive – Hustisford, 0.9 miles, Major Collector
- CTH T, STH 16/60 – CTH S, 4.4 miles, Major Collector
- CTH DF, STH 26 – N Grove Rd, 0.9 miles, Local

- CTH C, US 151 – STH 26, 3.3 miles, Minor Collector
- CTH W, STH 60 – Juneau, 4.0 miles, Local

2024

- CTH KK, IH 41 – CTH K, 1.8 miles, Minor Collector
- CTH FW, CTH G – CTH C, 2.1 miles, Local
- CTH H, CTH Y – Lomira, 2.5 miles, Major Collector
- CTH II, CTH I – CTH TT, 4.0 miles, Local
- CTH M, US 151 – Waupun, 1.8 miles, Major Collector
- CTH N, STH 67 – CTH P, 2.8 miles, Local
- CTH NP, CTH P – CTH N, 2.4 miles, Major Collector
- CTH F, CTH A – West County Line, 2.4 miles, Local
- CTH PS, CTH S – STH 33, 2.8 miles, Local

2025

- CTH K, STH 16/60 – CTH Q, 6.2 miles, Minor Collector
- CTH N, CTH P – East County Line, 2.0 miles, Local
- CTH C, CTH G – CTH P, 3.2 miles, Minor Collector
- CTH CC, STH 73 – CTH G, 5.0 miles, Local
- CTH HH, CTH Y – STH 175, 2.5 miles, Local
- CTH N, STH 67 – CTH P, 2.8 miles, Local
- CTH MM, CTH E – CTH EM, 2.0 miles, Local

2026

- CTH MM, STH EM – CTH R, 1.1 miles, Local
- CTH CI, CTH I – STH 26, 1.2 miles, Local
- CTH DE, STH 73 – CTH G, 5.8 miles, Local
- CTH Y, CTH YY – Dairy Road, 1.0 miles, Major Collector
- CTH AH, CTH AY – STH 175, 1.8 miles, Local
- CTH I, CTH BB – CTH G, 3.4 miles, Minor Collector
- CTH WS, STH 67 – CTH S, 1.2 miles, Major Collector
- CTH FW, STH 73 – CTH G, 5.2 miles, Local
- CTH YY, CTH Z – CTH Y, 2.0 miles, Local

Dodge County Airport

The Wisconsin Bureau of Aeronautics Project Funding Report, which details 12 projects that are planned to be completed at the Dodge County Airport from 2020 to 2025. The total cost for all of the projects would be over \$5.8 million. The county’s share of the total cost would be \$353,306.01. The largest future project would cost \$1.3 million to rehabilitate parallel Taxiway to Runway 2/20 including lighting in 2023.

Rail System

The Wisconsin Rail Plan 2030 recommends new intercity passenger rail service from Milwaukee to Madison and onto Minneapolis-St. Paul, as well as from Milwaukee to Green Bay. The passenger train route Amtrak Empire Builder currently runs through the south western portion of Dodge County and there is a station in Columbus.

Planned rail improvements for the Wisconsin & Southern Railroad Company include a series of safety improvements from Mayville to Oconomowoc (Crossing Repairs, Resurface, Flashing Light Signals and Gates).

Village Projects

Map 2 shows several projects planned by the Village over the planning period. Currently, the Village has submitted a BIL WDOT transportation grant for Main Street (CTH Y) through the downtown area of Kekoskee. This project is deemed essential in supporting local business, providing parking, improved access and upgrading surface conditions. Should the grant not be successful, the Village should pursue other funding opportunities. The project is vital to the Kekoskee downtown area.

Other Village identified projects include an upgrade to Morris Road and the construction of a new road to accommodate future residential development adjacent downtown Kekoskee. As also noted on Map 2, roads with PASER ratings less than 4, will likely be candidates for needed improvements as well.

Bicycle/Hiking System

The Village has not developed a specific bicycle and pedestrian plan. However, future recommendations include working closely with Dodge County on developing a regional system for bike routes. And inclusion of sidewalks in the downtown area of Kekoskee where feasible.

3.6 Transportation Goals and Objectives

Wisconsin Statutes 66.1001 requires a statement of overall goals and objectives to guide the future development and redevelopment of the Village over a 20-year planning period. The following are the goals and objectives developed by the Village of Kekoskee for the Transportation element.

Goals:

- Goal 1: Improve and maintain the efficiency and safety of the road network in the Village.
- Goal 2: Support a transportation system which, through its location, capacity, and design, will effectively serve the existing land use development pattern and meet anticipated transportation demand generated by existing and planned land uses.
- Goal 3: To embrace other forms of transit other than automobiles.

Objectives:

1. Separate local and through traffic wherever feasible.
2. Conform to the existing street and highway network, recognizing the fixed investment in this network and the fixed development, which it serves.

3. Provide signs on village and county highways to identify locations and provide directions.
4. Route through traffic so that it will have the least possible adverse effect on land use and local traffic flows.
5. Improve existing safety-deficient roadways in the most economical and efficient manner to reduce accident exposure and maintain and upgrade those existing roads.
6. Develop a long-term transportation plan which prioritizes roadway improvement projects.
7. Use PASER and other road maintenance monitoring programs to stay pro-active in improving degrading or deteriorating village roads.
8. Encourage DOT to improve existing highways to include passing and turning lanes where appropriate and necessary.
9. Objectively determine the environmental, historical, cultural and economic impacts of proposed transportation improvements.
10. Encourage the adoption of adequate road standards and to require developers to build any new village roads to those standards.
11. Provide bicycle and pedestrian corridors and paths.
12. Ensure transit is available to the elderly and the disabled.
13. Provide routes for ATV (All-Terrain Vehicle) and UTV use.
14. Work closely with Dodge County on developing a regional system for bike routes.

3.7 Transportation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the Village should use to aid in making decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Recommendations are specific actions or projects that the Village should be prepared to complete within the 20-year planning period. The completion of these actions and projects are consistent with the policies, and therefore will help fulfill the comprehensive plan goals and objectives.

Policies and Recommendations:

1. Provide loop roads as needed.
2. Provide adequate setbacks and maintain vistas on scenic drives.
3. Work to limit new rail crossings and eliminate existing crossings whenever possible to improve safety.
4. Minimize creation of smaller remnant parcels or severance of active agricultural operations in the planning and construction of road improvements.
5. In cooperation with the County Highway Department and Wisconsin Department of Transportation, plan to preserve abandoned rail corridors as recreational trails so that they are available for future transportation uses if needed.
6. Ensure that major subdivision streets can connect to future streets on abutting properties whenever practical to do so.
7. Require developers to provide access roads which at least meet minimum village road standards.
8. Road development and new driveway accesses on active agricultural land should be limited to the fullest extent possible.
9. Accident exposures should be reduced by improving deficient roadways and intersections by citing such deficiencies during road inspections.
10. All new development projects should accommodate the needs of pedestrians, bicyclists, and the physically challenged.
11. Dead end roads and cul-de-sacs should be avoided whenever possible.
12. New driveways shall be regulated to ensure adequate emergency vehicle access, to maintain safe driveway spacing standards, and to prevent damage to village roads caused by drainage impacts.
13. Developers should bear all of the costs for improvements and extensions to the road network.
14. Construct new road connections in accordance with the Comprehensive Plan Future Land Use Map.
15. The Village needs to ensure through traffic is not a problem in new developments.
16. Maintain the grid road systems.
17. In developing the new subdivisions in the village growth area, design in such a pattern as to have the least effect on land use and local traffic flows.

18. Limit the development of new homes that require individual driveways along state highways.
19. Develop bicycle and walking paths linkages between neighborhoods and subdivisions focused along the marsh, in the subdivision and on the rail corridor if it is ever abandoned.
20. Work with Dodge County to ensure all residents including the elderly and handicapped are adequately served. The needs for this type of transit are greater than what the Village can provide on their own.
21. Provide proper signage and regulations for ATV/UTV's. Review and adjust as warranted.

3.8 Transportation Programs

The following general programs are currently available to the Village to assist with implementation of the various goals, objectives, policies, and recommendations of the Transportation Element of the *Village of Kekoskee Comprehensive Plan*.

Capital Improvement Program

The Capital Improvement Program is a tool to assist Village government in allocating financial resources. It is a plan or schedule for major capital expenditures each year over the next five-year period. The program identifies each project, the estimated cost of the project and the financial resources available to finance it. The program is updated annually to reflect changing needs and priorities and to extend the program another year.

Dodge County Capital Improvement Program

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

PASER Program

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

Local Bridge Improvement Assistance

The Local Bridge Improvement Assistance program helps rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway systems. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. For further information on the program WDOT should be contacted.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, village roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects. For more information, contact the WisDOT.

Adopt-A-Highway Program

The Adopt-A-Highway Program is administered by the WDOT. The program was initiated to allow groups to volunteer and support the state's anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on approximately two-mile segment of state highway. The group picks up litter on a segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. In addition, a sign announcing a group's litter control sponsorship can be installed. The state Adopt-A-Highway coordinator should be contacted for further information. Applications and forms are available through the WDOT website.

Transportation Economic Assistance (TEA) Program

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

Wisconsin Department of Transportation

The Wisconsin Department of Transportation (WisDOT) was officially established in 1967 by combining formerly independent agencies and the Department of Motor Vehicles (which included the State Highway Commission, State Aeronautics Commission and State Patrol).

WisDOT supports all forms of transportation. The department is responsible for planning, building and maintaining Wisconsin's network of state highways and Interstate highway system. The department shares the costs of building and operating county and local transportation systems - from highways to public transit and other modes. WisDOT plans, promotes and financially supports statewide air, rail and water transportation.

The department works closely with other state, federal and local agencies to meet changing and growing travel needs. Transportation impacts everyone and WisDOT is committed to providing the safest, most efficient, and highest quality transportation services to best serve the needs of the state, its citizens and many visitors.

A number of statewide transportation planning efforts will affect the transportation facilities and services in the region. Please note that most of the plans referenced in this section are available

through the WisDOT website (wisconsindot.gov) under the “Projects and Studies” tab. Also, for future reference, Dodge County is in the WisDOT’s Southwest (SW) Region. The following plans are statewide transportation plans developed and administered by the WisDOT:

State Six-Year Highway Improvement Plan

As previously discussed, the Six-Year Highway Improvement Plan covers Wisconsin and has 115,543 miles of public roads, from Interstate freeways to city and village streets. This highway improvement program covers only the 11,745-mile state highway system which is administered and maintained by the Wisconsin Department of Transportation. The other 103,798 miles are improved and maintained by the cities, villages, counties and villages in which they are located.

Each wisely invested dollar returns benefits in terms of time savings, fewer accidents and decreased vehicle operating costs. Poor roads mean more accidents and deaths, higher insurance costs, more wear and tear on vehicles, more time on the road and less efficient and competitive commerce. Please visit the master contract schedule page, which identifies projects for the future and represents WisDOT's best estimate of when projects will be ready for letting.

Wisconsin's transportation budget is divided into two subprograms for implementing improvements to state highway facilities:

- Major Highway Development
- State Highway Rehabilitation (SHR)

The six-year program details projects that are scheduled for improvement over the next years.

Wisconsin State Freight Plan

Enhancing freight mobility is a top priority for the Wisconsin Department of Transportation. The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018 but is being updated in 2022.

Wisconsin State Airport System Plan 2030

Wisconsin State Airport System Plan 2030 and its accompanying System-Plan Environmental Evaluation (SEE) is the statewide long-range airport transportation plan. The 20-year plan builds off the policies and issues identified in Connections 2030, Wisconsin’s statewide long-range transportation plan adopted in October 2009.

Wisconsin’s State Airport System Plan identifies a system of 98 public-use airports adequate to meet different aviation needs in all parts of the state and is a guide for federal and state investment decisions. The identification of potential projects in this plan is not a commitment for federal or state project funding, nor does it provide project justification. Prior to project implementation all projects must be justified through the local master planning and environmental process and approved by the Wisconsin Department of Transportation and Federal Aviation Administration, when appropriate. The plan includes

a statewide vision for aviation, an overview and analysis of the state’s system of airports, a SEE, and an environmental justice analysis.

The Wisconsin Department of Transportation officially adopted Wisconsin State Airport System Plan 2030 on February 19, 2015. It includes nine chapters with supporting materials included as appendices.

Wisconsin Bicycle Transportation Plan – 2020

The Wisconsin Bicycle Transportation Plan – 2020 presents a blueprint for developing and integrating bicycling into the overall transportation system. In an effort to promote bicycling between communities, the plan analyzed the condition of all county trunk and state trunk highways in the state and included maps showing the suitability of these roads for bicycle traffic. Suitability criteria were based primarily on road width and traffic volumes with secondary consideration given to pavement condition, passing opportunities, and percent and volume of truck traffic.

Connections 2030

Connections 2030 is Wisconsin’s statewide long-range, multimodal transportation plan that was adopted in 2009 and is still utilized today. This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian, and transit. The plan identifies a series of multimodal corridors for each part of the state. The multimodal corridor plans prioritize investments and assist Wisconsin Department of Transportation in identifying future segments for more detailed corridor plans.

Connect 2050

Wisconsin's Long-Range Statewide Transportation Plan, Connect 2050, focuses on addressing the state’s multimodal transportation needs through the year 2050. The plan was adopted in May 2022. Connect 2050 is a new plan for a new time; a streamlined, user-friendly document that utilizes innovative planning and data visualization techniques to guide Wisconsin’s transportation future. Associated technical reports, analysis, and modal-specific plans will exist alongside this plan, allowing Connect 2050 to stand alone as a visionary document that will guide overall transportation decision-making for Wisconsin. When officially adopted, the plan should be reviewed for recommendations that may impact Dodge County.

Wisconsin Department of Natural Resources (WDNR)

The WDNR is probably the main source of funds for outdoor recreation transportation facilities. As a prerequisite to the following WDNR funding programs, applicants must first submit a comprehensive outdoor recreation plan or a master plan that has been approved by resolution by a local governing unit, or a plan of a higher unit of government. Applicants submitting qualifying comprehensive outdoor recreation plans (CORP’s) or master plans may receive eligibility to apply for funding for up to five years. Outdoor recreation plans and grant programs currently administered by the WDNR which are associated with forms of transportation include:

State Recreational Trails Network Plan

In 2001, the Wisconsin Department of Natural Resources adopted the State Trails Network Plan as an amendment to the Wisconsin State Trail Strategic Plan. This plan identifies a network of trail corridors throughout the state referred to as the “trail interstate system” that potentially could consist of more than 4,000 miles of trails. These potential trails may follow one or more of the following: highway corridors, utility corridors, rail corridors, and linear natural features (e.g. rivers and other topographic features).

All-Terrain Vehicle (ATV) Program

The ATV program provides funds to accommodate all-terrain vehicles through the acquisition, insurance, development, and maintenance of all-terrain vehicle trails and areas, including routes.

ATV Enforcement Patrol

The ATV Enforcement Patrol provides grants to county sheriffs for all-terrain vehicle patrols.

Recreational Boating Facilities Program

The Recreational Boating Facilities program provides funds to local units of government and qualified lake associations for the construction of capital improvements to provide safe recreational boating facilities. The program also provides financial assistance for feasibility studies related to the development of safe recreational boating facilities, and the purchase of aquatic weed harvesting equipment and trash skimming equipment.

Recreational Trails Program

The Recreation Trails Program provides funds for motorized and non-motorized recreation trail rehabilitation, trail maintenance, trail development, and trail acquisition.

Snowmobile Trail Aids

Snowmobile Trail Aids provide funds to maintain trail systems that provide passage through a county and connections with adjacent counties.

County Snowmobile Enforcement Patrols

County Snowmobile Enforcement Patrols provide funds for county snowmobile patrols functioning as a law enforcement unit for the enforcement of Ch. 350, Wis. Stats.

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