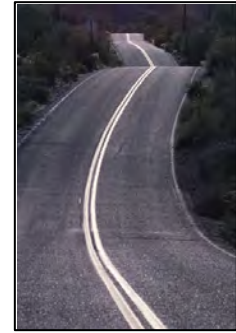


5.0 TRANSPORTATION FACILITIES

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5.0 TRANSPORTATION FACILITIES



Introduction

The Smart Growth Legislation defines the transportation element as:

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental units' objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highways functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans, and rail plans that apply in the local governmental unit.

Transportation Vision

IN 20 YEARS, THE TOWN OF NEKIMI IS SERVED BY A NETWORK OF WELL-MAINTAINED TOWN ROADS AND HIGHWAYS. CAREFUL CONSIDERATION IS GIVEN TO THE LAYOUT OF NEW STREETS TO ENSURE THAT TRAFFIC FLOWS OF THE MAJOR HIGHWAYS ARE PROTECTED. THE USH 41 CORRIDOR IS THE PRIMARY LINK BETWEEN THE TOWN OF NEKIMI AND THE GREATER REGION. PUBLIC TRANSIT, PROVIDED BY WINNEBAGO COUNTY AND THE CITY OF OSHKOSH, IS AVAILABLE FOR TOWN RESIDENTS ON AN AS NEEDED BASIS. PRIVATE TRANSPORTATION IS MORE COMMONLY USED.

Inventory of Transportation Facilities

Transportation facilities in the Town of Nekimi provide a varied mix of facilities ranging from rural town roads to state highways. Residents enjoy easy access to USH 41. Residents of the town rely on their personal automobiles to meet most of their transportation needs. Other modes of transit, including light rail and air transportation are not necessary in the town, nor are they likely to be developed prior to 2020 given that the population and local businesses do not demand, nor can they support, these types of transportation services. Wittman Regional Airport, located within the City of Oshkosh, is the nearest airport facility.

Existing Street and Highway System

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. Arterials accommodate the movement of vehicles, while local roads are designed to provide direct access to individual parcels of land. Collectors serve both local and through traffic by providing a connection between arterials and local roads. Facilities classified under the Federal Aids Secondary System (county trunks and state highways) qualify for federal aid for capital projects involving construction, reconstruction or repair. State highway aids are available to all

communities for construction and maintenance on a per mile basis. The information presented below is from the 1997 Town of Nekimi Land Use and Development Plan.

Principal Arterials

USH 41 is classified as a principal arterial and runs north to south through the Town of Nekimi. South of the STH 26 interchange, traffic volumes average 13,200 cars per day in the northbound lane and 12,400 cars per day in the southbound lane.

STH 26, which angles through the southwestern portion of the town, is also classified as a principal arterial. Annual average daily traffic (AADT) is 5,900 north of the intersection of STH 26 and CTH Z and 8,400 north of the intersection of STH 26 and CTH C. The intersection at STH 26 and USH 41 was reconstructed in 2001 with supporting lane improvements to support future traffic flows.

Minor Arterials

Minor arterials provide mobility for through traffic. STH 44 is classified as a minor arterial and angles through the northwestern portion of the Town of Nekimi. Southwest of the intersection of STH 44 and Clay Road, traffic volumes average 5,500 cars per day.

Major Collectors

There are three major collectors in the Town of Nekimi. CTH I, which runs along the eastern boundary of town, is a major collector between CTH N and the town's northern boundary. Traffic volumes average 1,900 per day just south of the town boundary. (ECWRPC, 1997)

The second major collector is STH 91, which runs along the town's northern boundary. Annual average daily traffic (AADT) is 2,300 west of the intersection of STH 44 and STH 91. The third major collector is the portion of CTH N east of USH41. (ECWRPC, 1997)

Minor Collectors

There are three minor collectors in the Town of Nekimi. The first is the portion of CTH N west of USH 41. Northeast of the intersection of CTH N and Clairville Road, traffic volumes average 510 cars per day (ECWRPC, 1997).

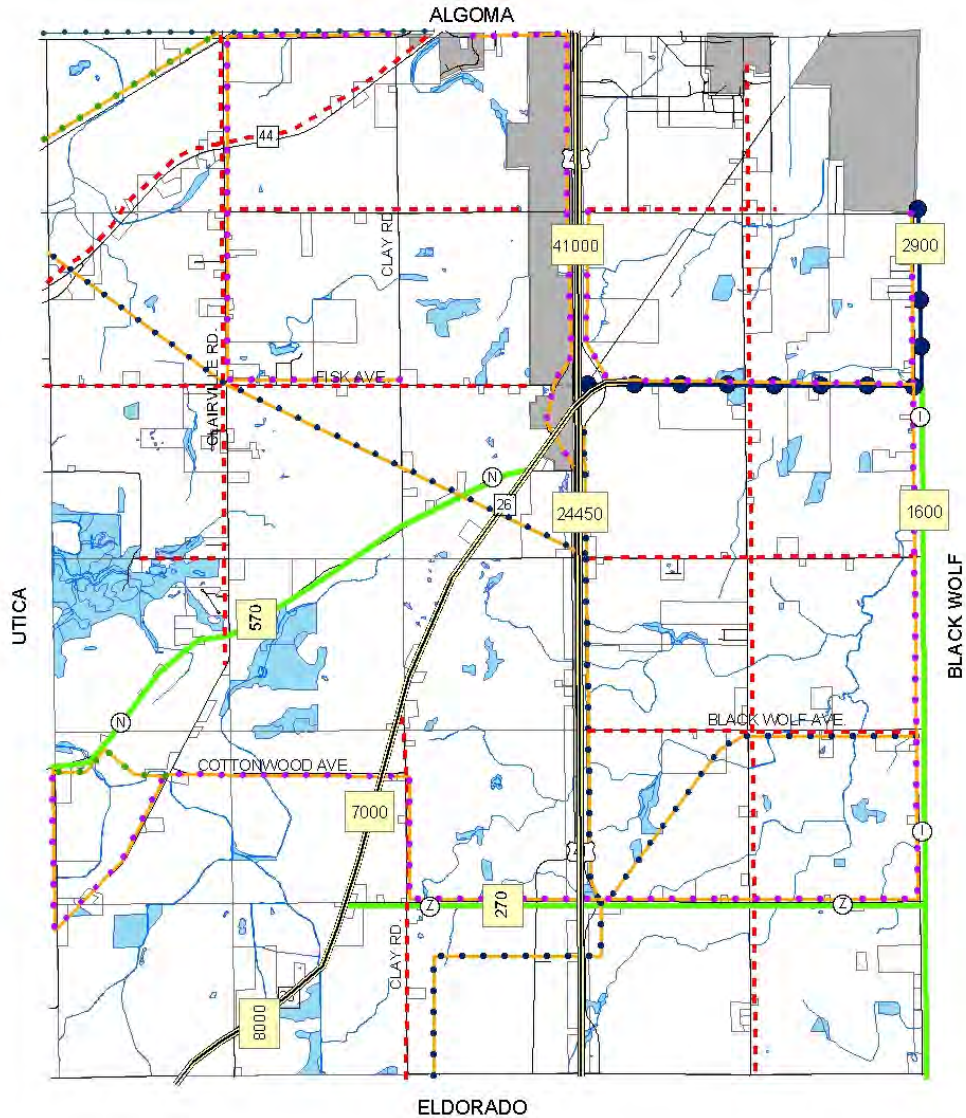
The second minor collector is CTH Z, which runs east to west through the southern portion of the Town of Nekimi. Annual average daily traffic is 390 east of the intersection of STH 26 and CTH Z. The third minor collector is the portion of CTH I/Old Oregon Road between CTH N and the town's southern boundary. South of its intersection with CTH N, traffic volumes average 1,500 (ECWRPC, 1997).

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land.

- ✓ **Principal Arterials** – serve interstate and interregional trips.
- ✓ **Minor Arterials** – accommodate inter-regional and inter-area traffic movements, often in conjunction with principal arterials.
- ✓ **Major Collectors** – provide service to moderate sized communities and other intra-area traffic generators. Many county trunk highways fall into this classification.
- ✓ **Minor Collectors** – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.
- ✓ **Local Roads** – provide direct access to residential, commercial and industrial development.

TRANSPORTATION NETWORK

TOWN OF NEKIMI



OMNI
ASSOCIATES

PROJECT # M1050A01
DATE: 5/30/2002
DRAWN BY: KAL
REVISED:

OMNI SYSTEMS & SOFTWARE, INC., WISCONSIN
PHONE: (608) 738-4882 FAX: (608) 233-9182

Location: F:\MUNICIPAL\JOBS\M1050A01\GIS\Nekimi\Transportation_11x17.mxd
Source: WINNEBAGO COUNTY GEOGRAPHIC INFORMATION SYSTEMS (WINGS DATA)
WINNEBAGO COUNTY LAND AND WATER CONSERVATION DEPARTMENT

Legend

- PRINCIPAL ARTERIAL
- - - MINOR ARTERIAL
- ROADS
- MINOR COLLECTOR
- MAJOR COLLECTOR
- RIVERS & STREAMS
- WATER
- ### TRAFFIC COUNT
- CITY OF OSHKOSH

Bike Routes
Revised by Transportation Plan Element of the Winnebago County Comprehensive Plan

- PROPOSED MULTIUSE
- PROPOSED BICYCLE (On Road)
- PROPOSED BICYCLE (Off Road)



Local Roads

The remaining roads in the town are local. They provide access to residential, commercial and industrial uses within the town.

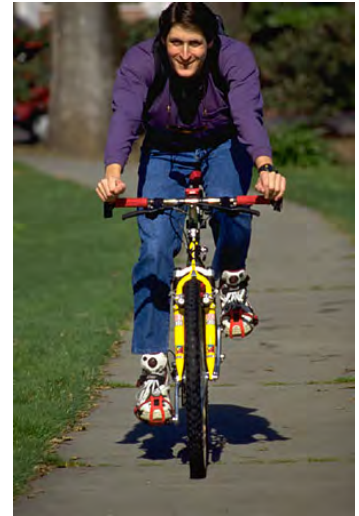
Pedestrian Facilities

Most local roads in the Town of Nekimi have shoulder areas and the posted speed limits are 45 miles per hour or less. Given the relatively low-density development pattern it is simply much easier to drive. This situation is not anticipated to change over the planning period. As a result, people without access to vehicles face transportation challenges. However, as conservation subdivisions are developed, particularly around the Ring community, the potential exists to establish some limited trail loops.

Cycling Opportunities

As part of the *State Highway Plan 2020*, the Wisconsin Department of Transportation (WisDOT) completed a bicycling conditions assessment in conjunction with planned state highway priority corridors, to identify key linkages in Winnebago County.

The WisDOT Map provided on the next page only suggests possible bicycle routes along state, county, and local roads. Although the plan does not establish bicycle routes in these areas, routes along state highways will be included in WisDOT’s State Highway 2020 Plan and WisDOT will control their development.



In the Town of Nekimi, WisDOT suggests CTH I as potential bicycle trail routes to connect town residents to the City of Oshkosh. The WisDOT Plan Map also ranked several roads in the Town of Nekimi based on their appropriateness for bicycle traffic. The road ratings are primarily based on the road width (i.e. ability to accommodate a shoulder path) and traffic volume. Secondary considerations include the percent of truck traffic and site distance restrictions. CTH N, FF and Z were classified as having the best conditions for cycling. CTH I and that portion of CTH N extending east of USH 41 were given a “blue” rating, which indicates moderate conditions for bicycling. Not surprisingly, USH 41 and STH 26 were given a “red” rating indicating that this route either prohibits bicycling or it is not recommended.

The Transportation Plan Element of the Winnebago County Plan indicates several proposed on-road bicycle trails in the Town of Nekimi. Specifically, the plan indicates trails should exist along CTH I, CTH Z, and CTH N (east of USH 41). The locations correspond to the recommendations of WisDOT. Furthermore, Winnebago County has identified potential on-road bicycle trail routes on Clairville Road, James Road and Cottonwood Avenue around Ring.

The town values its roads because they are not overly congested and provide good access to all areas of the town, including access for cyclists.

Bicycling Conditions Assessment with Planned State Highway Priority Corridors and Key Linkages

Winnebago County

Appleton



- Town Roads
- Best Conditions for Bicycling
- Moderate Conditions for Bicycling
- 2 Lane — 4 Lane Highways with Wider Paved Shoulders with Higher Volumes
- High Volume; Undesirable Conditions
- Bicyclists Prohibited or Not Recommended
- - - - - Bicycle Touring Trails
- - - - - Urban Escape Routes
- Major Urban Streets
- — — — Planned State Highway Bikeways Priorities and Linkages
- ● ● ● Potential Local Bicycle Route Connections



Snowmobile Trails

There are two snowmobile trails in the town.

- One trail runs parallel to the east side of the USH 41 corridor, south of the STH 26 interchange. This trail splits at CTH Z, where a portion extends south - across USH 41 and Plainview Road, past Lone Elm Road and into Fond du Lac County. The other portion of this trail extend east, near Black Wolf Road into the Town of Black Wolf.
- The other snowmobile trail in the Town of Nekimi runs northwest from Nekimi Avenue and USH 41 to the Town of Utica.

Railroad Corridors

There is one railroad corridor in the Town of Nekimi. It runs across the northwest corner of the town, parallel to STH 44. There are no plans to establish additional rail corridors or rail service in the town.

Mass Transit

Public bus service is not available within the Town of Nekimi due to the low density of development within the town, thus limiting rider ship. The town has no plans to establish its own transit service. Transit dependent residents of the town must rely on the assistance of friends or family, hire private transportation providers, or utilize the programs outlined in this section to meet their transportation needs.

Qualified elderly and disabled residents may participate in the Dial-A-Ride program, which is coordinated through local private cab providers. Participants can call cab companies directly for reduced fee rides. In addition, subsidized taxi and van service is provided to senior residents (over age 60) and disabled residents, 24 hours a day, seven days a week through a program sponsored by Winnebago County. This program is specifically targeted to rural county residents living in townships. The costs is \$4.00 per one-way trip. Qualified participants are eligible for up to ten (10) one-way trips each month.

There are no high-speed trains or other means of mass transit to serve residents north of Milwaukee.

Water Transportation

There are no water bodies in the Town of Nekimi large enough to support water based transportation opportunities.

Truck Transportation

The primary truck transportation route through the Town of Nekimi is the USH 41 corridor. This principal arterial extends from Milwaukee into the Upper Peninsula.

Other important truck routes through the town include: STH 26 and STH 44. STH 26 is an important southbound connection route between USH 41 and USH 151. STH 44 provides a link between Oshkosh and Ripon. Truckers use this route to get from USH 41 to STH 23 and then quickly on to Madison.

Air Transportation

Wittman Regional Airport, located in the City of Oshkosh, Town of Algoma and Town of Nekimi, is the primary airport facility serving the Town of Nekimi. It is owned and operated by Winnebago County. The airport includes approximately 1,500 acres of land with over 87 hangars. There are 4 runways at the airport, a 24-hour manned fire station and a tower that is open from 6:00 am until 10:00 pm. Specifications of the runways are provided in Table 17.

| Runway Name | Length | Width | Surface Material |
|--------------------|---------------|--------------|-------------------------|
| RWY 18-36 | 8,002 feet | 150 feet | Grooved Concrete |
| RWY 09-27 | 6,178 feet | 150 feet | Grooved Asphalt |
| RWY 04-22 | 3,424 feet | 75 feet | Asphalt |
| RWY 13-31 | 3,000 feet | 75 feet | Asphalt |

SOURCE: AirNav.com for Wittman Regional Airport

Wittman Regional Airport offers a variety of services. Basler Turbo Conversions converts DC-3 planes and operates the local fixed-base operation on the airport. Fox Valley Technical College, Aviation Services, and Valley Aviation operate flight schools at the airport. Wittman Regional Airport is also more widely known as the home for the Experimental Aircraft Association (EAA) headquarters, the annual AirVenture Convention (EAA Fly-In), and museum, which attracts close to one million visitors to the airport through out the year.

Passenger air service ended in 2003. Although provided, freight service based on the number of pounds handled at the airport is rather limited. Growth potential for airfreight and passenger service at Wittman Airport is limited given its proximity to the Outagamie County Regional Airport in the Fox Cities and Mitchell International Airport in Milwaukee.

Classified as an Air Carrier/Cargo (AC/C) Airport designed to accommodate virtually all aircraft up to, and in some cases including, wide body jets and large military transports. According to the Wisconsin State Airport System Plan for 2020 (WisDOT), Wittman Regional Airport will retain its current classification for the next 20 years. However, given the recent loss of passenger service at Wittman Regional Airport, combined with expansions at Outagamie County Regional Airport and Austin Straubel International Airports, WisDOT's plan is somewhat dated. The plan had forecasted that Wittman Regional Airport would grow annually between 2000 and 2020. In 2000, the airport forecast was for 24,000 enplanements. In 2020, this figure was anticipated to increase to 44,000 enplanements.

Summary of Existing Plans

WisDOT State Highway Plan 2020

Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin. The plan classifies the USH 41 corridor between Oshkosh and Green Bay as a corridor that will experience extreme congestion through 2020 if no capacity expansion is made.

WisDOT 2002-2007 Highway Improvement Program

In addition to the major projects WisDOT has outlined in its 2020 Highway Plan, WisDOT's 2002-2007 Highway Improvement Program is a schedule of specific improvements for the next 6 years. The only project in the Town of Nekimi included in this Program is the recently completed STH 26 improvements.

Winnebago County

In 2000, Winnebago County hired a private consultant to develop the *Transportation Plan Element of the Winnebago County Comprehensive Plan*. This element was completed in January 2002. The document indicates that the overall county goal is to achieve a safe, efficient, and environmentally sound transportation system that provides personal mobility for all segments of the population and supports the economy of the county. To achieve this goal, the plan outlines a series of objectives and supporting policies. The majority of the plan is dedicated to an inventory of existing transportation facilities and services in the county. This plan was reviewed in detail during the development of the *Town of Nekimi Comprehensive Plan* and elements of the inventory have been included in this chapter.

Most of the policies outlined in the *Transportation Plan Element of the Winnebago County Comprehensive Plan* will be implemented directly by the county. Moreover, since the Town of Nekimi is under county zoning, several of the recommendations will be carried out through changes to the county zoning ordinance. The *Transportation Plan Element of the Winnebago County Comprehensive Plan* includes several policies that directly impact the Town of Nekimi:

- Local units of government should adopt regulations concerning the use of highways, including those that prevent the deterioration of structures and the highway surface.
- Access control standards should be adopted by County and Town governments to provide the level of access control appropriate to the function of the highway.
- Annually, local government should review accident-producing facility deficiencies, if any, and assign priorities for correction

- County, city, and town street design standards should be adequate for the legal speeds, sizes and weights of vehicles.
- Local comprehensive plans should prevent the location of roadways through environmentally sensitive lands.
- Local transportation planning should protect historic or visually pleasing buildings and scenic, historic, scientific and cultural sites when constructing new or improving existing transportation facilities.
- Local transportation plans should minimize air pollution through efficient traffic control measures and encourage transit, bicycle and pedestrian travel.
- Local units of government, through adopted ordinances, should design transportation facilities to be aesthetically pleasing and sensitive to the natural landscape...minimizing unsightly views such as junkyards, billboards, and strip commercial development in more rural areas.
- Transportation planning by local units of government should include using native vegetation along roadsides in areas of the County where it is appropriate to protect wildlife, reduce the use of herbicides, and cut maintenance costs.
- Future land use plans should plan for bicycle and pedestrian-related activities.
- Each development must consider the integration of bicycle and pedestrian modes of transportation and policies and ordinances should be adopted to require this as needed.

The town is amenable to these policies and will work under the guise of this plan to ensure that these activities are carried out to the fullest extent possible in the Town of Nekimi. Specific actions of the town are outlined in the Goals and Objectives portion of this chapter.

Wittman Regional Airport Master Plan

The Wittman Regional Airport has a Airport Master Plan that was adopted by Winnebago County in 1992. Given changes in federal subsidies, an overall decreased use due to easy access to the nearby Outagamie County Regional Airport and Mitchell International Airport, the future of Wittman Regional Airport is uncertain. Much of the information included in the plan is outdated. According to the Airport Manager, the Airport Master Plan will be updated by 2004. At that time, the town should review the plan to ensure it is compatible with the town's future vision.

Midwest Regional Rail Initiative

Since 1996, the Midwest Regional Rail Initiative (MWRRI) advanced from a series of service concepts, including increased operating speeds, train frequencies, system connectivity and high service reliability, into a well-defined vision to create a 21st century regional passenger rail system. This vision has been transformed into a transportation plan known as the Midwest Regional Rail Systems (MWRRS). The primary purpose of the MWRRS is to meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service. The major MWRRS elements will improve Midwest travel. The major plan elements include:

- ✓ Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban and major metropolitan areas throughout Minnesota, Iowa, Missouri, Illinois, Indiana, Ohio, Michigan and Wisconsin.
- ✓ Operation of “hub-and-spoke” passenger rail system through 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
- ✓ Improvements in reliability and on-time performance

The cost to provide the improvements needed to facilitate a Chicago-Milwaukee-Minneapolis/Green Bay Route would be \$978 million, including rolling stock (i.e. passenger cars) and infrastructure improvements (i.e. track improvements). Under the plan, the City of Oshkosh would be a connection point for feeder busses serving Rhinelander and Wausau to transfer to a train to connect in Milwaukee to a high speed rail line. The current schedule provided in the MWRRS plan calls for the entire project to be completely on-line by 2012. The first phase of the MWRRS plan in Wisconsin calls for 110 mph rail service between Madison and Milwaukee, and continuing to Chicago by 2003.

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission (ECWRPC) has adopted a transportation goal and supporting objectives, which it uses to evaluate transportation plans developed in the area. As part of the comprehensive planning process, these goals were reviewed to ensure consistency with the *Town of Nekimi Comprehensive Plan*. Many of the ECWRPC goals relate to services and facilities that are not available in the Town of Nekimi (i.e. airports, etc.).

The overall goal for the regional transportation program is “to provide a safe, efficient and environmentally sound transportation system that provides personal mobility for all segments of the population and supports the economy of the region.” This statement is consistent with the vision and goals set forth by the Town of Nekimi. To support this goal, the ECWRPC has outlined a series of objectives pertaining to: integrated planning, maximum street effectiveness, an efficient street and highway system, safety, minimum environmental disruption, compatibility with land use patterns, conservation of energy, and multi-modal interaction. Each of these objectives is addressed to the fullest extent practical in this chapter of the *Town of Nekimi Comprehensive Plan*.

City of Oshkosh Comprehensive Plan, 1993

The *City of Oshkosh Comprehensive Plan* is the primary planning document for the city. This plan is not a Smart Growth Comprehensive Plan and therefore, does not address the nine required elements as outlined in 1999 Wisconsin Act 9. In 2002, the City of Oshkosh initiated its Smart Growth Comprehensive Planning Program. This plan is not expected to be completed until after the *Town of Nekimi Comprehensive Plan* is adopted.

In developing the Town of Nekimi Plan, efforts were made to review the recommendations included in the City’s plan. In the City’s plan, transportation

improvements are closely tied to land use patterns and economic development objectives. Therefore, these issues are addressed in other chapters of this plan.

PASER

In 1999 and 2000, the Town of Nekimi completed its Pavement Surface Evaluation and Ratings (PASER) for all town roads in accordance with WisDOT requirements. PASER is a visual inspection system to develop a condition rating for community roads. PASER is an important tool for smaller government unit planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking and potholes are all examined during a typical PASER evaluation. Paved Roads are rated 1 – 10 based on their condition. Gravel Roads are rated 1 – 5.

| Paved Roads Rating | Need(s) |
|---------------------------|--|
| Rating 9 & 10 | no maintenance required |
| Rating 7 & 8 | routine maintenance, cracksealing and minor patching |
| Rating 5 & 6 | preservative treatments (sealcoating) |
| Rating 3 & 4 | structural improvement and leveling (overlay or recycling) |
| Rating 1 & 2 | reconstruction |

| Gravel Roads Rating | Need(s) |
|----------------------------|--|
| Rating 5 | no maintenance required |
| Rating 4 | good; routine maintenance |
| Rating 3 | fair; ditch improve. & culvert maintenance; gravel in some areas |
| Rating 2 | Poor; new aggregate; ditch reconstruction & culvert maintenance |
| Rating 1 | Failed; rebuilding |

In total there are 47.21 miles of roads in the Town of Nekimi that were evaluated. It is important to understand that the town roads were rated in segments. As a result, a portion of a particular road may rank as 9, whereas a different segment may only rank as 6. These fluctuations can greatly impact the overall need for construction improvements. In order to gain a general understanding of the condition of local roads in the Town of Nekimi, the tables below identify the average rank for each town road. For example, if a town road were ranked in three segments of varying length as 2, 4, and 6, respectively, then the overall rating for the road in the table below would be 4.

| TABLE 18 PAVED ROAD PASER SUMMARY | | |
|--|-----------------------|--------------------|
| Segment Length (in miles) | Road Name | Rating |
| 4.16 | Black Oak School Road | 6 |
| 1.96 | Black Wolf Ave | 7 |
| 0.1 | Buehring Road | 8 |
| 5.52 | Clairville Road | 8 |
| 4.8 | Clay Road | 4 |
| 1.36 | Cottonwood Ave | 5 |
| 2.9 | Fisk Ave West | 6 |
| 0.18 | Glane Court | 3 |
| 1.96 | James Road | 5 |
| 1.45 | Lone Elm Ave | 4 |
| 0.04 | Melody Court | 10 |
| 0.27 | Melody Lane | 10 |
| 2.9 | Nekimi Ave | 5 |
| 5.73 | Old Knapp Road | 7 |
| 1 | Old Oregon Road | 7 |
| 0.22 | Pickett Road | 6 |
| 3.79 | Plainview Drive | 5 |
| 1.83 | Poberezny Road | 6 |
| 0.3 | Ripon Place | 5 |
| 3.22 | Ripple Ave | 6 |
| 0.2 | Wagon Trail Road | 3 |
| 0.11 | Washburn Street | 3 |
| 0.19 | Waukau Ave | 10 |
| 1.39 | Waupun Road | 8 |
| TOTAL | | 45.58 Miles |

Source: Town of Nekimi PASER Segment Based Spreadsheet

| TABLE 19 GRAVEL* ROAD PASER SUMMARY | | |
|--|------------------|-------------------|
| Segment Length (in miles) | Road Name | Rating |
| 0.17 | Brenland Road | 3 |
| 0.13 | Buehring Road | 3 |
| 0.16 | Circle R Road | 3 |
| 0.16 | Doyle Lane | 3 |
| 0.14 | Hartland Drive | 5 |
| 0.14 | Hickory Heights | 3 |
| 0.06 | Lee Road | 3 |
| 0.17 | Nekimi Ave West | 3 |
| TOTAL | | 1.63 Miles |

Source: Town of Nekimi PASER Segment Based Spreadsheet

* These roads are not actually gravel roads. Rather they are double sealed roads and look like paved roads. They simply do not meet the state standards for paved roads and therefore are classified by PASER as gravel roads.

Transportation Issues & Concerns

Expansion of USH 41 Corridor

A project to expand the USH 41 corridor to three lanes in each direction between STH 26 and Breezewood Lane is currently being considered by WisDOT. This project would be considered a major capacity expansion subject to established environmental and legislative processes. Currently, the plan proposes to widen USH 41 from four to six lanes would not require any additional improvements to the new STH 26/USH 41 interchange completed in 2001. Given that the lane changes will be limited to the area north of STH 26 and the 2001 improvements to the STH 26/USH 41 interchange in the Town of Nekimi, impacts on the town will be somewhat limited.

Growth and Development

The upgraded USH 41 corridor will create development opportunities and pressures. The town would like to capitalize on this opportunity for increased development to enhance the tax base, but not at the expense of the town's rural character and quality of life. Any development at or near interchanges must be well-planned. To support the safe and efficient movement of traffic, the town supports the utilization of frontage roads.

Travel time will be decreased between the Town of Nekimi, the Fox Cities, Green Bay and Fond du Lac. Already, some residents of the Town of Nekimi commute as far as Green Bay and even Milwaukee to work each day. These residents enjoy the rural atmosphere provided in the town and the economic activities available elsewhere. Decreased commuting times and reduced congestion may bring additional residents to the Town of Nekimi. This may create additional demand for housing, roads, utilities, schools and other community facilities. If carefully planned, additional growth will not have a negative impact the town's rural character.

Two other important transportation corridors in the town, which are subject to some additional non-residential development pressure, are the STH 26 and STH 44 corridors. The town believes some additional commercial, office and light industrial development is possible along these roadways. To minimize the impact such development could have on traffic flows along the STH 26 and STH 44, the Town supports the establishment of frontage roads and shared drives to serve several businesses from one point of entry on each highway. As more development occurs along these corridors, the town believes these shared drives and frontage roads will be critical to adequately meet the access needs of businesses in these areas.

Desire to Create Identifiable Corridors

The Town has a strong desire to ensure that development in the Town of Nekimi is easily identifiable as being in the Town of Nekimi. This will require significant efforts of landowners who develop along the USH 41, STH 26 and STH 44 corridors to follow landscaping, lighting, signage and façade guidelines that create a consistent theme for the community. Otherwise, development along these corridors will be undistinguishable from development elsewhere in Winnebago County.

Transportation Budgeting

Another transportation issue in the Town of Nekimi, beyond the scope of the highway improvements, is the road maintenance and improvements costs. These types of municipal activities are a major expense and can consume a large share of the town budget. This plan recommends long-term strategies, including a capital improvements program and budget, to help the town to effectively budget for these costs over time.

A capital improvements program in the Town of Nekimi would serve as the town's present and near-future financial plan to match future capital improvement costs, such as roads, to anticipated revenues. If the town decides to develop a CIP/B, the Town of Nekimi Planning Commission should be given the authority to develop and review the CIP/B, thereby linking planning to the annual budgetary process. CIP/B are usually prepared for five or six years into the future and updated annually. The CIP/B process would first identify and then prioritize capital expenditures. An estimated cost and means of financing each capital expenditure would be included as part of the process. The desired expenditures would be compared to the budget to determine annual spending priorities. The process helps to ensure that improvements are made in a logical order and do not "surprise" town officials or taxpayers.

STH 26 Access Limitations

WisDOT is enforcing a policy to restrict access on portions of STH 26. The reason for this restriction is to limit points of conflict along the roadway to ensure that STH 26 can function well as a highway corridor over the long-term. This situation presents a challenge to landowners in the area who may have plans to develop their property and desire access to STH 26. To address this issue, the Town of Nekimi plans to conduct a study of the area and develop a recommended access map. This map will be based on input from WisDOT and area landowners. A copy of the recommended access map will eventually be included as an appendix to this plan as part of the town's implementation activities.

Upgrades to James Road

WisDOT is in the initial phases of corridor study of STH 21. This effort has expanded to include a discussion of the future of James Road between STH 21 and STH 91. In the long-term (not a funded project at this time) it is possible that James Road will be upgraded to a collector through the Town of Algoma, north of the Town of Nekimi. This project may also involve upgrading James Road to a collector street from STH 91 to STH 44 in the Town of Nekimi. To ever be realized, it is important that the Town of Nekimi take action now to ensure that future development along this corridor is setback far enough to accommodate an expansion of this roadway to accommodate widening of the roadway to county trunk standards.

Coordination with Other Required Plan Elements

Issues and Opportunities

How do transportation facilities affect the aesthetics of the Town of Nekimi? Aesthetics refer to the "appearance and character" of an area. Generally speaking, a transportation project should reflect the aesthetics of a community. For the Town of Nekimi the

aesthetic character varies significantly from one area to the next. The developed areas along USH 41 and STH 44 have a much different character than the Ring area or the rural farm areas along the county and town roads.

The Issues and Opportunities Element establishes the framework for planning – the overall future vision – the ideal from which this plan has been developed. That vision will impact the way the town considers and approves changes to the transportation network. It will also guide their participation in activities sponsored by WisDOT. To realize the vision, and support the transportation vision presented in this chapter, the town will seek to preserve scenic areas using easements, designing road projects to fit into the natural landscape and landscaping areas where necessary to retain the rural character after road construction is completed.

Agricultural, Natural and Cultural Resources

This critical question with respect to the Transportation Element and this element is: how will changes to the transportation system impact the preservation /protection of environmental resources such as water quality? Given that the town only has jurisdiction over town roads, the answer to this question in many areas of the Town of Nekimi will likely be dictated by actions of Winnebago County and WisDOT. However, both agencies have policies in place designed to protect the natural environment. It will be incumbent upon town residents and leaders to continue to participate in public hearings and other opportunities for input, to ensure that local interests are realized in these projects as they relate to the natural environment. The town will seek to ensure that the location of town roadways through environmentally sensitive areas is minimized.

Utilities and Community Facilities

How will the Town of Nekimi ensure that the decisions made for the transportation system preserve the existing facilities and potentially reduce the need for expansion or realignment? The answer to this question is realized in the Land Use Element whereby the location of future development, and associated transportation improvements, is correlated to the location of adequate utilities and community facilities.

Economic Development

Providing a quality transportation system is important to the success of any business. Just as businesses need good access, employees also want to be able to efficiently access their places of implement. Lack of access to employment opportunities may affect individual decisions to seek employment or live in a community. In the Town of Nekimi these issues were carefully considered, particularly with respect to the location of new commercial and industrial development. The local solutions to these issues are reflected on the *Future Land Use Maps*.

Land Use

While transportation improvements generally respond to changes in land use, they also have the potential to directly and indirectly affect land development either by inducing new development or altering the pattern of existing development. However, land use changes are dependent on other factors as well. These include local plans, zoning, taxation, and the provision of public services.

In the Town of Nekimi, it is widely anticipated that by adding capacity to the highways to reduce congestion, business development along these routes will become more desirable. New development may occur along frontage roads and at intersections.

What steps will be taken to ensure that transportation decisions and land use decisions are compatible? Although transportation is not the only influence on land use, it is important to be aware that decisions regarding the transportation system may impact land use both directly and indirectly. Direct impacts that are directly caused by the construction of a new transportation facility, changes to an existing facility, and/or decision to change traffic patterns along a facility. These may result in positive or negative impacts. For example, expansion of the USH 41 corridor will improve traffic flow, minimize the potential for traffic back-ups and improve traffic safety. However, the construction will result a change in value of land with USH 41 frontage as it becomes more attractive for development. Efforts were made to plan accordingly for land uses along USH 41, STH 44 and STH 26. The results are reflected on the *Future Land Use Maps*.

Implementation

Through the development of a capital improvements plan and budget the associated costs of the transportation element can be addressed. The town's capital improvements plan and budget will seek to not only plan for town expenditures but also to locate grant and low interest loan opportunities that may exist to fund needed improvements.

Goals and Objectives

It is the goal of the Town of Nekimi that residents will enjoy safe streets and highways with minimal traffic congestion and safe bike/pedestrian routes and trails. Because the Town of Nekimi has a minimal amount of control over county roads and state highways, the goals in this section are related to actions that the town can control. The Town of Nekimi will work, in accordance with the Intergovernmental Cooperation Element of the Wisconsin "Smart Growth" Law, with Winnebago County and WisDOT to ensure that adequate community transportation facilities are available to serve the area.

TRANSPORTATION GOALS

1. Maintain and improve Town roads in a timely and well-planned manner.
2. Ensure that the road network provides access to developed areas and can safely accommodate emergency equipment.
3. Seek to expand opportunities for alternative transportation in the Town of Nekimi.

TRANSPORTATION OBJECTIVES

1. Develop a Capital Improvements Plan and Budget (CIP/B) to coordinate and plan for annual roadway improvements and maintenance as well as and other capital improvements.
2. Provide the WisDOT with copies of all planning materials prepared by the town.
3. Coordinate with Winnebago County to help ensure that proposed on-road bicycle trail routes outlined in the Winnebago County Transportation Element are completed in the Town of Nekimi in a coordinated fashion with road improvement schedules.
4. As stipulated in the Transportation Plan Element of the Winnebago County Comprehensive Plan, the Town of Nekimi will address the following activities.
 - A. Coordinate with Winnebago County to develop town road standards which seek to maintain the quality of road surface and structures.
 - B. Develop a local policy to support access control standards that limit ingress and egress from county roads in order to protect the function of these corridors.
 - C. Annually review accident reports for the town to identify priorities for transportation improvements to protect public safety.
 - D. Review town street standards, particularly with respect to development in conservation and cluster subdivisions, to ensure that the design standards are adequate for legal speeds, sizes and weights of vehicles.
 - E. Using the future land use plan as a guide, seek to prevent the location of roadways through environmentally sensitive lands in the Town of Nekimi.
 - F. Seek to protect scenic areas when constructing new or improving existing transportation facilities.
 - G. Encourage the development of bicycle and pedestrian trails, in accordance with WisDOT recommendations and the *Transportation Plan Element of the Winnebago County Comprehensive Plan*.
 - H. Review standards for town road development to ensure that roads are sensitive to the natural landscape by minimizing unsightly views such as junkyards, billboards, and strip commercial development in more rural areas and the use of native vegetation along roadsides is encouraged to protect wildlife, reduce the use of herbicides, and cut maintenance costs.

POLICY

It is the policy of the Town of Nekimi to ensure that private roads adhere to basic standards to ensure adequate access for emergency vehicles.