

TRANSPORTATION ELEMENT

General Overview

The village of Twin Lakes and town of Randall 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 affect 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 dominate all modes of transportation. However, it is important to recognize people have different needs and capabilities and a good transportation system should include a variety of transportation choices.

Objective of Element

The intent of this element is to provide basic information on the existing transportation network in the area and in the region (Exhibit E-1). Next, statewide planning efforts are reviewed to assess how these efforts may or may not affect transportation facilities within and around these areas. State programmatic budgets are reviewed to determine what transportation projects, if any, are anticipated. The final section presents a future transportation network plan for these areas. Taken together this review will help to better define issues, problems and opportunities that should 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, objectives and policies.

Exhibit E-1. Basic Objectives of the Transportation Element

- Assess existing transportation facilities.
- Review statewide planning efforts.
- Review state programmatic budgets for transportation projects.
- 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.

Existing Conditions

Local Road Network

Roadways serve two 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 efficiency decreases (Exhibit E-2).

To help plan for current and future traffic conditions, it is useful to categorize roads based on their primary function – access or mobility. 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.

Map E-1 shows the various roads in the area and how they are classified according to the Wisconsin Department of Transportation. A description of the roads in the DOT's classification system is provided in Exhibit E-3.

Principal Arterials. I-94 is a principal arterial connecting Chicago, Milwaukee, Madison and the Twin Cities interchanges that are situated to the east on State Trunk Highways (STHs) 50 and 165 (CTH Q from the west) and County Trunk Highway (CTH) C. STH 12 is another principal arterial connecting the north suburbs of Chicago with Lake Geneva and Madison.

Minor Arterials. State Trunk Highways 83 and 45 to the east are classified as minor arterials and they extend from the Illinois line north into Wisconsin.

Collectors. Collector roads and County Highways are basically the same in the planning area. County Roads C (part), F, O, P, W, Z, HM and KD (part) are considered major collectors. Also, 93rd Street is a major collector. County Roads C (part), CK, JI, FR, KD (part) and EM are considered minor collectors. These roads follow a grid system where possible.

Local Streets. The remaining streets in the Village and Town are classified as local streets and provide access to residential, commercial and industrial land uses. Many local roads conform to the rolling terrain of the area and therefore do not follow a grid system. There are few

Exhibit E-2. General Relationship between Access and Mobility

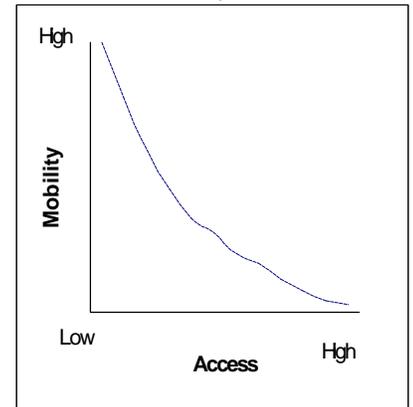


Exhibit E-3. Functional Classification System

Classification	Description
Principal arterials	Serve interstate and interregional trips. These routes generally serve all urban areas with populations greater than 5,000. The rural principal arterials are further subdivided into (1) Interstate highways and (2) other principal arterials.
Minor arterials	In conjunction with the principal arterials, they serve cities, large communities and other major traffic generators providing intra-regional and inter-area traffic movement.
Major collectors	Provide service to moderate size communities and other intra-area traffic generators and link those generators to nearby larger population centers or higher function routes.
Minor collectors	Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators and higher function roads. All developed areas should be within a reasonable distance of a collector road.
Local roads	Provide access to adjacent land and provide travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Source: "Facilities Development Manual" Wisconsin Department of Transportation

cul-de-sacs, but many dead end streets.

The County Highways are the major roads in the area. A characteristic of these roads is the lack of a shoulder. This creates a dangerous situation for pedestrians and bicyclists.

Maintenance Responsibility

Within the Village, there are roughly 31.99 miles of public roads that the Village is responsible for maintaining and within the Town, there are roughly 21.78 miles of public roads which the Town is responsible for maintaining. (Table E-1).

Table E-1. Roads in Randall and Twin Lakes by Maintenance Responsibility: 2003

	Length (miles)	Percent of Total
State of Wisconsin	0	0.0
Kenosha County	35.23	39.6
Twin Lakes	31.99	35.9
Randall	21.78	24.5
Private	0	0.0
Total	89.0	100.0

Note: The sum of percents may not equal total due to rounding.

Traffic Conditions

As part of a statewide system, the Wisconsin Department of Transportation (DOT) monitors traffic flow at selected locations on regular cycles. Map E-1 shows the locations of these counts taken in and around the Village during 1996 and 1999. Many of the volumes are between 2,000 and 4,000 vehicles per day. The busiest roads are at the intersection of Main Street and Lake Avenue. Lake Avenue to the south carries 9,000 vehicles per day, Lake Avenue to the north carries 7,600 vehicles and Main Street to the west carries 6,600 vehicles. As a comparison, STH 50 just west of its intersection with STH 45 carried 18,268 in 1999. Other than these traffic counts taken by the DOT, no other known traffic counts are available.

Surface Conditions

Periodically the Village and Town inspect or have inspected all of the public roads. The two communities maintain and assign a rating for the physical appearance of each road by

segment. The system is referred to as PASER (Pavement Surface Evaluation and Rating).

Table E-2. Condition of Roads Located in Randall and Twin Lakes: 2001

PASER Rating	Warranted Maintenance	Miles	Percent of Total
Town of Randall			
1 or 2	No treatment needed		0.0
3 or 4	Structural Improvements and leveling – overlay	.72	3.5
5 or 6	Preservative Treatments	5.88	28.8
7 or 8	Routine Maintenance – cracksealing and minor patching	10.06	49.3
9 or 10	None required	3.75	18.4
Total		20.41	100.0
Village of Twin Lakes			
1 or 2	No treatment needed	.09	0.3
3 or 4	Structural improvements and leveling – overlay	.82	2.7
5 or 6	Preservative Treatment	6.93	23.1
7 or 8	Routine Maintenance – crack sealing and minor patching	10.33	34.5
9 or 10	None required	11.77	39.3
Total		29.94	100.0

Source: Town of Randall, Village of Twin Lakes

Data from the Town and Village for 2001 are shown in Table E-2. In the Town, 18.4 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 49.3 percent of the road miles. About 28.8 percent of the road miles need some type of preservative treatment (Rating 5 or 6) and a small percent need structural improvements (rating 3 or 4). There are no roads with a rating of 1 or 2, which would have indicated a need for reconstruction.

In the Village, 39.3 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 34.5 percent of the road miles while 23.1 percent need some type of preservative treatment (rating 5 or 6). Only 2.7 percent of the roads require some structural improvements and less than a mile with a rating or 1 or 2, which would indicate a need for reconstruction.

Traffic Accidents

Evaluating vehicle accident reports is one means of assessing how well the road network works. The number of accidents, type and severity can point out overall problems or specific areas needing special attention.

Tables E-3 and E-4 shows the number of vehicle crashes between 1997 and 2001 in the Village and Town. During that time period, there were a total of 586 crashes, an average of 117 per year. There were three fatality crashes over that time.

Table E-3. Vehicle Crashes; Village of Twin Lakes: 1997 to 2001

Year	Fatality	Personal	Property	Total
	Crashes	Injury Crashes	Damage Crashes	
1997	0	12	32	44
1998	1	11	25	37
1999	0	18	37	55
2000	0	20	32	52
2001	1	15	27	43

Source: WisDOT-DT/M/Bureau of Transportation Safety, July 2002

Table E-4. Vehicle Crashes; Town of Randall: 1997 to 2001

Year	Fatality	Personal	Property	Total
	Crashes	Injury Crashes	Damage Crashes	
1997	1	29	47	77
1998	0	25	39	64
1999	0	20	61	81
2000	0	25	43	68
2001	0	25	39	65

Source: WisDOT-DT/M/Bureau of Transportation Safety, July 2002

Page reserved for Map E -1 -- Functional Classification and traffic counts

From 1997 to 2001, speed related crashes were the most common type of crashes with a reported 155 incidents during this 5-year period. (Table E-5).

Table E-5. Vehicle Crashes by Type; Village of Twin Lakes: 1997 to 2001

Year	Speed Related Crashes	Alcohol Related Crashes	Disregarded Traffic Control Crashes	Fail To Yield Crashes
1997	14	2	2	15
1998	7	9	2	7
1999	13	4	3	10
2000	13	6	2	9
2001	11	5	4	11

Source: WisDOT-DTIM/Bureau of Transportation Safety, July 2002

Table E-5. Vehicle Crashes by Type; Town of Randall: 1997 to 2001

Year	Speed Related Crashes	Alcohol Related Crashes	Disregarded Traffic Control Crashes	Fail To Yield Crashes
1997	18	10	6	8
1998	21	10	6	4
1999	17	8	0	6
2000	21	6	1	6
2001	20	8	0	5

Source: WisDOT-DTIM/Bureau of Transportation Safety, July 2002

Table E-6. Vehicle Crashes by Type; Village of Twin Lakes: 1997 to 2001

Year	Pedestrian Crashes	Bicycle Crashes	Motorcycle Crashes	School Bus Crashes	Hit and Run Crashes	Deer Crashes
1997	0	1	2	0	3	3
1998	1	0	1	0	6	5
1999	4	3	3	0	12	4
2000	1	1	0	0	6	4
2001	0	1	1	0	6	3

Source: WisDOT-DTIM/Bureau of Transportation Safety, July 2002

Table E-6. Vehicle Crashes by Type; Town of Randall: 1997 to 2001

Year	Pedestrian Crashes	Bicycle Crashes	Motorcycle Crashes	School Bus Crashes	Hit and Run Crashes	Deer Crashes
1997	0	1	2	0	11	14
1998	0	0	0	2	7	9
1999	0	0	2	1	9	15
2000	0	1	0	0	4	14
2001	0	0	6	0	9	13

Source: WisDOT-DTIM/Bureau of Transportation Safety, July 2002

Deer crashes, followed by hit and run crashes represented the largest number of crashes over the 5-year period (Table E-6).

Truck Transportation

Freight movement in the region is dominated by trucking. There are 50 trucking and warehousing establishments located in Kenosha County. Given national trends in the air cargo industry and rail industry, it is expected trucking will remain the dominant mode of freight transportation well into the future. Some have estimated that nationally the number of truck miles in the United States will double over the next 20 years.

Air Transportation

Within Wisconsin there are over 720 aircraft landing facilities located throughout the state including 143 public-use airports. These consist of airports of various sizes and capabilities. The *State Airport System* is defined by the DOT to be 100 of Wisconsin’s 143 public-use airports as classified in Exhibit E-4. A municipality or a county primarily owns airports included in this system. Certain privately owned, public-use airports are also available for use.

Exhibit E-4. Types of Public-Use Airports in Wisconsin

Classification Category	Number in State	Description
Air Carrier / Cargo	27	Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and larger military transports.
Transport / Corporate	10	Airports intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes used in commuter air service.
General Utility	23	Intended to serve virtually all-small aviation general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less.
Basic Utility - A	17	Intended to serve aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet.
Basic Utility - B	23	Intended to serve aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet.
Total	100	

Source: Wisconsin State Airport System Plan - 2020

Exhibit E-5. Public Use Airports in Region: 2002



There are 23 of the public-use airports in the region as shown in Exhibit E-5. The Randall/Twin Lakes area is roughly half way between Mitchell International Airport in Milwaukee and O’Hare International Airport in Chicago. General Mitchell International Airport is the largest airport facility in Wisconsin and O’Hare is the largest in the country.

The town of Randall has two airports listed in the Airport Directory. The Westosha Airport and Vincent Airport are open to public use and their locations are shown on Map E-1. The Westosha Airport is located on the east edge of the Town. The primary runway is 2,850 feet long, lighted and made of asphalt. The second runway is 1,500 feet long, made of turf and is only available from March 31 to November 15 each year. It averages 61 operations per day. It provides many aviation services including fuel.

The Vincent Airport is on the west side of the Town. The airport has one runway made of turf and is 1,775 feet long. It is lighted, but not plowed in the winter. It does not provide any aviation services.

One and one half miles east of the Town is another airport open to the public. It is the Camp Lake Airport. It has a 2,250-foot turf runway. There are airport services on site and they average 42 operations per week. The runway is not plowed in the winter.

Kenosha Regional Airport is located about 15 miles east of the Town. It is designated a Tier I reliever airport¹ for General Mitchell International Airport by the Federal Aviation Administration (FAA). It has three runways: 5,499 feet long, 4,400 feet and 3,300 feet. All are made of concrete or asphalt and are lighted. It averages 244 operations per day.

The Burlington Municipal Airport is about 7 miles from the Town. It has an asphalt runway of 4,300 feet. The other runway is turf and is 2,477 feet long. The airport averages 151 operations per day.

As shown in Table E-8, the number of aviation operations² at each of these airports is expected to substantially increase in the coming years. General Mitchell International Airport will see the most growth over the next 2 decades with a 41 percent rise in air traffic. While Kenosha Regional will experience an even greater 64 percent rise in traffic. It should be noted that the bulk of the statewide increase in aviation operations is expected to occur at airports in the Milwaukee metropolitan region.

Table E-8. Projected General Aviation Operations; Selected Public-Use Airports: 2000 - 2020

Airport Name	Classification Category	2000	2010	2020	Percent Change
					2000 - 2020
General Mitchell International Airport	Air Carrier/Air Cargo	215,000	268,440	303,100	41.0
Kenosha Regional	Transport/Corporate	113,300	169,000	185,800	64.0
Statewide Average					13.0
O'Hare International Airport	Air Carrier/Air Cargo	908,989			
Chicago Midway Airport	Air Carrier/Air Cargo	298,115			

Source: Wisconsin State Airport System Plan – 2020
City of Chicago, Department of Aviation

Railroad Facilities

There are a number of freight railroads operating in the region. The Canadian Pacific Railway, the Canadian National Railway and the Union Pacific Railroad operate within Kenosha County. Rail passenger service is available to the residents of the Town and Village by Amtrak with stations located in Milwaukee, Lake Geneva and Sturtevant. In addition, Union Pacific Railroad and METRA, the commuter rail system in Northeastern Illinois offer commuter rail service between Kenosha and Chicago. In addition, METRA routes originating in the Illinois cities of Harvard, Fox Lake, and Antioch provide transportation options for local commuters who may have destinations in the greater Chicago and surrounding areas.

¹ A reliever airport is a smaller airport in and around metropolitan areas, which are intended to reduce congestion at large commercial airports by providing general aviation pilots with alternative landing areas.
² An airport operation is defined as either a landing or a takeoff. A plane that takes off and returns would account for two operations.

Water Transportation

Even though the Town and Village do not have immediate access to a major waterway or harbor, the Port of Milwaukee, located approximately 25 miles north, is a major shipping port which offers connections to Canadian ports, the St. Lawrence Seaway, global markets and ocean linkage via the Great Lakes. It is one of the few Great Lakes ports open to navigation year-round. The Port of Milwaukee, long ranked as the premier heavy lift port of the Great Lakes, handles over 3 million tons of cargo each year. The largest volumes of shipments are destined for Europe, Africa, India and South America.

Bicycle/Walking Trails

There are no designated state bike trails or bike routes in or near the village of Twin Lakes or the town of Randall. However, the White River State Trail is located nearby and goes between Elkhorn and the Walworth-Racine county line, just outside Burlington. It is a new 12.6-mile county operated trail that opened in June 2003. It is part of a statewide network of trails being developed by the Department of Natural Resources and other collaborators. The trail accommodates a wide range of activities including biking, hiking, pleasure walking and snow mobile use.

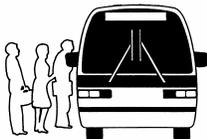
Local residents also have access to the Bong State Recreation Area near Burlington, which is a 4,515-acre multi-use recreation area that offers 11 miles of off-road bicycle trails.

Within the Village and Town the various existing roadways have been classified by the DOT regarding the conditions they present for bicyclists. Given their high use for vehicular traffic local residents must be comfortable in their riding ability and willingness to share the roads with motor vehicles. County roads C, HM and W are classified as having moderate conditions for bicycling. These roadways have moderate traffic volumes for the amount of pavement width present. This classification may also include county highways without paved shoulders or state trunk highways with narrow paved shoulders, but slightly more traffic. Less experienced cyclists are urged to use care on such segments.

County Roads F, O, P, Z, EM and KD, are classified as mostly high volume, undesirable conditions. These roadways have heavy traffic volumes, no paved shoulders or narrow paved shoulders, and many have moderate to high truck traffic. Bicyclists should try to plan around these roads and/or use considerable caution when riding on them.

Special Transit Facilities

The Kenosha County Aging and Disability Resource Center provides services for the elderly and disabled persons. Care-A-Van provides door-to-door transportation for medical appointments, nutrition, employment, personal business and recreation purposes. A lift-equipped van is available within Kenosha County; however, the service is very limited west of I-94. Twenty-four hour advance notice is required.



In addition, Volunteer Escort Service relies on volunteer drivers and thru availability. To take advantage of this service, riders must be ambulatory and able to get in and out of the car independently. The fee is \$6.00 for local fees and additional fees for rides out of town.

Intercity Bus Transportation

Greyhound Bus Lines provides bus service to 80 locations in Wisconsin almost exclusively along major highways. The closest station to Twin Lakes/Randall is found in the City of Kenosha. From there, service continues to Green Bay, Manitowoc, Milwaukee and points beyond.

Additionally, City Express offers daily service to/from Kenosha and Racine, Waukesha, Milwaukee, Gurnee, Illinois and O'Hare. Coach USA also provides service to General Mitchell Field and O'Hare International from Route 50 and I-94 and also from Richmond, Illinois to O'Hare International and Chicago Midway airports. Bus and rail service is then available from these airports to the greater downtown Chicago area.

Review of Existing Transportation Plans

There are a number of statewide transportation planning efforts that will have a bearing on the presence or absence of transportation facilities and services in the region (Exhibit E-7). Most of these efforts developed umbrella policy documents that provide general goals and policies covering the state. The following sections provide a brief overview of the plans that have been completed or are in a draft phase and how they might affect area residents and the preparation of this plan.

Exhibit E-7. Statewide Transportation Plans

Title	Responsible State Agency	Status
Translinks 21	Department of Transportation	Adopted – 1994
Wisconsin Bicycle Transportation Plan - 2020	Department of Transportation	Adopted – December, 1998
Midwest Regional Rail System	Department of Transportation	Published – February, 2000
Wisconsin State Highway Plan 2020	Department of Transportation	Adopted - February, 2000
Wisconsin State Airport System Plan 2020	Department of Transportation	Adopted – February, 2000
State Recreational Trails Network Plan	Department of Natural Resources	Adopted January, 2001
Wisconsin Pedestrian Plan	Department of Transportation	Proposed completion – 2001
State Rail Plan	Department of Transportation	Proposed completion - 2002

Compiled by: Mid-America Planning Services, Inc.

Beginning in 1994, the Department of Transportation began a planning process to develop a comprehensive, intermodal transportation plan as mandated by the federal government in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The resulting plan, *Translinks 21*, is intended to guide transportation policies, programs and investments through the year 2020.

It outlines an aggressive program, estimated to cost \$39 billion over a 25-year period, which is about \$8.9 billion over projected spending levels. *Translinks 21* is intended to provide policy level guidance on the preparation of individual modal plans for highways, airports, railroads, bikeways and transit. Key programmatic elements are shown in Exhibit E-8.

Exhibit E-8. Translinks 21 -- Major Programmatic Elements

- State Highways**
- Complete construction of the multilane Corridors 2020 Backbone network (more fully described below).
 - Fund a new \$175 million Country Roads Program to maintain less-traveled state highways and provide habitat and landscape improvements to enhance the scenic, historic and other attractions surrounding the highway.
- Passenger Rail**
- In conjunction with Amtrak, develop new high-speed passenger rail service to various locations in the state.
- Air service**
- Invest \$50 million in airports to replace anticipated shortfalls in the federal Airport Improvement Program.
- Intercity Bus**
- Invest \$160 million to maintain existing intercity bus service and provide service to communities with populations over 5,000.
 - Invest \$25 million to help communities establish intercity passenger transportation stations connecting intercity bus, rail, auto and in some cases air services with each other and with municipal bus, taxi, or elderly and disabled services.
- Public Transit**
- Implement five new initiatives to maintain, improve and expand use of public transit in larger communities.
- Other**
- Increase funding for the Local Road Improvement Program (LRIP), which helps local communities pay for needed improvements on local routes.

Compiled by: Mid-America Planning Services, Inc.

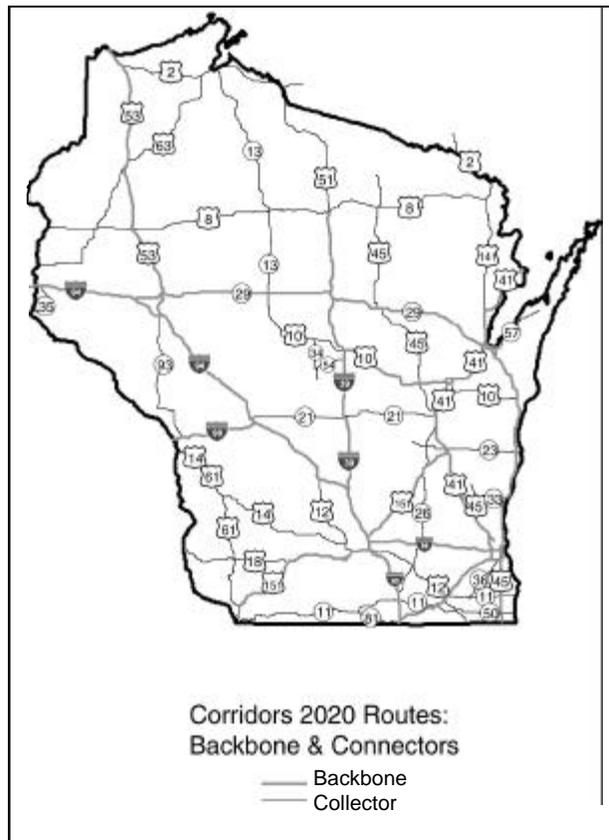
Wisconsin State Highway Plan - 2020

The State Highway Plan 2020 outlines investment needs and priorities for the state's 1,800 miles of state trunk highway through the year 2020. Given the financial realities of maintaining this extensive road network (need exceeds anticipated funds), the plan establishes priorities for funding. Most of the funds are slated for Corridors 2020 backbone and collector routes as shown in Exhibit E-9.

Midwest Regional Rail System

Since 1996, transportation officials from nine Midwest states, Amtrak and the Federal Railroad Administration have been developing a proposal to bring more efficient high-speed passenger rail to Midwest residents. The recently adopted, Midwest Regional Rail Initiative, lays out a general framework for developing and improving the 3,000-mile rail network, known as the Midwest Regional Rail System (MWRRS) (Exhibit E-10). The overall project would cost more than \$4 billion and would be implemented over 10 years. Although representatives from the participating entities jointly developed the proposal, individual states will need to implement and fund specific projects within their state's jurisdiction. As of this date, the state has not authorized any specific projects. Implementation of all or part of the MWRSS in Wisconsin will likely be addressed in the state's Rail Plan currently under development.

Exhibit E-9. Corridors 2020

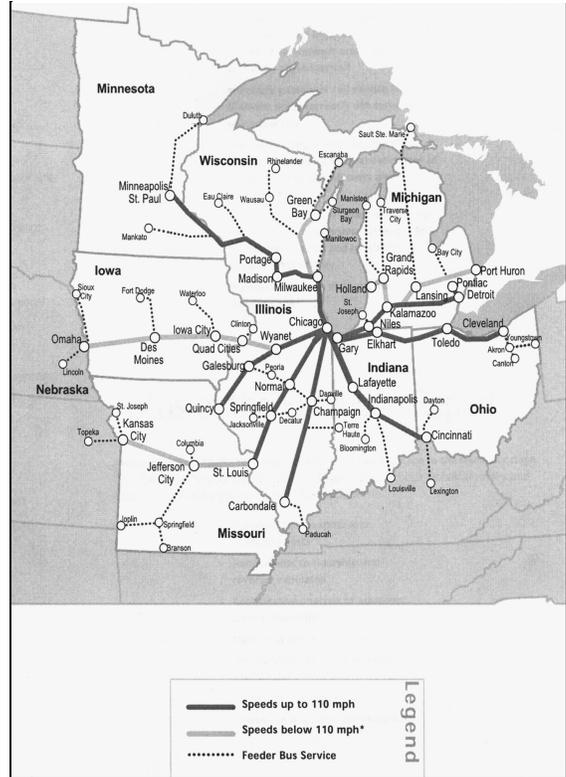


Wisconsin Bicycle Transportation Plan – 2020

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 produced 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.

The plan also identified state trunk highways suitable as “Priority Corridors and Key Linkages” that connect communities with more than 5,000 people and other major bicyclist destinations. Although these mapped routes currently occur only on state trunk highways, the plan anticipates the routes will be extended to include other segments of county trunk highways as smart growth plans are prepared and adopted in the future.

Exhibit E-10. Proposed Midwest Regional Rail System



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).

Given the scope of the plan and the inter-jurisdictional nature of linear trails, the DNR will need to work in partnership with the Department of Transportation, affected counties and other local units of government and interested user groups. The department would act as a facilitator helping with acquisition and in some instances development, as funding permits. This plan and the DOT’s Bicycle Transportation Plan (discussed above) should be seen as complementary as there is often little distinction between recreational use of a trail and using the trail as a means of inter-city transportation.

Even though a proposed trail corridor may not run through a community, the plan encourages communities and counties throughout the state to develop additional trails that would link to the statewide trail system.

Wisconsin State Airport System Plan - 2020

The Wisconsin State Airport System Plan – 2020 has a 21-year planning horizon and provides a framework for the preservation and enhancement of public-use airports that are part of the State Airport System. Of the 143 public-use airports in the state, 100 are part of the system. Based on coverage of existing airports and anticipated demand, no additional airports will be brought into the System and no existing airport will be eliminated.

The plan categorizes needed improvements into three groups: pavement, instrument capability and airport service level. The recommended set of policy scenarios generates a statewide total of estimated project costs for the 21-year planning period of nearly \$1.1 billion (1999 dollars). Although estimated costs were developed for each of the airports in the system, the plan did not itemize the costs for each airport so it is difficult to determine which airports have been identified as needing improvements over the next 21 years.

Programmed Transportation Improvement Projects

Airports in State Airport System

Sponsors of airports in the State Airport System are eligible to apply for state and federal funding to help augment the cost of airport improvement projects that range in scope from very small improvements to major development and reconstruction projects. The Bureau of Aeronautics programs airport improvement projects around the state based on state and federal priority ratings, state and federal funding availability and other factors. The result is a 5-Year Airport Improvement Program updated every year. The projects listed in the first 2 years of the program are programmed for completion, while those in latter years are tentative.

Future Transportation Plan

The current local road network, dedicated corridor available for a bicycle trail and the Interstate highway system are all assets the Village/Town can build upon. Future transportation growth is depicted on Map E-2.

Goals, Objectives, Policies and Recommendations

The goals, objectives, policies and recommendations for this element are found in Chapter B.