

4.0 TRANSPORTATION ELEMENT

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4.0 TRANSPORTATION ELEMENT

Introduction

Transportation facilities in the Town of Winchester provide a varied mix of facilities ranging from rural Town roads to interstate highways. Residents rely on their personal vehicles to meet most of their transportation needs. Other modes of transit, including light rail and air transportation are not available, nor are they likely to be developed given that the population and local businesses do not demand, nor can they support, these types of services. Air transportation service is available to Town residents at several nearby airports.



Transportation Vision

In 2025 Winchester residents enjoy well-maintained Town and County roadways with little to no traffic congestion. Highways provide important links between Winchester and the Fox Valley region where employment, shopping, health care, education and entertainment choices are readily accessible. Carpooling and other means of alternative transportation are encouraged. Trails and sidewalks provide connections between key areas of the community, natural areas, and neighboring communities.

Inventory of Existing Transportation Facilities

Walking Opportunities

Many local roads in the Town have limited shoulders, areas with short sight distances, and posted speed limits of 45 miles per hour or more. These conditions are not favorable for walking safely. Moreover, given the low-density development pattern and the fact that nearly all goods and services are located several miles away in nearby communities, walking to places of work, shopping or entertainment is not realistic for the majority of residents. It is simply much easier to drive. Residents without access to private vehicles face transportation challenges in obtaining services and employment.



Potential opportunities for pedestrian travel are best in the village center. Development in the village center includes subdivisions with neighborhood streets, an elementary school and several businesses. Posted speed limits in the village center are 30 mph or less. Sidewalks are provided in some areas and the potential exists to create additional walkways. Likewise, the Winnebago County Highway Department is planning to pave at least one shoulder of CTH II when scheduled resurfacing is completed in 2005 and 2006.

Trails

The Wiouwash recreation trail for walking, hiking, biking, snowmobiling and horseback riding bisects the Town of

On-Road Trails are routes that run adjacent to existing roads, usually on a paved shoulder.

Off-Road Trails extend into areas away from existing roads. These are shown as multi-use trails on the *Transportation Map*.

Clayton, just east of the Town of Winchester. Proposed on-road bicycle trails along CTH II, CTH M and several other Town Roads (refer to the *Transportation Map*) are planned to connect with the Wiouwash Trail. These proposed on-road trails are included in the *Transportation Plan Element of the Winnebago County Comprehensive Plan*.

A snowmobile trail route runs through the Town of Winchester in an east-west direction. The trail comes from the Town of Clayton in the Fairview Road area. From this point, it meanders through Winchester. When the snowmobile trail route passes USH 45, it begins to follow the Rat River basin and continues into the Town of Wolf River. The snowmobile trail route is shown on the *Transportation Map*.

Railroad Corridors

No railroad lines are found in the Town and there are no plans to extend railroads into Winchester.

The east-west railroad route operated by Wisconsin Central (owned by Canadian National) connects the Neenah rail yard with Stevens Point and Marshfield, as well as, the major railroad terminals located further west in the Twin Cities (Minneapolis / St. Paul) and Duluth, Minnesota.

Water Transportation

The Rat River, Arrowhead River and Lake Winneconne are the primary water features in the Town. The Wisconsin Department of Natural Resources (WDNR) classifies the rivers as “navigable streams,” but they are not currently used for water-based transportation. This situation is not expected to change in the future.

What is a Navigable Stream?

The WDNR defines a stream as navigable if it has a bed and banks and you can float the stream in a canoe or other small craft at some time of the year, even if only during spring floods.

TOWN OF WINCHESTER

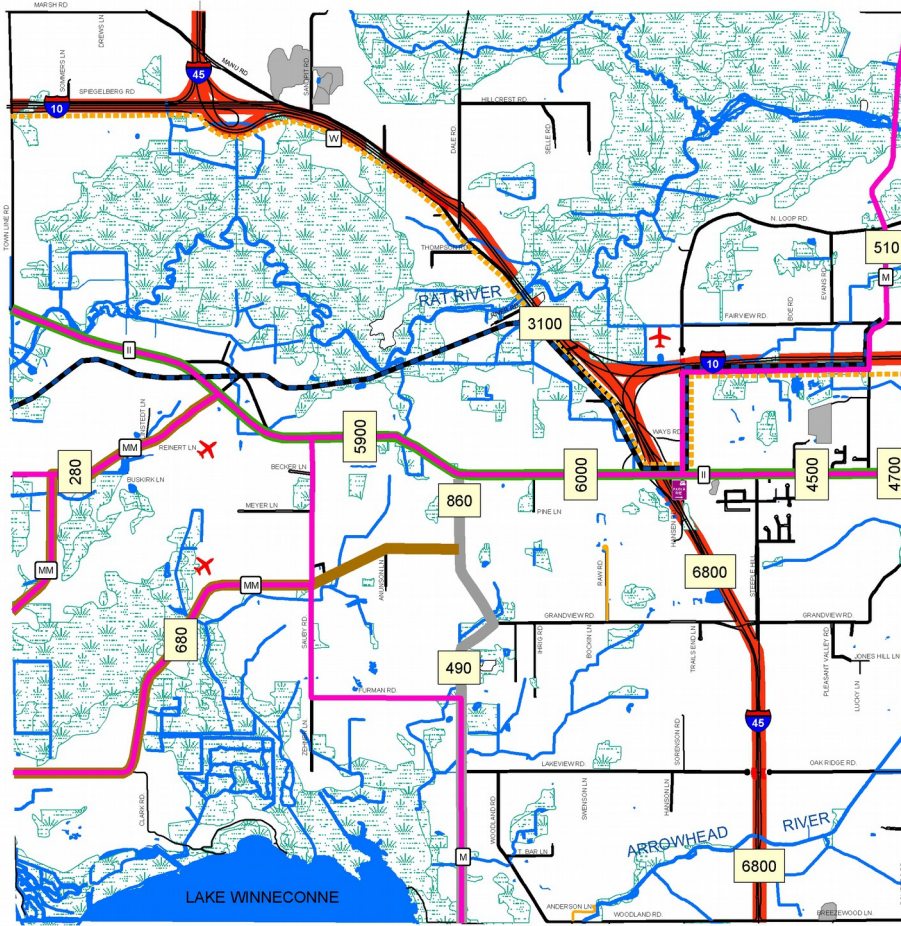
TRANSPORTATION

Town of Caledonia
Waupaca County

Town of Dale
Outagamie County

Town of Wolf River
Winnebago County

Town of Clayton
Winnebago County



Town of Winneconne
Winnebago County

LEGEND

- | | |
|----------------------------|-------------------------|
| — RIGHT-OF-WAY | --- MULTI-USE TRAILS |
| — STREAMS/RIVERS | --- SNOWMOBILE TRAILS |
| — PRINCIPAL ARTERIAL ROADS | ### TRAFFIC COUNTS |
| — MINOR ARTERIAL ROADS | ■ NON-METALLIC MINING |
| — MAJOR COLLECTORS | ■ WETLANDS |
| — MINOR COLLECTORS | ■ POTENTIAL PARK & RIDE |
| — PRIVATE ROADS | ✕ AIRSTRIPS |
| — BICYCLE TRAILS (On-Road) | |



1" = 4000'

OMNI ASSOCIATES
 PROJECT # M1109A03
 DATE 11/25/03
 DRAWN BY: KAL
 REVISED: 11/16/04
 ONE SYSTEMS DRIVE APPLETON, WI 54911
 PHONE: (202) 735-6005 FAX: (202) 633-6700

LOCATION: F:\GIS\M1109A03\DRAWING\transportation_11x17.mxd
 SOURCE: Winnebago County WINGS Data
 East Central Wisconsin Regional Planning Commission
 Martenson & Eisele, Inc. Transportation Element for
 Winchester's Comprehensive Plan

Streets and Highways

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.

- **Principal Arterials.** USH 10 and USH 45 are classified as principal arterials in the Town of Winchester.
- **Minor Arterials.** CTH II is classified as a minor arterial.
- **Major Collectors.** CTH M is considered a major collector in the Town of Winchester.
- **Minor Collectors.** CTH MM is the only minor collector in the Town of Winchester.
- **Local Roads.** The remaining roads in the Town are local. They provide access to residential, commercial and industrial uses within the Town of Winchester.

These functional classifications are not expected to change over the life of this plan. All the roads described in this section are illustrated on the *Transportation Map* provided in this chapter. Available traffic count information at key intersections from Winnebago County is also provided on the map.

The Town of Winchester values its road network and the many connections it provides. Therefore, the Town considers road maintenance an important priority.

Road Conditions

WisDOT requires that communities evaluate their roads at least once every two years to qualify for state road funding. In 2001, all Town Roads were evaluated in accordance with WisDOT requirements using Pavement Surface Evaluation and Rating (PASER) methods. 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.

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.

Paved Roads Rating	Need(s)
Rating 9 & 10	no maintenance required
Rating 7 & 8	routine maintenance, crack sealing and minor patching
Rating 5 & 6	preservative treatments (seal coating)
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

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.

Table 15 provides the total number of miles of roadway in the Town by each PASER rating. In total, there are 36.94 miles of paved Town roads in the Town of Winchester and 0.38 miles of gravel roads. The majority of Town Roads ranked as a “5” in the PASER results.

TABLE 15 TOWN OF WINCHESTER 2003 PASER RESULTS		
GRAVEL ROADS		
2	0.36	1.0%
4	0.02	0.0%
PAVED ROADS		
PASER RATING	MILES OF TOWN ROADWAY	PERCENT OF ALL TOWN ROAD MILES
1	0.17	0.5%
2	0.44	1.2%
3	2.67	7.1%
4	4.97	13.3%
5	12.54	33.6%
6	2.24	6.0%
7	8.13	21.8%
8	2.28	6.1%
9	2.01	5.4%
10	1.49	4.0%

Source: 2003 PASER Rating System Report, Town of Winchester

According to the PASER manual, it is recommended that communities strive to attain a rating of 7 for all paved roads. Likewise, the Town of Winchester places a strong priority on maintaining local roads. If, in the future, the Town decides that additional tools are necessary to achieve the same level of assessment of its roads and to determine the best course of action with respect to annual road improvements to maximize its available funds, it is recommended that the Town further analyze its PASER results using PASERWARE. This software program is designed to help communities consider different scenarios for optimizing road maintenance and improvements expenses. Using

PASERWARE, a community can determine a sequence of improvements to meet a certain goal (i.e. get all roads to a 7 rating). PASERWARE also provides cost estimates for maintenance and construction projects. Using the program, the Town can provide the PASERWARE with the total funds available for roads in a given year, and the program will recommend ways to best spend the money to obtain the greatest return.

In 2003, the Town of Winchester completed a WISLER assessment of its roads. WISLER utilizes GIS based maps to illustrate road conditions (by PASER rating) and is a visual tool to assess where improvements are most needed.

Based on the PASER and WISLER results, the Town should also consider developing a capital improvements plan and budget to effectively plan for road improvements in relation to other spending needs. For additional information about capital improvement plans and budgets, refer to the Utilities and Community Facilities Element.

Truck Transportation

USH 45 and USH 10 are the primary trucking routes through the Town of Winchester. WisDOT has officially designated these highways as truck routes. This designation is based on the design of the roadway to withstand truck weight and traffic. Local truck traffic is found on several other county trunk highways in the Town, particularly CTH II and CTH M, but it is much more limited in volume than the truck traffic on the interstate highways.

The Wisconsin Statutes define standards for the length, width and weight of trucks allowed on certain roadways to prevent road degradation and untimely maintenance needs. In the Town of Winchester, several roads have been designated as “Class B Highways” (see definition in box). For information about what Town Roads have been designated, by ordinance, as “Class B Highways” contact the Town Clerk.

CLASS B HIGHWAYS
Includes those county trunk highways, town highways and city and village streets, or portions thereof, on which no person, without a permit, shall operate any vehicle or combination of vehicle and imposing wheel, axle, group of axels, or gross weight exceeding 60 percent of the listed capacity weight of the roadway. For additional information, refer to Wisconsin Statutes, Chapter 348.

Mass Transit

Mass transit via bus, high-speed rail, or other means is not available in the Town of Winchester. It is also not likely to be established within the Town in the next 20 years given the relatively rural, low density of development.

Residents over age 60 and disabled residents may use the County’s subsidized taxi and van service. Residents can call 24 hours per day, seven days a week for service, and are eligible for ten (10) one-way trips each month at a nominal fee. Currently, the Town of Winchester contributes to this program.

Airports

Residents have easy access to Outagamie County Regional Airport in the Town of Greenville and Wittman Airport in Oshkosh. Outagamie County Regional Airport is located three miles west of the City of Appleton in the Town of Greenville.



According to the WisDOT State Airport System Plan for 2020, Outagamie County Regional Airport will continue to provide air carrier and air cargo service through 2020 and beyond.

Wittman Airport is 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), the airport will retain its current classification for the next 20 years.

Private landing strips within the Town of Winchester are identified below. There are no plans to expand any of these landing strips or establish additional landing strips in the Town.

- **Hren Landing Strip** - located west of N. Loop Road in Section 11 in the northeastern portion of the Town, this private airport consists of a north-south grass runway that is used by smaller aircraft.
- **Tate Landing Strip** – located south of County Road MM in Section 17 in the west central portion of the Town, this private airport consists of a southwest-northeast grass runway that is used by smaller aircraft.
- **Sutter Landing Strip**– located north of County Road MM in Section 20 in the west central portion of the Town, this private airport consists of a southwest-northeast grass runway that is used by smaller aircraft.

Summary of Existing Transportation 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, developed the *WisDOT State Highway Plan 2020*, a 21-year strategic plan which considered the highway system's then-current condition, analyzed future uses, assessed financial constraints and outlined strategies to address Wisconsin's traffic movement and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

USH 45 and USH 10 are the only corridors in the Town of Winchester impacted by the *WisDOT State Highway Plan 2020*. Given their new construction, neither corridor is expected to experience a congestion problem. However, the Town is aware that a portion of USH 45 has been budgeted by WisDOT for lane expansion in 2009.

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 Winchester 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 Winchester 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 Winchester:

- 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.

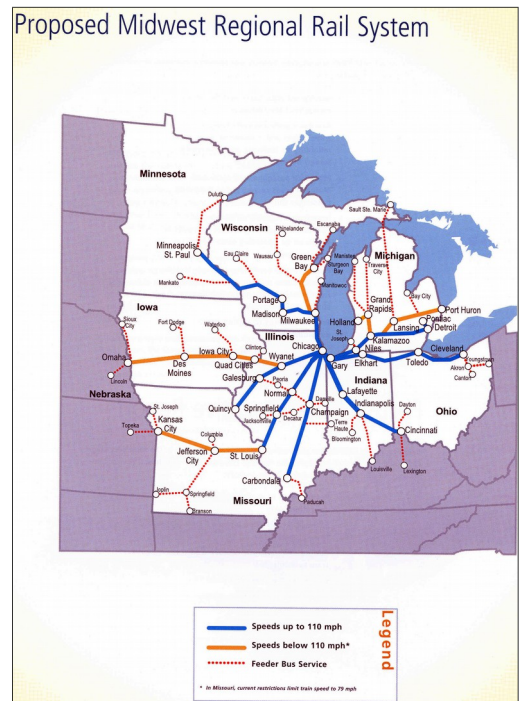
- Each development must consider the integration of bicycle and pedestrian modes of transportation and policies and ordinances should be adopted to require this as needed.

To better understand specific and more immediate County transportation improvements planning in the Town of Winchester, the Winnebago County Highway Department was contacted. That Department indicated that in 2005, the County plans to resurface CTH II from the east Town boundary to USH 45. In 2006, the County intends to resurface the remaining portion of CTH II to the western County boundary. For both projects, if funds are available, a paved shoulder will be provided to accommodate bicyclists. No lane expansions are planned as part of either project. Future projects will be considered on an annual basis as part of the County’s capital improvement and budgeting process.

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. These 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). The MWRRS plan calls for the entire project to be developed over an 11-year period. The first phase of the MWRRS plan in Wisconsin calls for 110 mph rail service between Madison and Milwaukee, and continuing to Chicago. Creation of a line between Milwaukee and Green Bay is projected in the 9th year of the 11-year project. The operation of this line is expected to provide round trips between Green Bay and Milwaukee with intermediate stops possible in Appleton, Neenah, Oshkosh, Fond du Lac

and points south, at a fare of approximately \$30 to \$40. The MWRRS is through much of the planning process and is currently searching for funding to begin implementation.

East Central Wisconsin Regional Planning Commission

The ECWRPC has adopted transportation goals and supporting objectives, which it uses to evaluate transportation plans developed in the region. As part of the comprehensive planning process, these goals were reviewed to ensure consistency with the Town of Winchester Comprehensive Plan. Many of the ECWRPC goals relate to services and facilities that are not available in the Town of Winchester (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 Winchester. 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 Winchester Comprehensive Plan*.

Transportation Issues, Concerns and Opportunities

Impact of Highway 10 (Freeway) on Surrounding Roadways

USH 10 is a major east-west link between the western part of Wisconsin and the Fox Valley. It provides links to other major highways in the region including: STH 29 via Interstate 39; STH 54, 49, and 22 at Waupaca; STH 110 and 49 near Weyauwega; STH 110 and STH 96 east of Fremont; and STH 76 and 41 near Appleton. USH 10 is also an important regional and local commuter route.

This capacity expansion project involved the westerly extension of USH 10 on a new alignment from STH 45 in the Town of Clayton, through the Town of Winchester, to STH 110 in the Town of Fremont - an approximate distance of 16.4 miles. This project helped complete USH 10 between Waupaca and the Fox Valley as a multi-lane divided facility as defined in *WisDOT Corridors 2020 Plan*.

The new USH 10 was developed as a 4-lane divided freeway and only has direct access at interchanges. Access to abutting properties is provided via frontage roads. Overpass bridges have been constructed to separate USH 10 from all county/local roads that are not closed.

This new roadway will have a major impact on the Town, not only making portions of the Town much more accessible to regional commuters, but also impacting traffic circulation within the northern half of the Town. In order to minimize this impact, WisDOT has designed a series of frontage roads.

- **South Frontage Road.** The south side frontage road gains access to CTH II, just west of the interchange. The frontage road then continues north to the USH 10 right-of-way, following the curvature of the new highway all the way to Town Line Road.
- **North Frontage Road.** On the north side of the freeway, the frontage road runs from Dale Road (heading east a short distance to provide access to private property). The primary direction of the north side frontage road is west from Dale Road to Sand Pit Road (utilizing much of the former CTH W alignment past Dale Road). The frontage road then heads northwest and then north, following the present CTH D right-of-way, which is just east of the new Highway 45 corridor.

Spiegelberg Road functions as a frontage road on the north side of USH 10 from the interchange with USH 45 to the Town Line Road.

Dale Road extends under USH 10 and provides a vital local linkage between properties on the north and south sides of USH 10.

On the east side of the Town, USH 10 goes over CTH M. North Loop Road has been cul-de-saced on each side of USH 10. This has created a relatively long cul-de-sac situation for both ends of this former through street.

Farm Travel Needs

The Town of Winchester has a long history as a farming community. The Town takes great pride in its farming operations and would like farming to be an important part of the own's future. Modern farming operations often require farmers to travel with their large equipment on local roads. Public education, such as through the web page and newsletters, will help to address t

Dead-End Town Roads

A number of years ago, the Town of Winchester was encourage by the State, to accept a number of private driveways as dedicated public right-of-ways. These roadways are identified as Town Roads by street signs, are maintained and plowed by the Town, and are part of the State Aid Road Grant calculations. However, many of these dead-end streets are narrow. Several are 3-rod roads with a gravel surface less than 20 feet wide. Currently all new roads must be constructed in accordance with town ordinances.

Roadway Access to DNR Owned Wetlands

The Wisconsin Department of Natural Resources owns a substantial amount of wetlands, marshland, and water resources associated with the Rat River drainage basin. These lands are open for public use. Vehicle parking to access these lands is provided at 5 sites on the north and south sides of the marsh area surrounding the Rat River, at the following locations:

- County Road M (South of the Rat River)
- County Road M (North of the Rat River)
- South Side of North Loop Road
- South of Thompson Road
- End of Hillcrest Drive

The parking lots created by the WDNR for hunters provide an alternative to parking along Town and County Roads. Better signage should be considered to direct hunters to these off-street parking areas. Based on demand, the WDNR may also want to consider expanding existing lots or create new parking areas to accommodate peak hunting periods.

Trail Development

The State of Wisconsin purchase additional right-of-way that would be dedicated for a regional trail as part of the USH 10 project. This proposed trail will run along the south side of the freeway, the entire length of USH 10. Because the State purchased the land at its cost, WisDOT does not expect to pay any additional trail development costs.

The Town will need to consider what level of improvement they will pay for and if and when they will build the trail. Consideration should be given to the surface material for the trail (e.g. gravel, wood chip, paved) as well as safety. The cost of trail development may be offset if the Town is successful in obtaining grants, county funds or private donations.

To successfully establish trails and bicycle routes, the Town of Winchester may need to coordinate with private landowners. Other opportunities for trail development are identified along County Roads. These routes are more desirable than additional off-road routes that would require property acquisition from private landowners.

Recreational Trails Grant Program

Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50 percent of the total project costs. For additional information visit:

<http://www.dnr.state.wi.us/org/caer/cfa/LR/Section/rectrails.html>

Sidewalks/Walkways

Sidewalks/walkways are not recommended in all areas of the Town of Winchester, as in many locations, proposed trails and on-road bike lanes will meet the needs of pedestrians. However, in the village center - the portion of Winchester with the highest concentration of residents and, as a result, a higher concentration of traffic – sidewalks or walkways should be considered. Currently in the village center there are some sidewalks, many of which are in need of repair. These sidewalks begin and end abruptly which means they do not provide a continuous route for pedestrians and extensions should be considered

If sidewalks, or walkways, are to be provided in portions of the village center the following activities are recommended:

- 1) Assess the condition of existing sidewalks to better understand the extent of repairs needed.
- 2) Identify locations where additional sidewalks or walkways are needed to provide safe pedestrian links to important local destination points (i.e. Winchester Elementary

School, Grace Lutheran Church, Town Hall and Park, and others). Modern planning approaches recommend:

- Walkable neighborhoods to promote social interaction, community safety and physical fitness.
- Ideally, walkable neighborhoods should be within ¼ mile, or a five- to ten-minute walk, of a destination point (i.e. school, shopping, park, church, etc.).¹

- 3) Define a policy for sidewalk or walkway development. This policy should address when (or if) sidewalks and walkways are desired, in what locations (i.e. 1 side of the street, both sides, etc.), and who will be responsible for sidewalk/walkway installation and maintenance costs.

Transportation Budgeting

Another long-standing transportation issue is the ever-present concern of road maintenance and improvements costs. Town road projects are a major expense and can consume a large share of the budget. This plan recommends strategies, including a capital improvements program and budget, to help the Town to effectively budget for these costs over time.

A capital improvements program and budget (CIP/B) in the Town of Winchester would serve as the Town's present and near-future financial plan to match future capital improvement costs, such as roads, to anticipated revenues. The Town of Winchester Town Board should be given the authority to develop and review the CIP/B, thereby linking planning to the annual budgetary process. The Town Plan Commission should make advisory recommendations to the Town Board as part of that development and review 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.

Town Road Access Points

As rural development continues, including individual lot creation through Certified Survey Maps and subdivisions, the Town will want to have a Road Access Control Ordinance. Such an ordinance would set a standard for separation of roadways and private drives, and develop a continuous collector type road system from section to section. The Official Town Map indicates potential locations of future roads.

¹ It is recommended this task involve a group of residents (including children) walking the area with Plan Commissioners to understand where sidewalks or walkways are most needed/desired.

Coordination with Other Required Plan Elements

Issues and Opportunities

The Issues and Opportunities Element establishes the framework for planning – the overall future visions – 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. To realize the vision, and support the transportation vision presented in this chapter, the Town will seek to maintain its roads and explore trail routes, while seeking to protect the freedom and liberties of its residents.

Agricultural, Natural and Cultural Resources

The 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 the development limitations presented by the abundant areas of wetlands, rivers and floodplains in the Town of Winchester, new road construction and development in much of the Town is discouraged.

Given that the Town only has jurisdiction over Town Roads, the answer to this question in many areas will likely depend on actions of Winnebago County and WisDOT. However, both agencies have policies in place designed to protect the natural environment.

It will be incumbent upon residents and local leaders to continue to participate in public hearings and other opportunities for input, to ensure that Town interests are realized in County and WisDOT projects as they relate to the natural environment.

Utilities and Community Facilities

How will the Town of Winchester 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 provided in the Land Use Element in which the location of future development, and associated transportation improvements, are 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 access, employees also want to be able to efficiently access their places of employment. Lack of access to employment opportunities may affect individual decisions to live in a community. In the Town of Winchester, 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 are driven by changes in land use, they also have the potential to directly and indirectly affect land development either by encouraging 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.

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 are caused by the construction of a new transportation facility, changes to an existing facility, and/or decisions to change traffic patterns along a facility. These may result in positive or negative impacts. Efforts were made to plan accordingly for land uses along the roads in the Town. The result of these efforts is reflected on the *Future Land Use Maps*.

Goals, Objectives and Policies

It is the vision of the Town that residents will enjoy safe roads with minimal traffic congestion. Because Winchester has a limited amount of control over county and state highways, the Transportation Goals, Objectives & Policies provided in Chapter 11 relate to actions that the Town can control. The Town will work, in accordance with the Intergovernmental Coordination Element of this plan, with Winnebago County and WisDOT to ensure that adequate community transportation facilities are available to serve the area.