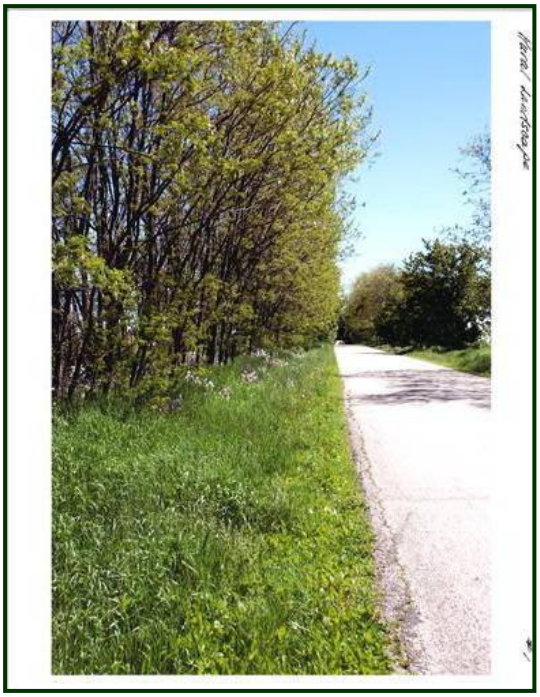
Chapter 5: Transportation

Introduction

A diversified, well-balanced transportation system is a major factor affecting growth and quality of life in a community. The transportation system exists to move people, goods, and services both through and within the community. Planning for the various modes of transportation is one of the most important components of the Comprehensive Plan for the Town of Bradford.



The transportation system for the Town consists of arterial roads, county trunks, a state highway, and a railroad corridor. This chapter examines the transportation network, including a summary of existing transportation plans, studies, and assessments, and provides a list of recommendations to address future transportation needs and desires.

Wisconsin's Smart Growth Law includes 14 goals for local comprehensive planning. The goals listed below specifically relate to planning for transportation:

- Encouragement of neighborhood designs that support a range of transportation choices.
- Encouragement of coordination and cooperation among nearby units of government.
- Providing an integrated, efficient, and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit dependent and disabled citizens.

Transportation Vision

In 2025, automobiles remain the dominant form of transportation; however, trails and walkways are an integral part of the recreation and transportation network, providing connections between neighborhoods, hamlets, schools, parks, and neighboring communities. Walkers, bicyclists, horse riders, and others enjoy a network of trails linking the community with surrounding areas. A well-maintained system of Town roads, and County, State, and U.S. highways and a thriving rail system provide for the safe and efficient movement of people and goods.

Inventory of Existing Transportation Facilities

Transportation facilities in Bradford include federal, state, and county highways, town roads, and surface streets. Residents enjoy easy access to Interstate (I) 43 crossing the southeast corner

of the Town, U.S. Highway (USH) 14 and State Highway (STH) 11 through the northern portion of the community, and STH 140 in the west. The federal and state routes connect Bradford to the nearby cities of Janesville and Beloit as well as the major metropolitan areas of Madison, Milwaukee, and Chicago. The Wisconsin Southern Railroad operates a rail line entering Bradford in the southeast corner of the Town before exiting in the northwest. Other modes of transit, including light rail and air transportation, are not currently available nor are they likely to be developed during the next 20 years.

WALKING & BICYCLING

Areas for safe walking and bicycling within the Town are limited to lightly travelled country roads. However, these roads often have limited shoulder areas and posted speed limits of 45 miles per hour or more hindering safe pedestrian travel. Walking for transportation (as opposed to recreation or fitness) is not realistic for most residents given that nearly all goods and services are located several miles away (in nearby communities). As a result, Town residents without access to vehicles may face transportation challenges. Opportunities for recreational walking and cross country skiing are available in Carvers Roehl Park and on Carvers Rock Road near the intersection with Creek Road. The nearby Pelishek Trail for hiking and bicycling is located in the adjacent Town of Clinton and connects with Allens Grove.

TRAILS

There is no state or local trails currently running through the Town of Bradford.

BICYCLE ROUTES / CORRIDORS

The Wisconsin Department of Transportation (WisDOT) has completed a statewide bicycling conditions assessment to identify key bicycle linkages in each county. The assessment offers recommendations without officially establishing bicycle routes. Potential bicycle routes identified along State highways are planned and maintained by WisDOT. The bicycle conditions assessment is based on:

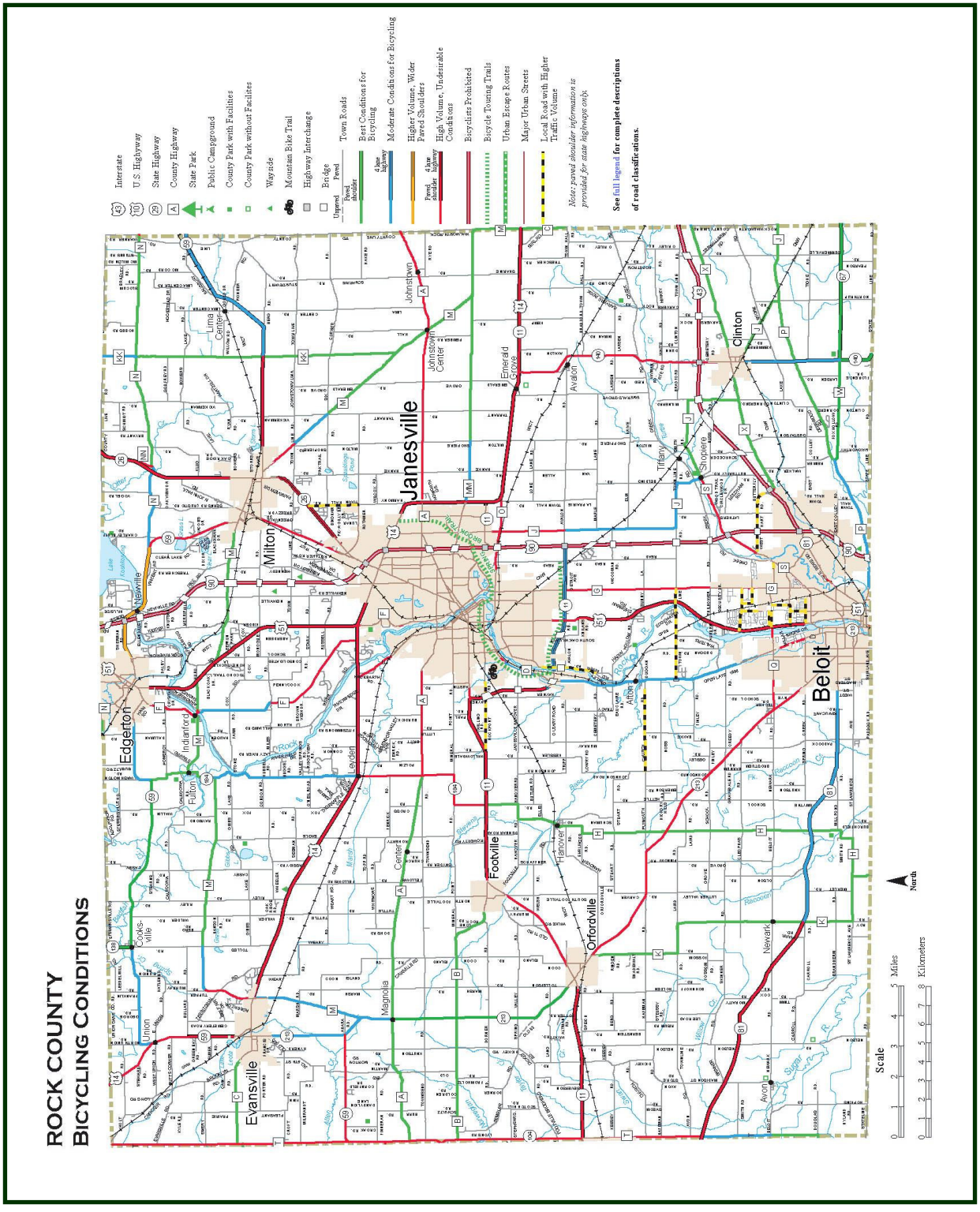
- Road width (i.e. ability to accommodate a shoulder path)
- Traffic volume
- Truck traffic as a percentage of all traffic (secondary consideration)
- Site distance restrictions (secondary restriction)

WisDOT limited the scope of its assessment to county and state corridors. WisDOT generally considers town roads acceptable for bicycling given their limited traffic flows. In the Town of Bradford, the following road segments were identified by WisDOT as having the following conditions for bicycling:

<u>Best Conditions</u>

- CTH C and CTH M on the Town's northeast border (although WisDOT has identified these segments as suited for bicycle and pedestrian lanes, the Town of Bradford

Planning and Zoning Committee believes that neither has shoulders sufficiently wide for safe bicycle travel).


ROCK COUNTY
BICYCLING CONDITIONS
Interstate
U.S. Highway
State Highway
County Highway
State Park
Public Campground
County Park with Facilities
County Park without Facilities
Wayside
Mountain Bike Trail
Highway Interchange
Bridge
Paved
Unpaved
Town Roads
Paved shoulder
Best Conditions for Bicycling
4-lane highway
Moderate Conditions for Bicycling
Higher Volume, Wider Paved Shoulders
High Volume, Undesirable Conditions
Bicyclists Prohibited
Bicycle Touring Trails
Urban Escape Routes
Major Urban Streets
Local Road with Higher Traffic Volume
Note: paved shoulder information is provided for state highways only.
See full legend for complete descriptions of road classifications.
Janesville
Beloit
Milton
Edgerton
Footville
Orfordville
Evansville
Clinton
Johnstown
Johnstown Center
Emerald Grove
Avalon
Shopiere
Tiffany
Newville
Lima Center
Indianford
Fulton
Leyden
Center
Hanover
Cooksville
Union
Magnolia
Newark
Avon
Scale
Miles
Kilometers
North

High-volume Undesirable Condition

- USH 14/STH 11 in the northern part of Town
- STH 140 from the Town's southern border to USH 14/STH 11

Please refer to the Rock County Bicycling Conditions map on the preceding page.

SNOWMOBILE TRAILS

The Association of Wisconsin Snowmobile Clubs and the Rock County Parks Division coordinate with private landowners to establish and maintain trail routes throughout the County. For additional information on snowmobile trails in the area, please contact the Rock County Parks Division.

Source: AWSC

RAILROAD CORRIDORS

The Wisconsin Southern Railroad operates a freight rail line running from the border with Illinois through the Town of Bradford connecting with the Cities of Janesville and Brodhead before terminating in Monroe. The Chicago and Northwestern Railroad operate a line running roughly parallel to the CMStPP line from the border with Illinois through Janesville and Evansville and on to Madison. The map on page 5-5 shows the active rail lines and "rails to trails" corridors in the state of Wisconsin.

MASS TRANSIT

There are no public transit systems currently operating in the Town of Bradford, however, mass transit via bus, high-speed rail, or other means is not likely to be established through Bradford in the next 20 years given limited demand, low population density, and a small overall population base. At this time, Bradford cannot provide the rider-ship needed to support a complete transit system serving all areas of the Town**.**

The Midwest Regional Rail Initiative (MWRRI) has plans for a high-speed commuter rail linking Milwaukee and Madison which would pass within ten miles of the Town's northern boundary. Additional information regarding the MWRRI is provided later in this chapter.

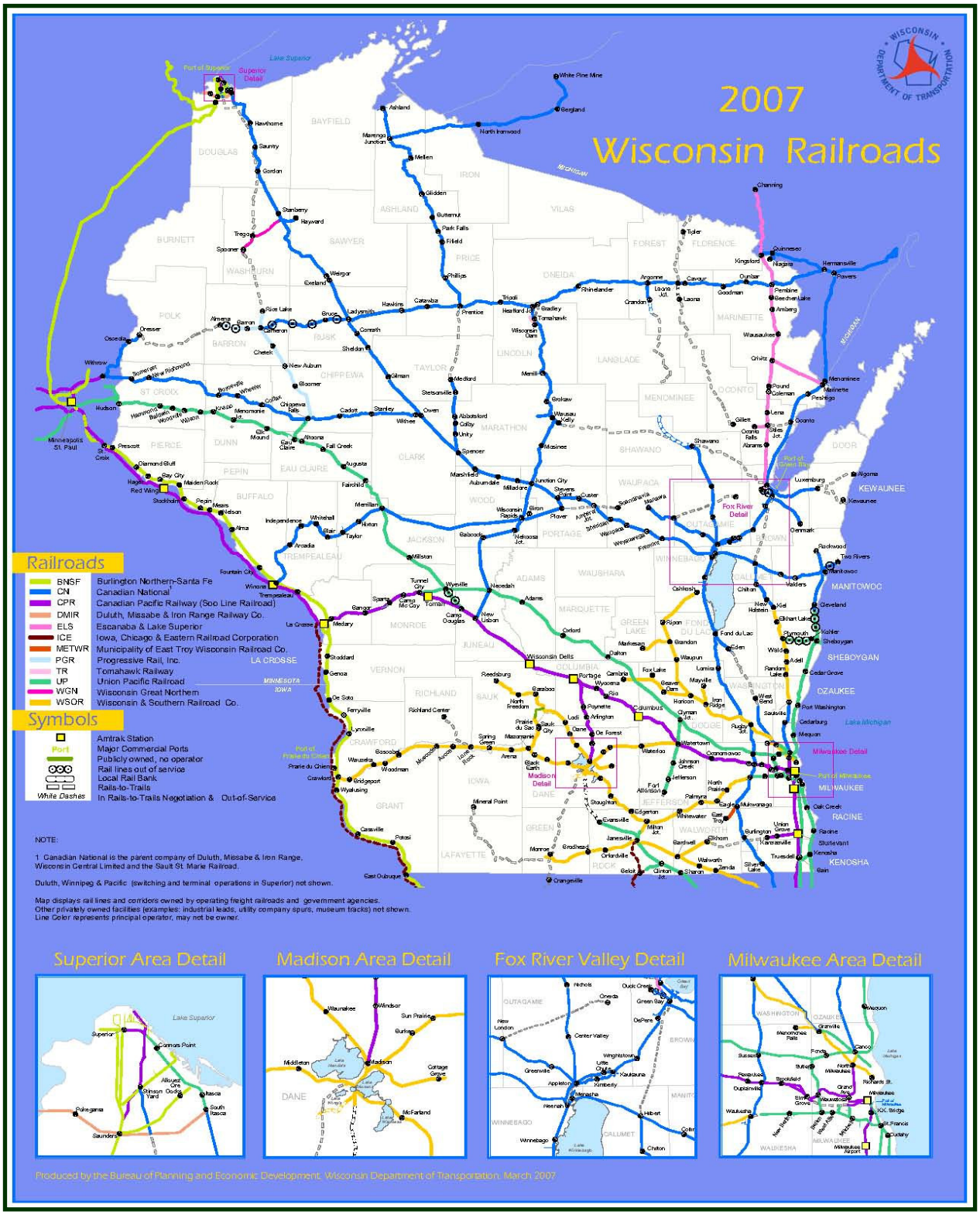
WATER TRANSPORTATION

The creeks and streams flowing through Bradford are unsuitable for water transportation. The nearest port facilities are located in the City of Milwaukee and along the Illinois River.

RUSTIC ROADS[1]

The Wisconsin Legislature established the Rustic Roads program in 1973 to help citizens and local units of government preserve what

[1] Text excerpted from WisDOT Rustic Roads website, 2005.



Source: WisDOT 2007 Wisconsin Railroads from WisDOT website, January 2008.

remains of Wisconsin's scenic, lightly traveled country roads. Unique brown and yellow signs mark the routes of all officially designated Rustic Roads. These routes provide bikers, hikers, and motorists an opportunity to leisurely travel through some of Wisconsin's scenic countryside. Although there are no designated Rustic Roads in Bradford at this time, the Town may submit an application to WisDOT to have one or more of its roads accorded such designation. To qualify for the Rustic Road program, a road:

- Should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads;
- Should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features;
- Should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics; and,
- Should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

The nearest Rustic Road is RR #35 in the Town of Milton. It is a 2.7 mile long section of Serns Road extending from CTH N to North John Paul Road and traverses picturesque and gently rolling agricultural terrain.[2]

To begin the process for Rustic Road designation, the Town would identify a road (or roads) it would like to see included as part of the Rustic Roads system. The next step would be to initiate and circulate petitions among residents and property owners along the candidate road(s). WisDOT encourages local governments to work with civic, recreational, and environmental groups to publicize and encourage the success of the Rustic Roads program. An application for Rustic Road designation can be found by visiting the WisDOT website at www.dot.wisconsin.gov/travel/scenic/rusticroads.

TRUCK TRANSPORTATION

Truck traffic on local roads is a common concern for residents, with speed, noise, and volume being areas of contention. WisDOT designates state highways and specified county highways and local roads as truck routes. The designation is based upon a variety of factors including service to local business; proximity to schools, churches, and other places where people congregate; and, the ability of a given roadway to withstand the greater weights associated with truck traffic, among others. The Wisconsin Statutes define standards for the

CLASS B HIGHWAYS

May include county and town roads, 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% of the listed capacity weight of the roadway. For additional information, refer to Wisconsin Statutes, Chapter 348.

[2] Source: WisDOT Rustic Roads website, http://www.dot.wisconsin.gov/travel/scenic/rusticroad35.htm, 2009.

length, width, and weight of trucks allowed on certain roadways to prevent road degradation and untimely maintenance.

Bradford has the option of designating roadways as "Class B Highways" (see box) through a Town ordinance.

AIRPORTS[3]

There is no public use airports located in the Town and no plans exist for the development of a commercial airport in the near future. However, there are a number of private, Federal Aviation Administration-licensed airstrips in the community. The nearest large commercial airports are:

- Southern Wisconsin Regional Airport near Janesville
- General Mitchell International Airport in Milwaukee
- Dane County Regional Airport in Madison.

The three airports referenced above are classified by the WisDOT Bureau of Aeronautics as *air carrier/air cargo* (AC/C) facilities. AC/C airports are designated to accommodate virtually all aircraft up to and, in some cases, including, wide body jets and large military transports. A number of smaller, *general utility* and *basic utility* airports are located in the nearby communities of Monroe, Burlington, East Troy, Palmyra, Fort Atkinson and Cottage Grove, among others. General Utility facilities are intended to serve virtually all small general aviation single and twin engine aircraft, both piston and turboprop, with a maximum take-off weight of 12,500 pounds or less. Basic Utility airports are designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet.

These airports meet current resident needs for travel and business freight and are expected to do so into the foreseeable future.

STREETS AND HIGHWAYS

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. For example, *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 aid is available to communities for construction and maintenance. Federal aid may not exceed 85% of expenditures, based on a 3-year average. The following classifications of highways and roads exist in the Town of Bradford:

- Principal Arterials. USH 14/STH 11 is the only principal arterial in Bradford.

[3] Much of the text included in this section was excerpted from the *Wisconsin State Airport System Plan 2020*, WisDOT Bureau of Aeronautics, 2008.

- Minor Arterials. STH 140 is the only minor arterial in the Town.
- Minor Collectors. East Creek Road and Avalon Road to STH 140 are classified as minor collectors.

TRANSPORTATION MAP WILL BE INSERTED HERE

Summary of Existing Transportation Plans

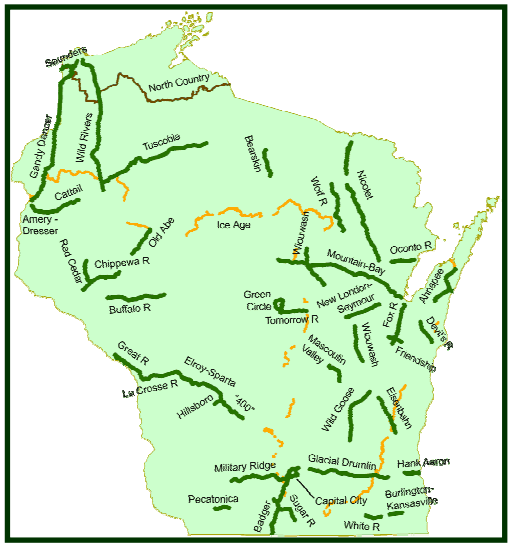
This section of the chapter summarizes existing federal, state, and regional transportation plans relevant to the future transportation network for the Town of Bradford.

FEDERAL TRANSPORTATION PLANNING

A number of federal and state policies guide the planning, development, maintenance, and operation of the transportation network. Their implementation is accomplished with the development of regulations, often with tight ties to funding. Federal regulations most closely related to this chapter include:

- Title VI, Civil Rights Act, and specifically the Americans with Disabilities Act of 1990 (ADA) and the Executive Order concerning Environmental Justice.
- Clean Air Act.
- Planning requirements under the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), and the subsequent Transportation Equity Act of 1998 (TEA-21).
- Federal historic preservation regulations also affect transportation planning, project development and construction.

The most recent federal transportation planning efforts are included within the Transportation Equity Act for the 21st Century (TEA-21). This act largely reaffirms the tenets of the ISTEA. This legislation sets out all federal transportation funding programs and their planning requirements. For instance, TEA-21 describes the Transportation Enhancement Program, the minimum level at which it will be funded, and the general principles and intentions of the program. It also includes requirements for transportation/land use plans for urbanized areas. Administrative rules are used to implement these and other federal program requirements.



Source: WDNR website, 2008
http://www.dnr.state.wi.us/Org/land/parks/specific/findatrail.html

WDNR STATE RECREATIONAL TRAIL NETWORK PLAN[4]

The State Recreational Trail Network Plan (see map at right) was drafted by WDNR and approved by the Wisconsin Natural Resources Board. The plan provides a long-term, big-picture vision for establishing a comprehensive trail network throughout Wisconsin. It identifies existing and proposed trails and connections that would serve as the main corridors for a statewide trail system. The plan doesn't include every trail in Wisconsin, just the major arteries. It focuses mainly on abandoned rail corridors, utility corridors, critical road connections,

[4] Source: *WDNR State Recreational Trail Network Plan* website, 2005.

and natural feature corridors that link places where people live and play, natural areas, public lands, and other destinations.

The State Recreational Trail Network Plan recognizes that trails developed by local units of governments serve as critical links in the overall system. Under the plan, WDNR staff will continue to work with local governments and encourage them to connect trails onto this network as they update local plans.

There are no proposed trails listed in the WDNR State Recreational Trail Network Plan for the Town of Bradford. Future trails within the Town will result from coordination with WisDOT, Rock County (with respect to planned County Highway upgrades), neighboring local governments, and coordination with private local developers and citizen groups who may consider trails as part of future residential subdivision developments.

WISCONSIN STATE BICYCLE PLAN 2020

The Wisconsin Bicycle Transportation Plan 2020 was drafted by WisDOT in December 1998. The vision statement in the plan is: "To establish bicycling as a viable, convenient and safe transportation choice throughout Wisconsin." The document included eight elements: Plan Vision, Goals and Objectives, Current Bicycling Conditions, Benefits and Impacts of Bicycling, Public Involvement, Intercity, Urban/Suburban, Bicycle Safety, and, Implementation. In the implementation section, WisDOT identified the roles and responsibilities of various levels of state and local government. Local governments are encouraged to:

- Develop, revise, and update long-term bicycle plans and maps;
- Consider the needs of bicyclists in all street projects and build bicycle facilities accordingly;
- Promote and offer bicycle safety programs;
- Consider providing locker room facilities for employees;
- Consider bicycle racks on buses;
- Encourage business involvement to increase bicycle commuting and other functional trips; and,
- Help promote bike to work/school day.

MIDWEST REGIONAL RAIL INITIATIVE PLAN[5]

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 at the Midwest Regional Rail System (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:

[5] Source: Midwest Regional Rail System, 2004.

- 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 nearest Amtrak stations are located in Milwaukee, Tomah, and Wisconsin Dells.

Source: Midwest Regional Rail Plan, WisDOT, 2008.

WISCONSIN STATE HIGHWAY PLAN 2020[6]

Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating while traffic is increasing. The system consists of 11% of the total roadway miles in Wisconsin, but carries nearly 60% of the total traffic. Recognizing the importance of the system, WisDOT, in partnership with stakeholders, developed the WisDOT State Highway Plan 2020. This strategic plan considers the current condition of the highway system, 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. For more information on the Wisconsin State Highway Plan 2020, visit: http://www.dot.wisconsin.gov/projects/state/hwy2020.htm.

PASER RATING SYSTEM REPORT

All town roads in Bradford are evaluated in accordance with WisDOT requirements using the *Pavement Surface Evaluation and Rating* (PASER) system. 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

[6] Source: WisDOT, *Wisconsin State Highway Plan 2020*.

potholes are all examined during a typical PASER evaluation. Paved roads are rated 1 – 10 based on their condition.

Paved Roads Rating	Needs
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.

Roads are rated in segments. As a result, one portion of a particular road may rank as 9, whereas a different segment may only rank a 6. These fluctuations can greatly impact the overall need for road surface improvements.

According to the PASER manual, it is recommended that communities strive to attain a rating of 7 for all paved roads. PASERWARE is a software program designed to help communities consider different scenarios for optimizing road maintenance and improvements expenses.

Using PASERWARE, a community can determine what sequence of improvements is recommended to meet a certain goal (i.e. get all roads to a 7 rating).
PASERWARE also will provide cost estimates for maintenance and construction projects. Technical and financial assistance with this program is available through Rock County and WisDOT.

Table 19: Town of Bradford Roads by PASER Rating, 2007.

PASER Rating	Total Miles	Percent of all Roads
1	--	--
2	--	--
3	0.86	1.6%
4	4.69	8.7%
5	15.40	28.7%
6	13.08	24.4%
7	5.62	10.5%
8	7.11	13.3%
9	6.87	12.8%
10	--	--
Total	**53.63**	**100%**

Source: Town of Bradford, 2009.

Table 19 shows the total number of miles of roadway in the Town by PASER rating as well as the percentage of all roads within each category. These ratings will be updated regularly as new data becomes available.

COMPARISON TO STATE AND REGIONAL PLANS

Jurisdiction over transportation facilities and services is divided among several layers of government. Planning for the transportation network in the Town of Bradford requires coordination among these jurisdictions. Available information indicates that there will be little significant state investment in the transportation network in the community in the immediate future.

The transportation goals, policies, objectives, and programs in this plan seek to complement regional transportation goals, objectives, policies, and programs by providing local transportation facilities and services that connect to county, regional, and state facilities.

Transportation Issues and Concerns

This section of the chapter focuses on the transportation issues and concerns raised during the exercises held during the Kick-off Meeting of the planning process.

TRAFFIC VOLUMES ON ROADS

Although most resident view the Town's transportation network as an asset, concerns exist related to daily traffic volume and increased volume resulting from temporary closures of I-39 and I-90. High traffic volumes on USH 14/STH 11 and STH 140 (7,500 and 2,800 vehicles/day, respectively, according to the most recent traffic counts) often result from commuters intent upon avoiding I-90. Concerns also exist regarding the number of oversized trucks using STH 140.

During the SWOT Exercise, held at the Kick-off Meeting, thirteen individuals identified roads and bridges and one person identified road maintenance as weaknesses.

PEDESTRIAN AND BICYCLE TRAILS

Participants at the Kick-Off Meeting expressed a desire for hiking and biking trails in the community. The *Transportation Map* designates on-road bicycle routes to accommodate area cyclists. As county and town roads are upgraded, opportunities for trails should also be considered within road rights-of-way.

Funding opportunities exist through the WDNR and WisDOT to help finance trail and bicycle route projects. To help support trail development efforts, the Town of Bradford should consider including trail routes on any future Official Map (see box) adopted by the Town. The WisDOT *Safe Routes to School Program* (SRTSP) provides funding for the development of pedestrian and bicycle facilities. For additional information on the SRTSP, please visit: www.dot.wisconsin.gov/localgov/aid/saferoutes.htm.

It is important to note that not all residents will favor trails and bicycle routes. Two common issues expressed by those opposed to trails are the potential for decreases in property values and impacts on private property (i.e. vandalism and crime). Studies have shown that trails actually increase property values for homes located along established trail routes and increase exposure (and profits) for local businesses that have trail access. Elevated vandalism and crime rates have not been seen along trail routes[7].

FARM EQUIPMENT

Farming has been and continues to be a significant component of Bradford's economy and landscape. Town residents take pride in their agricultural heritage and believe farming should be an important

[7] Source: Fox River Trail Study, Brown County Planning Commission December 2001.

part of the Town's future. Modern agricultural operations often require farmers to move agricultural equipment on local roads. These large, slow moving vehicles can present a potential hazard for other motorists. To improve safety, the Town may want to consider installation of warning signage and, in some areas, wider shoulders on the roads most frequently utilized by farm equipment.

DEPENDENCY ON AUTOMOBILES

The majority of residents in Bradford commute to jobs in nearby employment centers. Fuel costs have been steadily rising for the past decade and will continue to do so in the long-term. This trend may increase the desire for and value of a public-transit system for the region. Existing development patterns result in longer commutes from home to work. While traffic congestion is not yet a major issue in Bradford, anticipated population increases during the next twenty years will create additional strains on the road network. For other segments of the population, particularly children and seniors who are unable to drive, safe and convenient mobility makes them reliant upon the availability of friends or family to get to school, parks, shopping, and other destinations. Although these issues exist in most communities, they are more prevalent in rural areas.

PARK & RIDE FACILITIES

Park & Ride lots provide communities with an inexpensive means of advocating carpooling and decreasing commuter traffic levels. Located along major ingress and egress routes, these rideshare facilities offer convenient meeting places for residents to carpool to area employment centers. There are currently no park & ride lots in Bradford. While carpooling does not decrease dependency on the automobile, it does offer a means of reducing economic and environmental costs associated with heavier traffic volumes.

TRANSPORTATION BUDGETING – CAPITAL IMPROVEMENTS PLAN

Road maintenance and improvement costs are a major expense and can consume a large share of the local budget. The development of a *Capital Improvements Plan* (CIP) and budget can aid in anticipating and funding future transportation needs. A CIP is a five to six year short-range plan with updates occurring annually. A transportation-oriented CIP will help identify and prioritize future expenditures, including:

- Park acquisition and improvements;
- Public buildings improvements and maintenance;
- Emergency vehicle purchase and replacement;
- Trail development; and,
- Street improvements (e.g. widening, crosswalks, signalization, corridor studies, etc.), among others.

Capital items are generally defined as those items that are expensive ($5,000 or more) and will last at least 3-5 years. The CIP 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 include:

- Identifying desired capital items. Items should be categorized by type (i.e. road, fire, water, sewer, etc.). This process should involve staff, residents, the Planning and Zoning Committee, and elected officials.
- Estimating the cost and means of financing each capital expenditure.
- Comparing the desired expenditures to the budget to determine annual spending priorities.

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

Utility districts are another tool used to provide a variety of public services and improvements including roads, sewers, stormwater, electricity and water. Utility districts establish a "district fund" to finance improvements. These funds are obtained through taxation of property within the district. Service costs are covered through direct billings.

Coordination with Other Required Plan Chapters

ISSUES AND OPPORTUNITIES

The Issues and Opportunities Chapter establishes the framework for planning. The chapter lists strengths, weaknesses, opportunities and threats, as well as important local values and visions expressed by residents. These ideas provide the basis for developing this plan. The vision for this chapter was created in response to community survey responses and the values, strengths, weaknesses, opportunities, threats, and visions highlighted in *Chapter 2: Issues and Opportunities*.

HOUSING

Each new home developed is estimated to generate nearly 10 vehicle trips per day[8]. These include trips by resident(s) to school, work, shopping, and other destinations, as well as, trips by school busses, postal route drivers, private delivery services, service repair providers, etc. to the home. As a result, potential transportation impacts should continue to be considered with any new subdivision and commercial development projects. As necessary, the Town may want to require traffic impact analyses as part of the plat approval process to ensure that new development will not overwhelm existing transportation facilities.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

The critical question with respect to the Agricultural, Natural and Cultural Resources Chapter and this chapter is: how will changes to the transportation system impact the preservation / protection of environmental resources, particularly Rock Prairie? New road construction (and

[8] Source: Institute of Transportation Engineers Trip Generation Manual (9.75 trips per day per single-family residence)

associated development) must continue to respect these attributes in accordance with Town codes and ordinances, as well as County, State, and Federal regulations.

IMPLEMENTATION

By developing and utilizing a Capital Improvements Plan, the Town of Bradford will be able to adequately prepare and budget for future transportation-related expenditures. Revisions to existing ordinances, and the development of new ones, will allow the Town to guide future development to ensure that the rural character of the community is preserved well into the future.

Transportation Goals, Objectives and Policies

The goals, objectives, and policies related to transportation in the Town of Bradford can be found in *Chapter 12: Implementation*.