

Goal: Coordinate utility and community facility systems planning with land use, transportation, natural resources, and recreation planning.

Objectives:

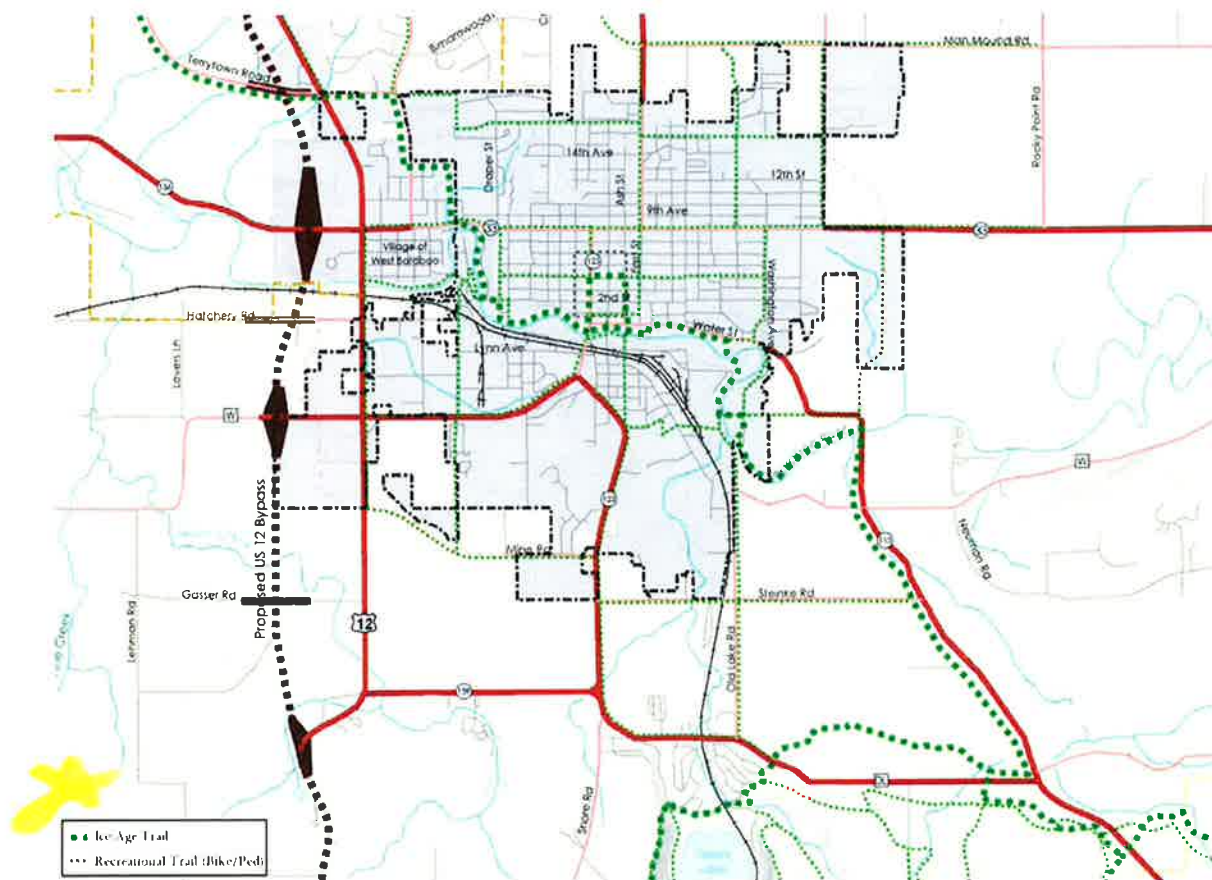
- a. Ensure that basic public services such as adequate police and fire protection, street services, education, and other services are made available to all residents.
- b. Provide quality, accessible parks, recreation, library space, and open space facilities and services to meet the needs of all age groups in Baraboo.
- c. Encourage logical, cost-efficient expansion of facilities to serve compact development patterns.
- d. Maximize the use of existing utilities and facilities within the City, and plan for an orderly extension of municipal utilities and facilities for the planned growth areas.
- e. Respect natural features and conditions in the design and location of this orderly utility extension.
- f. Ensure that the City's utility system has adequate capacity to accommodate projected future growth; avoid overbuilding that would require present residents to carry the costs of unutilized capacity.

Policies and Programs:

- Continue the ten-year capital improvements program that sets priorities for completing public needs, and which can be funded from available fiscal resources.
- Cooperate with other governmental units—County, State, School District, adjacent communities—to avoid duplication of services. Promote the development of shared facilities and parks among various public land uses including, but not limited to, the coordination of recreation facilities.
- Follow the recommendations outlined in the *Sanitary Sewer Service Area Plan*. Confine the extension of urban services to the areas indicated in this Plan for urban development, and time these extensions to follow annexation.
- Avoid extending public utilities over large acreages of undeveloped land for the purpose of serving scattered parcels of existing development.
- Establish specific standards for the quality of a community facility, equitably serving all sections of the City, ensuring that the planning for development and recreational programs will meet the specific age groups in each service area.
- Plan for public facilities on a systems basis, rather than as a series of individual projects. Establish logical service areas for each community service, coincident with the urban service area.
- Promote infill development, redevelopment, and rehabilitation of areas that use existing utility systems and roads, and are close to existing community facilities such as schools, parks, and other public investments.
- Implement and prepare updates to the City's 5-year *Comprehensive Outdoor Recreation Plan*.
- Actively pursue the implementation of a recreational trail system throughout the City, the construction of a riverwalk system, and the implementation of the National Ice Age Trail through the community.
- Follow the recommendations of the City's utility studies when making utility and growth decisions. Prepare and update these studies as appropriate.
- Encourage private sector to meet community child care needs.

C. Utilities and Community Facilities Recommendations

The public participation efforts conducted during the course of this planning process found strong support for the City's community facilities and services. Expanding on the local goals, objectives, and policies above, this section of the *Plan* provides an overview of the key utility and community facility recommendations for the City over the planning period, particularly as they relate to the recommended land use



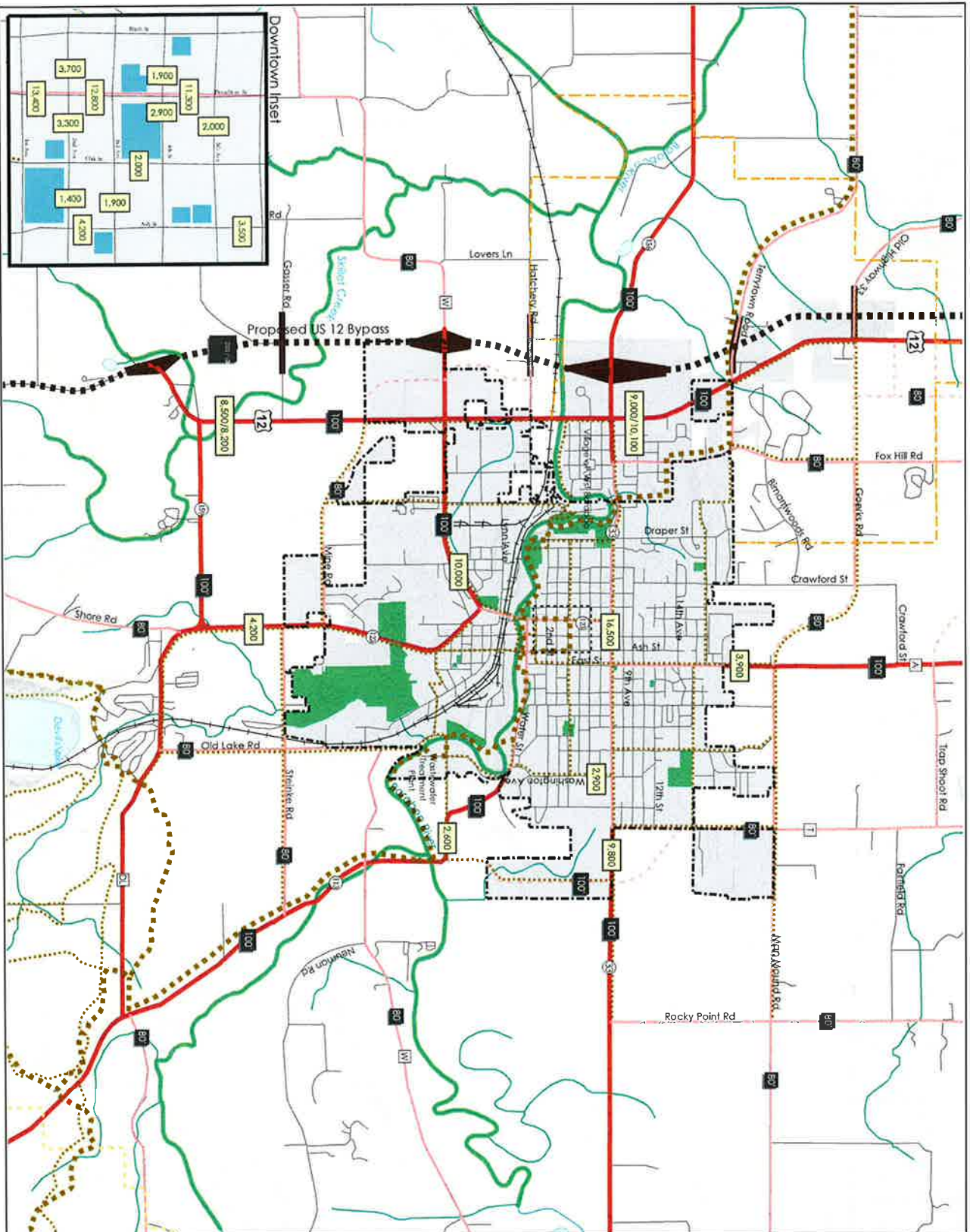
and transportation network in and around Baraboo. More detailed planning will be required to refine these broad recommendations as opportunities or needs for community facility development arise. For example, the City should continue to update its outdoor recreation, sanitary sewer, water, and storm sewer studies and plans on a regular basis. At the end of this chapter, Table 19 outlines a timetable to expand, rehabilitate or create new community utilities or facilities over the planning period.

1. Parks and Recreation Facilities

Community facilities such as parks, recreational trails, and open space provide Baraboo residents with both active and passive recreational opportunities, provide a connection to the area's considerable nature features, serve as community focal points, increase surrounding property values, and enhance overall quality of life. The City should continue to plan for park and recreational facilities to ensure that these facilities will be adequate in number, type, and location to meet the demands of future growth. The park and recreational facility recommendations of this *Plan* build off of recommendations of the City's *Comprehensive Outdoor Recreation Plan*:

- Plan for and officially map primary park sites in the *Planned Neighborhood Growth Areas* as illustrated on Maps 5a and 5b. These parks would provide an amenity to the planned residential areas on the and would be ideal for active recreational opportunities. Facilities at these sites could include playfields, playgrounds, and areas for picnicking.
- Implement a bicycle and pedestrian trail system, including the development of the Ice Age Trail and a riverwalk as illustrated in the graphic above. As described in more detail in this chapter, this system is intended to link the City's central area, surrounding neighborhoods, schools, and various park sites.

Transportation Plan - City



0 0.5 1 Miles

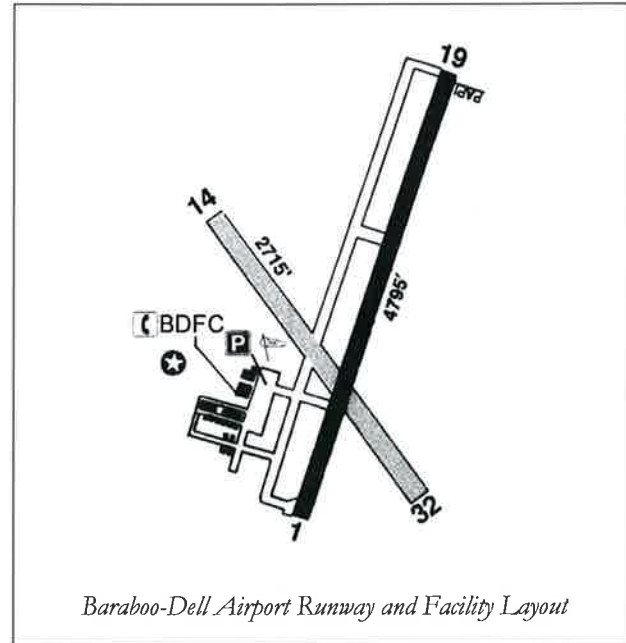
North Arrow

Date: May, 2015
Sources: State, County, CDOT, Hill
WBDO & City of Baraboo

- 3 Mile EIT
- 1.5 Mile EIT
- Baraboo Municipal Boundary
- Proposed US 12 Bypass
- Existing Principal & Minor Arterial Road
- Existing Collectors
- Proposed Collectors (60' R.O.W.)
- Existing Local Roads
- Park & Open Space
- Railroad
- Ice Age Trail
- Recreational Trail (Bicycle or Pedestrian)
- Lakes & Streams
- Waterway/Drainage
- Water Buffers (75' foot buffer, no a single waterway and 50 feet buffer on other changes to 100' foot buffer)
- Approximate Area Needed for Interchanges & Over/Underpasses (Contours (10 Foot Interval)
- 2012 WISDOT Traffic Volume

3. Airports

The **Baraboo/Dells Municipal Airport** is located north of Baraboo along Highway 12. The airport is jointly owned and managed by the cities of Baraboo and Wisconsin Dells, the Village of Lake Delton, and the Town of Delton. Facilities at the Baraboo-Wisconsin Dells Airport include a 4,795-foot primary runway, and a 2,740-foot turf airstrip suitable for recreational and small business aircraft. There are some 50 aircraft based at the airport and approximately 34,000 aircraft operations (take-offs and landings) each year. The Baraboo/Dells Municipal Airport recently remodeled the terminal building and added new hangars, and plans to continue the expansion of the airport facilities. There are also privately owned hangars on site, hangar lots for lease, outdoor plane parking, and airplane maintenance facilities.



Larger air carrier and passenger facilities are located approximately an hour's drive to the south in Madison at the Dane County Regional Airport., and to the east at the Wittman Regional Airport in Oshkosh and Outagamie County Airport in Appleton. A local airport is also located in Reedsburg, approximately 15 miles to the northwest of Baraboo.

There are a number of smaller "airstrips" located throughout the Baraboo area.

4. Rail

The City of Baraboo is served by passenger and freight rail service. Two Amtrak passenger trains, connecting Chicago and Minneapolis, travel daily through Wisconsin Dells on the Canadian Pacific Railway. The Wisconsin Southern Railway operates the freight lines between Reedsburg, Baraboo, and Madison, crossing the Wisconsin River at Merrimac. The line is a Class 2 line rated for 25 mph service. A spur off this line services the Badger Ammunition Plant.

5. Bicycles and Walking

Bicycle and pedestrian facilities are important for a community like Baraboo, where many of the City's primary destinations (e.g., downtown, schools, and parks) are generally within walking or biking distance of one another. These facilities are especially important in Baraboo, where schools are such an important part of the community and where there is a large percentage of older residents.

Planned growth should accommodate, or at least not impede, safe bicycle and pedestrian travel as an integral part of the community's growth. According to national standards, bike routes should be designed along streets that provide a direct route to a useful destination, have traffic volumes of less than 2,000 cars per day, and have speed limiters of 30 MPH or less. Bike routes on streets that do not meet these standards should have wider travel lanes and/or designated bike lanes to safely accommodate bike traffic.

Map 6a and Map 6b illustrate designated bike routes within the community. These bike routes are intended to connect the City's key destinations such as schools, parks, the river and downtown area to each other and to surrounding neighborhoods. As evident on the map, USH 51 and the Baraboo River serve as major barriers to bike travel in Baraboo. In addition to these city bike routes, the draft 2000 *Bicycle Transportation Plan for the Madison Urban Area and Dane County* recommends bicycle facility improvements