

# 3 TRANSPORTATION

## 3.1 Transportation Chapter Purpose and Contents

This element includes a brief summary of existing transportation conditions followed by a series of goals, objectives, and recommendations to guide the future development of various modes of transportation and facilities development in the Town of Hancock.

Recommendations were developed through the public participation process, and through review of the *Town of Hancock Community Management Plan (2005)*. Many of the goals and objectives that were developed as part of the community management plan have also been included in this comprehensive plan. New goals, objectives, and recommendations were added where identified through the public participation process or in areas necessary for compliance with Wisconsin's comprehensive planning law.

## 3.2 Summary of Existing Transportation Conditions

The following section identifies key transportation conditions for the Town of Hancock. A complete listing of transportation information, including regional and state plans, can be located in the *Town of Hancock Comprehensive Plan Volume Two: Existing Conditions Report*.

### Streets and Highways

- The entire transportation network in the Town of Hancock is comprised of 81.99 miles of local roads, county highways, interstate and state highways. Local roads comprise over half (60%) of the road network.
- I-39, a principal arterial, provides north and south linkages between the south central part of the State (Madison and Beloit) and the north central regions (Wausau and points north).
- Approximately ninety-two percent (46.1 miles) of the roads within Hancock are paved.
- About three-quarters of the roads in Hancock (33 miles, 72%) are considered to be in good to fair condition.

### Other Transportation Modes

- There are no Rustic Roads in the Town of Hancock.
- There are two major freight corridors passing through Waushara County. The Cranberry Country Corridor (STH 21) and the Wisconsin River Corridor (I-39/US 51).
- Rail service to Waushara County was discontinued several decades ago.
- There are no commercial ports in Waushara County.
- Waushara County has established an interconnected system of bicycle routes throughout the county. Route 2 – Hancock-Deerfield totals 26.9 miles transecting the towns of Hancock and Deerfield.
- The four airports most convenient to area residents that provide scheduled commercial air service are: Central Wisconsin Regional Airport in Mosinee, Outagamie County Regional Airport in Appleton, Dane County Regional Airport in Madison, and Austin Straubel Airport in Green Bay.
- There is no scheduled bus service within the county.

### Current and Future Transportation Projects

- There are no major reconstruction plans scheduled for the Town of Hancock.

### 3.3 Transportation Issues and Opportunities Identified Through the Planning Process

A number of issues were identified during the planning process that were not a result of statistical analyses. These challenges may or may not have been captured through the existing conditions information collected in Volume Two of this report. The following issues or opportunities were identified by the Town of Hancock.

#### Bicycling

Waushara County has established a bicycle route through the Town of Hancock (Route 2) that is regularly utilized in warmer weather. The routes use a combination of county highways and local roads. Town representatives would like better connections to prominent commercial and recreation areas within the area, including Hancock Village Park. The Town is interested in coordinating with the Village to construct off-road accommodations between the park and the downtown.

### 3.4 Transportation Goals, Objectives, and Recommendations

The following section identifies goals, objectives, and recommendations concerning transportation issues in the Town of Hancock. The goals and objectives identify what should be accomplished, whereas the recommendations focus on identifying the action necessary to achieve the goals and objectives. In many cases, existing prerogatives were carried over from the *Town of Hancock Community Management Plan (2005)*.

#### Goal 3.1: Provide residents and visitors with safe, convenient, and economical transportation options.

##### Objective(s)

- a. Provide a well-maintained system of federal, state, county, and local roads.
- b. Maintain and improve the overall quality of the local road system.
- c. Improve roadway safety.
- d. Reduce reliance on the automobile where feasible.
- e. Make walking and bicycling more attractive transportation options.
- f. Improve options for transportation-dependent residents.
- g. Improve wintertime driving conditions.

##### Recommendations

3.1.1 Set minimum roadway standards and refuse acceptance of new dedicated streets unless standards have been met.

3.1.2 Increase roadway safety by reviewing options for improvement of dangerous roadway segments and intersections. These include:

- i. The intersection of CTH GG and CTH V. Options may include diverting traffic onto 6<sup>th</sup> Ave from the segment of CTH GG between 6<sup>th</sup> Ave and CTH V.
- ii. The intersection of Forest Drive/6<sup>th</sup> Ave and CTH GG.
- iii. Improving visibility on CTH FF just south of Pine Lake.

3.1.3 Reduce reliance on single occupancy vehicle travel where feasible. This may include promoting carpooling and ridesharing. Hancock should coordinate with adjacent communities to identify “park and ride” lots for ridesharing opportunities and coordinate with Waushara County to establish a database of interested rideshare users.

3.1.4 Continue timely reconstruction of in-need roadways through capital improvements programming to establish appropriate funding levels and utilizing the PASER evaluation of roadways to help prioritize maintenance and repair schedules.

3.1.5 Encourage transportation users to report problem areas and undertake spot improvements where warranted.

3.1.6 Accommodate bicyclists and pedestrians in areas of high activity or concentrated development.

This may include:

- i. Incorporating paved and striped shoulders on key road segments;
- ii. Providing walking/biking paths along Town roads leading to major destinations;
- iii. Consider constructing an off-road bicycle and walking path around the north side of Pine Lake (connection to Village Park) or, if this route is not practical due to topographical and right-of-way restrictions, explore transportation easements south of Pine Lake;
- iv. Reviewing the Waushara County Bike Routes guide to ensure connectivity between local and regional destinations and attractions. In the Town of Hancock, this includes supporting the connection of Bike Route 1 and Bike Route 2.
- v. Explore grant funding, such as the DNR's Stewardship Program, to provide funding for linear trail development.

3.1.7 Improve the availability of taxi/medi-van/minivan types of transportation services for elderly and other mobility-challenged residents. This may include working with Waushara County's Aging and Disability Resource Center to identify challenges or gaps in current services that limit use.