

ELEMENT 3: TRANSPORTATION

Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

- 3.1 VISIONING**
- 3.2 EXISTING CONDITIONS**
- 3.3 ROAD CLASSIFICATIONS**
- 3.4 PLANNED IMPROVEMENTS**
- 3.5 RELEVANT TRANSPORTATION PLANS**
- 3.6 SWOT ANALYSIS**
- 3.7 GOALS, OBJECTIVES, AND POLICIES**

3.1 VISIONING

From the March 25th, 2009 County Planning Meeting

Visioning Notes:

- Easy commute to Twin Cities
- Safe roads as we grow/aware of needs/wide shoulders
- Less time on roads commuting/driving
- More time on alternatives
- Maintain the quality of Hwy 8 and Hwy 63 capture the economic opportunities of tourists entering Polk County on these roads
- Utilize highway system for economic development
- Maintain railway corridors

Vision Statement:

Safe, convenient transportation for residents and tourists; various transportation infrastructure modes to enhance the residential, commercial, industrial, agricultural, and recreational resources in Polk County.

3.2 EXISTING CONDITIONS

Transportation facilities have a significant influence on land use, development, and quality of life for County residents. This section includes a review of transportation facilities found in Polk County, including highways, rail, airports, bike facilities, pedestrian facilities, and transit. Recreational transportation types, such as snowmobile, ATV, and hiking trails, are not discussed in this section, but can be found in the community facilities and natural resources sections. For reference, Map3-1 General Roads details the road network in Polk County.

Polk County provides much of the roadway infrastructure to support inter-county movements, intra-city movements and the demands of new growth. This road system also allows the movement of buses, bicycles and pedestrians. A well-maintained and planned transportation system can aid in economic development, support a variety of land uses, provide links among community facilities, and facilitate the provision of various public and emergency services.

Highways

Polk County is served by just fewer than 2,000 miles of roads under state, County, and local jurisdiction (see Table 3.1). Major north/south highways include US 63, STH 35, STH 65, and STH 46. US 8 and STH 48 are major east/west highways.

Table 3.1 - Road Mileage by Jurisdiction - 2008

Jurisdiction	Miles	Percent of Total
State	159.2	8.2
County	331.4	17.1
Towns	1300.0	67.0
Villages	105.4	5.4
Cities	43.3	2.2
TOTAL	1939.3	100.0

source: WisDOT, Wisconsin Information System for Local Roads, January 1, 2008.

Traffic volumes have generally shown a moderate increase in the County over the period from 1998 to 2006. The largest traffic volume increases are shown in the vicinity of urbanizing areas, such as around Amery, Osceola, and St. Croix Falls (See Table 3.2 and Map 3-2).

Table 3.2 - Traffic Volume History (1998-2006)

Map ID (Map 3.1)	Location	1998	2001	2004	2006	Percent Change (2001-2006)	Percent Change (1998-2006)
1	WIS 35 (south of V. Frederic)	5,400	5,600	5,400	4,600	-21.74%	-17.39%
2	WIS 35 (south of County N)	4,300	6,400	7,100	6,300	-1.59%	31.75%
3	WIS 35 (south of County G)	4,300	4,600	4,300	4,600	0.00%	6.52%
4	WIS 35 (south of V. Centuria)	6,800	NA	6,700	6,200	NA	-9.68%
5	WIS 35 (south of US 8)	6,600	7,800	8,500	7,700	-1.30%	14.29%
6	WIS 35 (north of County X)	3,600	3,900	4,500	4,100	4.88%	12.20%
7	US 8 (west Polk Co. line)	10,000	13,100	14,900	15,900	17.61%	37.11%
8	US 8 (east of C. St. Croix Falls)	6,400	8,000	14,700	16,200	50.62%	60.49%
9	US 8 (east of WIS 65)	7,200	7,700	7,700	7,600	-1.32%	5.26%
10	US 8 (east of County H)	8,100	7,700	8,300	8,200	6.10%	1.22%
11	US 8 (east of County JJ)	6,200	6,200	6,500	6,600	6.06%	6.06%
12	WIS 87(south of County Z)	990	1,200	1,200	1,200	0.00%	17.50%
13	WIS 87 (south of County I)	2,800	3,200	3,300	3,100	-3.23%	9.68%
14	WIS 46 (south of County G)	2,700	3,200	3,100	3,100	-3.23%	12.90%
15	WIS 46 (north of C. Amery)	6,100	9,100	11,200	9,600	5.21%	36.46%
16	WIS 46 (north of County CC)	4,100	4,300	4,400	4,300	0.00%	4.65%
17	WIS 65 (south of County C)	1,300	1,300	1,500	1,300	0.00%	0.00%
18	WIS 65 (south Polk Co. line)	1,700	1,700	1,900	1,600	-6.25%	-6.25%
19	WIS 48 (east of County O)	1,000	1,500	1,100	1,100	-36.36%	9.09%
20	US 63 (north of County J)	4,000	4,600	4,300	4,500	-2.22%	11.11%
21	County E (east of County I)	340	440	430	430 *	-2.33%	20.93%
22	County H (north of County G)	940	1,000	1,100	960	-4.17%	2.08%
23	County D (north of County G)	600	860	650	650 *	-32.31%	7.69%
24	County N (east of WIS 87)	780	890	860	860 *	-3.49%	9.30%
25	County M (west of County Y)	3,200	4,100	3,500	3,500 *	-17.14%	8.57%
26	County F (north of County K)	420	720	780	780	7.69%	46.15%
27	County A (west of US 63)	880	1,100	1,100	1,100 *	0.00%	20.00%

source: Wisconsin Highway Traffic Volume Data, WisDOT.

* - signifies count from previous cycle

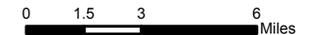
MAP 3-1 GENERAL ROAD MAP

Polk County
Wisconsin



State of Wisconsin

-  US HIGHWAY SHIELD
-  STATE HIGHWAY SHIELD
-  COUNTY ROAD SHIELD
-  US HIGHWAY
-  STATE HIGHWAY
-  COUNTY ROAD
-  TOWN ROAD
-  HYDRO STREAM
-  HYDRO BODY
-  CITY/VILLAGE
-  TOWNSHIP



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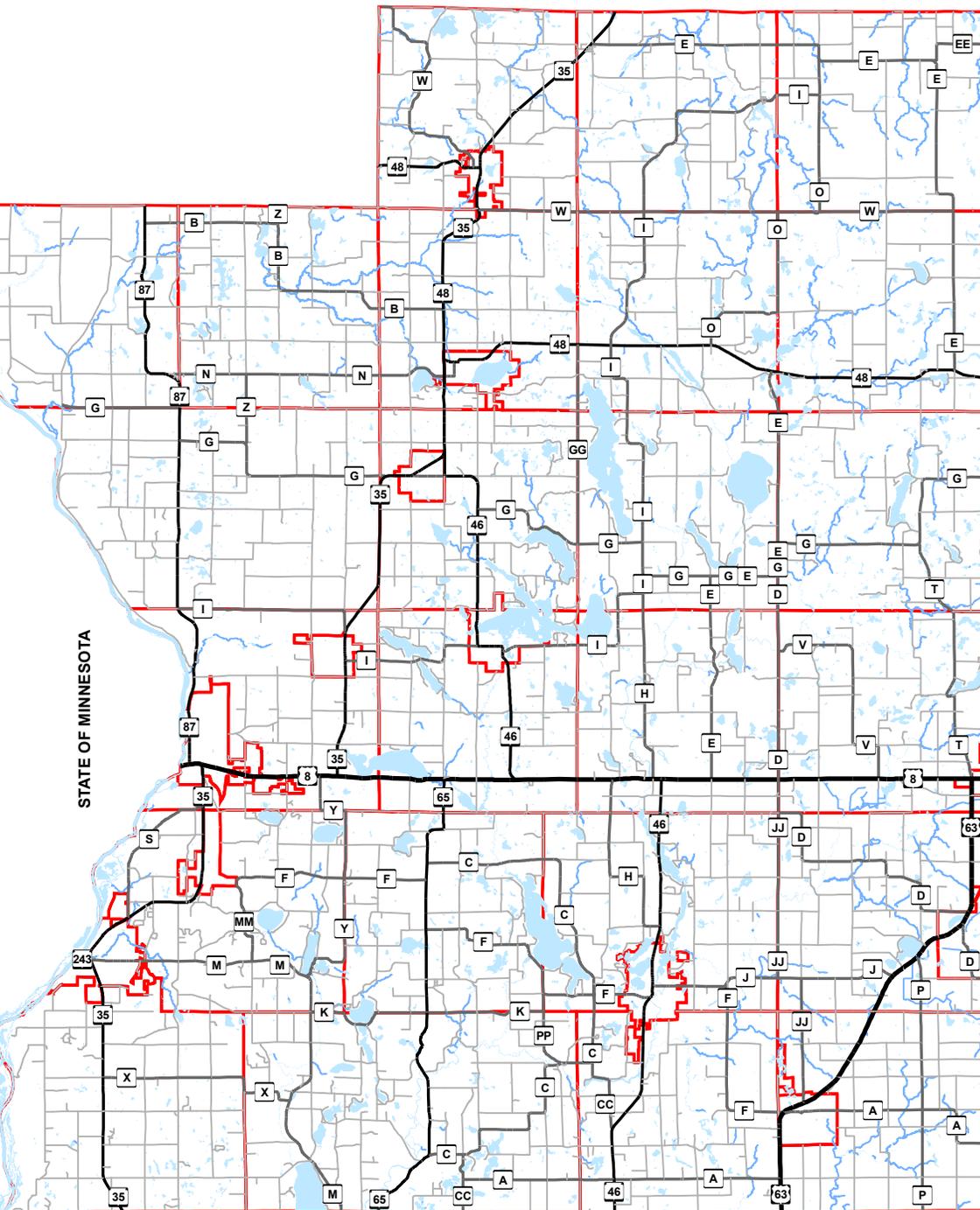
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BURNETT COUNTY

BURNETT COUNTY
BARRON COUNTY

BARRON COUNTY



STATE OF MINNESOTA

ST CROIX COUNTY

ST CROIX COUNTY

Bridges

There are a total of 72 bridges in Polk County. WisDOT (Wisconsin Dept. of Transportation) generally defines a bridge as any structure spanning 20 feet or more that carries motor vehicle traffic. Of these bridges, 13 are under State ownership and maintenance, 21 are owned by the County, and 38 are under local ownership (See Table 3.6).

State and local bridges are inspected at least once every two years. WisDOT is responsible for inspections of all bridges along the state highway system. Municipalities handle inspections for bridges along the local roadway system. WisDOT and local governments follow federal guidelines in their bridge inspection and maintenance procedures. Bridges are rated and categorized in terms of their functional and structural situation. *Functionally obsolete* is an engineering term frequently used to describe older bridges that no longer meet modern geometric standards. For example, it could refer to a bridge with narrow lanes or shoulders. A bridge classified as functionally obsolete **does not mean the bridge is unsafe for public travel.**

Table 3.6 – Ownership of Bridges in Polk County

Owner	No. of Bridges	Owner	No. of Bridges
State of Wisconsin	13	T. McKinley	1
Polk County	21	T. Milltown	0
T. Alden	3	T. Osceola	0
T. Apple River	4	T. St. Croix Falls	0
T. Balsam Lake	0	T. Sterling	4
T. Beaver	2	T. West Sweden	2
T. Black Brook	3	V. Balsam Lake	0
T. Bone Lake	0	V. Centuria	0
T. Clam Falls	0	V. Clayton	0
T. Clayton	1	V. Clear Lake	0
T. Clear Lake	4	V. Dresser	0
T. Eureka	0	V. Frederic	0
T. Farmington	0	V. Luck	0
T. Garfield	0	V. Milltown	0
T. Georgetown	1	V. Osceola	0
T. Johnstown	1	V. Turtle Lake	0
T. Laketown	2	C. Amery	3
T. Lincoln	5	C. St. Croix Falls	0
T. Lorain	1	TOTAL	72
T. Luck	1		

source: WisDOT, 2008.

Table 3.7 - Functionally Obsolete and Structurally Deficient Bridges in Polk County

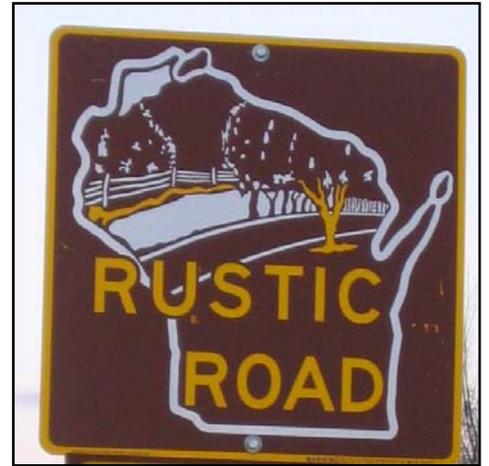
State	Bridge I.D.	Owner	Location	Bridge On	Bridge Over	Year Built	Deficiency
	P480701	City	C. Amery	Bridge Street	Apple River	1950	S.D. AND F.O.
	P480047	Town	T. Apple River	165th Avenue	Fox Creek	1947	F.O.
	P480072	Town	T. Clear Lake	30th Street	Willow River	1918	F.O.
	P480036	Town	T. Laketown	200th Street	Trade River	1955	S.D. AND F.O.
	P480058	Town	T. Lincoln	80th Avenue	Beaver Brook	1925	F.O.
	B480001	County	T. Clam Falls	County I	Clam River	1948	F.O.
	P480016	County	T. Laketown	County B	Trade River	1941	S.D. AND F.O.
	B480003	State	C. St. Croix Falls	US 8	St. Croix River	1955	F.O.

source: WisDOT, 2008.

Structurally deficient is an engineering term used to describe a bridge with one or more elements that will require attention. The classification does **not mean** the bridge is unsafe for travel. For example, it could refer to a combination of elements on a bridge such as potholes on a bridge deck or rust on metal trusses. These **have little to no impact on a bridge's overall safe function**. Depending on the extent of the structural deficiency, the bridge may be load-posted until improvements are completed. There is one bridge under state ownership that is classified as either functionally obsolete, and seven under county or local ownership that are classified as either structurally deficient or functionally obsolete, or both (See Table 3.7).

Rustic Roads System

The Rustic Roads system in Wisconsin was created by the state legislature in 1973 to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers, and motorists. Unique brown and yellow signs mark the routes of all officially designated Rustic Roads. These routes provide bikers, hikers, and motorists with an opportunity to casually travel through some of Wisconsin's scenic countryside. All Rustic Roads remain under local jurisdiction and are eligible for the same state aid as other public highways. Discussion on encouraging the development or designation of additional Rustic Roads occurred as part of the County Comprehensive Planning process. It was determined that encouraging the development of these roads is the extent of what the County can do, as no county-owned highways would meet the qualifications. Typically these roads would add some additional tourism traffic in the County and the Commission wondered how the additional traffic generated by people driving these scenic roads might be of benefit to the County economically -- in essence, how do we coordinate efforts to capitalize on this potential tourism revenue.

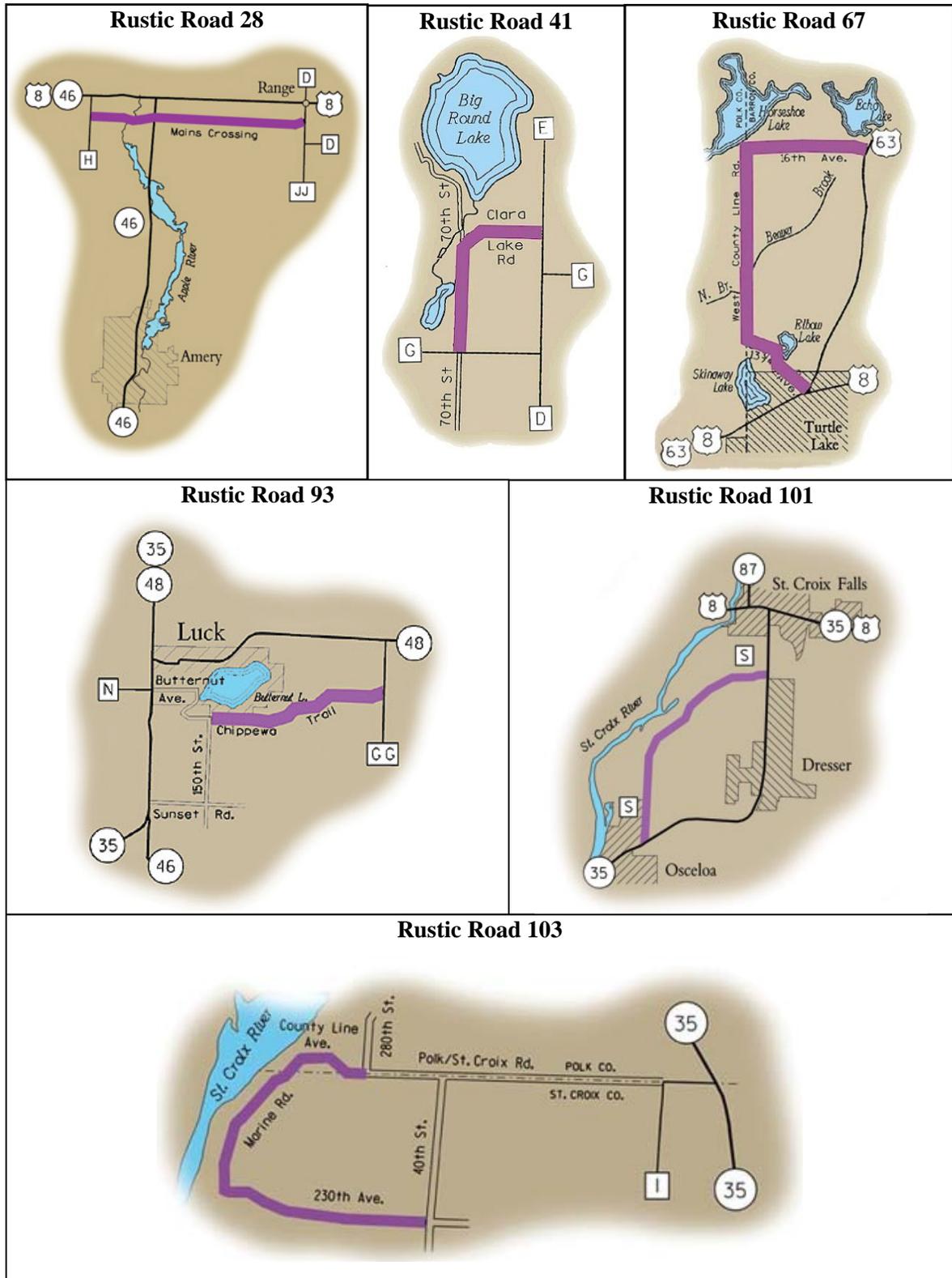


Officially designated Rustic Road sign

There are six rustic roads in Polk County (See Figure 3.3):

- Rustic Road 28 is on Mains Crossing (old Highway 8), from the intersection of County H to County D, passing by Apple River Park and across the Apple River. Its total length is 5.2 miles.
- Rustic Road 41 is located on Clara Lake Road, between County E and County G, and is 2.3 miles long. The road is mostly paved with some gravel portions.
- Rustic Road 67 is located in Barron and Polk Counties and follows portions of Pine Road, 13 3/4 Avenue, West County Line Road and 16th Avenue, forming a loop from US 8 to US 63. Its total length is 4.8 miles.
- Rustic Road 93 runs 2.8 miles of gravel road on Chippewa Trail, from 145th Street to County GG.
- Rustic Road 101 is a 4.3-mile, paved facility on County S, forming a loop off WIS 35, between Osceola and St. Croix Falls.
- Rustic Road 103 is located in Polk and St. Croix counties, and includes parts of 230th Avenue, Marine Road, County Line Avenue, and Polk/St. Croix Road through the Town of Farmington. The segment is 2.8 miles in length and is a combination of paved and gravel surfaces.

Figure 3.3 -Rustic Roads in Polk County



source: WisDOT travel information website

Transit

There are no urban public transit services provided in Polk County. There are several limited transportation services available to senior citizens and persons with disabilities. The Adult Development Center, in Balsam Lake, runs some fixed route services for their clients with three 12-passenger, lift-equipped vans, along with some demand response service. The Amery Senior Center provides very limited demand response service with one car. ADC contracts with the Polk County Transportation Corporation to provide the fixed route service for their clients, as well as demand response service for persons with disabilities. This service is provided with five small, lift-equipped buses and two minivans with ramps. Volunteer driver programs are provided through the Polk County Department of Aging and Interfaith Caregivers of St. Croix Falls. Several private providers are available for medical transportation.

Polk County is involved in coordination efforts with Burnett County to improve transportation services between the two counties' communities, particularly for rural elderly and disabled persons. The rural character of these counties, coupled with the aging of the area's population, will escalate the demand for these services in the coming years. Coordinated services are in the early planning stages at this time.

Tables 1.19 and 1.20, as well as Table 3.9, indicate the number of people traveling extended times and extended distances to their employment from Polk County. Development of alternate means of commuting was discussed at numerous local level meetings, as well as at the county plan development meetings. As the population grows here in Polk County, the need for a bus line, commuter rail service, or other alternatives to single occupancy vehicles will need to be developed. Several rail corridors exist in Polk County; however they are currently being used exclusively as recreational trails. These corridors are still under lease from the railroad companies and would make ideal locations for potential commuter rail lines to the Twin Cities. Polk County should remain in regular contact with the MSA of the Twin Cities metro to ensure that the alternative transportation needs of Polk County are represented and considered in their planning as well. Other facilities such as park 'n' ride, buses, and rideshares should be encouraged as they are typically precursors to light rail development. Considering the high volume of commuters heading out of Polk County everyday for work, light rail possibilities are a desirable mode of transportation for the future.

Bicycles

One state trail, the Gandy Dancer, is fully suitable for bicycle use in Polk County. The Cattail State Trail is available for mountain biking, but is also open to off-road motorcycles and ATVs within Polk County. The Ice Age Trail also has a

significant presence in Polk County, but is primarily an off-road hiking and backpacking trail. In winter, some sections of the trail are open for cross-country skiing and snowshoeing (See Map 3.4).

The Cattail State Trail stretches 17.8 miles on a former rail corridor between the communities of Amery (Polk County) and Almena (Barron County), passing through the Village of Turtle Lake. The trail is open year-round to a wide-variety of uses. Trail uses include walking, mountain biking, wildlife viewing, horseback riding and snowmobiling. All-terrain vehicles are allowed on the trail year-round. Off-road motorcycles are allowed on the trail year-round in Polk County only. The Cattail Trail is maintained and managed by Polk and Barron counties.

The Gandy Dancer trail begins near Interstate Park in St. Croix Falls and extends north to join the Saunders State Trail just south of Superior. The trail passes into Minnesota north of Danbury, and returns to Wisconsin about 19 miles from its northern terminus. Within Polk County, the trail passes through the communities of Centuria, Milltown, Luck, and Frederic. This portion of the Gandy Dancer Trail is surfaced with crushed limestone, except for a small section, near the Polk County Information Center, which is paved with asphalt. The trail is suitable for walking, biking, snowshoeing and cross-country skiing. Snowmobiles are allowed on this segment from December to March provided there is at least six inches of snow covering the trail. All-terrain vehicles are not permitted at any time. Within Polk County, camping is available at Interstate State Park, as well as at several private campgrounds along the trail. The western end of the Ice Age National Scenic Trail is also at Interstate State Park. There are several other trails in the County that have been developed for either hiking or ATV use. These are discussed in the Cultural and Natural Resources section of this document.

WisDOT has assessed the state and county highways based on their suitability for biking throughout Polk County. Many of the county highways in particular are well-suited to biking. While town roads were not explicitly evaluated in WisDOT's analysis, they are likely to provide a safe biking facility, as most rural roads have low traffic volumes and are well maintained. Typically, roads with wider shoulders or dedicated bike lanes make travel via bicycle much safer.

Pedestrian Facilities

Pedestrian facilities exist, at varying levels, within incorporated communities of Polk County. In general, sidewalks are lacking outside of downtown commercial areas. The Wisconsin Department of Transportation is currently conducting study on a corridor for a potential bypass to relieve current and anticipated future vehicle congestion in downtown Osceola. At least one state highway passes through each of the cities and villages in Polk County. Pedestrian crossing safety should be considered in these areas, as well as other key areas within the

communities, reducing traffic and parking issues, and encouraging walking as a mode of transportation.

It is common for new school buildings to be built on the outskirts of communities, where land is more available and less expensive, but making it difficult or dangerous for students to walk or bike to school. The resulting traffic at school arrival and dismissal times worsens the problem. For communities without adequate pedestrian facilities, even schools within walking distance of students can suffer the same problems. A federal program, Safe Routes to School, is available to assist communities with planning, infrastructure improvements, enforcement, and education to make walking and biking to school safer, and to encourage students to do so. The Village of Osceola has applied for several Safe Routes to School infrastructure grants which are helping to construct trails between residential areas and schools to increase the number of students walking and biking to school.

Access Management

Access management includes planning the number and location of driveways on roadways. This practice helps maintain safe and efficient traffic movement on roadways and access to and from property, particularly in more urban areas. Road function and safety increase as the number of access points decrease.

WisDOT employs three types of access control authorized by state statutes. They are referred to as Wisconsin Statutes (Wis. Stats.) 84.09, 84.25 and 84.295. A short summary of the state statutes follows, but it should be noted that the actual content of the statutes is significantly more detailed, and many special conditions and provisions are not included in this text. The type of access control that is imposed on various highway road segments influences how that segment is managed.

- Wis. Stats. 84.09 (purchase access control) – WisDOT acquires land by gift, devise, purchase or condemnation to establish, extend or improve transportation facilities.
- Wis. Stats 84.25 (administrative access control) – WisDOT designates some rural portions of the state trunk highway system as controlled-access highways where studies show that the potential exists for traffic volumes to exceed 2,000 vehicles per 24-hour day.
- Wis. Stats 84.295 (freeway and expressway access control) – WisDOT designates highways with greater than 4,000 vehicles per day as freeways or expressways when it is determined that the volume and character of traffic warrants the construction or acquisition of right-of-way to accommodate a four-lane highway.

There is access control in place on segments of state and federal highways in Polk County. US 8, from the St. Croix River to Turtle Lake, has purchase access control (84.09) in place, as does WIS 35 from Osceola to St. Croix Falls. US 63, from US 8 to the south County line, is designated a controlled access highway under 84.25. In addition, short term access control plans (five years) designate WIS 35, from US 8 to WIS 46, as a controlled access highway under 84.25, while the state continues to monitor WIS 35 from the south county line to Osceola, and from WIS 46 to the north County line.

Another way in which access to transportation routes can be controlled is through local driveway ordinances. Many local municipalities have already enacted such ordinances; this is a local control issue that could be regulated at the local level County-wide.

Designated Truck Routes

Truck routes are designed to accommodate semi-trucks and include roadside accommodations at rest areas for temporary parking. Long truck routes also often include private truck parking and fueling stations. Several state and US highways are designated as long truck routes in Polk County, including US 8, US 63, WIS 87, WIS 48 east of WIS 35, WIS 46 south of US 8, and WIS 35 north of Osceola.

Safety

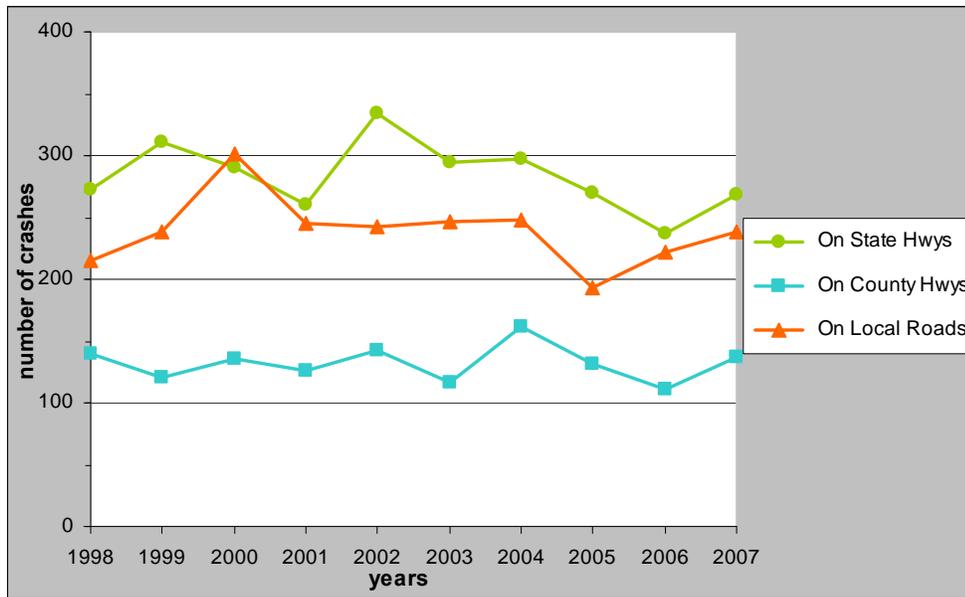
While traffic volumes have generally increased in Polk County in recent years (by 13.25 percent from 1998-2006, based on the sample of count locations shown in Table 3.2), reported crash numbers have remained fairly flat over the time period (See Table 3.7 and Figure 3.1, below). The data shown here includes crashes of all types on public roads, and does not include those occurring in parking lots or on private roads. Crashes involving injuries have declined by about 14 percent, but fatalities have remained fairly constant over the time period shown. The number of reported crashes involving bicycles or pedestrians is small, making trending difficult. It is generally accepted that the actual occurrence of bicycle and pedestrian crashes far outnumbers those that are reported. The trend in annual count of crashes has varied by municipality in the County, but again, most of these numbers are small making it difficult to draw any substantive conclusions (See Table 3.8).

Table 3.7 – Polk County Crash History (1998-2007)

Data Item	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
All Crashes	627	671	728	631	719	658	706	594	570	644
On State Hwys	272	311	290	260	334	295	297	270	237	269
On County Hwys	140	121	136	126	142	116	161	131	111	137
On Local Roads	215	239	302	245	243	247	248	193	222	238
Total Injuries	402	401	431	374	420	352	411	329	352	344
Total Fatalities	10	17	8	10	12	14	10	5	9	10
Bicycle crashes	2	0	4	5	1	2	3	1	0	1
Pedestrian crashes	6	2	6	3	5	3	2	3	4	1

source: Wisconsin Traffic Operations and Safety Laboratory; WisTransPortal Crash Database; Crash Data Retrieval Facility, Version 1.1.3, July 16, 2008.

Figure 3.1 - Polk County Crashes by Highway Type (1998-2007)



source: Wisconsin Traffic Operations and Safety Laboratory; WisTransPortal Crash Database; Crash Data Retrieval Facility, Version 1.1.3, July 16, 2008.

Table 3.8 - Highway Crashes by Municipality (2003-2007)

Municipality	2003	2004	2005	2006	2007
T. Alden	41	42	29	24	37
T. Apple River	29	36	26	26	27
T. Balsam Lake	38	43	33	39	37
T. Beaver	14	26	12	13	10
T. Black Brook	28	15	21	21	28
T. Bone Lake	14	13	13	7	7
T. Clam Falls	10	7	4	13	12
T. Clayton	11	18	19	14	20
T. Clear Lake	9	12	11	10	20
T. Eureka	23	23	11	27	21
T. Farmington	24	22	10	11	20
T. Garfield	15	28	18	22	15
T. Georgetown	13	13	14	13	12
T. Johnstown	5	4	7	6	7
T. Laketown	5	10	19	9	13
T. Lincoln	37	33	21	31	39
T. Lorain	6	2	3	4	4
T. Luck	23	19	26	17	20
T. McKinley	5	5	3	3	2
T. Milltown	28	25	15	18	34
T. Osceola	43	50	50	46	52
T. St. Croix Falls	42	54	54	39	46
T. Sterling	8	5	5	13	6
T. West Sweden	18	13	17	16	12
V. Balsam Lake	7	10	11	4	4
V. Centuria	4	5	7	8	4
V. Clayton	3	4	2	5	5
V. Clear Lake	7	13	10	9	12
V. Dresser	6	7	4	10	8
V. Frederic	6	9	9	6	5
V. Luck	7	7	5	7	9
V. Milltown	4	8	7	5	5
V. Osceola	26	22	14	4	16
V. Turtle Lake	0	3	1	2	2
C. Amery	51	45	33	29	29
C. St. Croix Falls	48	55	50	39	44
Totals	658	706	594	570	644

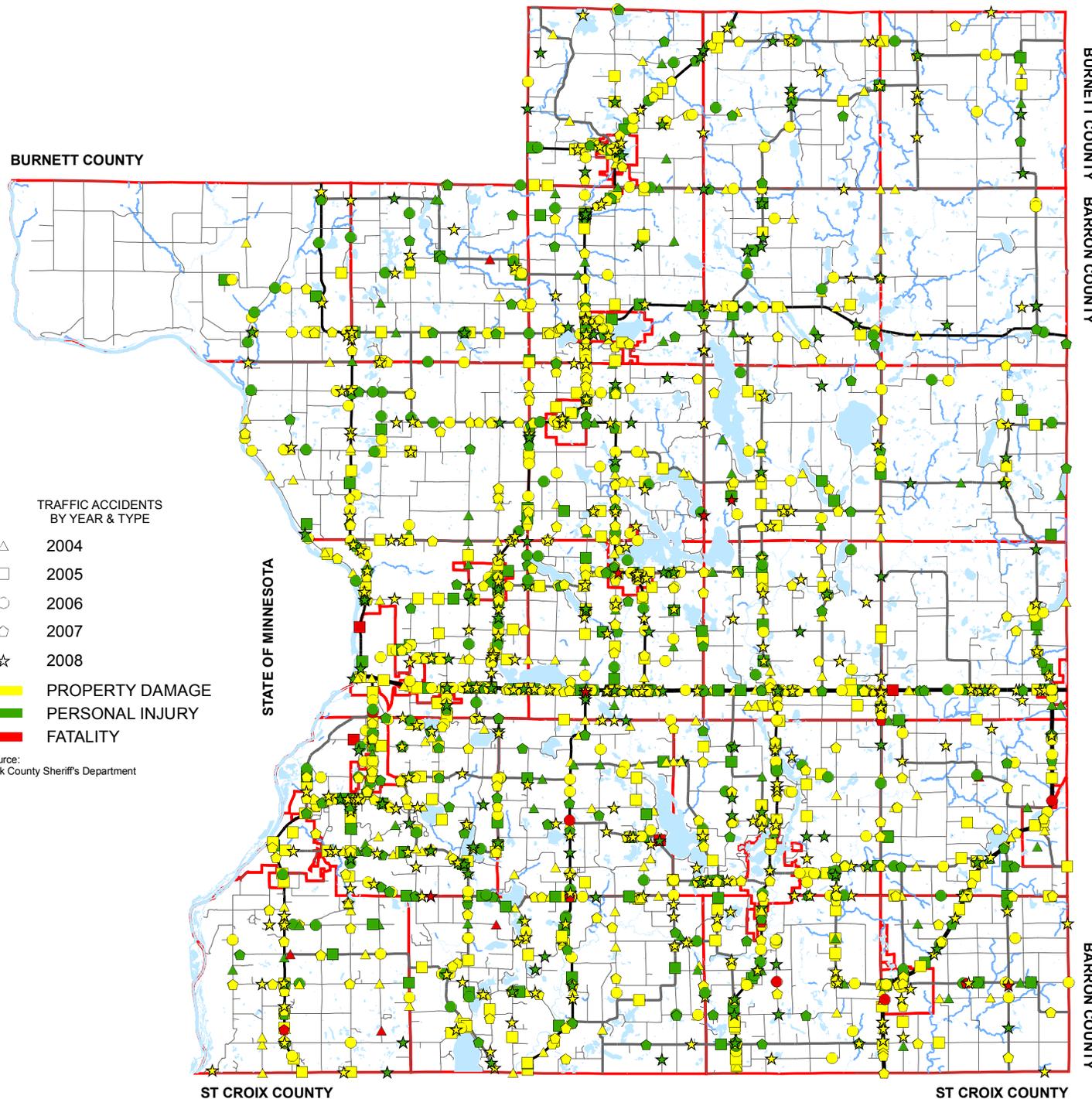
source: Wisconsin Traffic Operations and Safety Laboratory; WisTransPortal Crash Database; Crash Data Retrieval Facility, Version 1.1.3, July 16, 2008.

MAP 3-3 SHERIFF ACCIDENT REPORT

Polk County Wisconsin



State of Wisconsin



**TRAFFIC ACCIDENTS
BY YEAR & TYPE**

- △ 2004
- 2005
- 2006
- ◇ 2007
- ☆ 2008
- PROPERTY DAMAGE
- PERSONAL INJURY
- FATALITY

Source:
Polk County Sheriff's Department

- US HIGHWAY
- STATE HIGHWAY
- COUNTY ROAD
- TOWN ROAD
- HYDRO STREAM
- HYDRO BODY
- CITY/VILLAGE
- TOWNSHIP

0 1.5 3 6 Miles



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11/12/09

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Commuting Patterns

Residents of Polk County are employed in a wide array of locations: within their own community, elsewhere in the County, and in other Wisconsin and Minnesota counties (See Table 3.9). Of the 20,288 employed residents reported, 20.63 percent work in the city, village, or town in which they reside. This would include those who work at home, and most of those working on family farms. Just over 41 percent of workers reported that they work in a Polk County community other than the one in which they reside. Those working in other Wisconsin counties include just 15.03 percent of employed Polk County residents, with nearly half of those (7.6 percent) holding jobs in St. Croix County. Minnesota counties draw 22.76 percent of all employed persons living in Polk County, with over half of those commuting to jobs in Washington and Ramsey counties -- 7.01 and 5.84 percent, respectively. This relates directly to the above section within this element on transit options. The County is interested in investigating options for commuters, including park 'n' rides, rideshares, bus lines, and even commuter rail service. As the population of Polk County grows and a significant portion of our population continues to commute to the Twin Cities metropolitan area, such options will be increasingly important.

Railroads

Rail service has diminished in Polk County, largely to the benefit of trail users. The only remaining active rail segment in the County is a Canadian National line that extends from Dresser, through Osceola, and across the St. Croix River to Withrow, Minnesota, connecting to points west, as well as back into Wisconsin through St. Croix County (See Map 3.5).

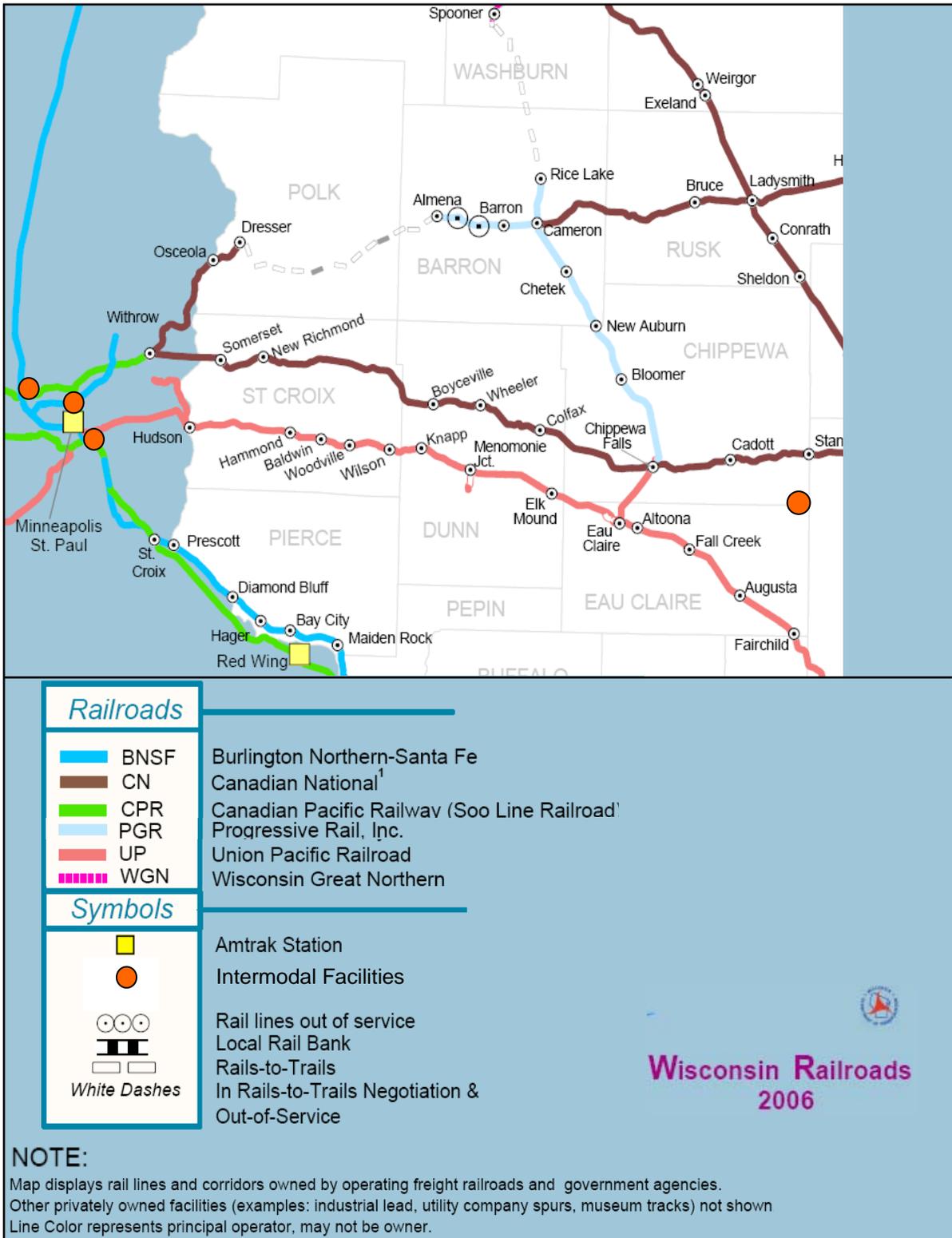
From Dresser east to Amery the rail line is out of service and in the process of a "rails to trails" conversion. From Amery to the east County line, and from there east to Almena in Barron County, the Cattail State Trail runs on the former rail bed. The Gandy Dancer State Trail is also established on an old rail bed that goes north from St. Croix Falls, through Centuria, Milltown, Luck, and Frederic before heading into Burnett County, the State of Minnesota, and back into Wisconsin where it terminates in Superior, Wisconsin. These railroad beds are under a 100 year lease agreement in which the railroad company retains rights on the bed. This means that the railroad retains the rights for the 100-year duration of the agreement to redevelop the rail line again.

Table 3.9 – Commuting Patterns of Polk County Residents by Municipality

Community of Work Trip Origin	Cities			Villages										Towns																	Total by workplace								
	Amery	St. Croix Falls	Balsam Lake	Centuria	Clayton	Clear Lake	Dresser	Frederic	Luck	Milltown	Oscola	Turtle Lake	Alden	Apple River	Balsam Lake	Beaver	Black Brook	Bone Lake	Clam Falls	Clayton	Clear Lake	Eureka	Farmington	Garfield	Georgetown	Johnstown	Laketown	Lincoln	Lorain	Luck		McKinley	Milltown	Oscola	St. Croix Falls	Sterling	West Sweden		
Destination w/in origin community	584	349	104	68	44	152	61	194	157	66	422	0	158	70	151	51	67	50	43	43	112	86	80	76	74	53	89	129	67	91	15	112	147	104	45	71	4185		
Destination outside community; w/in Polk County	284	271	180	204	82	154	169	167	232	255	218	7	395	256	351	107	333	159	127	243	181	409	285	344	196	81	277	706	49	238	32	311	478	212	150	194	8337		
Destinations in other Wisconsin counties	Ashland																																				3		
	Barron	41	13	16	2	58	29		18	6	14	15	6	7	29	17	141	19	22	15	87	38	4		2	25	89		41	17	14	81	13	6	4	8	5	902	
	Bayfield																									3			2									5	
	Brown																2												2									4	
	Buffalo													2																3								5	
	Burnett	2			2		2	5	69	20				2		1	2		18	54			5	2	3	9	2	30	2	17	26	4	10	8	1	23	40	359	
	Calumet																																1					1	
	Chippewa																2																						2
	Dane																																			2			2
	Dodge																											1											1
	Door																																			1			1
	Douglas											4																							2				6
	Dunn			2		2	2			2						2					4					2									2				18
	Eau Claire	4												5	2						6	7		2					7					3					36
	Fond du Lac		2																																				2
	Grant		3																																				3
	Iron																																		2				2
	Kenosha		2																																				2
	La Crosse															2																							2
	Lincoln																								2														2
	Milwaukee																	2																					2
	Oconto												4																										4
	Outagamie																						2				2												4
	Pepin																																						2
	Pierce	2			2		2	2						11	3	4		1						2	4	3	2			3		7		2	3	2			55
	Rock										2																												2
	Rusk																2																						5
	St. Croix	162	37	17	11	27	63	20	7	2	8	86		353	42	25	6	151	2	3	28	55	8	90	84	6	2	6	121				6	91	15	8			1542
	Sawyer																														2								4
	Shawano															2	5	2	2																				2
	Washburn	5								2	2																8	2	4									4	42
	Washington										1						2																			2			7
	Waukesha		2			4																																	6
Waupaca																																		3				3	
Winnebago													3	2																								7	
Wood																2																						4	

Continued...

Map 3.5 - Railroad Ownership in West Central Wisconsin



source: excerpted from "Wisconsin Railroads-2006" map, Bureau of Planning, WisDOT, (January, 2006); and Wisconsin Rail Issues and Opportunities Report, WisDOT, 2004.

Air Transportation

Polk County is served by two public airport facilities, L.O. Simenstad Municipal Airport, in Osceola, and Amery Municipal Airport. WisDOT classifies airports according to the type of aircraft they are capable of accommodating. L.O. Simenstad Municipal Airport is classified as a Transport/Corporate (T/C) airport, intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service. The primary runway is 5,005 feet in length, paved, and has a bearing capacity of 30,000 pounds. There is no commercial passenger service at L.O. Simenstad Municipal Airport. A number of projects for the L.O. Simenstad Municipal Airport are included in the WisDOT Airport Improvement Plan 2008-2012 (See Table 3.10 for listing of major projects).

The Amery Municipal Airport is classified as a General Utility (GU) airport. General Utility airports serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less. These aircraft generally have approach speeds below 121 knots and wingspans of less than 79 feet. Typically, these aircraft are used for business and charter flying and for personal uses. In Wisconsin, airports in this category normally have a primary runway length of 3,900 to 4,800. The primary runway length at Amery is 4,100 feet, and there is no commercial service at the airport. There are a few improvement projects included in the WisDOT Airport Improvement Plan for the Amery Airport from 2008-2012. (See Table 3.10 for listing of major projects.)

The Minneapolis-St. Paul International Airport is the closest major airport to Polk County. The airport has two terminals, Humphrey and Limburgh. Most major carriers arrive and depart daily from this airport. Rice Lake Shuttle service, Inc., offers shuttle service to and from the Minneapolis-St. Paul airport for the following communities: Service to Almena, Amery, Barron, Cameron, Clear Lake, Deer Park, Turtle Lake and Rice Lake.

Table 3.10 - Major Airport Improvement Projects

Airport	Construction Year	Scheduled Improvements
Amery Municipal Airport	2008	Construct taxiways D, D1, & D4 and access road (north hangar area); purchase snow removal equipment; Reconstruct Taxiways A1, D1, and D2
		Pavement maintenance on runway, parallel taxiway, apron, entrance road and northern E/W taxiway
	2009	Reconstruct parallel taxiway for primary runway; reconstruct aircraft apron
	2011	Construct snow removal equipment building
L.O. Simenstad Municipal Airport, Osceola	2008	Land acquisition; Construct north parallel taxiway to primary runway;
	2009	Construct south side partial parallel taxiway F
	2010	Purchase/construct fueling system;
	2011	Install approach lights on primary runway
	2012	Purchase snow removal equipment

source: 5-Year Airport Improvement Program, WisDOT Bureau of Aeronautics, (February, 2008).

Water Transportation

There is no significant passenger or freight water transportation in Polk County. The nearest commercial port is in Duluth-Superior on Lake Superior located approximately 80 miles north. Water transportation within the County is primarily recreational in nature (e.g., canoeing, fishing, water-skiing) occurring throughout the County on its many rivers and lakes.

Alternative Fuels/Power and Fuel Efficiency

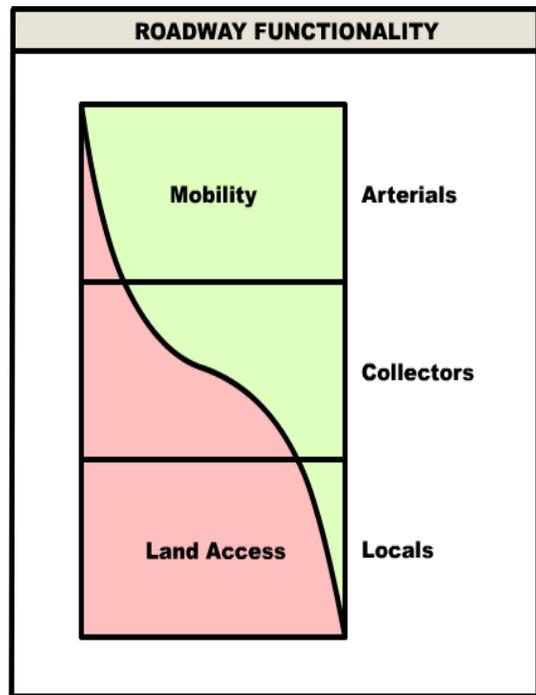
Significant discussions occurred at both the local and County levels on alternative fuels or power sources for vehicles. Many municipalities are looking at options for replacement of vehicles and equipment with alternatively powered or more fuel efficient vehicles to reduce fuel consumption and/or to utilize fuels less subject to price volatility. With budgets being tightened all across the country, lowering fuel costs can save local governments significant amounts of money that can be used elsewhere. Alternatively fueled vehicles could spur additional local economic development as well, depending on what the fuel source is and whether local production options exist or can be developed. See more in Element 9: Energy and Sustainability.

3.3 ROAD CLASSIFICATIONS

In Polk County, US 8 and US 63 are classified as connector routes in the Wisconsin Department of Transportation (WisDOT) *Corridors 2020 Plan*. The connector system is a system of two- and four-lane highways that connect key communities and regional economic centers to the Corridors 2020 backbone

routes, which provide economic links to national and international markets. Backbone routes nearest to Polk County are US 53 and Interstate 94.

Roads can be generally classified into three categories - arterials, collectors and local roads. The type of service it provides determines a road's classification. Typically, arterials provide the least amount of access and highest level of mobility, while local streets provide the most access and lowest level of mobility. Collector roads provide a combination of access and mobility. The functional classification of the rural areas of the County is shown on Map 3-4.



The backbone and connector routes, which link Wisconsin's economic and tourism centers, are all classified as arterials since they are designed to provide a high level of mobility between communities. Typically, arterials accommodate higher levels of traffic at higher speeds than collectors. The actual number of vehicles that a road can accommodate is determined by a number of factors, including the number of travel lanes, posted speed limit and the level of access the road provides. Generally, a two-lane road can accommodate up to 13,500 vehicles per day. A four-lane road with a median can accommodate between 13,500 and 30,000 vehicles per day.

Of the state and US highways located in Polk County, the State Highway Plan 2020 identified US 8, from WIS 35 east to the County line and beyond to US 53, as a facility that would experience moderate congestion by the year 2020 if no capacity expansion improvements were made. The plan also noted that this facility was a potential major project. WIS 35, south of US 8, is also projected for moderate congestion, but no project was proposed. A small segment of US 8/WIS 35, in St. Croix Falls, was projected to have severe congestion by 2020, but was also not addressed with a project proposal in the plan.

MAP 3-4 ROAD CLASSIFICATION

Polk County
Wisconsin



State of Wisconsin

- US HIGHWAY SHIELD
- STATE HIGHWAY SHIELD
- COUNTY ROAD SHIELD
- CITY/VILLAGE
- TOWNSHIP
- PRINCIPAL OR MINOR ARTERIAL
Approximate Total Miles 159.56
- MAJOR COLLECTOR
Approximate Total Miles 200.61
- MINOR COLLECTOR - RURAL
Approximate Total Miles 175.49
- MINOR COLLECTOR - URBAN
Approximate Total Miles 12.16
- LOCAL
Approximate Total Miles 1,433.00

Road Classification Source:
Wisconsin Department of Transportation



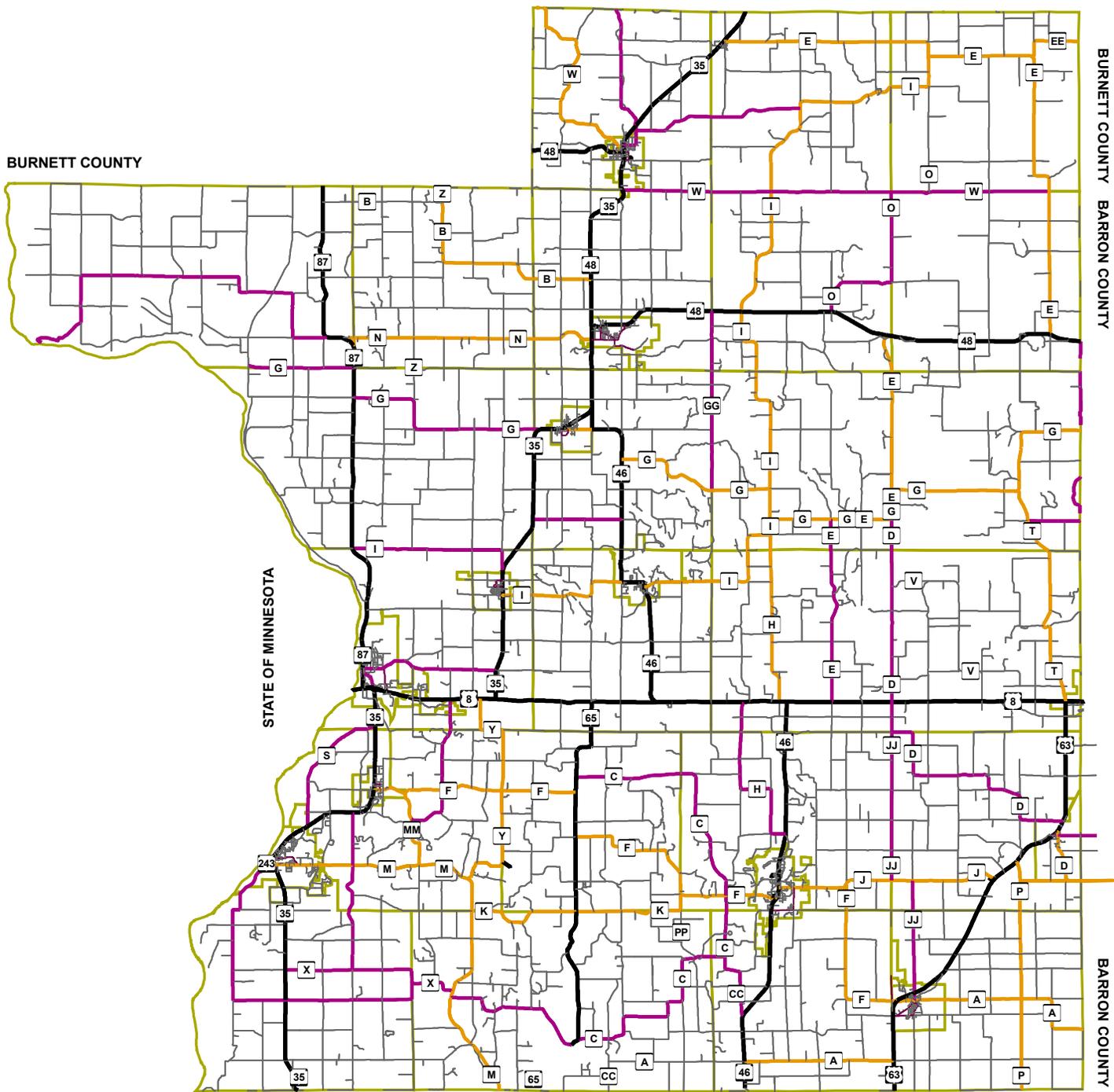
Created by:
Polk County Land Information Department
Geographic Information Systems Division
100 Polk County Plaza, Suite 130
Balsam Lake, WI 54810
Ph: 715.485.9279
Fax: 715.485.9246
www.co.polk.wi.us



This drawing is the result of a compilation and reproduction of land records as they appear in various Polk County Offices. The drawing should be used for reference purposes only. Polk County is not responsible for any inaccuracies herein contained.

BURNETT COUNTY

BURNETT COUNTY
BARRON COUNTY



BARRON COUNTY

ST CROIX COUNTY

ST CROIX COUNTY

Table 3.3 – Local Road mileage by Municipality and Jurisdiction

Municipality Name	Gross Road Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
T. Alden	123.71	27.15	96.56		20.06	7.09		5.54	91.02
T. Apple River	65.75	16.47	49.28		16.47				49.28
T. Balsam Lake	56.91	4.43	52.48		4.43				52.48
T. Beaver	61.65	15.71	45.94		8.76	6.95			45.94
T. Black Brook	68.85	15.04	53.81		14.04	1.00		0.40	53.41
T. Bone Lake	56.36	16.45	39.91		16.45				39.91
T. Clam Falls	59.80	15.19	44.61		15.19			3.07	41.54
T. Clayton	66.93	16.35	50.58		16.35			1.08	49.50
T. Clear Lake	73.29	13.90	59.39		13.90			0.15	59.24
T. Eureka	94.95	11.80	83.15		10.72	1.08			83.15
T. Farmington	79.41	4.58	74.83		4.41	0.17		11.94	62.89
T. Garfield	71.08	15.23	55.85		15.23				55.85
T. Georgetown	62.96	19.62	43.34		19.62				43.34
T. Johnstown	52.65	13.41	39.24		13.41			4.90	34.34
T. Laketown	72.58	15.74	56.84		11.78	3.96		0.12	56.72
T. Lincoln	81.93	19.51	62.42		19.51			0.19	62.23
T. Lorain	51.55	20.43	31.12		16.94	3.49			31.12
T. Luck	55.04	6.39	48.65		6.39				48.65
T. McKinley	45.64	9.04	36.60		9.04			0.49	36.11
T. Milltown	69.34	5.72	63.62		5.72			2.94	60.68
T. Osceola	83.41	20.78	62.63		20.78			7.41	55.22
T. St. Croix Falls	46.64	5.87	40.77		5.87			3.79	36.98
T. Sterling	89.18	3.30	85.88		2.30	1.00		13.71	72.17
T. West Sweden	60.63	8.09	52.54		8.09			7.17	45.37
V. Balsam Lake	12.64	1.22	11.42		1.22				11.42
V. Centuria	9.95	0.27	9.68		0.27			0.82	8.86
V. Clayton	10.48	2.34	8.14		2.34			1.58	6.56
V. Clear Lake	15.27	2.24	13.03		2.24			2.28	10.75
V. Dresser	9.42	0.00	9.42					1.43	7.99
V. Frederic	12.19	0.66	11.53		0.66			1.23	10.30
V. Luck	11.60	0.00	11.60					3.30	8.30
V. Milltown	9.80	1.00	8.80		1.00			0.68	8.12
V. Osceola	22.01	1.83	20.18		1.83			2.30	17.88
V. Turtle Lake	1.61	0.00	1.61					0.15	1.46
C. Amery	22.86	1.60	21.26		1.60			1.51	19.75
C. St. Croix Falls	22.06	0.00	22.06					3.26	18.80
	1810.13	331.36	1478.77	0.00	306.62	24.74	0.00	81.44	1397.33

source: Wisconsin Information System for Local Roads, WisDOT, January 1, 2008.

3.4 PLANNED IMPROVEMENTS

The Polk County Highway Department has a five-year road maintenance plan which is included in Figure 3.4 on the following page. Various construction and repair projects are planned for the state highways in Polk County between 2008 and 2013. A total of 34 miles is scheduled for improvement over this six-year period (See Table 3.5). Each individual municipality budgets for and develops its own plans for road maintenance under their jurisdiction. Please see individual municipality plans for details on these road upgrades.

Table 3.5 - WisDOT 6-year Plan Projects for Polk County

Hwy	Project Title	Length (in miles)	Estimated Project Cost	Year (SFY)	Project Description
46	C. Amery, Kellar Avenue	0.05	\$250,000 - \$499,999	2008	Reconditioning the Griffin Street and Kellar Avenue intersection in Amery. The STH 46 intersection will be reconfigured and signalized.
46	C. Amery, Balsam Lake Road	3.53	\$1,000,000 - \$1,999,999	2008	Pulverize and overlay the roadway.
35	V. Luck to V. Siren (Burnett Co.)	6.83	\$750,000 - \$999,999	2009	Roadway Maintenance, mill and relay existing pavement, and repave with an additional 2 inches of blacktop
8	C. St Croix Falls to V. Turtle Lake		\$100,000 or less	2010	Remove lead paint and repaint the steel bridge components.
8	C. St Croix Falls to Turtle Lake Rd	0.1	\$2,000,000 - \$2,999,999	2010	Reconstruct 208th Street intersection with USH 8 for installation of permanent signals with east and westbound protected left turn lanes with raised concrete medians and a dedicated right turn lane at the intersection. Minor
8	C. St Croix Falls to V. Turtle Lake	9.27	\$2,000,000 - \$2,999,999	2010	Resurface existing roadway.
63	V. Clear Lake to C. Cumberland (Barron Co.)	0.05	\$100,000 or less	2010	Replace the culvert on the Napodoggen Creek.
243	St. Croix River to V. Osceola	0.22	\$100,000 - \$249,999	2010	Resurfacing deficient pavement.
87	C. St Croix Falls to V. Grantsburg (Burnett Co.)	13.89	\$2,000,000 - \$2,999,999	2011	Mill and resurface roadway, pave 3 foot of the 6 foot shoulder, Replace existing beam guard and culvert pipes.
8	C. St Croix Falls to Turtle Lake Rd	0.03	\$750,000 - \$999,999	2012	Bridge rehabilitation, Concrete overlay on the existing bridge deck.

source: Six Year Highway Improvement Program: 2008-2013, WisDOT, 2008.

3.5 RELEVANT TRANSPORTATION PLANS

Since transportation systems are most often multi-jurisdictional in nature, it is important to consider existing State and local plans during local planning efforts. The sub-section reviews some of the most pertinent of these State and local transportation plans. Together, these documents provide the following general overarching goals that guide the development and maintenance of the transportation system in Polk County:

Statewide Transportation Plans

State and federal plans addressing transportation are discussed in *Addendum: Inventory of Existing Plans, Programs, & Land-Use Policies in West Central Wisconsin*.

- *WisDOT Five-year Airport Improvement Program:* Maintain existing facilities of the state's airport system.
- *WisDOT Five-year Airport Improvement Program:* Expand facilities to meet the needs of commercial passenger and cargo airlines serving Wisconsin.
- *Wisconsin Bicycle Transportation Plan 2020:* Increase levels of bicycling throughout Wisconsin doubling the number of trips made by bicycles by the year 2010.
- *Wisconsin Bicycle Transportation Plan 2020:* Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010.

TABLE 3.1: PROPOSED SIX YEAR ROAD PLAN (Includes 5% Cost Increase per Year)
Polk County Highway Department

Date Developed: February 2007
 Latest Revision Date: 9/4/07

				2007 Construction Budget	\$ 2,017,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost	
2007	N1	6.660	Dirt work	91,266.00	
	N1(2)	1.600	Pulverize/pave end section	266,000.00	
	A1 (1)	3.290	Pulverize/pave (Actual Cost)	401,202.00	
	F5	0.680	Intersection/pave (Actual Cost)	165,000.00	
	K1	n/a	Culvert replacement	60,000.00	
	F5.1	0.400	Contribution to Village of Dresser	50,000.00	
	H1	n/a	Culverts/ditching	200,000.00	
	K2	1.966	Chipseal (Actual Cost)	29,442.00	
	K2.1	1.844	Chipseal (Actual Cost)	25,457.00	
	V1	6.890	Chipseal (Actual Cost)	80,009.00	
	D3	6.080	Chipseal (Actual Cost)	60,725.00	
	Y2	3.770	Wedge/Overlay (Actual Cost)	404,660.00	
	Z1	2.080	Ultra-thin Overlay (Actual Cost)	96,851.00	
Total Road Miles		35.260	Total Estimated Cost	\$1,930,612.00	
				Budget Balance	
				\$86,813.00	

				2008 Budget Year	\$ 2,017,425.00
				Construction Budget - 2007	500,000.00
				Budget Increase	500,000.00
				Proposed 2008 Budget	\$ 2,517,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost	
2008	A1 (2)	3.030	Pulverize & overlay	400,000.00	
	X1 (1) (CTH M - 230th)	2.900	Pulverize/Pave (CHIP = \$159,885.00)	435,000.00	
	N1	6.660	20% STP Match + E.03 to E-1 update	395,000.00	
	Z2	0.530	Safety enhancement project	150,000.00	
	F5.1	0.400	Contribution to Village of Dresser	86,000.00	
	JJ3, MM & I2	12.850	Chipseal	167,050.00	
	H1	n/a	Intersections	200,000.00	
	I6	4.410	Ultra-thin overlay	220,500.00	
	G3	5.470	Ultra-thin overlay	291,944.00	
	T1	2.840	Ultra-thin overlay	151,577.00	
Total Road Miles		39.090	Total Estimated Cost	\$2,497,071.00	
				Budget Balance	
				\$20,354.00	

				2009 Budget Year	\$ 2,517,425.00
				2008 Construction Budget	250,000.00
				Budget Increase	250,000.00
				Proposed 2009 Budget	\$ 2,767,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost	
2009	X1 (2)	3.214	Pulverize/Pave (CHIP-D = \$170,668)	506,205.00	
	P1	3.000	Pulverize/pave & culverts	550,000.00	
	I7	2.700	Ultra-thin overlay	135,000.00	
	I3	1.300	Box culvert/ultra-thin overlay (20% Grant Match)	200,000.00	
	B1/C1/C2/CC1/PP	20.640	Chipseal	303,009.00	
	I3	4.390	Ultra-thin overlay	219,500.00	
	H1	3.100	Pulverize/pave/ditching	600,383.00	
	T2	2.290	Ultra-thin overlay	122,222.00	
	A1.1	0.290	Mill/pave	134,900.00	
Total Road Miles		40.924	Total Estimated Cost	\$2,771,219.00	
				Budget Balance	
				(\$3,794.00)	

2010 Budget Year			2009 Construction Budget	\$ 2,767,425.00
			Budget Increase	250,000.00
			Proposed 2010 Budget	\$ 3,017,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost
2010	I6	n/a	Culvert Replacement (Straight River)	100,000.00
	J1	5.340	Pave (3-1/2-inch Overlay)	725,550.00
	CC2	2.470	Pulverize/pave	408,000.00
	W1	3.970	Pulverize/pave	655,000.00
	M3/M2	6.400	20% STP Match	498,200.00
	O2/E2	8.710	Chipseal	133,000.00
	I5/I4	8.140	Chipseal	122,000.00
	F1	7.020	Ultra-thin overlay	393,000.00
Total Road Miles		42.050	Total Estimated Cost	3,034,750.00
			Budget Balance	(\$17,325.00)

2011 Budget Year			2010 Construction Budget	\$ 3,017,425.00
			Budget Increase	250,000.00
			Proposed 2011 Budget	\$ 3,267,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost
2011	I1	5.600	Pulverize/pave	970,000.00
	C3	8.270	Ultra-thin overlay	463,000.00
	EE1	2.080	Pulverize/pave	384,800.00
	Y1	3.970	20% STP Match	300,000.00
	S1	4.610	Ultra-thin overlay	270,900.00
	F2/F3/F4/F4.1	13.450	Chipseal	204,750.00
	E4/E3/E6	16.890	Chipseal	257,250.00
	E1	6.140	Culverts/prep work	150,000.00
	H1	1.730	Pave	245,000.00
Total Road Miles		62.740	Total Estimated Cost	\$3,245,700.00
			Budget Balance	\$21,725.00

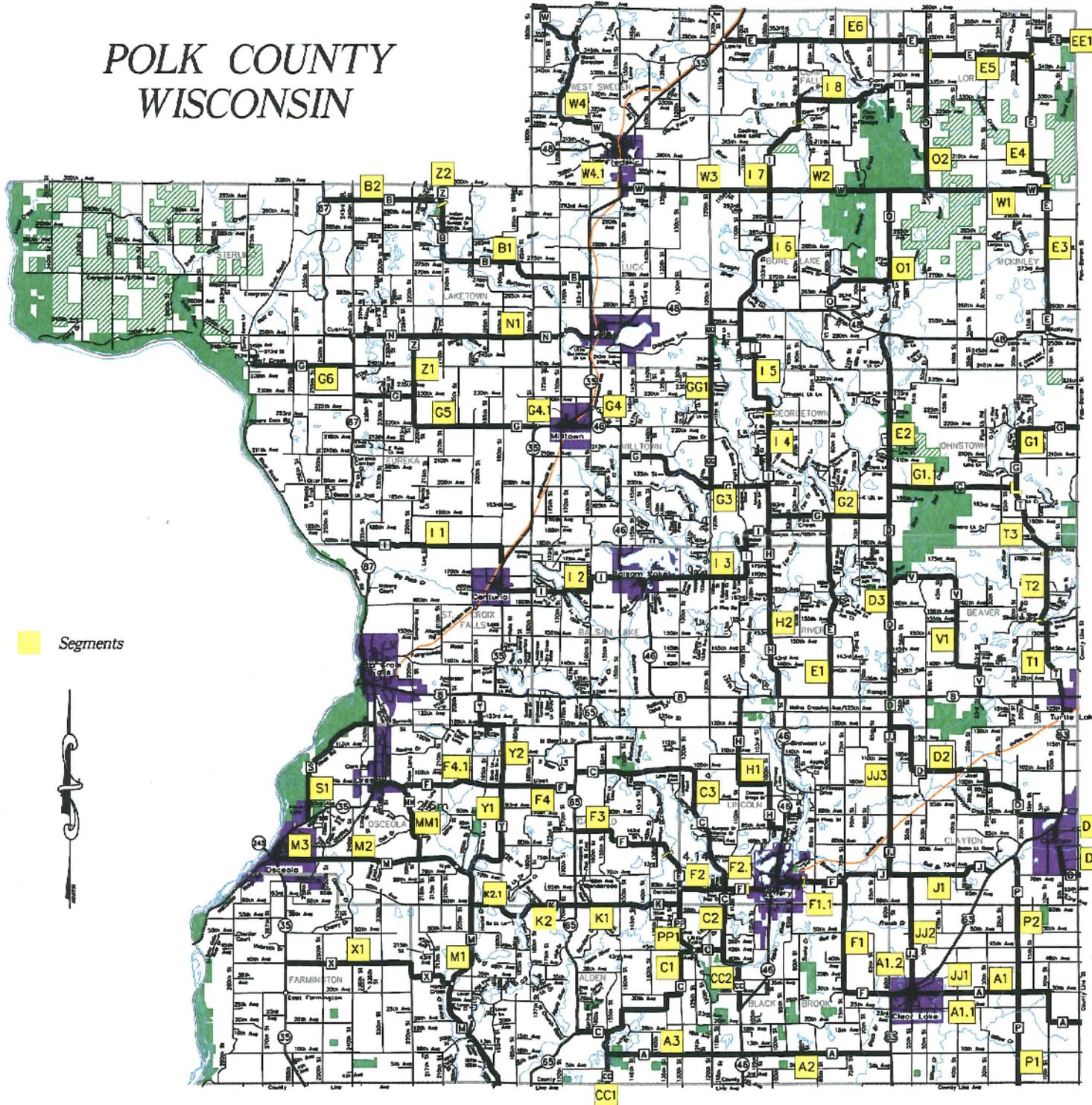
2012 Budget Year			2011 Construction Budget	\$ 3,267,425.00
			Budget Increase	-
			Proposed 2012 Budget	\$ 3,267,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost
2012	O1	5.790	Culverts/Ditching	150,000.00
	T1/T2/T3	7.730	Chipseal	117,600.00
	N1/Y2	11.990	Chipseal	193,000.00
	GG1	5.940	Overlay (2-1/2" cold mix)	950,000.00
	W2	5.270	Pulverize/Pave	869,000.00
	E1	6.140	Pulverize/Pave (2.5")	982,400.00
Total Road Miles		42.860	Total Estimated Cost	\$3,262,000.00
			Budget Balance	\$5,425.00

2013 Budget Year			2012 Construction Budget	\$ 3,267,425.00
			Budget Increase	-
			Proposed 2013 Budget	\$ 3,267,425.00
Year	Road / Segment	Miles	Proposed Project	Estimated Cost
2013	A3/A2	9.450	Ultra-thin overlay	532,000.00
	O1	5.790	Pulverize/Pave	973,000.00
	A1	6.320	Chipseal	101,000.00
	D2	9.160	Ultra-thin overlay	542,000.00
	W4	7.070	20% STP Match	2,000,000.00
Total Road Miles		37.790	Total Estimated Cost	\$4,148,000.00
			Budget Balance	(\$880,575.00)

OTHER PROJECTS

- F2 Bridge at Wapogasset
- B2 Bridge in Atlas
- X1 Arch culvert
- K1 Bridge/safety enhancement
- H2 Bridge

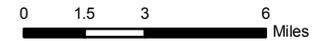
POLK COUNTY WISCONSIN



 Segments



MAP 3-5 COUNTY ROAD SEGMENTS



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12/23/08

This drawing is the result of a compilation and reproduction of land records as they appear in various Polk County Offices. The drawing should be used for reference purposes only. Polk County is not responsible for any inaccuracies herein contained.

3.6 SWOT ANALYSIS

Strengths:

- Proximity to the Twin Cities
- Convenient smaller airports
- Grid system of roads (efficient)
- Railroad corridors for recreation
- Paved roads
- Topography (scenic beauty)
- Gandy Dancer & Cattail Trail
- Rustic Roads
- Scenic riverway

Weaknesses:

- Lack of Right-of-Way (R.O.W.)
- Safety hazards within R.O.W.
- Lack of railroad facilities
- Repair and replace timetables
- Lack of rideshare/park 'n' ride opportunities
- Confusion of usage of trails
- Lack of recreational trails
- Lack of information on trail use and supporting industries such as dining and other recreational opportunities/ points of interest. Also would like information on trailheads, connections to other trails, etc.
- Lack of public transportation
- Limited lake access
- Limited resources to maintain transportation system
- Sign clutter
- Proximity of roads to lakes and other sensitive natural resources (leads to environmental degradation)
- Conflicts of use on roadways (agricultural vehicles & car/truck traffic) & (recreational motorized & non-motorized)
- Bicycle education and direction on secondary roads (due to lack of bike paths)
- Elderly population needs for transportation
- Inconsistent maintenance between various units of government
- Address system is confusing for emergency services
- Lack of standards for fire numbers
- Mailboxes

Opportunities:

- Dedicate more resources to transportation issues
- Standardize address system
- Good multi-jurisdictional planning and cooperation

- Educate municipalities on sign standards (utilize Manual on Uniform Traffic Control Devices standards)
- Visual integrity plan (addressing: billboards, R.O.W., scenic areas, memorials, vision/visibility at intersections) Creating a sense of place, not looking cookie cutter or everywhere USA
- Expansion of airports (there's still room)
- Develop transportation to good jobs
- Stillwater bridge
- Telecommuting Opportunities/Business Center
- Identification of local resources (protect our natural resources and ID existing economic centers)
- Investigate alternative fuels
- Rethink parking lots and impervious surfaces
 - o Swales vs. Ditches
 - o Green space in parking lots
 - o Increase water infiltration
 - o Green roofs

Threats:

- Money/Taxes (Funding)
- Stillwater Bridge (increased influx of people)
- Aging/wearing out of bridges and roads
- Weather/change of seasons
- Lack of aerial transportation control (increasing air traffic)
- Invasive plants (takes more time to clean equipment, they could spread these species, plantings for new construction ensuring there are no invasive seeds in the mix)
- Lack of creative thinking in leadership for change
- Acidic soils on culverts
- Flooding/washing out of roads and bridges

3.7 GOALS, OBJECTIVES, AND POLICIES

Goal 1: Develop medical transportation for an aging population

Objectives:

- 1) Poll and create a needs assessment for medical transport
- 2) Identify volunteer possibilities
- 3) Develop public/private resources and cooperation

Goal 2: Develop interesting recreational transportation for bicycles, ATV's, snowmobiles, horses, water recreation, pedestrian, etc.

Objectives:

- 1) Consistent plan throughout Polk County and neighboring counties
- 2) Identify shared roads - with automobiles
- 3) Resolve compatibility issues for use of trails
- 4) Plan for sustainability and maintenance

Goal 3: Better East/West connections in southern Polk County

Objectives:

- 1) Identify needs
- 2) Long-range planning
- 3) Route determination

Goal 4: Rail service study of opportunities

Objectives:

- 1) Maintain the rail link in Polk County
- 2) Identify business and commuter needs
- 3) Explore the possibilities of existing rails lines

Goal 5: Evaluate air transportation potential

Objectives:

- 1) Identify needs and possible uses
- 2) Enhance tourism

Goal 6: Funding

Objectives:

- 1) Have a clear vision
- 2) Creativity
- 3) Long-range planning
- 4) Explore public/private resources

Goal 7: Encourage the development interesting (Rustic) roads

Objectives:

- 1) Market Rustic Roads

- Utilize with an economic development plan
- Coordinate efforts with the State Dept of Tourism
- 2) Identify potential Rustic/Scenic Roads
 - Look into possible extension of scenic road system from Prescott into and through Polk County
 - Work with the municipalities to identify potential Rustic Roads

Goal 8: Alternative fuels/power sources

Objectives:

- 1) Anticipate need for and use of alternative fuels
- 2) Encourage alternative fueling sites

Goal 9: Address commuter needs

Objectives:

- 1) Investigate potential for parking 'n' ride sites
- 2) Monitor need for commuter rail service
- 3) Monitor need for commuter bus service

Goal 10: Maintain and improve the road system

Objectives:

- 1) Look at safety issues
- 2) Allow for compatibility of agricultural and commercial uses
- 3) Long-range planning and evaluation
- 4) Connectivity

Goal 11: Evaluate developing alternative transportation network

Objectives:

- 1) Evaluate need for bus service in County
- 2) Fully utilize existing services (ride share, Aging Dept. Bus Service, etc.)
- 3) Research collaborative opportunities