

Supporting an Appropriate Range of Transportation Options

B. Improve all modes of transportation access between different parts of the community, including biking and walking opportunities.

1. Accommodate bicycle traffic on less traveled Town and County roads by providing three to four foot paved shoulders, not continuing rumble strips to the road edges and considering bicycle route signage.
2. Continue to work with the Village of West Baraboo and the City of Baraboo to support the construction of sidewalks as part of the development and redevelopment of the Highway 12 corridor.
3. Consider the use of foot paths or sidewalks in future conservation and conventional Town subdivisions. Additionally, on an ongoing basis, work with subdivision residents to assess the need to provide new pedestrian connections for existing subdivisions such as Birnam Woods and Windsong.
4. Support willing landowners in efforts to provide Ice Age Trail connections through the Town.
5. The Town of Baraboo, in part, sits in a developing corridor. Mass transit connections to larger communities including Madison and Milwaukee are important long term opportunities to consider. As such, areas planned for residential and commercial development, should include provisions for mass transit stops, (buses, light rail, shuttles, etc) as opportunities present themselves.

Transportation and Community Character

C. Design and Maintain a transportation system that meets the varied rural and suburban environments of the Town.

1. As signage is a development issue that follows transportation patterns, adopt measures to prohibit new billboards along any roads in the Town, prohibit pylon signs in the Town, provide standards for smaller directional signs used by businesses to direct traffic off major roadways through the Town, and guide on-building signage rules that consider both the business' needs as well as the Town's desire to maintain its rural character.
2. Limit construction of new or extended Town roads in the Agricultural Conservancy areas. The extension of roads should only be considered if the new road is needed to provide access to sites or clusters that will direct development away from prime and productive farmland or sensitive environmental features.
3. In developing areas, promote future road and street patterns that encourage traffic calming. Under this policy, traffic calming refers to keeping traffic speeds at the posted or designated limits for the road. This policy will be enforced as development proposals are formally