

Chapter 3: TRANSPORTATION

I. Existing Transportation Network

Roadways

Arterials:

U.S. Highway 14 cuts across the northeast corner of the Town and is the only arterial in the Town. It passes through the Village of Cross Plains and provides vehicular access east to Middleton and west to the Villages of Black Earth and Mazomanie. U.S. Highways 18 & 151, although outside the town boundary, serve as arterials for traffic heading from the southern portion of the town toward the Village of Mount Horeb, the City of Verona and the southern portion of the Madison Metropolitan Area..

Collectors:

County Highways KP, P and S (Mineral Point Road) function as major rural collector roads for the Town as does Airport Road. In the northern part of the Town, Highway KP runs east-west from the Village of Cross Plains to the Village of Black Earth. Airport Road runs east-west across the northeast corner of the Town, from the Village of Cross Plains to the City of Middleton, where it connects to the Beltline. Highway P runs north-south through the center of the Town from the Village of Cross Plains in the north, and connects with Highway S to continue on to the Village of Mount Horeb in the south. Highway S (Mineral Point Road) runs east-west, from Pine Bluff in the west where it meets with Highway P in the south-center of the Town, to the City of Madison to the east where it connects to the Beltline. Timber Lane is a north-south minor rural collector on the eastern border of the Town that connects to another minor rural collector, Old Sauk Road, which runs east to the City of Madison and links to the Beltline. Other routes with significant collector traffic include County Highway J, Old Military Road and Stagecoach Road.

Town Roads:

The Town has 47 miles of dedicated town roads within the Township. Maintenance, repair and snow removal for the Town roads is performed by the Town. This expense is the largest single expense category in the Town annual budget.

Transit

The closest fixed-route public transit service to the Town of Cross Plains is the Madison Metro Route 15 in the City of Madison and Madison Metro Routes 71 and 72 in the City of Middleton, all approximately 3 miles east of the Town of Cross Plains-Town of Middleton line.

There are no current Park and Ride lots in the Cross Plains area. Madison Metro has planned Park and Ride lots at the intersection of Mineral Point Road and Junction Road in the City of Madison (approximately 6.5 miles from Pine Bluff) and another on Middleton Springs Drive in the City of Middleton (approximately 9 miles from Pine Bluff), with connections to Madison Metro transit service.

Taxis and Ride Hail Services

A number of commercial taxi and ride-hail services provide service to portions of the Town of Cross Plains and the Madison metropolitan area.

Carpool and Vanpool Services

The Madison Area Transportation Board operates [RIDESHARE, etc.](#), an online ride-matching service to connect commuters with carpooling and vanpool opportunities. The service area includes much of the Dane County / Madison Metropolitan area, including the Town of Cross Plains.

The Wisconsin Department of Administration operates a [vanpool system](#) for commuters (including both state and non-state employees) traveling to and from the downtown Madison area.

Specialized Transportation Services

Transportation for seniors is available through [Northwest Dane Senior Services](#). Rides for seniors to doctor/dental appointments are available through [RSVP of Dane County Driver Services Program](#).

The [Dane County Department of Human Services](#) provides individual and group transportation services which enable seniors and people with disabilities and to access their communities and needed services. Transportation assistance may also be provided for low-income families or persons with unusual medical transportation expenses.

The Madison Area Transportation Board operates a [number of commuter programs](#) that provide a ride home from work in an emergency to regular carpool, vanpool, mass transit and bicycle commuters.

Bicycles and Pedestrians

The proposed Black Earth Creek / Good Neighbor bicycle/pedestrian trail would connect the Deming Way Trail in the City of Middleton with the Mazomanie-Sauk City Rail Trail in the Village of Mazomanie. Portions of the Black Earth Creek / Good Neighbor Trail have been completed in the Villages of Cross Plains, Mazomanie and Black Earth. The state Military Ridge Trail, an off-road trail connecting Madison and Dodgeville, runs just south of the town line.

Paved shoulders along County Trunk Highways P, J and S are adequate to accommodate bicycle traffic. Many of the local town roads may also be suitable for on-road bicycle use. The Madison Area Transportation Board maintains an online "[Low-Stress Bicycle Route Finder](#)" that can help find other suitable bicycle routes.

The Ice Age National Scenic Trail corridor crosses the town from southeast to northwest. Completed trail segments include approximately 1 mile near the Ice Age Reserve Complex and approximately 3 miles through the Village of Cross Plains.

Rail

The Wisconsin & Southern Rail Road Company has an active rail line that runs through

the northern part of the Town along Highway 14. It has a siding in the Village of Cross Plains and provides rail cargo service between the City of Madison, and Middleton to the east and other cities and villages to the west.

Intercity Bus Service

A number of commercial bus lines provide regular passenger service from the on-campus intercity bus stop at 250 N. Lake Street, in the City of Madison (approximately 14 miles from Pine Bluff) to a variety of destinations in the Midwest, including Milwaukee, Janesville, Beloit, Eau Claire, La Crosse, Chicago and Minneapolis-St. Paul.

Trucking

Truck traffic utilizes the many highways that run through the Town.

Water Transportation:

Recreational canoe and kayak traffic occasionally traverse Black Earth Creek. There is no significant commercial water traffic in the town.

Airports:

There are no airfields within the town boundaries.

The [Dane County Regional Airport](#) (MSN) is located in the City of Madison, approximately 16 miles from Pine Bluff. Commercial airlines operate daily non-stop flights to 19 destinations in the continental United States.

Snowmobile Trails:

The Speedway Snowmobile Club maintains state corridor trail 21 from North to South through the town. CP Riders maintains county-funded trail 69 which connects the state corridor trail with the Village of Cross Plains and the Village of Black Earth. Speedway and CP Riders also maintain a number of club trails throughout the town.

II. Applicable County and Regional Transportation Plans

[Regional Transportation Plan 2050 \(2017\):](#)

Federal law requires Regional Transportation Plans for urban areas over 50,000 in population (such as the Dane County / Madison metropolitan area) as a condition for spending federal highway and transit funding. Adopted by the Madison Area Transportation Board, the *Regional Transportation Plan 2050* provides an overview of how the region intends to invest in the transportation system across all modes.

[Transportation Improvement Program \(TIP\) \(updated annually\):](#)

The *Transportation Improvement Program (TIP)*, which the Madison Area TPB updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. Projects within the Madison Area TPB Planning Area must be included in the TIP in order to be eligible to receive federal funding assistance. Outer county area projects are also listed for information and coordination purposes.

[Bicycle Transportation Plan \(2015\):](#)

Adopted by the Madison Area Transportation Plan, the *Bicycle Transportation Plan* provides a framework for cooperation between state agencies, Dane County, and local governments in planning for and developing bicycle facilities and programs.

[Dane County Comprehensive Plan \(2012\):](#)

Adopted by the Dane County Board of Supervisors, the *Dane County Comprehensive Plan* includes countywide goals, objectives and policies for transportation.

III. Applicable State Transportation Plans

[Connections 2030 \(2009\)](#)

Connections 2030 is the Wisconsin Department of Transportation's (WisDOT) long-range transportation plan for the state. This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. WisDOT officially adopted Connections 2030 in October 2009. Planned transportation improvements affecting the Town of Cross Plains are included in the Madison Metropolitan Planning Area section.

[Six-Year Highway Improvement Program \(updated annually\)](#)

The Wisconsin Department of Transportation adopts the Six-Year Highway Improvement Program to identify capital improvements to the portions of the 11,745-mile statewide highway system which is administered and maintained directly by WISDOT. Planned improvements affecting Dane County, including the Town of Cross Plains, are contained in the [Southwest Region](#) section.

[Wisconsin Rail Plan 2030 \(2009\)](#)

Wisconsin Rail Plan 2030 identifies rail issues that reflect the views of Wisconsin

citizens, businesses and government officials. The plan includes a number of key parts, including a statewide vision for freight, intercity passenger and commuter rail; and an inventory of Wisconsin's rail system, rail service and rail facilities.

[State Freight Plan](#)

The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018.

IV. Transportation Goals, Objectives and Policies

Goals:

1. Ensure safe and efficient transportation.
2. Continue to cost effectively maintain the Town's road infrastructure at a level of service desired by Town residents and businesses.
3. Accommodate multiple modes of transportation, as appropriate.
4. Plan for anticipated traffic demand.
5. Address other transportation related policies required by Wisconsin's Comprehensive Planning law.

Objectives:

1. Provide reasonable access to an adequate and safe public transportation system for all residents, farmers, and businesses.
2. Ensure adequate town road capacities and conditions to safely and efficiently accommodate automotive, trucking, agricultural equipment, bicycle and pedestrian traffic.
3. Establish and sustain an ongoing road maintenance program with limited funding.
4. When reconstructing roads the Town will consider multiple users and incorporate provisions to enhance the safety of these users. Multiple users may include bikers, farmers and snowmobiles. Such provisions may include, but is not limited to adding bike lanes, signage or increasing width to accommodate farming equipment.
5. Work with Dane County and the Wisconsin Department of Transportation to make sure improvements to County Trunk Highways and State Highways support the goals and objectives of this plan.
6. Evaluate traffic impacts on all development projects and require road improvements where appropriate.
7. Recognize all applicable state and regional transportation plans.
8. Recognize all transportation policies and programs defined in the Dane County Comprehensive Plan.

Policies and Programs:

1. Continue and improve ongoing maintenance of town roads.
 - a. Develop a standardized policy for grading and snowplowing for private drives.
 - b. Develop standard policies for road improvements and maintenance.
 - c. Evaluate traffic impacts for all development projects and require road improvements where appropriate.
 - d. Improve and upgrade town roads that have experienced high traffic volume to improve safety, such as Old Military, Observatory, Stagecoach and Airport Roads and West Mineral Point Road (County Highways S & P). Redirect traffic where possible.

- e. Improve safety related to large grain and other agricultural vehicles on town roads.
2. Plan ahead to avoid excessive stoplights and maintain mobility and speeds on Mineral Point Road.
3. Continue to allow adequate access for new residences, without impairing mobility or safety.
 - a. Manage driveway access to make sure rural road speeds and mobility is maintained.
 - b. Avoid degradation of highway function by allowing too many access points and driveways. (Highway S and intersection of P and J are particular problems).
4. Recognize all applicable state and regional transportation plans.
5. Recognize all transportation policies and programs defined in the Dane County Comprehensive Plan.
6. Work with bicycle groups to plan and educate bicyclists and motorists so that all users can use the roads safely.
 - a. Work with biking organizations to identify preferred biking routes. Target safety improvements to identified routes.
 - b. Encourage bicycle organizers to meet with town officials at a public meeting before using town roads.
 - c. Widen shoulders on uphill climbs to accommodate bicycles, where feasible.
 - d. Manage bicycle traffic on Garfoot Road and CTH J, Old Sauk Pass Road, Timber Lane, and CTH KP (among others).
 - e. Look at signage, designated bicycle routes and education to direct bicycle traffic to appropriate routes.
 - f. Explore ways to have bicyclists help pay for road improvements.
 - g. Make sure that bicycle use of town roads does not interfere with normal auto, farm and other uses of roads.
 - h. Find ways to manage bicycle traffic for practices prior to major events.
 - i. Work with Sheriff to enforce traffic rules.
7. Work with County Highways and WISDOT to make provisions for future rerouting of Highway 14.
 - a. Encourage WISDOT to manage Highway 14 as multi-modal corridor, that includes mass transit, automobile, pedestrian, bicycle, agricultural and manure equipment, ATVs, snowmobile and horses.
 - b. Manage through traffic from neighboring communities.
 - c. Work with WISDOT to encourage Highway 14 reconstruction, expansion, design or relocation plans that are consistent with the goals, objectives and polices of the Town of Cross Plains Comprehensive Plan.
8. Work with Dane County to help meet town transportation goals as appropriate.
 - a. Explore transfer/selling of high-volume town roads to County Highways.
 - b. Consider long-term needs for improvements to Highway S and P to safely

- accommodate commuter through-traffic.
 - c. Work with Dane County Sheriff and State Patrol to enforce traffic regulations and reduce automobile / equipment / bicycle safety problems.
 - d. Make speed limits 45 mph in both directions at Highways P and S at S-Curve, south of Pine Bluff.
 - e. Re-evaluate speed limits where there are a lot of residences.
 - f. Manage traffic within Pine Bluff. Work with the Dane County Sheriff to make sure current speed limits on County Highway S are enforced, and coordinate with the Dane County Public Works, Highways and Transportation Department to see if current speed limits are adequate.
9. Continue work with Good Neighbor and Madison Metro to site Park and Ride lots in appropriate locations throughout the town.
 10. Transportation Alternatives for Disabled Residents. Publicize the availability of assistance for potentially disabled Town residents through the Town newsletter, and continue to rely on neighboring urban areas and regional programs to provide transportation access for disabled residents.
 11. Coordinate Planning for Rail Services. Work with the Village of Cross Plains, the City of Fitchburg, and Wisconsin Southern Railroad to determine the long term viability of rail services on this line.
 12. Incorporation of Pedestrian Planning. Require that developments address the necessity of adequate walking areas and routes in both residential and commercial areas.
 13. Designation of Truck Routes. Continue to designate weight restrictions and truck routes, especially those serving quarrying operations.
 14. Joint Planning of Roads that Cross Jurisdictions. Work with neighboring municipalities to plan, construct and maintain those roadways that affect both jurisdictions, including cost sharing where appropriate.
 15. Maintain Town Culvert, Bridge and Ditch Program. Maintain the Town's culvert and ditch inspection program, and implement culvert replacements and grading of ditches on Town roadways as needed on an annual basis.
 16. Work with WISDOT and County Highways to improve safety to accommodate wider farm equipment and heavy automobile traffic.
 17. Work with the Dane County Public Works, Highways and Transportation Department to improve shoulders on State and County roads.