

## **TRANSPORTATION**

### **3.1 INTRODUCTION**

A community's transportation network is the backbone upon which its economy, access to resources, and connectivity for inhabitants and enterprises to the region are based upon. Maintenance and repair, in addition to periodic upgrades and enhancements, are essential for retaining its function to residents, visitors, and local businesses. Understanding transportation trends is important for planning future improvements to the roadway system.

Vehicular travel is the primary form of transportation within the Town of Grantsburg as few other forms of transportation are available. Mass transit options are substantially limited due to the rural nature of the town.

### **3.2 FUNCTIONAL CLASSIFICATION SYSTEM**

The Town of Grantsburg's roadway network is comprised of approximately 61 miles of highways and town roads (Table 3.1). Roads within the town are classified according to their primary function and by the amount of traffic they sustain. In the Town of Grantsburg, State Trunk Highway 70 serves as the primary corridor providing residents and visitors access to and through the town. Local roads provide routes to homes and recreational destinations both within and beyond the town. All the roads described in this section are illustrated on Map 3.1, Town of Grantsburg Functional Road Classification.

Functional road classifications for rural areas include principal arterials, minor arterials, major collectors, minor collectors, and local roads.

- **Principal arterials-** Serve interstate and interregional trips. These roads generally serve urban areas greater than 5,000 in population.
- **Minor arterials-** Serve cities, large communities, and other major traffic generators providing intra-regional and inter-regional traffic movements.
- **Major collectors-** Provide service to moderate sized communities and links traffic to nearby larger population centers.
- **Minor collectors-** Collect traffic from local roads and links them to all remaining smaller communities. All developed areas should be within a reasonable distance of collector roads.

Classification	Miles
Principle arterials	5.01
Minor arterials	2.50
Major collectors	2.31
Minor collectors	0
Local roads	51.55
<b>Total</b>	<b>61.37</b>

Source: WisDOT, District 8

- **Local roads-** Provide access for travel over relatively short distances. All roads not classified as arterials or collectors are classified as local roads.

### 3.3 TRAFFIC VOLUME AND TRENDS

Table 3.2 depicts change in Annual Average Daily Traffic (AADT) at recording sites on roads passing through the Town of Grantsburg from 1982 to 2002. As is indicated in the table, Sites 4 and 6, both along STH 70 have shown the most traffic increase in the town since 1982. Traffic volume along all other recorded roads has also increased over the 20-year period.

The increase in traffic in and around the Town of Grantsburg and throughout Burnett County can be attributed to two main factors. First, residents of the town and surrounding towns are making more frequent vehicular trips for shopping, commuting to work, and to recreational sites. Secondly, some areas of Burnett County have seen increases in population density and the development of second homes owned by seasonal residents of the town.

**Table 3.2: Annual Average Daily Traffic at Recorded Sites  
Town of Grantsburg 1982-2002**

	1982	1985	1988	1991	1994	1997	2000	2002	Change 1982-2002
Site 1	220	270	360	320	420	430	410	400	+180
Site 2	340	380	400	350	690	250	630	490	+150
Site 3	530	560	740	600	1100	730	900	850	+320
Site 4	3,390	2,720	3,070	3,330	*3,330	4,800	4,900	4,500	+1,110
Site 5	2,300	1,720	2,030	1,780	*1,780	2,700	2,600	2,600	+300
Site 6	1,930	1,580	1,770	2,490	1,300	3,100	3,400	3,500	+1,570

Source: Wisconsin Highway Traffic, Department of Transportation District 7  
\* 1994 counts

Site 1: CTH F, .5 miles south of town line

Site 2: CTH D, .25 miles east of CTH F

Site 3: CTH F, .25 miles north of village limits

Site 4: STH 70, .5 miles east of village limits

Site 5: STH 48, .5 miles south of village limits

Site 6: STH 70, at St. Croix River

### 3.4 HIGHWAY ACCESS CONTROL AND BILLBOARDS

The Wisconsin Department of Transportation has initiated an “access control” measure as stipulated by Wisconsin State Statute 84.25 for all of STH 70 within the Town of Grantsburg. The statute allows the Department of Transportation to designate as controlled-access highways the rural portions of the state trunk system on which, the average traffic potential is in excess of 2,000 vehicles per 24-hour day.

Management of the controlled access provides design requirements, by development activity, for construction and spacing between driveways based on traffic volumes along the State Trunk Highway. As a result of controlled access, all landowners or developers wishing to place a driveway accessing STH 70 must complete an application and receive approval prior construction. Applications for accessing STH 70 must be submitted to the Wisconsin Department of Transportation – District 8 located in Superior.

The Town of Grantsburg also has a driveway ordinance, approved in September 2001, which stipulates standards for driveways that will provide for better and safer provisions for adequate access from private development to a public right-of-way and to provide for safe and orderly delivery of emergency services. Applicants for a driveway off a town road must contact the plan commission of the Town of Grantsburg.

Billboards or signs along highways can provide a convenience to the motoring public regarding upcoming commercial opportunities. However, the development of billboards can also negatively impact an areas rural character. The placement of billboards along state and county highways is managed by the Wisconsin Department of Transportation and Burnett County respectively. Both agencies have regulations and application processes that must be followed prior to approval and construction of billboards.

**3.5 COMMUTING PATTERNS**

A total of 518 residents commute to work, with the largest percent of persons (33%) commuting to the Village of Grantsburg for employment. A large number of persons also commute to multiple communities across the metropolitan twin cities area. Chapter 6, Economic Development, explores more details on commuting patterns.

**3.6 PASER ROAD EVALUATION**

In 2003, the Town of Grantsburg completed the Pavement Surface Evaluation Rating (PASER) for all town roads in accordance with WisDOT requirements. PASER is an important tool for government planning because it gives a picture of road conditions on all roads and can identify roads in the most need for maintenance and rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation. Based upon 2003 road evaluation results, the town’s roads are in excellent condition, receiving an average of 7 (10 is best) rating for paved roads in the town. The Town of Grantsburg is required to evaluate and report town road conditions to WisDOT in every odd calendar year.

**3.7 ROADWAY IMPROVEMENTS**

Improvements to local roads are critical for maintaining an adequate and safe roadway system. Future road improvements are generally based on current road conditions with the intent to keep all roadways intact and useable. Future roadway improvements need to be flexible because of the possibility of unforeseen emergencies or disasters that may arise from year-to-year. The Town of Grantsburg has developed a schedule of road improvements with 12 scheduled road improvements in the next five years (Table 3.3).

**Table 3.3: Town Road Improvements, 2004-2008**

Year	Road/Street	Location	Mileage	Type of Improvement	Est. Cost
2004	Johnson, Park, & Stoltz Roads	Entire road	N/A	Hot Mix	\$65,000
2004	Kellogg and Jenson Roads	Entire road	½ mile	Hot Mix	\$29,000
2004	Land Road	N/A	1 mile	Hot Mix	\$50,000
2004	Russell Rod	N/A	½ mile	Hot Mix	\$25,000
2005	Skog Road	Hwy 70 to Tobe Lake Road	1 ½ miles	Reconstruct	\$175,000
2006	West River Road	Skog to Raspberry Landing	1 mile	Reconstruct	\$110,000
2006	McCune Road	N/A	1 mile	Hot Mix	\$50,000
2007	Ferry Road	Borg to McClain Road	1 ½ miles	Reconstruct	\$170,000
2008	Assembly Road	Entire road	1 ½ miles	Reconstruct	\$200,000

Source: Town of Grantsburg

### 3.8 METHODS OF TRANSPORTATION

#### **Air Transportation**

There are two airports located in the Town of Grantsburg and a total of seven located in Burnett County (Table 3.4). No scheduled passenger flights are available in Burnett County. The nearest airports providing regular scheduled passenger flights to domestic and international destinations are in Duluth, Minnesota or Minneapolis-St. Paul, Minnesota.

**Table 3.4: Burnett County Airports/Airfields**

Airport	Location	Owner/Operator	Status
Grantsburg Municipal Airport	Town of Grantsburg	Village of Grantsburg	Public
Burnett County Airport	Town of Siren	Burnett County	Public
Voyage Village Airport	Town of Jackson	Voyager Village Property Owners Assoc.	Private
Carlson Field Airport	Town of Blaine	Len Carlson	Private
Burnett Medical Heliport	Village of Grantsburg	Burnett Medical Center	Private
Alfa Hotel Airport	Town of Webster	David Littfin	Private
Circle T Airport	Town of Grantsburg	Danny Tagg	Private

Source: Wisconsin Department of Transportation, Bureau of Aeronautics, 2002

#### **Airport Improvements**

The Wisconsin Department of Transportation's Bureau of Aeronautics Five-Year Airport Improvement Plan (2003-2007) released in October 2002 contains plans for improvements to both the Burnett County Airport and Grantsburg Municipal Airport (Table 6).

<b>Table 3.5: Scheduled Airport/Airfield Improvements</b>			
<b>Airport</b>	<b>Type of Improvement</b>	<b>Date of Improvement</b>	<b>Total Cost</b>
Burnett County Airport	EA & ALP for Runway 13/31 Extension	2004	\$30,000
	Design Recst. & Ext of Rwy and Apron Rect.	2005	\$100,000
	Recst. Rwy 13/31	2006	\$1,000,000
	Recst. & Expand Apron	2006	\$420,000
	Extend Rwy 13/31 to 5,000 ft.	2006	\$700,000
	Land Reimbursement for Rwy Extension	2006	\$100,000
<b>Total Cost</b>			<b>\$2,220,000</b>
Grantsburg Municipal Airport	Sealcoat Airfield Pavements	2004	\$50,000
	Design Runway for Extension	2006	\$50,000
	Extend Rwy 12/30 to 4000'	2007	\$500,000
	Rehab. Rwy Lighting	2007	\$180,000
	Land Reimb. For Rwy Extension	2007	\$75,000
	Develop Hanger Area & Const. Hanter Twys	2007	\$50,000
<b>Total Cost</b>			<b>\$855,000</b>

Source: Wisconsin Department of Transportation's Bureau of Aeronautics *Five-Year Airport Improvement Program*, October 2002.

**Pedestrian Facilities**

Designated pedestrian facilities are limited in the Town of Grantsburg. Most roadways have minimal shoulder areas, speed limits greater than 45 miles per hour unless posted otherwise, and some are gravel roads, which at times can cause dusty conditions. These conditions hamper safe pedestrian travel opportunities. Moreover, given the low-density development pattern and the fact that many goods and services are located in the Village of Grantsburg, walking to places of work, shopping, or entertainment is not realistic for most residents.

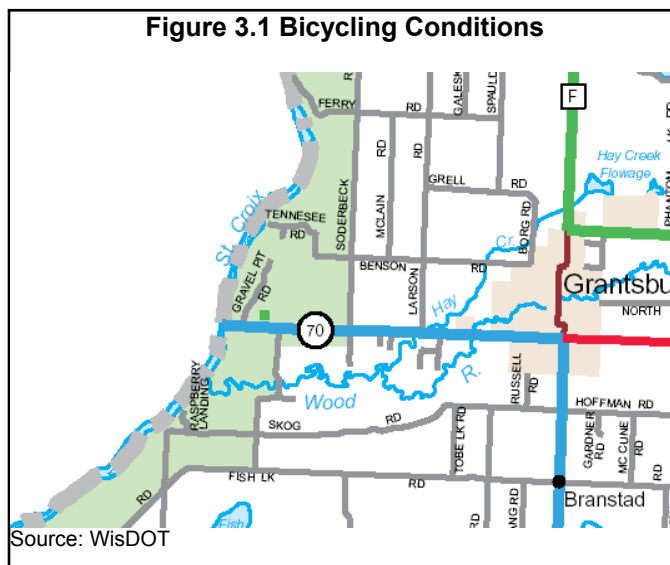
The Wisconsin Pedestrian Policy Plan 2020 provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented locally. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin. No specific recommendations to the Town of Grantsburg exist.

**Bicycling Facilities**

Bicycling is limited to undesignated bicycle routes on the state, county, and town roads. The *Wisconsin Bicycle Transportation Plan 2020*, presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into or through the Town of Grantsburg.

The Wisconsin Department of Transportation has compiled a Wisconsin State Bike Map that highlights bicycling conditions on select roadways in Wisconsin. Figure 3.1 shows bicycling conditions as designated by WisDOT.

County Trunk Highway (CTH) D and F are both considered to have the best conditions for biking. State Trunk Highway (STH) 70 from STH 48 to the St. Croix River and STH 48 are considered moderate conditions for biking. STH 70 from STH 48 to the town line is considered to have undesirable conditions for biking. STH 48 from CTH D to STH 70 shows bicycling to be prohibited or not recommended.



### **Railroads and Ports**

There are no rail or port services available within the Town of Grantsburg.

### **Transit**

Currently, no bus service exists within the Town of Grantsburg. Closest access to commercial bus transportation is available by Greyhound Bus Lines in Duluth, MN, or Eau Claire, WI. NWT Express operating from the City of Hayward provides ground passenger transportation. NWT Express provides transit service between Hayward and Minneapolis/St. Paul seven days a week with scheduled stops at several other communities between Hayward and Minneapolis/St. Paul. Northwestern Taxi provides taxi service that covers an area between Grantsburg and Danbury.

Burnett County and the Town of Grantsburg are served by the Burnett County Health and Human Services, Unit on Aging Program. The Unit on Aging provides volunteer services to meet elderly and persons with disabilities, transportation needs.

### **Trucking**

The local road network and its connection to the county and state highway system provide adequate trucking access for sending and delivering products in and through the town. In the spring, the Town of Grantsburg imposes weight restrictions on town roads to lower the allowable weight due to the instability caused by frost and to prevent road damage.

### **Trails**

Throughout the county, there are several hundred miles of multi-use trails maintained by Burnett County and local trail user groups. This network is used most intensely during the winter months for snowmobiling. There are three designated snowmobile trails in the town: Trail #119,

#150, and Corridor 45. Trails in the Town of Grantsburg are further described in the Utilities and Community Facilities chapter of the comprehensive plan.

### **3.9 OTHER TRANSPORTATION PLANS AND PROGRAMS**

Several state and regional organizations develop plans and programs for the management and systematic update of transportation facilities that may include the Town of Grantsburg. Based on a review of these plans and programs, no land use conflicts or policy differences were identified. A listing of these plans and programs is provided below.

#### **Wisconsin Bicycle Transportation Plan 2020**

The *Wisconsin Bicycle Transportation Plan 2020* (1998) presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into the Town of Grantsburg. The WisDOT, along with the Bicycle Federation of Wisconsin, has compiled a Wisconsin State Bike Map that highlights the most favorable bicycling conditions in northern Wisconsin.

#### **Wisconsin Pedestrian Policy Plan 2020**

This plan provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin.

#### **Wisconsin State Highway Plan**

The *Wisconsin State Highway Plan 2020* focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan identifies no traffic congestion in the next 20 years on highways within the Town of Grantsburg.

#### **Corridors 2020**

*Corridors 2020* plan sets criteria for selected routes that go beyond traditional highway planning with the intent to enhance and improve all two-lane and four-lane highways connecting cities of 5,000 inhabitants or more.

#### **2003 Comprehensive Economic Development Strategy**

The *2003 Comprehensive Economic Development Strategy* (CEDS) provides an analysis of local conditions; identifies problems, needs, and opportunities of the ten-county region; and defines the vision, goals, and objectives of the region. Within the document, specific transportation objectives and activities have been identified on a regional basis.

### 3.10 TRANSPORTATION GOALS, OBJECTIVES, ACTIONS, POLICIES AND PROGRAMS

A set of recommended transportation goals, objectives, and actions has been developed for the Town of Grantsburg. Implementation of the identified actions will allow the town to achieve the identified objectives and overall goal of ensuring an appropriate transportation system for the town.

**GOAL: Ensure an appropriate transportation system for the town.**

- Objective 1. Identify the need for frontage roads and access points.
  - a. Coordinate a joint meeting between the town, village of Grantsburg, WisDOT, and Burnett County to review roadway design standards and permitting processes to ensure compliance at all levels by new land use developments.
  - b. When reviewing land subdivisions and driveway permit requests, encourage the development of frontage roads to minimize the number of access points along local, county, and state roadways.
  - c. Consider the development of an ordinance specific to commercial frontage roads.
  
- Objective 2. Identify truck routes and alternate routes to the Village of Grantsburg Industrial Park.
  - a. Work with the Village of Grantsburg in developing correspondence to local businesses encouraging truck routes along roads that are designed to accommodate specific transportation services.
  
- Objective 3. Support and provide where applicable pedestrian, bicycle, and other modes of transportation.
  - a. Enforce the requirement of cluster developments to provide safe and convenient pedestrian access to conservation easements and open space.
  - b. Work with Burnett County and other organizations providing specialized transportation services to ensure all eligible residents of the town have access to transit services.
  
- Objective 4. Continue to maintain and upgrade local town roads.
  - a. Upgrade local roads when warranted based on roadway conditions, traffic patterns, and existing or future development.
  - b. Seek funding assistance from Burnett County and the State of Wisconsin when applicable (LRIP).