

Chapter 4

Transportation

Purpose

The purpose of the Transportation Chapter is to guide the future development of the various modes of transportation in the Village, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking, and water transportation.

Functional Road Classification and Jurisdiction

Roads and highways provide different levels of service. Highways provide for the movement of through traffic while streets provide access to property. Most public roads in Wisconsin are classified according to their function and jurisdiction. A functional classification system groups roads and highways according to the character of service that they provide. It also helps determine eligibility for federal aid. Classifications are divided into urban and rural categories, based on population. The Village of Ellsworth falls under the rural functional classification system.

The Wisconsin Department of Transportation uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification. Classifications are updated every 10 years after census information becomes available. The Village can request a review of their classifications but would be required to collect the data needed.

Functional Road Classification System (Rural <5000 Population)

Principal Arterials: Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principal arterials are further subdivided into:

- Interstate highways
- Other principal arterials

Minor Arterials: In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.

Major Collectors: Provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.

Minor Collectors: Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.

Local Roads: Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

In the Village of Ellsworth area, U.S.H. 63 is classified as a principal arterial, U.S.H. 10 and S.T.H. 65 are classified as minor arterials, and C.T.H. C is classified as a major collector. These are the main traffic carriers through the Village.

Commuter Patterns

Table 4-1 indicates that 59% of resident's 16 years and older work in Wisconsin with over 48% working in Pierce County. Almost 41% of residents are working outside the state, most likely Minnesota. The number of residents working in the County has decreased between 1990 and 2000.

Table 4-1 – Place of Work 16 Years and Over - State and County Level - Village of Ellsworth

	1990	% Total	2000	% Total	# Change	% Change
Total	1,343	100.0%	1,486	100.0%	143	10.6%
Worked in state of residence:	876	65.2%	879	59.2%	3	0.3%
Worked in county of residence	816	60.8%	716	48.2%	-100	-12.3%
Worked outside county of residence	60	4.5%	163	11.0%	103	171.7%
Worked outside state of residence	467	34.8%	607	40.8%	140	30.0%

Source: 1990 & 2000 U.S. Census

Driving is the most common mode of transportation for residents who commute to work. Table 4-2 shows that in 2000, 76.9% of residents drove alone, 12.9% carpooled, and 7% walked/bicycled or utilized public transportation.

Table 4-2 – Commuting to Work 16 Years and Older: Village of Ellsworth

	1990	% Total	2000	% Total	# Change	% Change
Total	1,337	100.0%	1,486	100.0%	149	11.1%
Car, truck, or van - drove alone	853	63.8%	1,142	76.9%	289	33.9%
Car, truck, or van - carpooled	316	23.6%	192	12.9%	-124	-39.2%
Walked/Bicycle	131	9.8%	102	6.9%	-29	-22.1%
Public Transportation	3	0.2%	2	0.1%	-1	-33.3%
Worked at home	31	2.3%	36	2.4%	23	16.1%
Other means	3	0.2%	12	0.8%	9	300.0%

Source: 1990 & 2000 U.S. Census

There are no Wisconsin Department of Transportation regulated van and carpool lots located in the Village of Ellsworth, but two are located within the County. One van and carpool lot is located at the intersection of U.S.H. 10 and C.T.H. CC while the other is located in the City of Prescott. The development of additional lots throughout the County may benefit residents of the Village.

The English Lutheran Church has a maintenance agreement with the Village of Ellsworth to utilize the church parking lot for van and carpooling. The maintenance agreement allows for vehicle parking in exchange for regular snow removal and costs of regular

maintenance is split between the Village and Church. Additionally, the American Legion is frequently utilized for van and carpooling.

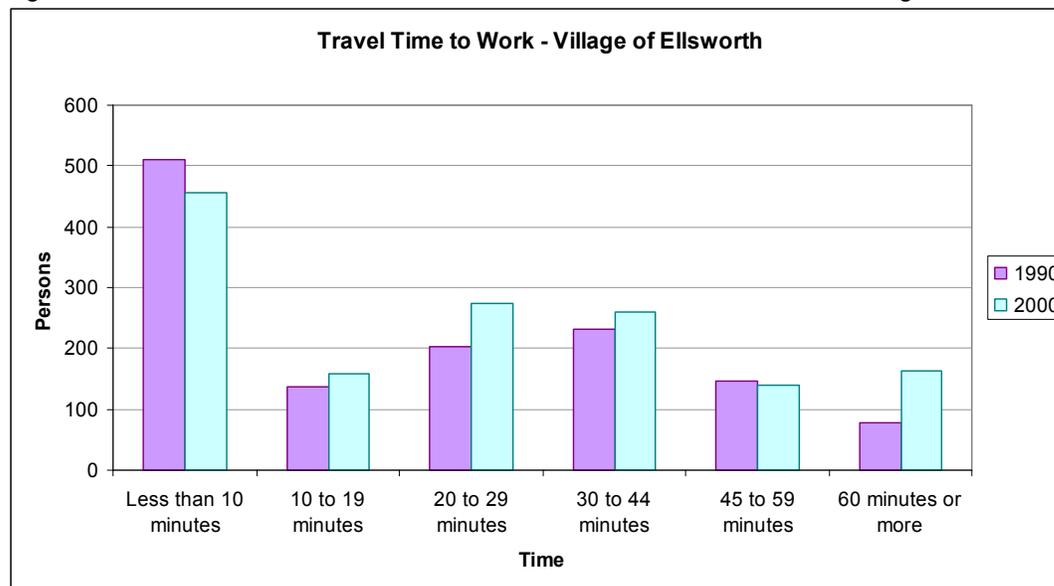
Table 4-3 and Figure 4-1 show that in 2000, the majority of residents traveled less than 10 minutes or between 20 and 44 minutes to work each day. The overall distribution of travel times to work for Ellsworth residents has varied slightly between 1990 and 2000 though the biggest change as a percentage is seen in the number of workers traveling 60 minutes or more.

Table 4-3 – Travel Time to Work Workers Who did not Work at Home - Village of Ellsworth

Travel Time	1990	% Total	2000	% Total	# Change	% Change
Total	1,306	100.0%	1,450	100.0%	144	11.0%
Less than 10 minutes	511	39.1%	455	31.4%	-56	-11.0%
10 to 19 minutes	138	10.6%	159	11.0%	21	15.2%
20 to 29 minutes	202	15.5%	273	18.8%	71	35.1%
30 to 44 minutes	232	17.8%	261	18.0%	29	12.5%
45 to 59 minutes	146	11.2%	139	9.6%	-7	-4.8%
60 minutes or more	77	5.9%	163	11.2%	86	111.7%

Source: 1990 & 2000 U.S. Census

Figure 4-1 – Travel Time to Work Workers Who did not Work at Home - Village of Ellsworth



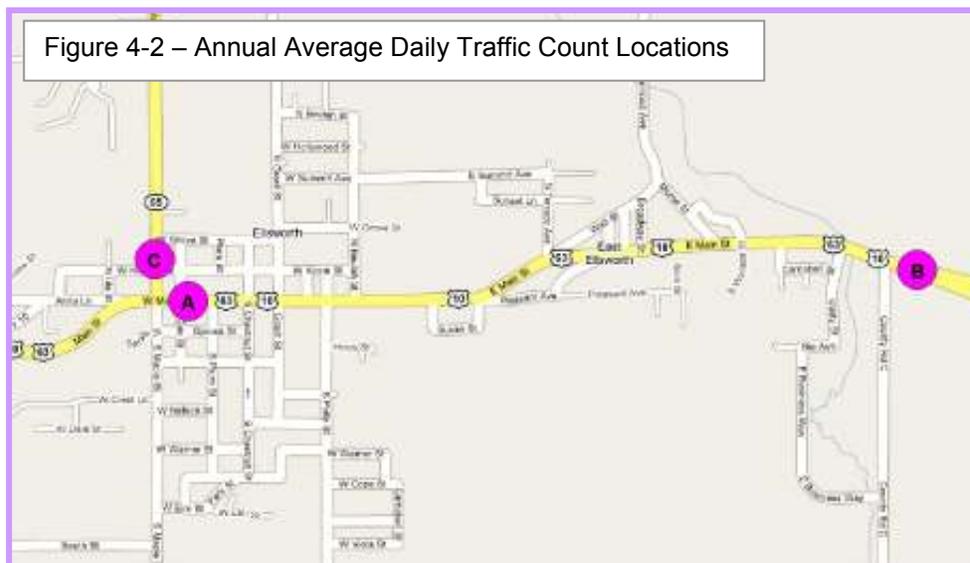
Average Daily Traffic

The Wisconsin Department of Transportation analyzes the Annual Average Daily Traffic (AADT) count in specific locations throughout the State. In the Village of Ellsworth, three AADT locations were identified on main highways (Figure 4-2) and one AADT location outside of the Village limits was noted. Table 4-4 identifies the AADT at each of these locations from the 2000, 2004, and 2006. Traffic counts have generally stayed the same at location A and B but have slightly decreased in traffic at location C. The AADT along C.T.H. C is important to note because the road is frequently used as a by-pass around the Village and consistently experiences a high level of traffic.

Table 4-4 – Village of Ellsworth Annual Average Daily Traffic (AADT)

Year	U.S.H. 63 (A)	72,10,63 Intersection (B)	S.T.H. 65 (C)	C.T.H. C (south of Village limits)
2000	9,900	6,800	8,300	1,200
2004	9,300	7,600	7,600	1,200
2006	8,900	7,300	6,700	1,200

Source: Wisconsin DOT



Rail Service

There are no rail services in the Village of Ellsworth. The closest rail spurs are located in the City of Prescott, Village of Diamond Bluff, and Hager City.

Passenger rail service is available from Amtrak in Red Wing and St. Paul, Minnesota. There is no potential for the development of passenger rail service within the Village.

Air Transportation

The Red Wing Regional Airport is located outside Bay City, Wisconsin. It is a public airport run by the City of Red Wing, Minnesota. Runway 9/27 is a 5,010' asphalt runway in good condition. Services at the airport include fuel, parking, hangars, airframe service, and power plant service.

The Minneapolis-St. Paul International Airport provides major commercial air service for Western Wisconsin and Village of Ellsworth residents. The airport consists of the Humphrey and Lindberg Terminals. This airport will continue to be the main provider of passenger and commercial service in the area.

Pedestrian Routes & Trails

The Village of Ellsworth has an approved Safe Routes to School (SRTS) Plan that inventories all of the sidewalks and trails within the Village. The purpose of the Safe

Routes to School Plan is to provide a guide for long-range planning of pedestrian and bicycle infrastructure improvements that will benefit, not only students, but also all Village residents. The Plan also identifies needs for improvements while exploring ways to improve and finance them. Map 4-1 shows existing and proposed sidewalks and trails in the Village of Ellsworth.

This SRTS Plan should be the primary planning document when addressing any future pedestrian routes or trails in the Village.

Multiple snowmobile trails pass through the Village. Snowmobile trails are maintained by local snowmobile clubs/chapters and through Pierce County Parks Department. Snowmobile trail maps can be obtained by contacting the Pierce County Parks Department.

Transportation Facilities for the Disabled

The need for some forms of transit services is projected to increase, as the baby boom generation grows older. In 2000, according to U.S. Census Data, 13% of Pierce County's population was age 60-plus. By 2010, it is expected that 15% of the County's population will be age 60-plus. The needs of this age cohort will become more important – at both the local and State level – during the 20-year window of this plan. The State's Section 85.21 program currently provides some funding to counties for Elderly/Disabled Transportation Programs (Pierce County Comprehensive Plan).

The Pierce County Office on Aging and Aging Services offers vehicle and volunteer transportation services to congregate meal sites, medical appointments, and essential shopping. If residents have no other means of transportation, volunteers will take them to medical appointments.

The Pierce County Veterans Service also provides transportation, for Pierce County Veterans, to and from the Minneapolis VA Medical Center. The service is provided daily, and requires veterans to schedule their ride appointments ahead of time. They also charge all riders a fee primarily based on income. This service has been active for over twenty years and will continue into the foreseeable future.

Other Modes of Transportation

The Village of Ellsworth does not have any other transit services or facilities. It is unlikely that additional services will be developed in the near future.

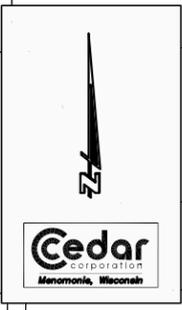
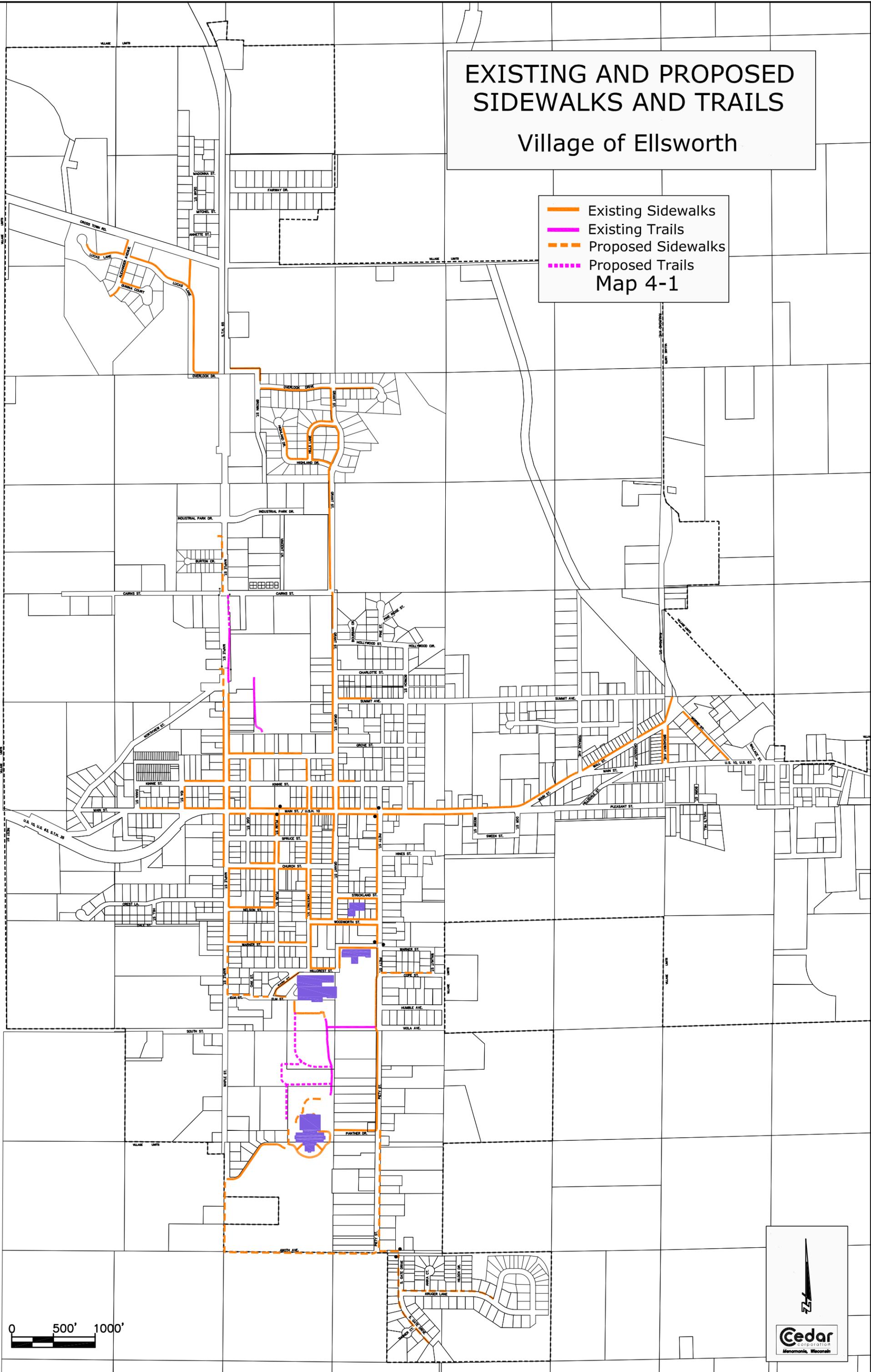
State and Regional Plans

The Wisconsin Department of Transportation Six Year Highway Improvements Program has identified plans to perform road maintenance on S.T.H. 65, in the Village of Ellsworth, from Main Street to Cairns Street, and on U.S.H. 63/U.S.H. 10 south from Main Street to U.S.H. 63. These projects are planned to take place between 2010 and 2013.

EXISTING AND PROPOSED SIDEWALKS AND TRAILS

Village of Ellsworth

- Existing Sidewalks
 - Existing Trails
 - Proposed Sidewalks
 - Proposed Trails
- Map 4-1



Potential Funding Sources and Organizations

Costs for transportation development and maintenance can be expensive or cost prohibitive. Grant monies are available for various transportation related projects.

Safe Routes to School

Safe Routes to School (SRTS) programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes. These programs are funded through the revised federal transportation act - [SAFETEA-LU](#) - signed into law on August 10, 2005. This legislation provides funding to state departments of transportation to create and administer SRTS Programs. SRTS Programs improve walking and biking travel options, promote healthier lifestyles in children at an early age and decrease auto-related emissions near schools.

Bicycle and Pedestrian Facilities Program

The Bicycle and Pedestrian Facilities Program (BFPF) funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. Beginning in 2008, BFPF will be managed in conjunction with the Transportation Enhancements (TE) Program. Additional information is available about funding for bicycle and pedestrian facilities, at <http://www.dot.wisconsin.gov/localgov/aid/bike-ped-funding.htm>.

Transportation Economic Assistance (TEA)

The Transportation Economic Assistance (TEA) program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state.

Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. It must begin within three years, have the local government's endorsement, and benefit the public. The program is designed to implement an improvement more quickly than normal state programming processes allow. The 50% local match can come from any combination of local, federal, or private funds or in-kind services.

Applications are first come, first serve, and funded when all eligibility information is complete and satisfactory.

Local Road Improvement Program (LRIP)

Established in 1991, the LRIP assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance.

The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects.

Wisconsin Department of Natural Resources (WDNR)

There are multiple grants available through the Wisconsin Department of Natural Resources for the development of ATV, snowmobile, and recreational trails and trail maintenance. The DNR's website list several grant opportunities. <http://dnr.wi.gov/org/caer/cfa/Grants/Forms/forms.html>.

Local Groups and Organization

Local groups and organizations can be used to help develop a long-range trail plan, clear trail areas, and fundraise for trail improvements and maintenance.

Goals, Objectives, and Policies

Goal 1: Provide cost effective maintenance for transportation infrastructure.

Objectives:

1. Maintain or reduce the costs to Village residents.

Policies:

1. Research and apply for grants to offset the costs of sidewalks, trails, and road improvements.
2. Continue to utilize the PASER pavement evaluation system and the Village of Ellsworth 5-Year Road Improvement Plan to efficiently plan future infrastructure expenditures.
3. Continue to coordinate with the Pierce County Highway Department when addressing road improvement projects.
4. Coordinate new sidewalks with road reconstruction projects.
5. Coordinate road, sidewalk, and trail improvements with State and County Highway projects.
6. Review Village Code to assess the possibility of reducing road widths requirements to reduce long-term maintenance costs.

Goal 2: Create and maintain safe pedestrian and bicycle infrastructure.

Objectives:

1. Provide opportunities for residents to move throughout the Village by means other than motorized vehicles.
2. Encourage walking and biking as ways of experiencing one's neighborhood and community.
3. Reduce the use of fossil fuels.
4. Promote the health benefits of walking and biking.

Policies:

1. Continue to identify areas such as residential developments, parks, elderly housing, etc. and link them with sidewalks or trails.
2. Continue to refer to and update the Village's Safe Routes To School Plan when making future trail and sidewalk plans.
3. Coordinate bicycle facility improvements, such as a vehicle parking area, bike racks, and additional access points to existing sidewalks and trails.

Goal 3: Support the development of public transportation in the area.

Objectives:

1. Provide residents with an economical means of commuting.
2. Reduce the use of fossil fuels.
3. Provide transportation options for the elderly and disabled.

Policies:

1. Support local transportation options such as bus and carpooling.
2. Participate in local and regional transit planning with surrounding communities, the Wisconsin Department of Transportation, Pierce County, and the 13 county metro area (Twin Cities).
3. Identify, map, and preserve potential lands in the Village of Ellsworth that could be used for public transportation in the future.