

ELEMENT III – TRANSPORTATION

*The **Transportation Element** is 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 scooters, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare Prentice’s objectives, policies, goals and programs to state and regional transportation plans. The element also identifies highways within Prentice 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.*

Introduction

Transportation networks are the basis upon which a community builds its foundation for the economy and gains access to resources and connections to other communities, thereby forming a critical link to continued development and growth. Maintenance and repair, along with periodic additions and enhancements, are essential for preserving its usefulness to residents, visitors and businesses. This element will profile the existing transportation system within and around the Village of Prentice.



Transportation Profile (Inventory & Analysis)

1. Roadways

Functional Classification

Streets within the Village of Prentice are classified by their functional use and by the amount of traffic they sustain. The Village of Prentice’s roadway system is comprised of 7.11 municipal (village) miles or local streets and 2.86 miles of County trunk highways. US Highway 8 and State Highway 13 are considered the main ingress/egress route through the community. Map 2 displays the functional classification in the Village of Prentice.

Pavement Analysis

The Village of Prentice utilizes the Pavement Surface Evaluation Rating (PASER) system and the Wisconsin Department of Transportation’s Wisconsin Information System for Local Roads (WISLR) Internet-accessible system that helps local governments manage

local road conditions to improve decision-making, and to meet state statute requirements.

Street Maintenance

Maintaining village streets is an expensive undertaking. In order to provide an orderly and transparent street maintenance program, the Village of Prentice retains a 5-year street improvement plan.

The General Transportation Aids (GTA) program enables local governments to receive state aid payments to offset the cost of county and municipal road construction, maintenance, and traffic operations. The funding sources of these aid payments are the fuel taxes and vehicle registration fees collected by the state. GTA is WisDOT’s second largest program. In fiscal year 2021, the Village of Prentice is to receive a total of \$53,662.

Traffic Counts

Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the "annual average daily traffic" or AADT and is represented on traffic count or traffic volume maps. See Table 3.1. The AADT is based on a short duration traffic count, usually 48 hours, taken at the location. Traffic increases in and through the Village of Prentice over the years can be contributed to one main factor. Residents and visitors are making more vehicular trips for shopping, commuting to work, and for recreation purposes.

Site #	Date	Location	Count
500395	8/19	USH 8 East of CTH A	2000
500163	7/19	CTH A South of USH 8	1700
500162	7/19	CTH A North of Center ST	1100
500393	7/19	Town ST BTWN Main and Center STS	120
500392	7/19	Center ST BTWN Town ST & Railroad Ave	60
500390	7/19	Railroad ST BTWN South & Center STS	1600
500391	7/19	South ST BTWN Town ST & Railroad Ave	590
500389	7/19	Railroad Ave S of South ST	1600

Source: WisDOT

Commuting to Work

Commuting is the process of traveling between a place of residence and a place of work. Table 3.2 illustrates commuting choices for Village of Prentice employed workers 16 years and over.

	Number
No vehicle available	2
Car, truck or van – drove alone	251
Car, truck or van – carpooled	7
Public transportation (not taxi)	0
Walked	10
Taxi, motorcycle, bicycle or other	2
Worked from home	7

Air Travel

The Prentice Airport is a public use airport located on the east side of the Village. The airport covers an area of 28 acres that has one runway (9/27) with an asphalt surface measuring 3,134 by 60 feet wide. For the 12-month period ending in August 2020, the airport had 1,520 aircraft operations, an average of 126 per month: 99% general aviation and 1% air taxi.

Price County Airport is a corporate / transport type rated airport with two runways. The airport is located within the city limits of Phillips, Wisconsin. The airport adjoins the Phillips Industrial Park and is within one mile of Phillips’ newest Industrial Park. The airport is open and attended year-round, six days a week.

Commercial Trucking

Commercial trucking in and through the Village of Prentice is served by State Highway 13, which runs north-south, and USH 8 which runs east-west through the Village. These highways, along with the County Highways A, X and C support the majority, if not all, of the trucking traffic within the village.

Rail Transport

Canadian Pacific Railway offers transportation services and supply chain expertise with access to 8 major ports & key markets across North America. Several industries within the village also use local rail lines for transport of materials to different buildings for internal processing. Some rail lines have also been abandoned.



Ports/Harbors

Water transportation is today unchallenged in its capacity to move large tonnages with minimum fuel consumption and with the least disturbance to the environment. In terms of land consumption or utilization, it is the least demanding mode of commercial transportation.

The Port of Green Bay and Duluth-Superior are the closest commercial ports to the Village of Prentice. The Port of Green Bay, located 166 miles southeast of the Village, handles approximately 2.4 tons of cargo annually consisting most of coal, limestone, petroleum products, cement, pig iron and forest products. The Port of Duluth-Superior, located 154 miles northwest of Prentice handles nearly 36.5 tons of cargo annually consisting mostly of iron ore, limestone, coal, grain, steel, general cargo and cement.

Pedestrian & Bicycle Transportation

There is no formal sidewalk policy for pedestrians in the Village of Prentice. Sidewalks in the Village of Prentice are sporadically located to provide safe foot travel.

Trails

The Pine Line is a rail-trail in Price and Taylor counties. The Pine Line Rail Trail is a 26-mile abandoned railroad grade starting on Morner Road in Price County and ending on Allman Street in Medford. Plans are underway to extend the trail into downtown Prentice. A temporary trailhead can be accessed via town and county roads at Buccaneer Park in Prentice (April 1-November 30 only). Trail accommodations includes ATV and UTV riding in the winter, hiking, mountain biking and horseback riding.

Bay Area Rural Transit (BART)

BART provides public transportation service offering rides to anyone needing transportation. This route operates three times a day on Tuesdays between Ashland to Prentice and servicing all the communities between on the HWY 13 corridor.

Existing County, State, Regional Transportation Plans

There are several State, regional and county agencies that have developed and adopted various transportation plans or programs for roadways and infrastructure under their responsibility. To be consistent and cooperative with other overlapping jurisdictions, the following State, regional, and county plans and/or planning organizations applicable to this element for the Village of Prentice are listed and summarized.

Connections 2030

A long-range transportation plan for the state that will address all forms of transportation over a 25-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

Wisconsin Rail Plan 2030

Wisconsin Rail Plan 2030 is the statewide long-range rail transportation plan. It provides a vision for freight rail, intercity passenger rail and commuter rail, and identifies priorities and strategies that will serve as a basis for Wisconsin rail investments. WisDOT officially adopted Wisconsin Rail Plan 2030 on March 19, 2014.

Wisconsin Rail Plan 2050

This plan will replace Wisconsin Rail Plan 2030 as the statewide long-range rail transportation plan. The entire planning process is scheduled to be completed by January 2022. Wisconsin Rail Plan 2050 will focus on freight rail, rail crossing safety, and passenger rail, through the year 2050. The Rail Plan will support the vision for Wisconsin’s transportation system. The report summarizes critical rail transportation issues, suggests opportunities for public sector involvement, and points out areas where additional research is needed.

Wisconsin State Highway Plan 2020

A 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs.

Wisconsin Bicycle Transportation Plan 2020

This planning document is intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin.

Wisconsin Pedestrian Policy Plan 2020

The Pedestrian Plan provides a basic description of existing and emerging pedestrian needs over the next 20 years, with a set of recommendations to meet those needs. WisDOT’s efforts ensure that this plan complements both existing and future long-range transportation plans.

Wisconsin State Airport System Plan 2030

Wisconsin State Airport System Plan 2030 and its accompanying System-Plan Environmental Evaluation (SEE) is the statewide long-range airport transportation plan. The 20-year plan builds off the policies and issues identified in Connections 2030, Wisconsin’s statewide long-range transportation plan adopted in October 2009

State Freight Plan

Enhancing freight mobility is a top priority for the Wisconsin Department of Transportation (WisDOT). The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018.

Transportation

GOAL: The Village of Prentice will provide and maintain a safe and efficient transportation network, while considering multiple modes of transportation that meets future needs.

OBJECTIVE 1: Maintain the Village transportation network according to the Village’s street improvement plan.

OBJECTIVE 2: Work to promote more walking or hiking and biking trails both within and around the village.

OBJECTIVE 3: Encourage more public transportation options.

ACTIONS:

- Meet with representatives from Price County Transit Services to expand BART bus usage.
- Attend County meetings when road projects/improvements affect the village.
- Develop a list of public transportation services that are currently available to village residents.