
Chapter Five: Transportation

This chapter includes a compilation of background information, goals, objectives, policies and programs to guide future transportation in Dekorra. The chapter also compares the Town's transportation policies and programs to state and regional transportation plans.

A. Existing Transportation Network

Access is a key determinant of growth. Dekorra is very well connected to the region through the existing roadway network. Other transportation facilities, such as freight rail, are located in or easily available to the Town.

1. Roadways

Interstate 39/90/94 runs north-south through Dekorra. It enters the town two miles west of Poynette, and exits when crossing the Wisconsin River. There is one interstate interchange in Dekorra, located where Interstate 39/90/94 intersects County Trunk Highway (CTH) CS. CTH CS runs east into Poynette and west to the developed residential areas on Lake Wisconsin. U.S. Highway (USH) 51 runs somewhat parallel to the Interstate, three to four miles east. State and county highways in Dekorra make up the community's arterial and collector road network.

Traffic within the Town has grown steadily. The greatest growth of traffic has been on the Interstate. Between 1996 and 2000 traffic volumes on 39/90/94 increased by 40%. Measured at a point just south of the CTH CS interchange, traffic rose from 41,500 vehicles per day to 68,400 vehicles per day. Traffic on USH 51 grew 31% between 1994 and 2000. Traffic on County highways in the Town also grew steadily, with an average growth of 15% between 1994 and 2000. Traffic on local roads has also grown. Tipperary Road west of CTH V handled 27% more traffic in 2000 than in 1994.

There are currently no plans to expand or rework any of the County roads within the Town beyond routine maintenance. Poynette has expressed interest in rerouting CTH CS on a new road through the southern edge of the Village.

Town roads generally serve as local roads in the system. The Town maintains a five-year road maintenance program. Between 2003 and 2007, resurfacing work is planned for Voss Road, Phillips Road, Wildwood Way, Drake Road, Stebbins Road, East Street (shared expense with Poynette), St. Lawrence Bluff, Dunning Road, Bohling Road, South Stebbins Road, Ernie Road, Thompson Road, and Tipperary Road. Normal maintenance, such as crack filling and sealcoating, is anticipated as needed. Details regarding work on specific roads can be obtained by contacting the Town Clerk.

2. Airports

There are no airports located in Dekorra. There are two landing strips in the Town, one located just south of Bilkie Road, and one just east of Stebbins Road. Larger air carrier and passenger facilities are located approximately 30 miles to the south in Madison at the Dane County Regional Airport. Small passenger and freight service is available north of Dekorra at Portage Municipal Airport.

3. Rail

A line of the Chicago, Milwaukee, St. Paul & Pacific Railroad operates north-south through Dekorra, running through Poynette to the south and Portage to the north. It runs west of and roughly parallel to USH 51. This placement provides opportunities for industries that may require boat, rail and highway access.

4. Bicycles and Walking

WisDOT has recommended several cycling routes through Dekorra. The routes are located mostly along County and Town roads. The routes include CTH V along Lake Wisconsin and the Wisconsin River and CTH J from Lake Columbia south to CTH CS. The recommended bike routes have good access to the Ice Age Trail, a designated National Scenic Trail. Portions of the Ice Age Trail can be found in Lodi, to the south, and Portage, to the north. Many lightly traveled Town roads are in good condition for bicycling. In general, the rolling, winding roads through Dekorra provide amazing cycling options.

There are few sidewalks in Dekorra. Lesser-traveled roads, such as those in residential subdivisions, provide the main opportunities for safe walking. Sidewalks or paths should be considered in future planned development areas, particularly within utility and sanitary districts where development density and traffic is high (such as the Interchange Area shown on Map 7). This *Plan* also advises developing a hiking and/or bicycle path in the Rowan Creek corridor.

5. Snowmobile Trails

Segments of the Columbia County snowmobile trail system are located in Dekorra. One trail runs east of Poynette and just west of the MacKenzie Center. It connects the Village of Arlington in the south and splits north of the MacKenzie Center to connect to both Portage and Rio. Another segment is located in the northeast corner of the Town, skirting a portion of the Rocky Run Creek Fishery on its way to Portage.

6. Transit and Specialized Transportation Services

There is no public transit system in Dekorra. Columbia County Department of Health and Human Services provides transportation for elderly residents through a volunteer driver service and a County ride service. This service can take residents to medical appointments, grocery shopping, nutrition sites, or other personal business. The County can also help put residents in touch with private service providers who will help with transportation.

7. Trucking

The federal, state, and county highway and interstate network through the Town accommodates truck traffic. There are rest areas along the Interstate within the Town. WisDOT is planning upgrades to the rest areas within the next five years, including working with the Town on providing public sewer services. Water transportation is limited to recreational boating on the Wisconsin River and Lake Wisconsin.

B. Review of State and Regional Transportation Plans

This section reviews state and regional transportation plans relevant to Dekorra. This Comprehensive Plan is consistent with these transportation plans, so they are incorporated by reference. Dekorra is not within the jurisdiction of a regional planning commission or metropolitan planning organization.

1. Columbia County Land Use and Transportation Plans

Columbia County's *Land Use Plan* was created in 1970. The County does not currently have a transportation plan. At the time of writing, the County was preparing to update these plans as part of a comprehensive plan. The County maintains a transportation improvement program that lists potential projects, prioritized annually. At the time of writ-

ing, there were no major improvements or resurfacing projects planned for County highways within the Town.

2. Wisconsin State Highway Plan

The *Wisconsin State Highway Plan* focuses on the 11,800 miles of State Trunk Highways in Wisconsin. The *Plan* does not identify specific construction projects, but rather broad strategies and policies to improve the highway system over the next 20 years. Given its focus, the *Plan* does not identify improvement needs in Dekorra.

3. Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century

Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century provides a broad planning “umbrella,” including overall goals for transportation for the next 25 years. This 1995 *Plan* advises construction of the Corridors 2020 “backbone” network by 2005 (includes the Interstate in Dekorra), the creation of a new state grant program to help local governments prepare corridor management plans to deal effectively with growth, the provision of funding to assist small communities in providing transportation services to elderly and disabled persons, and the development of a detailed assessment of local road investment needs.

4. Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* presents a blueprint for improving conditions for bicycling, clarifies the WisDOT's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. The plan map shows existing state trails and future “priority corridors and key linkages” for bicycling along the highway system. In 2001, the State also adopted a pedestrian policy plan.

5. Wisconsin Department of Transportation District 1 Plans

The WisDOT District 1 office maintains a program for state highways within the District. There are currently no plans for major improvements or resurfacing of state highways within the Town. The District desires to maintain contact with communities within which state or federal highways run, and encourages the Town to work with them when any changes in land use occur that could affect the functioning of the highways. This will be particularly important for any new development proposed along USH 51. Aside from the *Commercial/Industrial Mix* area near CTH J, the Town plans little development near Highway 51 (see Map 6).

C. Transportation Goals, Objectives, Policies and Programs

1. Goal

Provide a safe, efficient, multi-modal transportation system that meets the needs of multiple users and minimizes impacts on landowners and farming.

2. Objectives

- a. Maintain and require an interconnected road and highway network.
- b. Coordinate transportation with land use, especially near the interchange and USH 51.

- c. Support biking, walking, transportation facilities and services for the transit-dependent and disabled, freight rail transport, trucking, water transport, transit, nearby air service, and other alternative modes of transportation.

3. Policies and Programs

- a. Work with WisDOT to plan for a **future park and ride lot** at the interchange of the Interstate and Highway CS (see Map 7).
- b. Work with WisDOT and the Columbia County Highway Department on an **access control plan** for the Commercial/Industrial Mix area near the interchange.
- c. Explore how access to the functioning **rail line might be used to promote industrial development** in limited planned areas near Highway 51, as shown on Map 6.
- d. **Cooperate with the Village of Poynette, WisDOT, and the Columbia County Highway Department** to explore the extension of Highway CS to link up with Highway 51 near the southern border of the Village. Currently, truck traffic and other motorists trying to reach the Interstate must move through the Village or use Town roads north of the Village to get from Highway 51 to Interstate 39.
- e. Continue to **update and implement a Town Road Improvement Program** to provide for upgrading of Town roads and seek funding.
- f. **Upgrade existing Town roads** to current standards to the extent practical when repaving those roads, **but do not over-design those roads** beyond rural standards.
- g. **Discourage use of Town roads for through traffic** by considering techniques such as signage, speed zones and weight limits.
- h. Support access control and rural character objectives by **discouraging “side of the road” development** on main roadways.
- i. Require **new roads to meet the design and layout standards** in Town ordinances.
- j. Promote **joint driveways** to achieve public safety and rural character goals.
- k. **Accommodate bicycle traffic** on less traveled town roads, and pedestrian traffic in the Commercial/Industrial Mix areas on Map 6 and other intensively developed areas.
- l. Support **additional transportation options** for those without access to an automobile, including the elderly, disabled and children.

