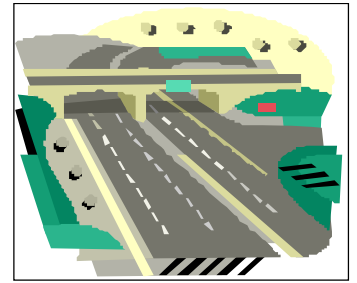


4.0 TRANSPORTATION ELEMENT



Introduction

In the Brillion Community, private vehicles are the primary means of transportation. Sidewalks and other pedestrian amenities are available in the City, but not currently available in the Town or Forest Junction.

The Friendship Trail serves mainly as a recreational opportunity and is not considered a viable commuting alternative.

According to the 2001 cognitive mapping exercises, primary routes for weekday traffic include USH 10 and STH 57. During the weekends, in addition to these two corridors, CTH PP is also a major direct access route to the City of Green Bay.

Brillion Community residents are concerned about the long-term plans for USH 10. Rumors of bypasses, realignments and other changes have increased speculation and concern. This chapter clarifies the current WisDOT project plans in the “Summary of Existing Transportation Plans” subsection.

This chapter also provides information about existing transportation facilities, plans and issues, and concludes with a series of goals and supporting objectives, intended to help the Brillion Community achieve its vision for 2020.

Vision

In 2020, the City and Town of Brillion are served by a limited variety of transportation options, including paths and trails, which provide safe, efficient, and environmentally friendly choices.

Inventory of Existing Transportation Facilities

Transportation facilities in the Brillion Community include a mixture ranging from rural Town roads to state highways. Residents enjoy easy access to USH 10 and STH 57, which connect residents to Green Bay, Appleton, Manitowoc and Fond du Lac. Opportunities for safe pedestrian travel are limited mainly to the City, given a lack of sidewalks and trail facilities in the Town. Residents mainly rely on their personal vehicles to meet the majority of their transportation needs. Other modes of transit, including light rail and air transportation, are not available in the Brillion Community, nor are they likely to be developed in the next 20 years. Air transportation service is available to residents at the Outagamie County Regional Airport in Appleton, Austin Straubel International Airport in Green Bay and the New Holstein Airport.

Pedestrian Facilities

Modern planning approaches recommend:

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

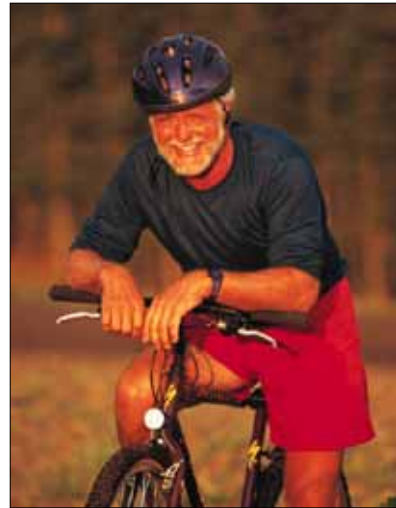
Pedestrian opportunities vary greatly throughout the Brillion Community. In the Town, most local roads have limited shoulder areas and the posted speed limits greater than 45 miles per hour. These conditions hinder safe pedestrian travel. Walking to places of work, shopping or entertainment is not realistic for most rural Town residents, given the low-density development pattern in rural areas of the Town beyond the sanitary district, and that nearly all goods and services are located several miles away in the City of Brillion. This situation is not anticipated

to change over the next 20 years. As a result, rural Town residents without access to vehicles face severe transportation challenges since there is no public transportation service available. Seniors and people with disabilities may be particularly challenged to find adequate transportation.



Opportunities for pedestrian travel are better in Forest Junction, but still not optimal. Speed limits are much lower than the posted speed limits along rural Town roads, particularly in the newer subdivisions and the mobile home park. However, there are no sidewalks to provide the recommended separation between motorists and pedestrians for improved safety conditions. USH 10 and STH 57 are barriers to pedestrian travel given the number of lanes at the intersections, width of the roadway, and speed of traffic on these corridors.

In the City of Brillion, sidewalks are common and speed limits are reduced in most areas. More importantly, the density and scale of development supports pedestrian travel throughout the community. Most City residents enjoy this walkable environment; however, walkability may be less favorable in developments that extend outward away from the City's center and other destination points. It is important that the City consider pedestrian linkages when a new development is proposed to eliminate any negative impacts on the quality of life of residents living in the outermost neighborhoods.



Trail and Cycling Opportunities

Based on the community survey results, sixty-two percent (62%) of Brillion Community residents believe that bicycling and pedestrian trails are inadequate or very inadequate.

Trails

Friends of the Friendship Trail Inc. is developing a crushed limestone trail to extend through the City of Brillion, following an abandoned railroad corridor that runs parallel to USH 10, through the Town into Forest Junction.

The Friends of the Friendship Trial, Inc. has acquired a matching fund grant for partial trail development between Forest Junction and Brillion. Completion of the remaining four miles east to Forest Junction and trail upgrades between Glenview and CTH HR is expected by 2005. The entire six-mile trail will be surfaced with crushed limestone.

The proposed Friendship Trail will eventually connect to the Fox River Trail that is being developed along the same abandoned railroad corridor that extends parallel to STH 57 into Forest Junction.

The ultimate goal is to extend the trail to Lake Winnebago in Calumet County and connect to a trail that is currently being developed from Lake Michigan through Manitowoc County, creating the Lake-to-Lake Trail. A map of the proposed Friendship Trail route is included on the Transportation Network Map.

Cycling

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

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

The map displays the rank of several roads in Calumet County based on their appropriateness for bicycle traffic. These ratings are primarily based on:

- Road width (i.e. ability to accommodate a shoulder path);
- Traffic volume;
- Truck traffic as a percentage of all traffic (secondary consideration), and;
- Site distance restrictions (secondary restriction).



WisDOT limited the scope of its assessment to county and state corridors, and considers Town roads moderately acceptable for bicycling, given their limited traffic flows. However, due to the limited width and shoulder areas of these roads, they are not being considered “best.” WisDOT did not evaluate roads in the City of Brillion, nor did it evaluate streets in Forest Junction for bicycle traffic appropriateness.

WisDOT recommends that bicyclists should be prohibited from CTH PP, STH 57 and USH 10 within the Brillion Community. CTH HR is identified as a route that has moderate conditions in place for cycling. CTH K is the only road in the Town of Brillion identified as having the best conditions for cycling.

The WisDOT suggestions for bicycle paths are not firm recommendations. At this time, Calumet County does not have a bicycle transportation plan. There are no immediate plans by the county to implement any of WisDOT’s suggestions along county roads in the Brillion Community.

Railroad Corridors

There are no active railroad corridors in the Brillion Community. There are, however, two abandoned rail corridors; one parallel to USH 10 and the other extends parallel to STH 57. There are no plans to re-establish either rail corridor or rail service in the Town. This situation is not anticipated to change over the life of this 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. 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 communities for construction and maintenance on a per mile basis provided their tax levy is greater than \$1 per \$1,000 of assessed valuation.

Principal Arterials

Principal arterials serve interstate and inter-regional trips. These routes are in areas with populations greater than 50,000. These include USH 10, which runs east and west through the center of the Town and the northern portion of the City, and STH 57, which runs north to south through the Town. These classifications are based on traffic volumes and road capacities.

Minor Arterials

Minor arterials accommodate inter-regional and inter-area traffic movements, often in conjunction with principal arterials. According to the Calumet County Highway Department, there are no minor arterials in the City or Town of Brillion.

Major Collectors

Major collectors provide service to moderate sized communities and other intra-area traffic generators. Many county trunk highways fall into this classification. This includes CTH PP, which is located in the eastern portion of

the planning area, and extends through the City in a north to south direction, and CTH HR, which connects STH 57 to USH 10 in the Town.

Minor Collectors

Minor collectors are roads that collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads. CTH K is the only minor collector in the Brillion Community. CTH K connects CTH PP to STH 57.

Local and Low Use Roads

Local roads provide direct access to residential, commercial and industrial development. The remaining roads in the Brillion Community (Town roads and City streets) are classified as local or “low use.” They provide access to residential, commercial and industrial uses within the Brillion Community. In total, 49.6 miles of Town roads and 18.35 miles of City streets fall into this category.

All the roads described in this section are illustrated on the Transportation Network Map. All 2000 average daily traffic count data available from the Calumet County Highway Department for the Brillion Community is also provided.

Mass Transit

Mass transit via bus, high-speed train, or other means is not currently available in the community, and is not likely to be established in the next 20 years, given the relatively low density of development in the Town and small size of the City. The City and Town have no plans to establish any transit service.

Water Transportation

There are no streams, rivers or lakes in the area that are large enough to support water-based transportation opportunities.

Truck Transportation

There are two freight trucking operations in the Brillion Community. These facilities enjoy easy access to STH 57 and USH 10. Neither company plans to expand their operations.

Airports

There is no airport facility located in the Brillion Community, although three airports are accessible in nearby communities: Austin Straubel International Airport; Outagamie County Regional Airport, and; New Holstein Airport.

Brown County Airport, Austin Straubel International

The Brown County Airport, Austin Straubel International, located 7 miles southwest of Green Bay, provides a full-range of air transportation services. It's the third largest airport in the state of Wisconsin and operates 24 hours per day, seven days per week. It contains the physical facilities for up to 90,000 take-off and landings annually, and serves approximately 370,000 commercial passengers and general aviation enthusiasts. The Austin Straubel International Airport has two runways. Specifications for the runways are provided in **Table 16**.

The Austin Straubel Airport currently offers (AirNav.com, Nov. 2001):

- 5 commercial air carriers
- Several airfreight companies
- 5 rental car agencies
- 5 taxicab companies
- 2 gift shops
- Restaurant and cocktail lounge

- Custom house broker
- Amusement arcade

According to the WisDOT State Airport System Plan for 2020, Austin Straubel will continue to provide air carrier and air cargo service beyond 2020, and remain an important component of the state’s air transportation system.

Outagamie County Regional Airport

Outagamie County Regional Airport is located three miles west of the City of Appleton in the Town of Greenville. It has two runways, and a modern terminal facility complete with a seven-gate concourse, jet ways, and a welcoming architectural theme. Specifications for the runways are provided in **Table 16**.



Artist Renderings of the Updated Outagamie County Regional Airport

The airport also includes:

- Gift shop
- Lounge
- Car rental facilities
- Fuel
- Charters
- Maintenance services
- Avionics services
- Aircraft sales/leasing/brokerage
- Hanger space rental
- Catering
- Pilot supply sales
- Courtesy transportation
- Parking
- Flight school/flight training facility

According to the WisDOT State Airport System Plan for 2020, Outagamie County Regional Airport will continue to provide air carrier and air cargo service beyond 2020, and remain an important component of the state’s air passenger system.

New Holstein Airport

The New Holstein Airport is a small, local wind aviation (non-jet) service public airport, located in Calumet County. Fuel is available for purchase on-site. There are no commercial flights, but there have been discussions by county officials investigating the feasibility of this facility serving as a County Airport much like the Outagamie County Airport.

TABLE 16			
AIRPORT RUNWAY SPECIFICATIONS			
Runway Name	Length	Width	Surface Material
Outagamie County Regional Airport: RWY 3-21	7,001 feet	150 feet	Grooved Concrete
Outagamie County Regional Airport: RWY 11-29	6,501 feet	150 feet	Grooved Concrete
Austin Straubel: RWY 6-24	7,699 feet	150 feet	Grooved Concrete
Austin Straubel: RWY 18-36	8,200 feet	150 feet	Grooved Concrete
New Holstein Airport	3,600 feet	75 feet	Concrete

SOURCE: AirNav.com

Transportation Opportunities for Seniors and People with Disabilities

Transportation choices for seniors and people with disabilities are limited in the Brillion Community. There is no public bus service or private taxi service in either community. Residents primarily rely on friends and neighbors to receive needed transportation.

Calumet County provides limited transportation services to seniors over age 60 and individuals on disability through a program administered by the Human Services Department. The program includes 4 vans, 3 of which have wheelchair ramps, and maintains a network of volunteers who provide transportation for seniors and people with disabilities who are ambulatory. To utilize the county transportation service, individuals must contact the Human Services Department at least 24 hours in advance to make a reservation. The vans provide door-to-door service for any medical, financial, or legal appointments, but do not provide transit to grocery stores or other needed services. This situation is not expected to change.

Funding limitations prevent the City or Town from developing independent transportation systems. To meet local needs, both communities encourage church groups and other organizations to establish volunteer transportation networks.

Summary of Existing Transportation Plans

WisDOT State Highway Plan 2020

During the preparation of this Coordinated Comprehensive Plan, several committee members and residents, expressed concerns about USH 10. Some expressed a desire for realignment to minimize the curves between Forest Junction and the City of Brillion. Others were concerned that straightening the corridor would spur additional development elsewhere in the Town. The committee also discussed the potential for and impact of a bypass around the City of Brillion. Currently, the City depends on its access to USH 10 as a vital transportation link to support the local economy. Severing this link could have dire consequences on the economic vitality of Downtown Brillion and other areas of the City.

WisDOT, in partnership with its stakeholders, 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.

According to the WisDOT plan, no capacity expansion projects are currently planned for the USH 10 and STH 57 corridors. It is WisDOT's position that these corridors are not expected to become congested by 2020. If traffic volumes were to significantly change, WisDOT would have to reassess the situation, most likely through a corridor study. Any studies should include the participation of the City and Town.

WisDOT 2004-2009 Six-Year Highway Improvement Programⁱ

The WisDOT 2004-2009 Six Year Highway Improvement Program has identified three (3) future WisDOT projects in the Brillion Community. These projects have not varied since the 2003-2007 was first presented to the Brillion Community in 2002:



The Wisconsin State Highway System has 11,800 miles of road.

USH 10 Curves

The curves in USH 10 between Forest Junction and Brillion were a major point of discussion during the planning process. The 2005 WisDOT project will reduce the degree (or sharpness) of the curves. WisDOT believes this change will address local safety concerns.

- The intersection of STH 57 and CTH HR, WisDOT plans to mill and resurface most of this segment, flatten out 2 curves east of Forest Junction, and make minor intersection upgrades to improve safety. This project is scheduled to begin in 2006.
- USH 10/Ryan Street between CTH HR to Northway Drive – The project resurfaces USH 10 from CTH HR to Northway Drive and reconstructs and extends the urban section from Northway Drive to the Eastern corporate limits. Connecting highway limits will be extended to Northway Drive. The project is tentatively scheduled between 2007 and 2009. Discussions with the City have already commenced.
- USH 10/Eastern Corporate Limits of the City of Brillion to CTH W, Reedsville – This project mills and resurfaces the existing roadway, and includes minor intersection improvements and removal of roadside obstacles. This project is scheduled between 2007 and 2009. Preliminary discussions have already been initiated between the City and WisDOT officials.

Calumet County

The Calumet County Highway Department has a transportation plan that includes a five-year Capital Improvement Program for county trunk highways. This program is posted at the Calumet County Highway Office and updated yearly (as is required by law). Current priorities for the Calumet County Highway Department include providing required maintenance and improvements to existing county roads. Coordination with the county for road improvements has been a tradition for the City and Town and should continue.

City of Brillion Capital Improvements Plan

The City of Brillion has a six-year Capital Improvements Plan (CIP) that is updated annually. The plan helps the City anticipate long-term expenditures for equipment, building maintenance and street improvements. Annual allocations for transportation-based expenditures include:

- general street maintenance,
- sidewalks, curb and gutter,
- bridges and culverts,
- parking lots,
- storm sewer improvements, and
- maintenance vehicle replacement.

The CIP identifies \$10,000 increases annually in the street maintenance fund through 2006 to \$150,000, demonstrating the City's commitment to a quality transportation network.

Midwest Regional Rail Systemsⁱⁱ

In the future, the Brillion Community may have access to a regional passenger rail service. Since 1996, the Midwest Regional Rail Initiative (MWRRI) has developed a well-defined vision to create a 21st century regional passenger rail system – a transportation plan known as the Midwest Regional Rail Systems (MWRRS). Its primary purpose 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, including:

- 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, Nebraska 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.

If the \$978 million plan is carried out, residents of Brillion could access a train in Green Bay or Oshkosh (planned connection points) to connect in Milwaukee to a high-speed rail line. The MWRRS plan calls for full implementation by 2025. As of December 2004, Wisconsin completed preliminary engineering and environmental work for the phase one extension of high-speed (110 mph) rail service from Milwaukee to Madison. It is anticipated that construction to connect Green Bay to Milwaukee will be completed by 2014.

East Central Wisconsin Regional Plan Commission (ECWRPC)

ECWRPC does not have a Master or Comprehensive Transportation Plan for the region. It will, however, review the transportation element of this plan for consistency with state and county planning efforts. Unless a conflict exists with this plan and those of the county and state, ECWRPC prefers not to become involved in local road issues.

Transportation Issues and Concerns

PASER-Road Maintenance and Repair

Pavement Surface and Evaluation Rating System (PASER) is a visual inspection system that rates roads based on their condition, and provides a snapshot of all roads, to establish priorities for maintenance and rehabilitation. This system can be used for gravel, asphalt and concrete road surfaces. Surface defects, cracking, potholes and shoulders are all examined during a typical PASER evaluation.

By PASER standards, it is considered ideal to maintain all paved community roads at a level 7 or above and unpaved roads at a level 3 or above.

In May of 2001, the Town completed a PASER assessment of its roads. The assessment reveals that the Town considers road maintenance an important priority. Generally, paved roads in the Town rank between 4 and 9 and the gravel roads rank between 2 and 5. A more detailed review of the Town's PASER results is provided in Appendix D.

The City utilizes PASERWARE software to identify and prioritize specific road improvement projects based on local criteria (i.e. improve all roads to a "7", or maintain all roads in current condition, etc.). In this way, PASERWARE helps the City understand the impact of its spending decisions. The City's PASER ratings and subsequent report are available at the City Clerk's office at the Brillion City Hall.

Transportation Budgeting

Another long-standing transportation issue in the Brillion Community is road maintenance and improvement costs, a major expense that can consume a large share of limited budgets. This plan recommends implementing a Capital Improvements Program and Budget to help the Brillion Community effectively budget for these costs over time.

Capital Improvements Program and Budget

A Capital Improvements Program and Budget or CIP/B is a five to six year short-range plan requiring annual updates. A general CIP/B includes a community's capital items such as:

- Existing parks
- Public buildings
- Emergency vehicles
- Wastewater and water treatment facilities
- Streets

PASER RATINGS

Roads are rated 1 – 10 based on their condition (1-5 if unpaved).

Rating 9 & 10: no maintenance required

Rating 7 & 8: routine maintenance, cracksealing & minor patching

Rating 5 & 6: preservative treatments (sealcoating) recommended

Rating 3 & 4: structural improvement & level (overlay or recycle)

Rating 1 & 2: reconstruction recommended

There are two state programs - **The Local Road Improvement Program** and **Municipal Street Improvement Program** - which may be utilized to obtain funding to help address the flooding issues on Center Road. The Calumet County Highway Commissioner has additional information about these programs.

Capital items are generally defined as those items that are expensive (cost \$5,000 or more) and will last at least 3-5 years. The CIP/B also includes improvement projects required for the community's future and the appropriate timeline and funding to be followed to implement the improvements.

The general steps involved in developing and maintaining a CIP/B include:

- Identifying desired capital items. Items should be categorized by type (i.e. road, fire, water, sewer, etc.).
- Estimating the cost and means of financing each capital expenditure.
- Comparing the desired expenditures to the budget to determine annual spending priorities.

This process helps to ensure improvements are made in a logical order and do not surprise local officials or taxpayers. Moreover, a CIP/B helps a community focus on community needs and goals and allows a community to establish rational priorities.

Capital improvements programs and budgets should serve as the present and near-future financial plan to match future capital improvement costs, such as roads, to anticipated revenues. The City of Brillion already has a CIP/B program in place and should continue to use this approach to plan for future expenditures. In the Town of Brillion, the Plan Commission should be given the authority to develop and review the CIP/B, thereby linking planning to the annual budgetary process.

Transportation for Seniors and People with Disabilities

Residents expressed weighted concern regarding the limited transportation choices available to serve residents who are elderly or disabled. While the population density and demand needed to sustain a bus route is not present, volunteer programs can be coordinated through the schools, churches and other organizations.

Center Road

Center Road forms the northern boundary of the Brillion Marsh. The road runs east-west from the City into the Town. Currently, water floods onto portions of this road. The City and Town have requested the DNR to control water levels of the marsh to minimize any adverse impacts on the City and Town infrastructure. It is against WDNR policy to dredge the creek for fear of negatively impacting area wildlife.

All parties agree that the road should be repaved, but additional lanes should not be added. Likewise, development adjacent to the roadway should be extremely limited, as is illustrated on the Future Land Use Maps. The DNR would like to see accommodations made for culverts and animal crossings in conjunction with any improvements made to Center Road. Unfortunately, the WDNR does not have funds to support transportation improvements to the area. Likewise, though the road is a Town Road, given development on the north side of Center Road within the City continues, the Town feels the City should contribute toward road improvements. The City agrees that it has some level of financial responsibility in this area.

Safety of USH 10 and HR Intersection

The Brillion High School is located at the USH 10 and HR intersection, and has drawn an increased amount of traffic. Currently, there are no traffic lights or turn signal lights installed at this intersection, although turning lanes have been provided. WisDOT has no plans to install any signal lights. The City and Town agree that this intersection has the potential for a signal in the future and will coordinate with Calumet County and WisDOT to ensure this concern is understood and considered.

Trail to the Brillion Marsh

There is strong support for developing a southern spur off this trail to link the high school to the Brillion Marsh Area at Center Road. This connection should be integrated into any conservation subdivision design or other residential development in this area behind the new Brillion High School. (For more information about Conservation Subdivisions, refer to Chapter 6.0 Agricultural, Natural and Cultural Resources Element.)

Speeds & Safety on Town Roads

Several Town residents expressed their concern over the excessive speed of motorists traveling on town roads, presenting safety hazards to residents. To address this issue, the Town:

- Posts speed limits in all areas that are not 55mph; and
- Designs and constructs town road to accommodate lower speeds (i.e. surface materials, width, sight-lines)

The Town can also consider posting additional speed limit signs in all areas (including 55mph zones) and coordinating with the Calumet County Sheriff's Department to improve speed enforcement along Town Roads.

Coordination with Other Required Plan Elements

To clarify how the transportation element was considered in the context of the other required plan elements, a description of the major issues considered follows.

Issues and Opportunities

The Issues and Opportunities Element establishes the framework for the overall future vision of this plan. That vision will impact the way the City and Town consider changes to the transportation network and guides their participation in activities sponsored by WisDOT, Calumet County and the ECWRPC. The City and Town will consider ways to design transportation projects that blend with the natural landscape, and maintain the small Town and rural character of the area, while promoting efficiency and access. This effort includes maintaining the current transportation network scale of City streets, Town and county roads, and supporting trail development.

Housing

The location and density of housing affects commuting patterns and transportation costs. The inverse is also true. The location of housing also influences the roads on which people drive, or whether they need to drive at all. The affordability of housing also influences how far people must commute. If housing is not affordable, workers must commute from elsewhere. These factors were carefully considered in this element as well as the Land Use Element to ensure compatibility with projected residential development.

Agricultural, Natural and Cultural Resources

How will changes to the transportation system impact the preservation and protection of environmental resources? Since the Town only has jurisdiction over Town roads, the answer may often be dictated by actions of Calumet County, ECWRPC, DNR, and WisDOT. Fortunately, these agencies have policies in place designed to protect the natural environment. Town residents' and leaders' continued plan involvement will ensure that local interests are realized in future transportation plans as they relate to the natural environment.

The City of Brillion controls improvements of City streets, providing more latitude to ensure that changes to the transportation network are considered in the context of natural resource limitations.

Utilities and Community Facilities

To ensure that decisions made for the transportation system will coincide with the capacity and planned expansion of existing utilities and facilities, the location of future development and associated transportation improvements is correlated to the location of adequate utilities and community facilities. In addition, both the City and Town should utilize capital improvements planning and budgeting as a technique to ensure that transportation improvements are well planned and coincide, where feasible, with 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 need efficient access to their places of employment. Lack of access to employment

opportunities may adversely affect the local labor market, as well as employees' decisions to live in the community. Adequate transportation systems also enable efficient trucking operations for industries. In the Brillion Community plan, these issues were carefully considered, particularly 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 could indirectly affect land development either by inducing new development or altering the pattern of existing development.

Although transportation is not the only influence on land use, 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 decision 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 STH 57, USH 10, county roads, Town roads and City streets. The result of these efforts is reflected on the Future Land Use Maps.

Intergovernmental Cooperation

Transportation facilities connect and flow through communities, regions, and states, thereby requiring coordination between communities, counties, regional planning agencies and state agencies for efficiency and effectiveness of the overall transportation network. A significant effort was made to review available long-term transportation planning activities at the county, regional, and state levels. Both the City and Town realize that coordination, particularly with road improvements, is very important at their shared boundaries.

Implementation

Developing/maintaining a CIP/B can help the Brillion Community address transportation costs. The City and Town's capital improvement plans and budgets will not only predict local expenditures, but also locate grant and low interest loan opportunities that may exist to fund needed improvements. It is also recommended that the City and Town consult one another to ensure that potential conflicts are identified and discussed.

Goals and Objectives

It is the vision of the Brillion Community that residents will enjoy safe streets and highways with minimal traffic congestion, and safe bike/pedestrian routes and trails. The goals found in Chapter 11 are divided to provide specific objectives for the Town and the City. Goals provided for the Town relate to those actions that the Town can control.

ⁱ Wisconsin Department of Transportation 2004-2009 Six Year Highway Improvement Program, February 1, 2004 Snapshot for District 3. www.dot.wisconsin.gov/projects/state/sixyear/docs/d3listing.pdf

ⁱⁱ Midwest Regional Rail System Executive Report September 2004. Prepared by Transportation Economics and Management Systems, Inc. in association with HNTB Corporation. www.dot.wisconsin.gov