

# 3 Transportation

The Town of Brigham's transportation system is the collection of many modes and technologies, all with the goal of moving people and goods throughout the Town, County, southern Wisconsin, and the nation. The interchange of goods, services, and ideas provided through a functioning transportation system is the basis for the region's economy. This element includes a compilation of background information, goals, objectives, and recommendations to guide the future development of Brigham's transportation system.

## 3.1 Existing Transportation Facilities

### 3.1.1 Street Network

Brigham's transportation system includes town roads, county highways, and US Highway 151/18. According to the inventory listing of town roads on the Wisconsin Information System for Local Roads (WISLR), Brigham contains 98.41 total miles of road including 57.67 miles of town roads, and 40.74 miles of county highways. US Highway 151/18 runs east/west through the Village of Barneveld near the center of the Town. The Town maintains and plows town roads and receives state road aid to assist in their maintenance. See Map 3-1.

The local street network by National Functional Classification (NFC) includes 29.57 miles of collectors and 11.17 miles of local roads under county jurisdiction. County Roads in Brigham include: CTHs F, H, HH, HK, ID, K, and T. Roads under local jurisdiction include 57.55 miles of local roads and 0.12 miles of collector routes.

**Principal arterials** are at the top of the NFC hierarchical system. Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major airports or regional shopping centers. **EXAMPLES:** Interstate and other freeways; other state routes between large cities; important surface streets in large cities.

**Minor arterials** are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. **EXAMPLES:** State routes between smaller cities; surface streets of medium importance in large cities; important surface streets in smaller cities.

**Collectors** tend to provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials. **EXAMPLES:** County, farm-to-market roads; various connecting streets in large and small cities.

**Local roads** primarily provide access to property. **EXAMPLES:** Town roads; lightly-traveled county roads.

### 3.1.2 Transit Service

Communities in Iowa County are small enough that the provision of a transit system is not financially justified. As such, the Town does not provide transit service.

### 3.1.3 Rail Road Service

There is no railroad access in the Town. The nearest railroad is located approximately 12 miles north of town limits in the Village of Arena. Wisconsin Southern Railroad maintains these rail facilities.

### 3.1.4 Aviation Service

The Town of Brigham does not have aviation service within the jurisdiction. Iowa County Airport

(Mineral Point) is suitable for some aircraft. Commercial airport service is available at the Dane County Regional Airport in Madison.

### 3.1.5 Pedestrian and Bicycle Transportation

Pedestrian facilities within the Town of Brigham include Military Ridge State Trail. Most of this trail follows the former Chicago and North Western Railroad corridor running forty miles from Dodgeville to Madison. Other foot and bicycle transportation is limited to existing roadways.

### 3.1.6 Highways

USH 151/18 runs east/west through the Village of Barneveld and through the center of Brigham. The highway is an important roadway connecting two major Midwest cities—Dubuque, IA and Madison, WI.

### 3.1.7 Transportation Facilities for the Disabled

There are limited public transportation facilities for the disabled in the area. The Iowa County Commission on Aging provides limited Care-A-Van transportation for senior residents of the county. Informal transportation options include family and friends, or limited aid through local churches or other benevolent institutions.

### 3.1.8 Trucking

County highways and USH 151/18 provide truck routes within the Town of Brigham. USH 151/18 route bisects the Town and provides connections to Madison, Dodgeville, and Iowa. Regionally, there are a number of trucking firms located nearby in places such as Dodgeville that take advantage of easy access to USH 151/18.

### 3.1.9 Water Transportation

There are no local water transportation or port services. The nearest port service is located in Prairie du Chien, 70 miles due west.

### 3.1.10 Commute to Work

Table 3.1.10 shows commuting choices for resident workers over age 16. Just under 70 percent of local workers use automobiles to commute to work, of these over 11 percent report carpooling. Almost 13 percent of residents worked at home and did not commute to work. There were 44 people who reported walking to work in 2000. Most residents can travel to work in about 25 minutes, this is slightly higher than the State of Wisconsin which has a mean travel time to work of 21 minutes. The disparity points to the rural nature of the town, and its lack of employment centers.

**Table 3.1.10: Commuting to Work**

	Number	Percent
Workers 16 years and over	541	100.0
Car, truck, or van—drove alone	364	67.3
Car, truck, or van—carpooled	60	11.1
Public transportation (including taxicab)	-	-
Walked	44	8.1
Other means	4	0.7
Worked at home	69	12.8
Mean travel time to work (minutes)	24.6	

2000 Census, SF-3

### **3.1.11 Street Evaluation System**

Brigham does have a completed PASER analysis of roadway conditions. The analysis is used to prioritize roadway improvements scheduling by rating pavement conditions on a scale of 1-10 for asphalt roads and 1-5 for seal-coated roads. A 1 is a failed road and a 10 is a roadway in excellent condition. For seal-coated roads, a 1 is a failed road and a 5 is the top scale allowed. Brigham's seal-coated Town roads rated an average of 4 during a recent evaluation in December 2007. Roadway segments that should receive immediate action include Lone Pine Dr. and Middle Earth Rd. Portions of County Highway T, which is maintained by Iowa County, should also receive immediate attention.

## **3.2 State and Regional Transportation Plans**

### **3.2.1 USH 18/151 Access Study (2005)**

As part of the U.S. Highway System, US 18/151 is an important roadway connecting the major Midwest cities of Dubuque, Iowa and Madison, Wisconsin. USH 18/151 is identified as a Backbone Route in the Wisconsin Department of Transportation's (WisDOT) Corridors 2020 Plan. The plan places high priority in protecting these highway investments that connect major economic/population centers and carry long-distance, statewide traffic.

Experience around the state has demonstrated that highways can deteriorate quickly in terms of reduced operations and safety as land development changes occur near a highway. Of greatest concern to WisDOT are the at-grade intersections along USH 18/151. As traffic increases over time, it will become increasingly difficult to turn on, off, and/or cross the highway in a safe manner; and the potential for crashes will increase.

The purpose of this study is to develop a long-term highway access plan for the corridor. This will allow both WisDOT and the local communities adjacent to the corridor to adequately plan for future land use and transportation needs. In doing so, land use and transportation can be integrated in such a manner that keeps USH 18/151 operating well into the future. This will ensure that recent investments to the highway in the past several decades can be preserved. It is important to note that this study is focusing on identifying and planning for long-term access to and from the corridor, not adding additional capacity (travel lanes). The changes in access are expected to be made over a 20 to 30-year period, as funding is available.

### **3.2.2 Military Ridge State Trail Master Plan (1986)**

Although dated, this plan lists goals, management recommendations, and background information related to development and maintenance of the Military Ridge State Trail. The Plan serves as an historic document and should be referenced when making decisions about the Trail in terms of future connections, and other planning.

### **3.2.3 Wisconsin DNR South Central Region Trails Network Plan (2001)**

The Plan delineates the existing system of state and locally owned trails that are critical links in the overall network. It includes trails that have been approved by the Natural Resources Board but are not yet constructed. Additionally, the Plan includes information regarding ownership and operations. For Brigham, the document is important because it lists plans for regional connections, and some improvement for the Military Ridge State Trail.

### **3.2.4 Wisconsin Bicycle Transportation Plan 2020 (1998)**

WisDOT encourages planning for bicyclists at the local level, and is responsible for developing long-

range, statewide bicycle plans. Guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built, are available and their use is encouraged.

The development of WisDOT's statewide long-range bicycle plan, Wisconsin Bicycle Transportation Plan 2020, involved many people, including an advisory committee. This bicycle planning document is intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin. The recommendations within the Plan are worth considering in Brigham as connections to the Military Ridge State Trail are studied.

### **3.2.5 Wisconsin Pedestrian Policy Plan 2020 (2002)**

*The Wisconsin Pedestrian Policy Plan 2020*, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning.

## **3.3 Transportation Goals & Objectives**

Goals and objectives identify what the plan should accomplish. Goals are statements that describe a desired future condition, often in general terms. Objectives are statements that describe a specific future condition to be attained, to reach the established goals. This plan provides brief goal(s) followed by an objective statement.

### **3.3.1 Maintain traffic circulation and facilities.**

Brigham will continue to provide a safe, efficient, and economically sound transportation system that meets the needs of all its residents, businesses, and visitors. Funding and upkeep activities will recognize existing resources, like USH 18/151 access and the Military Ridge State Trail, as key components of an effective and well-rounded transportation system while working to maintain local roads that link Brigham to destinations throughout the region. The town will coordinate the provision and improvement of transportation infrastructure with land use and development in and adjacent to Brigham.

## **3.4 Transportation Recommendations**

Recommendations identify the action necessary to achieve goals and objectives. For this reason, recommendations should be actionable, attainable, and specific. Not all recommendations can be achieved in the short-term, so they should be specific enough so that any individual or group wishing to achieve a stated goal can take action.

The following recommendations were jointly developed by the Town of Brigham Plan Commission and its consultants.

- 3.4.1** Continue to prepare and annually update a multi-year transportation improvement plan to identify and prioritize short-term needs and funding sources. Share this plan with adjacent and overlapping jurisdictions, if necessary.

- 3.4.2** Coordinate with the Village of Barneveld for transportation improvement scheduling and develop joint project schedules when appropriate to minimize road closures and reduce cost.
- 3.4.3** Work with adjacent communities to enhance equipment-sharing capabilities for roadway maintenance and improvements.
- 3.4.4** Identify and prioritize intersections of concern and traffic hazard areas and develop a list of recommendations, budgets, and timelines for these problems to be addressed.
- 3.4.5** Maintain regular contact with Iowa County to obtain information about scheduled roadway improvements. Provide a list of town transportation projects and needs, particularly those related to safety on county roads, to be included in the County's capital budget.
- 3.4.6** Support county and state plans to provide bicycle trail improvements in the town.
- 3.4.7** Work with the Iowa County Commission on Aging to ensure availability of transportation for special needs populations.
- 3.4.8** Work with county and state to retain access across USH 18/151.
- 3.4.9** Ensure the designs for new or expanded roads are adapted to the topography, unique natural features, and environmental constraints of the area.
- 3.4.10** Consider the development of cul-de-sacs and other roadways with a single point of access unless necessary for the preservation of environmentally sensitive areas or significant open spaces.

