TRANSPORTATION

4.0 Introduction

Transportation is necessary for the effective movement of people and goods within and outside an area. It plays a vital role in the facilitation of an area's economy, land use, and development.

This element of the City of Reedsburg's Comprehensive Plan presents an inventory of the existing transportation facilities and services within the Reedsburg area and discusses future transportation needs and concerns. Included in this section is a detailed analysis of the various aspects of the area's road system, airport and railroad facilities and services, public transit service, and non-motorized transportation facilities.

4.1 Transportation Master Plan (1994)

Prepared in 1994, the Transportation Master Plan was adopted to aid in policy making and to be incorporated into the yearly budget process for road improvements. Specific recommendations included needed road improvements, signage needs, emergency signals, intersection improvements, parking, truck routes, future roads, transit, and a possible truck bypass.

4.2 Road System

The movement of people and goods from one destination to another in a safe, economical, and efficient manner is of great importance. The Federal Highway Administration (FHA) has established the National Functional Classification for categorizing transportation road systems. It classifies roads according to their function along a continuum that indicates the greatest mobility/greatest access to property. Roads that provide the greatest mobility are classified as principal arterials. Minor arterials and collectors follow in this continuum. Roads classified as local provide the greatest access to property.

Within the Reedsburg area, the following highway segments are classified as **principal arterials**: Main Street, and Albert Avenue, from Main Street south to the city limits. In addition to being a major thoroughfare within the area, Main Street (STH 33) is an important east-west route that connects the Reedsburg area to Interstates 90/94 via USH 12. These interstates serve as vital routes for the transportation of commerce and people in the Upper Midwest. The segment of Albert Avenue (STH 23) within the Reedsburg area is classified as an arterial, serves as an important intra-area transportation route and is part of a tourism corridor from Spring Green to Wisconsin Dells.

Road segments within the Reedsburg area classified as **minor arterials** include:

- Viking Drive (CTH H), north of Main Street
- 8th Street, west of CTH H to North Walnut Street
- Myrtle Street, north of Main Street

- North Walnut, north of Main Street
- South Dewey Avenue, south of Main Street.

Viking Drive (CTH H) and Myrtle Street (CTH K) are both important north-south road segments that regionally connect the City of Reedsburg with the principal arterial Interstate 90/94. South Dewey Avenue is an important road segment south of Main Street, providing access to the City's industrial business district. The segments of 8th Street and North Walnut Street classified as minor arterials, along with the other minor arterial segments within the Reedsburg area, distribute traffic between the area's collector streets and principal arterials.

In addition to principal and minor arterials, the Reedsburg area has a number of road segments classified as **collectors**, which distribute traffic between the area's arterials and local roads. The segments that serve as collectors within the area include:

- North Dewey Avenue
- North Webb Avenue to 8th Street
- Riverview Road, north of 8th Street
- Railroad Street, from Webb Avenue to South Dewey Avenue
- South Walnut, South Park, and South Pine Streets, north of Railroad Street
- Vine Street between Webb Avenue and South Park Street.

All road segments within the Reedsburg area that are not classified as arterial or collector are classified as local. Map 4-1 breaks down the area's road system by functional classification.

Lastly, in 1997 an Official Map Study was completed that identified future street and highway corridors in the city and extraterritorial areas. Map 4-1 identifies these future roadway corridors.

4.3 Traffic Volumes of Road System

Table 4-1 and Map 4-2 give a synopsis of the average daily traffic (ADT) volumes on selected road segments within the Reedsburg area for 1990, 1993, 1996, and 1999. Thirty of the 35 count locations within the area, with counts taken in 1990 and 1999, experienced increases in traffic volumes over the nine-year period. The largest growth in average daily traffic during this period occurred along Viking Drive (CTH H), north of 8th Street, which experienced an increase in ADT of 4,090, or 163 percent. Other noteworthy increases in traffic levels within the Reedsburg area during the nine-year period include:

- Viking Drive, North of Main Street (107.8%)
- CTH K, north of 8th Street (116.7%)
- Railroad Street, west of South Dewey Avenue (51.5%)
- STH 33, northwest of Main Street (51.1%)
- Main Street, east of Viking Drive (55.8%)
- South Dewey Avenue, south of Main Street (30%)
- Albert Avenue, south of Main Street (69.9%)

- Albert Avenue (STH 23), south of K Street (89.3%)
- K Street (CTH K), west of Albert Avenue (36.4%)

Of the 35 counts taken within the area in 1996 and 1999, the largest growth in traffic levels during the three-year period occurred along Albert Avenue, south of K Street (CTH K), with an increase of 2,300 vehicles per day, or 62 percent. The increase during this time period can be attributed to the construction of the new high school near the intersection of CTH K and Albert Avenue. A Traffic Impact Analysis for the new high school was conducted in 1996 evaluating and identifying infrastructure, pedestrian access, bus routing, and signal warrant recommendations. For additional information, refer to the Traffic Impact Analysis for the New High School, 1996.

Between 1990 and 1999, 4 count locations within the Reedsburg area saw declines in traffic levels. The largest decline during this six-year period occurred along Walnut Street, north of Main Street, which experienced a decrease in ADT of 2,770, or a 63 percent decrease. The following count locations also saw declines in traffic:

- North Webb Avenue, south of 8th Street (-36%)
- South Pine Street, south of Plum Street (-28%)
- Walnut Street, south of Main Street (-51%)

From 1996 to 1999, the largest decline in traffic levels within the Reedsburg area occurred along Walnut Street, north of Main Street, with a decrease in ADT of 600, or 27 percent. Declines on both North Webb Avenue and Walnut Street can again be attributed to the relocation of the former high school, previously located south of 8th Street on Webb Avenue.

Table 4-1
Historic Vehicular Traffic Flows for Selected Road Segments
Average Weekday Volume
City of Reedsburg
1990, 1993, 1996, and 1999

Route	1990	1993	% Change	1996	% Change	1999	% Change	% Change 1990-1999
CHT H, North of 8th Street	2,510	3,100	23.5	4,900	58.1	6,600	34.7	163.0
Viking Drive, North of Main Street	4,620	8,700	88.3	7,100	-18.4	9,600	35.2	107.8
Main Street, West of Viking Drive	15,740	17,400	10.6	17,000	-2.3	18,000	5.9	14.4
Main Street, East of Viking Drive	9,950	12,400	24.6	14,400	16.1	15,500	7.6	55.8
Main Street, West of North Webb Ave.	12,490	19,100	52.9	12,200	-36.1	14,900	22.1	19.3
Main Street, West of Walnut Street	11,340	11,700	3.2	12,000	2.6	NA	---	5.8 ('90-'96)
Main Street, West of Locust Street	13,870	NA	---	NA	---	15,900	---	14.6
Main Street, East of Locust Street	NA	12,600	---	14,000	11.1	NA	---	---
Main Street, West of Pine Street	13,120	NA	---	NA	---	NA	---	---
Main Street, East of Pine Street	NA	15,700	---	15,500	-1.3	19,100	23.2	21.7 ('93-'99)
Main Street, West of Myrtle Street	13,030	NA	---	NA	---	NA	---	---
Main Street, East of Myrtle Street	NA	15,300	---	15,800	3.3	18,000	13.9	17.7 ('93-'99)
Main Street, West of Albert Ave.	7,930	8,100	2.1	7,900	-2.5	8,400	6.3	5.9
Vine Street, West of Walnut Street	1,210	2,400	98.4	1,700	-29.2	1,300	-23.5	7.4
South Dewey Ave, South of Main Street	4,540	4,300	-5.3	5,200	20.9	5,900	13.5	30.0
North Dewey Ave, North of Main Street	2,790	4,600	64.9	2,900	-37.0	3,400	17.2	21.9
North Dewey Ave, North of 8th Street	3,200	4,200	31.3	2,600	-38.1	3,800	46.2	18.8
8th Street, East of North Dewey Ave.	2,870	6,400	123	2,900	-54.7	3,400	17.2	18.5
8th Street, West of North Grove Street	3200	5,400	68.8	NA	---	NA	---	---
8th Street, West of North Oak Street	NA	NA	---	3,100	---	4,900	58.1	---
8th Street, West of North Park Street	2,780	5,000	79.9	2,600	-48.0	2,800	7.7	.7

CTH K, North of 8th Street	1,200	1,500	25.0	2,200	46.7	2,600	18.2	116.7
North Myrtle, South of 6th Street	1,820	1,800	-1.1	1,800	0	2,000	11.1	9.9
CTH V, North of Riverview Road	1,110	1,300	17.1	1,300	0	1,300	0	17.1
North Webb Avenue, South of 8th Street	3,460	4,900	41.6	2,300	-53.1	2,200	-4.4	-36.4
South Pine Street, South of Plum Street	870	1,100	26.4	750	-31.8	630	-16.0	-27.6
Railroad Street, West of South Dewey Ave.	660	1,000	51.5	920	-8.0	1,000	8.70	51.5
Railroad Street, West of South Park Street	3,060	4,100	34.0	2,800	-31.7	3,300	17.9	7.8
STH 33, Northwest of Main Street	4,500	5,500	22.2	5,500	0	6,800	23.6	51.1
Albert Avenue, South of Main Street	4,180	6,000	43.5	5,500	-8.3	7,100	29.1	69.9
Albert Avenue (STH 23), South of K Street	3,170	3,900	23.0	3,700	-5.1	6,000	62.2	89.3
K Street (CTH K), West of Albert Avenue	1,980	2,500	26.3	2,400	-4.0	2,700	12.5	36.4
Webb Avenue, South of Main Street	2,640	3,900	47.7	2,800	-28.2	3,100	10.7	17.4
Walnut Street, South of Main Street	1,950	1,400	-28.2	670	-52.1	950	41.8	-51.3
Walnut Street, North of Main Street	4,370	1,200	-72.5	2,200	83.3	1,600	-27.3	-63.4
Park Street, South of Main Street	2,290	3,100	35.4	2,800	-9.7	2,500	-10.7	9.2

Source: Wisconsin Department of Transportation, Wisconsin Highway Traffic Volume Data, 1990, 1993, 1996, and 1999.

4.4 Roadway Improvement Projects

According the Six-Year Proposed Highway Improvement Program for the Wisconsin Department of Transportation District 1, the State is planning to make improvements to STH 33 and STH 23 in the Reedsburg area (Table 4-2 and Map 4-3). Within the City of Reedsburg, the State is planning to resurface STH 33 from Golf Course Road to USH 12; resurface (including grade and base) STH 33 from Viking Drive to Golf Course Road; and recycle pavement on STH 23/Albert Street from Lime Ridge Road to STH 33/Main Street. These projects are scheduled for 2002 and 2003. The State is also planning to recycle pavement on STH 23 from Loganville to Reedsburg Road, in addition to replacing the Narrows Creek Bridge on STH 23. The improvement projects are scheduled for 2003.

The Sauk County Highway Department has one major improvement project planned for the Reedsburg area in the next five years, which includes a bridge project within the Town of Winfield along CTH F (Hay Creek Bridge and Approaches)(Table 4-2 and Map 4-3). This project is scheduled for 2001. An additional construction project not programmed by the county is another bridge project at CTH WD (Hay Creek Bridge and Approaches).

The Reedsburg Public Works Department has 12 improvement projects identified for the City's local street system on its capital improvements plan for 2001 through 2005 (Table 4-2 and Map 4-3). This list of street improvements includes 10 reconstruction projects, one box culvert, and one street extension.

Table 4-2
Near Future Road Improvement Projects
Reedsburg Area

Jurisdiction	Year	Roadway	Location	Length (miles)	Type of Work
State	2002	STH 33	Reedsburg – Golf Course Rd. to USH 12	9.82	Resurface Pavement
	2002	STH 33	Main Street (Viking Drive - Golf Course Rd.	0.77	Grade, Base, and Surface
	2003	STH 23	Albert Ave. (K Street to STH 33)	0.51	Recycle Pavement
	2003	STH 23	Loganville to Reedsburg Rd.	6.38	Recycle Pavement
	2003	STH 23	Loganville to Reedsburg (Narrows Creek Bridge)	---	Bridge Replacement
County	2001	CTH F	CTH K – CTH KK (Hay Creek Bridge and Approaches	0.04	Bridge & Approaches
	Not	CTH WD	CTH K – CTH	0.10	Bridge &

	programmed		HH Road (Hay Creek Bridges)		Approaches
Jurisdiction	**Year**	**Roadway**	**Location**	**Length (miles)**	**Type of Work**
City	2003	La Valle Street	--	--	Box Culvert
	2002	S. Dewey Avenue	--	--	Street Reconstruction
	2003	La Valle Street	N. Albert to City Limits	--	Street Reconstruction
	2001	South Park Street	South Park St. & Plymouth	--	Street Reconstruction
	2003-2005	South Ave., S. Dewey, King Street, & Cady Ct.	--	--	Street Reconstruction
	2003-2005	South Walnut	From Railroad to end	--	Street Reconstruction
	2003-2005	Granite Avenue	S. Webb Street to K Street	--	Street Reconstruction
	2003-2005	K Street	Granite Avenue to S. Albert	--	Street Reconstruction
	2001& 2003	Wengel Drive	Main Street to Reedsburg Rd.	--	New Street Extension
	2001	Main Street	Viking Drive to Golf Course Rd.	--	Street Reconstruction
	2003	S. Albert (STH 23)	Main Street to K Street	--	Street Reconstruction
	2004	Main Street	Dewey Street to Logelin Street	--	Street Reconstruction

4.5 Road System Condition

By December 2001, the Wisconsin Department of Transportation is requiring all incorporated communities to prepare a pavement rating of their local roads, and submit it for review. This data will provide the foundation for the Wisconsin Information System for Local Roads (WISLR), which is a computer resource that will enable communities and the State to begin to assess Wisconsin's local roadway system. To comply with the State's mandate, the City of Reedsburg will be conducting a PASER analysis (Pavement Surface Evaluation and Rating system) this summer to determine the condition of its streets. The previous street condition inventory was conducted as part of the City of Reedsburg Transportation Master Plan in 1994.

The PASER system, which was designed by the Transportation Information Center of the University of Wisconsin-Madison, rates road surfaces from a scale of 1 to 10. This scale is broken down as followings: "1" and "2", very poor condition; "3", poor condition; "4" and "5", fair condition; "6" and "7", good condition; "8", very good condition; and "9" and "10", excellent condition. In addition to its use in the new WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction.

4.6 Traffic Accidents

Vehicle accident reports that are filed by local law enforcement departments provide local officials with vital information on where within their communities accidents are most likely to occur. These reports are often excellent indicators of problems with street alignments, roadway construction, geometric design of streets, traffic control systems, etc. The number and location of accidents can point towards traffic safety problem areas, which may be alleviated through a variety of measures. A few of the physical alterations and adjustments that can be made to make a specific intersection or area safer include: alterations in the road geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocating access drives, and speed changes.

Table 4-3 and Map 4-4 show the locations within the City of Reedsburg from 1990 to March 2001 that had one or more intersection related accidents. Sixteen of the twenty highest accident locations occurred along Main Street. The locations with the most accidents during this 40-month period occurred near the following intersections: Main Street and Dewey Avenue (129), Main Street and Webb (111), Main Street and Viking Drive (84), Main Street and Walnut Street (73), Main Street and Park Street (57), Main Street and Veterans Drive (47), Main Street and Albert Avenue (45), Main Street and Logelin Street (39), Main Street and Pine Street (34), Albert Street and K Street (33), and Main Street and King Street (31). Table 4-3 also identifies the types of traffic control devices found at the intersections of the locations with 30 or more accidents.

Table 4-3
Intersection Related Vehicle Crashes
1990 – March 2001
City of Reedsburg

Intersection	Intersection Traffic Control Device	Accidents
Main St. & Dewey Avenue	Signals – 4-way	129
Main St. & Webb Avenue	Signals – 4-way	111
Main St. & Viking Drive	Signals – 4-way	84
Main St. & Walnut Street	None; updated intersection	73
Main St. & Park Street	Signals – 4-way	57
Main St. & Veterans Drive	Stop sign/signals	47
Main St. & Albert Avenue	Stop signs (on Albert Ave)	45
Main St. & Logelin Street	Stop signs (on Logelin St.)	39
Main St. & Pine Street	Stop Signs (on Pine St)	34
Albert & K Street	Stop signs (on K Street)	33
Main St. & King Street	Stop signs (on King St.)	31
Viking Drive & 8th Street		24
Main St. & Preston		21
Main St. & Oak Street		20
Main St. & Golf Course Road		19

8th Street & Myrtle Street		18
Main Street & Locust Street		18
Webb & 2nd Street		17
Main St. & Grove		17
Main St. & Laurel		17
Main St. & Granite		16
Viking Drive & 19th Street		16
Main St. & Myrtle Street		16
Webb & Railroad		14
Dewey Avenue & Lucky		13
Webb & 4th Street		10
Dewey Avenue & 19th Street		10
Main St. & Ellinwood		9
Main St. & Willow		8
Dewey Avenue & Railroad		7
Main Street & James		7
Pine Street & Railroad		6
Main St. & Alexander		1

Source: City of Reedsburg Police Department, 1990 – March 2001.

4.7 Access Control

The Wisconsin Department of Transportation (WisDOT) revised Wisconsin's Administration Rule Trans 233 in February 1999. Trans 233 is the law that gives WisDOT the authority to review all land division requests for areas adjacent to state highways, including state trunkline highways, connecting highways, and service roads. It allows WisDOT to determine the affects of the land divisions on the transportation system. The rule is design to improve safety along state highways by limiting the number of highway access points, which allows traffic to flow smoother and safer. Under the law, land dividers prior to dividing land adjacent to a state highway must submit a sketch of the division to WisDOT for review and approval or denial. The law allows WisDOT to review the preliminary and final land division sketches to determine if proper setback requirements and limited access measures were incorporated in the division plans. Within the City of Reedsburg, Trans 233 applies to the following highways: STH 33 and STH 23.

The City of Reedsburg currently does not have any access control measures in place for controlling access points along local roads (city streets and county trunkline highways) within the City. Under Wisconsin State Statutes, communities within the State have the authority to prepare and enact access control ordinances for controlling access points along local roadways.

4.8 Air Service

Reedsburg Municipal Airport, located in the south central portion of the City of Reedsburg, off of Main Street, provides air service to the Reedsburg area (Map 4-5). The

airport is owned, maintained, and operated by the City. It is classified as a "Transport/Corporate" airport facility intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes used in commuter air service. Such airports have the ability to handle aircraft with a maximum weight of less than 60,000 pounds. These airports typically have a primary runway of greater than 4,500 feet. The City's airport has a 4,900-foot long (75-foot wide) and a 2,650-foot long paved runway.

Annually, approximately 8,600 private (75% of traffic) and corporate (25% of traffic) owned airplanes and jets fly in and out of the airport. Primary users include charter flights, Lands' End, Gerber Products, and Grede Foundries. The closest airport that provides similar services to the Reedsburg Municipal Airport is the Baraboo-Wisconsin Dells Airport located 12 miles east of Reedsburg. The closest commercial passenger and air cargo services is the Dane County Regional Airport, which is a regional airport facility located in the City of Madison, about 55 miles to the southeast of Reedsburg.

In 1995, consultants for the City of Reedsburg prepared an Airport Development Study and Layout Report. This report provided background information for existing conditions and defined an alternatives analysis for new site development along with continued development of the existing site (including both advantages and disadvantages). The report also provided phasing and cost estimates as part of an Airport Capital Improvement Program. Based on plan recommendations, the airport runway and taxi-way were reconstructed, along with updated lighting and other improvements in 1997. Currently, the airport is examining animal control issues (primarily deer/plane accidents), providing additional hanger space, and are concerned with residential and other encroaching growth (i.e. – communication towers, water towers, etc.)

4.9 Freight Railroad Service

Wisconsin & Southern Railroad maintains a spur to the City, with oversight provided by the Pink Lady Rail Transit Commission. The line is owned by Union Pacific and leased to Wisconsin & Southern Railroad. This line primarily services Pace Industries, Meister Log & Lumber Company, and Lakeside Foods. Table 4-4 provides a summary a rail usage within the industrial park. This rail line ends on the westside of downtown and then becomes the trailhead for the '400' State Trail.

Table 4-4
Number of Rail Cars
Wisconsin & Southern Rail Line into Industrial Park
City of Reedsburg

	Meister Lumber/Midwest Hardwoods	**Pace Industries**
1997	NA	109
1998	21 in/15 out	125
1999	4 in/13 out	148
2000	0 in/10 out	233

4.10 Passenger Railroad Service

Amtrak does not provide passenger railroad service to the Reedsburg area. The closest Amtrak station is located 14 miles northeast in Wisconsin Dells. The Amtrak trains run on the Canadian Pacific rail line that runs between the City of Milwaukee and the Twin Cities. This stretch of rail line is part of Amtrak's Empire Builder Route, which is a major east-west route that runs between Chicago and Seattle. Two trains run along the route daily, one eastbound and the other westbound, which both make stops in the City of Wisconsin Dells (Map 4-5). Other stops along the route, between Milwaukee and the Twin Cities, include Columbus, Portage, Tomah, La Crosse, Winona (MN), and Red Wing (MN).

The Wisconsin Department of Transportation is currently working with nine other state transportation agencies, Amtrak, and the Federal Railroad Administration on the development of a proposed Midwest Regional Rail System. If developed, this system will connect Wisconsin and eight other mid-western states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, and Ohio) with high-speed passenger rail service. The major elements of the proposed new regional rail system include: use of 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas; operation of a "hub-and-spoke" passenger rail system providing through-service in Chicago to locations throughout the Midwest; introduction of modern train equipment operating at speeds up to 110 mph; provision of multi-modal connections to improve system access (feeder bus service); and improvement in reliability and on-time performance.

Within Wisconsin, the plan is to have a major route linking Chicago, Milwaukee, Madison, and the Twin Cities and a minor rout linking Green Bay with Milwaukee. The Twin Cities to Chicago route would have trains running speeds up to 110 mph, while the Green Bay to Milwaukee route would have trains running speeds up to 80 mph. The existing Amtrak route (Canadian Pacific railroad line) running through the City of Wisconsin Dells is proposed to be part of the Twin Cities to Chicago route. The scheduled service startup for segments along this route include: 2003 for Milwaukee to Madison, 2005 for Madison to Twin Cities, and 2009 for Milwaukee to Chicago. The Green Bay-Milwaukee route is scheduled for service by 2007.

4.11 Intra-community Transportation Services

Within the Reedsburg area, intra-community transportation is provided to residents by the Reedsburg Cab Service, a for-profit taxi company privately contracted by the City. In addition, the City does receive State and Federal assistance for a shared ride taxi-system. Since the City does not have a bus system, there has been a steady increase in daily ridership and miles driven over the past three years (Table 4-5). In 2000 alone, there were approximately 45,000 total daily rides and over 134,000 miles driven. Part of the cab fleet does include a handicapped van that accounted for nearly 12,000 miles driven in 2000.

Table 4-5
Daily Ridership
Reedsburg Cab Service
1998-2000

	1998		1999		2000	
Day	**Year Total**	**Ave. Per Day**	**Year Total**	**Ave. Per Day**	**Year Total**	**Ave. Per Day**
Sunday	2,173	43	2,324	45	2,780	53
Monday	6,394	123	7,052	136	6,939	136
Tuesday	6,467	124	6,990	134	7,200	138
Wednesday	6,319	122	7,116	137	7,474	143
Thursday	6,461	124	6,837	131	7,048	138
Friday	7,019	138	7,751	149	8,211	158
Saturday	4,424	87	4,844	93	5,301	102
Totals	**39,257**	**109**	**42,914**	**118**	**44,953**	**124**

Source: Reedsburg Cab Service 2000 Year-End Report

No bus or shuttle service is provided in the City.

4.12 Inter-Community Bus Service

Inter-community bus service is not provided in the City of Reedsburg. The nearest bus service is the Greyhound Lines bus terminal in the City of Wisconsin Dells (Map 4-5). The Wisconsin Dells terminal is along 15 northwest-southeast routes that daily run between the Twin Cities and Milwaukee or Chicago. Along these routes, there are service locations in Hudson, Menomonie, Eau Claire, Osseo, Black River Falls, Red Wing (MN), Rochester (MN), La Crosse, Tomah, Mauston, Wisconsin Dells, Portage, Madison, and Rockford (IL). In addition, there are bus stops located in Lake Mills and Delafield. Daily, northwest and southeast bound buses stop at the Wisconsin Dells terminal, the northwest bound buses are primarily destined for La Crosse, Rochester, Eau Claire, and Twin Cities, while the southeast bound buses are primarily destine for Madison, Milwaukee, Rockford, and Chicago.

4.13 Non-Motorized Transportation Facilities

The City of Reedsburg is the beginning point of the '400' State Trail which was officially opened in June of 1993. A former railroad grade, the packed limestone trail spans 22 miles from Reedsburg to Elroy. The '400' Trail is one segment among the 117 miles of linked recreation trails in west central Wisconsin.

According to the Department of Transportation State Bicycle Plan, these are listed State Priority Routes (Map 4-5):

<u>Regional Priority Routes:</u>

STH 23 - Mineral Point to Reedsburg

Local Priority Routes:

CTH K north of Reedsburg
CTH H northeast of Reedsburg
Old Reedsburg Road east of Reedsburg

State Trails:

400 Trail - Reedsburg to Elroy

In addition, the Wisconsin Department of Transportation resurfaced STH 33 from Reedsburg to USH 12 in 2001. As part of this project, bike lanes were constructed from Viking Drive to Golf Course Road. On the remainder of STH 33 to USH 12 DOT placed wide paved shoulders that accommodate bicycles.

4.14 Water Transportation

The most significant water feature in the Reedsburg area is the Baraboo River (Map 7-4). The Baraboo River flows through the western and southern portion of the City and its planning area. After flowing east/southeast through Reedsburg, the river continues through the City of Baraboo and eventually into Lake Wisconsin and the Wisconsin River. The majority of land located along the river is within a designated floodplain and/or wetland. In addition, most of the shoreline areas along the river are undeveloped as well. Four creeks are also located in the Reedsburg area (Twin, Hay, Babb, and Copper) and are tributaries of the Baraboo River. The Baraboo River is not considered a major transportation corridor but does have a considerable draw for tourism and recreational activities.

4.15 Issues, Opportunities, and Constraints

Goals and recommendations from the existing (1994) Transportation Master Plan need to be updated.

Because of the traffic increase within the City, an assessment of present and future impacts (both direct/indirect) on the community is needed. This specifically includes State Highways 23, 33, 136, and 154, plus nearby U.S. Highway 12, CTH H, and I-90/94 (regional).

Additional impacts of truck traffic on certain routes will need to be addressed.

Appropriate signage for proposed and/or designated truck routes will need to be addressed.

Due to increased traffic counts the City needs to assess highway access policies, including no access with a frontage road system. Specifically, this includes the creation of an access management plan for Trans 233 (including STH 33, STH 23, and CTH H).

Possible transportation modeling of alternative routing options may be necessary as a result of the increasing traffic counts. This includes the exploration of how to most effectively handle one-way streets.

Because of increased traffic counts, adequate intersection control devices for locations throughout the City will need to be addressed.

Future traffic corridors and the impacts of high speed rail (proposed Midwest Regional Rail System) will need to be addressed.

Aside from taxi service, the City currently lacks alternative forms of transportation. Additional modes of transportation, including possible bus service or light rail, van pools, and shuttle bus opportunities need to be explored.

The '400' State Trail has been a welcomed addition to the City. However, there is a need for additional bicycle improvements, including lanes, maps, and signage that would help provide connections to existing and supporting facilities throughout the City. The '400' State Trail would be extended is the railroad were to cease operation.

The amount and frequency of signage and billboards along CTH H continues to be a growing concern.

Parking improvements, including downtown, continues to be a concern for the City.

While the sidewalks remain in good condition, care will need to be given to maintain these walkways and their handicap accessibility.

The majority of roads are found to be in good shape. To comply with the State's mandate requiring all incorporated communities to prepare a pavement rating of their local roads, and submit it for review the City will be evaluating its road system this summer (2001) using the PASER system. Roadway and intersection capacity also need to be reviewed.

As identified in the 1994 Transportation Master Plan, snowmobile access remains a concern for the City.

Because of its proximity to the City and its continued use, issues surrounding the airport will continually need to be addressed.

Circulation patterns need to be addressed due to growth and development around Jubilee Foods and the Post Office.