



3 TRANSPORTATION

Overview

A well-designed and maintained transportation system provides safe, efficient, and reliable ways for residents to access their homes, schools, businesses, and places of work. A community's transportation system plays a vital role in the facilitation of an area's economy, land use, and all-around development. This chapter presents an inventory of the existing transportation amenities in Taylor County, including a compilation of goals, objectives, actions, and programs to guide the future development and maintenance of the various transportation facilities in and around Taylor County.

3.1 MODES OF TRANSPORTATION

The means by which people and freight are carried fall into three basic categories, **land** (road, rail and pipelines), **water** (shipping), and **air**. Because Taylor County does not have direct access to water transportation, the transportation modes of land and air will be explored.

Highways/Roads

The road system is perhaps the most important aspect of Taylor County's transportation system, as it is the primary means of transporting people and goods in and through the County, linking it to surrounding areas and communities. Map 3.1 depicts the existing roadway system in Taylor County.

The State of Wisconsin has jurisdiction over 120 miles of state highway in Taylor County including STH 13, 64, 73, 97, and 102. These highways serve as the backbone in serving local transportation needs. STH 13 runs north-south through the eastern half of the county and STH 73 is the major north-south highway in the western half of the county. STH 64 is the major highway running east-west through Taylor County. Through a contractual agreement with the State of Wisconsin, the Taylor County Highway Department is responsible for maintenance of state highways and right-of-ways.

A network of 250 miles of county highways serves Taylor County's rural areas. County trunk highways serve as major traffic collectors from rural areas and distribute traffic to higher volume STH roads. Major east-west highways include A, D, M, and O. Major north-south routes include C, E, and H. These and other county highways play an important role in linking the area's agricultural resources to the county's retail and commercial nodes.

Town roads are an important component of the countywide transportation system and serve local development, farming, forestry, and recreation areas. Towns in Taylor County are responsible for the maintenance and upkeep of their individual town roads.

There is one designated Rustic Road in Taylor County. Dedicated in 1975, Rustic Road No. 1, a five-mile long gravel road between STH 102 and CTH D near Rib Lake was the first Rustic



Road in Wisconsin. A historical marker alongside the road commemorates the designation. This road crosses through scenic hills and valleys created by glaciers nearly 12,000 years ago.

While there has not been any state highway bypasses constructed in Taylor County, the potential for a highway bypass within the City of Medford has been mentioned. Concern about traffic congestion and continued land use development along STH 13 is driving the informal discussion about a future bypass.

Transit and Transportation for Disabled

Taylor County and local non-profit organizations provide a number of opportunities for public transportation services (bus/van) within the county. The Taylor County Commission on Aging provides ¹para-transit services, through a contract with Black River Industries, to residents 60-years of age and older. Persons under the age of 60 can also use the service based on space available. While schedules change from time-to-time based on demand, as of late 2006, transportation service to Medford is available once a week and to Marshfield twice a month. Transportation is also provided to Eau Claire on the first Friday of each month, to the Medford *Senior Nutrition* Center Monday through Friday, and to Wausau on the fifth Friday on any month in which it occurs. Evening transportation is available to the disabled and elderly in the City of Medford one evening per week and door-to-door service is available. A daily mini-bus follows a door-to-door route, based on reservations, by the geographical area being served. Black River Industries provides other transit services to elderly and disabled individuals through the operation of buses funded through the State of Wisconsin 5310 program. Approximately 13 vehicles are in operation and provide service throughout the county.

The Taylor County Commission on Aging also sponsors a Volunteer Escort Driver Service for all Taylor County residents age 60 or over and/or disabled persons of all ages. Priority is given to medical trips, then nutrition activities, and then other business. Non-elderly or non-disabled persons may use this service on a space-available basis.

As the elderly population continues to grow over the next twenty years, proper planning and funding for countywide transit services will become increasingly important. Existing and future partnerships are critical to ensuring effective and available transit service to all segments of the population.

Air Transportation

The primary airport (public) within the county is the Taylor County Airport. Six other private landing strips are known to exist throughout the county (Table 3-1). Located in the Town of Deer Creek, approximately three miles southeast of the City of Medford in T.30N-R.2E Section 7, the Taylor County Airport is the only public airport in Taylor County. It has a 4,100 foot paved and lighted runway with a NDB non-precision approach. Future plans have the runway expanding to 4,400 feet. Services provided include: Jet A fuel, 100 low-lead AV gas, 24-hour fuel service, car rental, taxi service, large ramp/tie down area, flight instruction, and computerized weather briefing/flight planning service. Operating hours are 8:00 a.m. to 4:30

¹ Para-transit service is a specialized transit service that typically provides transportation service to the elderly and disabled or those individuals with limited transportation alternatives.



p.m. or by special arrangement. The addition of an east/west 5,001 ft paved and lighted runway and an automated weather observation system (AWOS) was completed in 1996. All runways are paved and in good condition.

Table 3-1: Taylor County Airports

Location	Airport Name	Status	Location
Roosevelt	Baldez Field	Private	T.30N-R.3W Sec. 2
Goodrich	Charlie's Field	Private	T.31N-R.3E Sec. 19
Aurora	East Gilman Field	Private	T.31N-R.3W Sec. 18
Browning	Lee's Flight Park	Private	T.31N-R.2E Sec. 2
Medford	Memorial Hospital of Taylor Co. Heliport	Private	T.31N-R.1E Sec. 28
Deer Creek	Taylor County Airport	Public	T.30N-R.2E Sec. 7
Goodrich	John's Field	Private	T.31N-R.3E, Sec. 24

Source: WisDOT and Taylor County

The Taylor County Airport is classified as a Transport/Corporate (T/C) airport by the Wisconsin Department of Transportation. T/C airports are 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. These aircraft generally have a gross takeoff weight of less than 60,000 pounds, with approach speeds below 150 knots (approximately 160 mph) and wingspans of less than 118 feet.

In August of 1998, the Taylor County Airport Zoning Ordinance was established. The purpose of this ordinance is to regulate the use of property and to regulate and restrict the height of structures and objects of natural growth in the vicinity of the Taylor County Airport. Additionally the ordinance promotes public health, safety, convenience and general welfare to increase safety in the use of the airport and to protect persons and property within the airport affected area and zoning districts.

The closest airports providing scheduled passenger service are the Central Wisconsin Airport (Marathon County) and the Chippewa Valley Regional Airport (Chippewa County). Much of the airline service provided at Wisconsin's airports is designed to feed into the network of domestic and international destinations at major hubs located at airports such as the General Mitchell International (Milwaukee), Minneapolis-St. Paul International and O'Hare International.

Railroads

Rail service within Taylor County is provided by Canadian National (CN) railroad. Two rail segments are located within the county, a branch line extending into the southern portion of the county and terminating at the City of Medford and another the "main-line" bisecting the southwestern portion of the county through Gilman and Lublin.

The rail segment serving the City of Medford provides once a day service to only a few customers. The mainline provides a direct connection to key rail yards located throughout the Midwest and Southern United States and Canada, with nearly 25 trains daily. Customer demand for rail service has declined steadily over the years, evident by the abandonment of the rail line



from Medford north into Price County that is now functioning as a recreation trail. The mainline bisects the western edge of the Village of Gilman where a rail siding is also available for potential business.

Trails

Trails in Taylor County accommodate a variety of uses including walking, biking, hiking, cycling, equestrian, snowmobiling, ATV, and cross-country skiing. These trails provide both recreational opportunities as well as an alternative mode of transportation for some people. Some major trails include: Perkinstown Motorized Trail, Ice Age National Scenic Trail, Pine Line Trail, and Rib Lake Ski & Snowshoe Trails (winter use only). For more information on these and other specific trails, see the *Utilities and Community Facilities Chapter*.

Freight Transportation

Freight transportation is available through the county and state highway system and the local road network. In the spring, depending on weather conditions, the Taylor County Highway Department, Wisconsin Department of Transportation and town road officials impose weight restrictions on local roads due to the heaving volatility caused by frost.

Taylor County posts all county trunk highways during spring breakup. According to WisDOT information, only two segments of state highway are posted for weight restrictions. A segment along STH 64 from the south junction of STH 73 to CTH T and a segment of STH 102 from the Village of Rib Lake to STH 86 in Price County.

Biking and Pedestrian Transportation

The 2000 US Census data indicates that less than five percent of all trips to work in Taylor County were on a bicycle or by walking. This is not surprising, given that the County is rural in nature and the larger service areas do not always accommodate this mode of transportation. There are however several bike and pedestrian trails in Taylor County for recreational purposes.

The Wisconsin Department of Transportation has published and distributed maps through the Bicycle Federation of Wisconsin that classify state and county roads throughout the state in terms of bicycling conditions. It also identifies bicycle trails and mountain bike facilities and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions but are identified with their road names and surface type. WisDOT worked in partnership with the Bicycle Federation of Wisconsin (BFW) to produce a 2005 update of the Wisconsin Bicycle Maps. The Taylor County bicycling conditions map can be viewed at <http://www.dot.wisconsin.gov/travel/bike-foot/docs/biketaylor.pdf>.

Pedestrian travel is available on a number of designated trails throughout Taylor County that accommodate a variety of uses including walking, biking, hiking, cross country skiing, snowmobiling, and ATV use. See *Utilities and Community Facilities* for information on trails.



3.2 FUNCTIONAL ROAD CLASSIFICATION

The Wisconsin Department of Transportation (WisDOT) classifies roads as principal arterials, minor arterials, collectors, and local roads (Map 3.2). The classification system recognizes that roads perform specific functions and according to WisDOT serve two primary purposes: 1) to move vehicles (traffic mobility), and 2) to serve adjacent land (land access). Arterials accommodate the through-movement of vehicles, while collectors (major and minor) serve both local and through traffic by providing a connection between arterials and local roads. Local roads not classified as arterials or collectors are local functioning roads. Table 3-2 displays the certified mileage in Taylor County.

Principal Arterials

Principal arterial roads provide connections between cities or regions. They move large volumes of traffic on fairly direct routes. In Taylor County, STH 13 is the only designated principal arterial roadway.

Minor Arterials

Minor arterial roads connect to principal arterial roads. Like principal arterial roads, minor arterials carry large volumes of traffic to “activity” centers such as cities, but unlike principal arterials, allow more access to private property and residences. In Taylor County, STH’s 64, 73, 97 and part of CTH O are classified as minor arterials.

Major Collectors

Major collectors provide service to moderate sized communities and link to larger population centers or higher functional routes. In Taylor County, STH 102, and all or a portion of the following roadways STH 64 (CTH O to Medford), CTH’s M, V, D, H, F, B, A, DD, E, C, N, and T are classified as major collectors.

Minor Collectors

Minor collectors collect traffic from local roads and provide links to all remaining smaller communities. In Taylor County, all or parts of CTH’s C, F, G, O, Q, MM, Rustic Road 1, and Winter Sports Road near Perkinstown are classified as minor collectors.

Local Roads

Local roads carry the least amount of traffic volume and provide access to adjacent land and residential developments. In Taylor County, these roads provide for travel over relatively short distances and are mostly all town roads.

Certified Mileage

Table 3-2 details the total amount of mileage under Taylor County and local jurisdictions. This mileage data is certified by the local community, WisDOT District Local Road Coordinator and the WisDOT Statewide Local Road Coordinator. The mileage is stored in the Wisconsin Information System for Local Roads (WISLR). These roadways link Taylor County to other major transportation linkages. From the county seat, Highway 29 is 16 miles away, Highway 51 is 35 miles away and Highway 94 is 89 miles away.



Table 3-2: Taylor County Certified Mileage

Taylor County			County Jurisdiction			Municipal Jurisdiction		
Gross Miles	County Miles	Municipal Miles	Arterial	Collector	Local	Arterial	Collector	Local
1325.55	248.36	1077.19	8.12	230.33	9.91	0	18.12	1059.07

Source: WISLR 2006

3.3 TRAFFIC VOLUME

An analysis of past and present traffic volumes is beneficial in determining the traffic conditions in a community. Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or stretch of roadway. The Wisconsin Department of Transportation, as part of its traffic count program, provides highway traffic volumes for selected roads on a rotating basis every three years. For Taylor County, traffic volumes were last published in 2002. The average daily traffic volumes on selected roadways within the county from 1983 to 2002 are listed in Table 3-3.

Table 3-3: Annual Average Daily Traffic

Year	1983	1986	1989	1992	1996	1999	2002	Absolute Change	% Change
Site 1	320	470	540	440	400	630	450	130	40.6%
Site 2	520	560	700	730	690	900	970	450	86.5%
Site 3	930	1050	1050	1010	990	1100	1500	570	61.3%
Site 4	700	790	1050	900	1000	1000	1300	600	85.7%
Site 5	620	820	970	880	1200	1100	1200	580	93.5%
Site 6	320	350	430	440	280	500	730	410	128.1%
Site 7	1020	1350	*1350	1890	1600	1900	1700	680	66.7%
Site 8	400	450	510	520	580	730	650	250	62.5%
Site 9	700	NA	680	960	1100	1300	1200	500	71.4%
Site 10	2240	1300	2950	3440	3700	3400	4000	1760	78.6%
Site 11	2200	2400	2150	1900	2500	2900	2900	700	31.8%
Site 12	3100	3300	3330	3500	4000	4900	4500	1400	45.2%
Site 13	5560	6060	7330	7030	7700	8200	8000	2440	43.9%
Site 14	4380	4370	4370	4690	6800	6400	7100	2720	62.1%
Site 15	870	900	820	1040	1500	1400	1400	530	60.9%
Site 16	520	810	860	740	950	790	1100	580	111.5%
Site 17	630	480	800	670	790	1200	870	240	38.1%

Source: WisDOT

*1986 AADT

Site 1: STH 73 Approx. 1/4 mile So. of CTH V

Site 2: STH 73 Approx. 1/2 mile So. Of CTH M

Site 3: STH 64 Approx. East of CTH H

Site 4: STH 73 Approx. 1/2 mile East of Gilman

Site 5: STH 73 Approx. 1 mile North of CTH F

Site 6: CTH M Approx. 4 miles East of Perkinstown

Site 7: STH 64 Approx. 1/2 mile East of CTH DD

Site 8: CTH DD Approx. 1 mile North of County Line

Site 9: CTH M Approx. 1/4 mile West of CTH E

Site 10: STH 64 Approx. 2 miles West of Medford

Site 11: STH 13 Approx. 1 mile South of Westboro

Site 12: STH 13 Approx. 2.5 miles South of Chelsea

Site 13: STH 13 Approx. 1 mile North of Stetsonville

Site 14: STH 13 Approx. 1 mile North of County Line

Site 15: STH 102 Approx. 2 miles Southwest of Rib Lake

Site 16: CTH C Approx. 2.5 miles North of CTH M

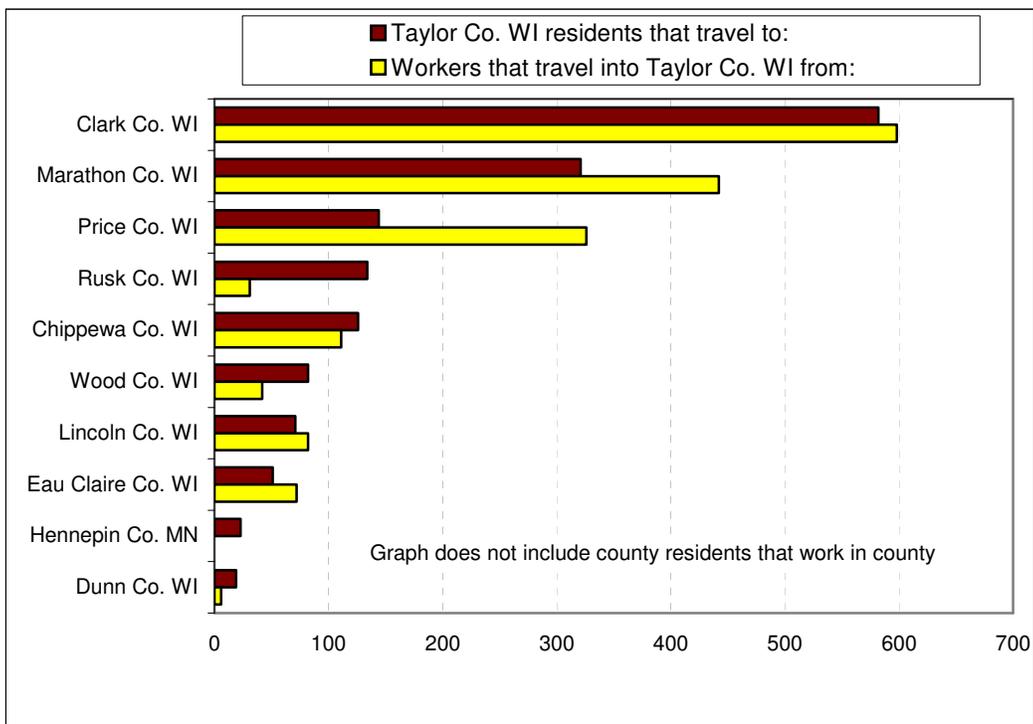
Site 17: STH 64 in Goodrich



3.4 MEANS OF TRANSPORTATION & COMMUTING PATTERNS

In Taylor County, the most common form of transportation is by individual vehicular trips. Of the 9,700 workers 16 years and older in 2000, the Census reports 6,975 (71.9%) drove alone, 1,117 (11.5) carpooled, and 1,044 (10.7%) worked out of their home. As is evident in Figure 3-1, the largest percentage of commuter traffic is done in Clark, Marathon, Price, Rusk, and Chippewa Counties.

Figure 3-1: Taylor County Commuting Patterns



3.5 ROAD IMPROVEMENTS

Taylor County Highway Department

The Highway Commissioner is the administrator of the Highway Department and is responsible for construction and maintenance of highways under the direction of the Highway Committee. Duties include the responsibility for the necessary engineering studies, surveys, plans and cost estimates for highway construction; care and maintenance of county road equipment and supplies; recording all expenditures; plan and supervise highway maintenance and construction work on the county trunk highway system; maintenance of county and town bridges, and provide the general maintenance of the state highways. The department currently maintains 247.2 miles of county highways and 120 centerline miles of state highways, and as of February 2006, the



department had 29 full-time employees and one part-time employee. The Taylor County Highway Department has grading/snowplowing contracts with the Towns of Browning, Chelsea, and McKinley. The department also contracts with other towns for assorted jobs as warranted.

The principal highway shop is located in the City of Medford with satellite facilities located in the Town of Ford, approximately two miles east of the Village of Gilman, and Village of Rib Lake. The highway shops are used for the storage and maintenance of county-owned equipment. The Taylor County highway department has a large amount of equipment to maintain and store. Some of this includes 52 trucks, 15 tractors, eight graders, seven trailers, 6 pieces of bituminous equipment, 11 mowers, 2 backhoes, 5 road rollers, one rotary snowplow, 64 truck plows, 25 salt/sand spreaders, 14 motor grade plows, and various other types of equipment.

The Taylor County Highway Department maintains a five-year road plan for future improvement projects on county highways. With no discretionary funding in the foreseeable future, steadily increasing fuel and material costs, virtually unrestricted loading by the timber industry, and zero increases in the budget, it will be difficult for the department to maintain the current level of service in upcoming years. Table 3-4 illustrates the proposed five-year road improvement plan for Taylor County.

Table 3-4: Taylor County Highway Dept. 5 - Year Road Plan

Year	Highway	Project Location	Miles	Work Type
2006	CTH Q	STH 64 – CTH M	4.5	Surface Lift
2006	CTH D	Rusk County Line – CTH H	1	Resurface
2006	CTH A	Water Drive – STH 13	9	Resurface
2007	CTH D	STH 13 – STH 102	7	Resurface
2008	CTH M	Kleutsch – CTH Q	8	Resurface
2009	CTH S	Pine Drive – STH 73	4.5	Resurface
2009	CTH B	CTH S – Trucker Lane	3	Resurface
2010	CTH M	CTH G – Kleutsch Drive	12	Resurface

Source: Taylor County Highway Dept. 2/16/06

The five-year road improvement plan is subject to change and in all likelihood will change over time. These changes are precipitated based on many factors, including:

- ◆ PAVEMENT FAILURE – Safety considerations will move a failed pavement section to a top priority;
- ◆ BUDGET CONSTRAINTS – To stay within an appropriate budget, projects may be moved within the program depending upon actual winter maintenance costs;
- ◆ FUTURE FUNDING POSSIBILITIES – High priority sections of highway may be allowed to deteriorate further if there is a good chance that this will enable us to acquire discretionary federal or state funding;
- ◆ ASPHALT AVAILABILITY – Projects may be moved dependent upon when an asphalt plant is available in the area;



- ◆ LONGER PROJECTS – Since longer projects are more cost effective to construct, small sections may be advanced as a priority if they are contiguous to a larger project; and
- ◆ COORDINATION WITH OTHER PROJECTS – Projects may be moved to accommodate large state paving projects or bridge replacements.

Wisconsin Transportation Regions

Taylor County is one of twenty counties located within Wisconsin’s Northwest Region, with the regional office located in Eau Claire. The Northwest Region annually prepares a six-year highway improvement program for road improvements including bridge rehabilitation, bridge replacement, pavement replacement, reconditioning, reconstruction, resurfacing and general roadway maintenance. Table 3-5 depicts future state highway improvements slated for 2006-2011.

Table 3-5: NW Region - Six-Year Highway Improvement Program 2006-2011

Year	Highway/Road	Project Title	Miles	Work Type	Cost Estimate (Range)
2008	STH 64	Cornell - Gilman Road	5.86	RESURF	\$1,000,000-\$1,999,999
2007	STH 64	Gilman - Medford Road	6.82	PVRPLA	\$2,000,000-\$2,999,999
2007	STH 64	Gilman - Medford Road	0.12	BRRPL	\$1,000,000-\$1,999,999
2008	STH 73	Hannibal - Ingram Road	0.02	BRRPL	\$1,000,000-\$1,999,999
2008	STH 73	Hannibal - Ingram Road	0.01	BRRPL	\$250,000-\$449,999
2007	STH 73	Thorp - Hannibal Road	0.45	PVRPLA	\$1,000,000-\$1,999,999
2009-2011	STH 102	Chelsea - Rib Lake Road	4.8	RESURF	\$1,000,000-\$1,999,999

BRRPL-Replace the existing bridge with a new structure at the same location
 RDMTN-Road Maintenance
 MISC-Miscellaneous
 PVRPLA-Pavement Replacement
 BRELIM-Bridge Elimination
 RESURF-Resurface

Wisconsin Information System for Local Roads (WISLR)

The Wisconsin Information System for Local Roads (WISLR) is an Internet-accessible system that helps local governments manage local road data to improve decision-making, and to meet state statute requirements. The Taylor County Highway Department uses the Pavement Surface Evaluation Rating (PASER) system for conducting annual reports on the condition of all county truck highways. Every odd numbered year, these pavement ratings must be submitted to WisDOT by mid-December. These ratings, used in conjunction with other factors, determine annual construction projects for the county. These other factors include (1) proximity of road projects to scheduled state or bridge projects, (2) availability of hot mix asphalt plants in the area, (3) cost effectiveness of resurfacing larger projects and (4) the possibility of alternate funding (STP, CHIP-D, PLH).





3.6 APPLICABLE STATE, REGIONAL, & LOCAL TRANSPORTATION PLANS

Some state, regional, and county agencies have developed transportation related plans and/or studies for roadways or infrastructure under their responsibility. It is imperative that Taylor County and these agencies communicate on proposed activities. What follows is a listing of applicable state, regional, and county plans/studies to this chapter. A regional transportation plan has not been developed.

- Wisconsin State Highway Plan
- Corridors 2020
- Connections 2030 (under development by WisDOT)
- Taylor County Highway Improvement Program (pg. 8)
- 6-Year Highway Improvement Program (pg. 9)
- **Translinks 21**
- Wisconsin State Airport System Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin Pedestrian Policy Plan 2020
- Transportation Planning – Resource Guide

Taylor County has developed a Public Transit – Human Service Transportation Plan (2006). Federal legislation in 2005 contained in SAFETEA-LU requires all state and county governments to develop and maintain a Public Transit – Human Service Transportation Plan. Generally, the plan requires current and future recommendations pertaining to transit system coordination throughout the county. Additionally, known applications for 5310, JARC, and NEW FREEDOM must be included in the plan to be considered for federal funding assistance.

3.7 PROGRAMS & IMPLEMENTATION TOOLS

Funding and Technical Assistance Programs

The following section identifies the agencies as well as programs established and administered by those agencies to provide financial and technical support for the operation, maintenance and planning of the county's transportation system.

Wisconsin Department of Transportation

General Transportation Aid (GTA)

General Transportation Aids (GTA) is the second largest program in WisDOT's budget and returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees) - helping offset the cost of county and municipal road construction, maintenance, traffic and other transportation-related costs. County road improvements, construction, and maintenance are funded, in part, through the state's disbursement of general transportation aids. The state provides a payment to each county and municipality in the state that pays a portion of local governments' costs for such activities as road construction, snow removal,



and grading. The statutory “rate per mile” for town, villages and cities was \$1,862 in 2006. The 2007 rate is \$1,899. Counties aid reimbursement is not based on “rate per mile”. In 2006 Taylor County received \$630,004.76 under the general transportation reimbursement program.

Local Roads Improvement Program (LRIP)

The Local Roads Improvement Program (LRIP) was established in 1991 to assist local units of government in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by WisDOT upon project completion.

Local Bridge Program

The Local Bridge Improvement Assistance program helps rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway systems. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. The Taylor County Bridge Program project lists 10 design and/or construction projects between 2006 and 2008. The approved statewide project list 2007-2009 lists sixteen bridges slated for either bridge rehabilitation or replacement in Taylor County.

Flood Damage Aids

Flood Damage Aids assist local governments with improving or replacing roads and roadway structures that have sustained major damage from flooding. The program provides and helps defray costs of repairing major flood damage to any public highway, street, alley or bridge not located on the State Trunk Highway System.

County Forest Road Aids

County Forest Road Aids help defray county costs for the improvement and maintenance of public roads within county forests. To qualify, roads must meet minimum design standards of a 16-foot surface width and a 20-foot roadway width, be located within county forests, must be open and used for travel, and cannot be town roads or county or state trunk highways.

Surface Transportation Program-Rural

The Surface Transportation Program Rural (STP-R) allocates federal funds to complete a variety of improvements to rural highways (primarily county highways). The objective of the STP-R is to improve federal aid eligible highways outside of urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads classified higher than rural minor collectors. The approved statewide project list 2007-2009 lists two projects slated in Taylor County.

Traffic Signing and Marking Enhancement Grants Program

The Traffic Signing and Marking Enhancement Grants Program provides funds to local units of government for the installation of traffic signing and roadway marking enhancements, with the goal of improving visibility to assist elderly drivers and pedestrians. The program will distribute



approximately \$3.8 million in state funding for 2005 and 2006. All Wisconsin counties, cities, villages, and towns are eligible to be project sponsors. The program can pay up to 75% of total eligible project costs, with the local government contributing matching funds equal to at least 25% of the total eligible costs to the limit of the award. A list of approved projects is available March 2006.

3.8 SUMMARY

When coordination of local land use planning and provision of transportation facilities is accomplished, money and time can be saved over the short-and long-term. Each transportation decision impacts economic development, community development, land use, and the natural and built environment. Although transportation decisions can directly influence Taylor County's growth, it is more beneficial to the County's future that it be used as a tool to accommodate planned growth. Lands in Taylor County will be used more efficiently when land is developed in proximity to other development and to transportation facilities.