

Introduction

A diversified, well-balanced transportation system is a major factor affecting growth and quality of life in a community. The transportation system exists to move people, goods, and services both through and within the community. Planning for the various modes of transportation is one of the most important components of the Comprehensive Plan for the Town of Clearfield.

The transportation system for the Town consists of arterial roads, county trunks, a state highway, and a railroad corridor. This chapter examines the transportation network, including a summary of existing transportation plans, studies, and assessments, and provides a list of recommendations to address future transportation needs and desires.

Wisconsin's Smart Growth Law includes 14 goals for local comprehensive planning. The goals listed below specifically relate to planning for transportation:

- Encouragement of neighborhood designs that support a range of transportation choices.
- Encouragement of coordination and cooperation among nearby units of government.
- Providing an integrated, efficient, and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit dependent and disabled citizens.

Transportation Vision

In 2025, the transportation network in the Town of Clearfield has expanded to successfully incorporate alternative forms of transportation within the existing system. Bicyclists and pedestrians find safe and easy access to key destination points utilizing dedicated on- and off-street routes throughout the community. A well-maintained system of Town roads, County roads, and State highways continues to provide for the safe and efficient movement of people and goods.

Visions, Objectives, Policies, and Goals

Wisconsin's Comprehensive Planning Law requires that the Transportation Element contain 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.

Inventory of Existing Transportation Facilities

Transportation facilities in Clearfield include a combination of interstates, state highways, town and county roads, and surface streets. Residents enjoy easy access to I-90 in the southwest corner of the community and to STH 80 running from the south central portion of the Town through to the northeast corner. The Chicago Milwaukee St. Paul and Pacific (CMStP&P) railroad operates a rail line bisecting the Town on a north-south axis. Other modes of transit, including light rail and air transportation, are not currently available or likely to be developed during the next 20 years.

Walking & Bicycling

Areas for safe walking and bicycling within the Town are limited to lightly traveled country roads. However, Town and County roads have limited shoulder areas and posted speed limits of 45 miles per hour or more in most areas. These conditions hinder safe pedestrian travel. Walking to places of work, shopping, or entertainment venues is not realistic for most residents given that nearly all goods and services are located several miles away (although pedestrian and bicycle access to the City of New Lisbon warrants consideration). As a result, Town residents without access to vehicles will continue to face transportation challenges.

Trails

There are no state or local trails currently located in the Town of Clearfield.

Bicycle Routes / Corridors

The Wisconsin Department of Transportation (WisDOT) has completed a statewide bicycling conditions assessment to identify key bicycle linkages in each county. The assessment offers recommendations without officially establishing bicycle routes. Potential bicycle routes identified along State highways are planned and maintained by WisDOT. The bicycle conditions assessment is based on:

- Road width (i.e. ability to accommodate a shoulder path)
- Traffic volume
- Truck traffic as a percentage of all traffic (secondary consideration)
- Site distance restrictions (secondary restriction)

WisDOT limited the scope of its assessment to county and state corridors. WisDOT generally considers town roads acceptable for bicycling given their limited traffic flows (please refer to *Transportation Map* on page 3-10). In the Town of Clearfield, the following road segments were identified by WisDOT as having the following conditions for bicycling:

Best Conditions

- STH 58 from 37th Street E. traveling west to STH 80

- STH 80 from the southern to northeast boundary of the Town
- CTH A from the eastern boundary to STH 80
- CTH M in southwest portion of the Town

Moderate Conditions

- STH 58 from southern boundary to 37th Street East

Undesirable Condition

- STH 58/STH 80 in the far northeast corner of Clearfield

Bicycles Prohibited

- I-90 in the far southwest corner of the Town

Please refer to the Juneau County Bicycling Conditions map on the following page.

Railroad Corridors

The Chicago Milwaukee St. Paul and Pacific (CMStP&P) railroad operates a rail line bisecting the Town on a north-south axis. The line connects with the Soo Line Railroad in Wisconsin Dells and travels in a generally northwest direction through Mauston and New Lisbon before veering northeast through the Town of Clearfield. After leaving the Town the line passes through Necedah and joins with a Canadian National line that terminates in the upper peninsula of Michigan. The map on page 3-5 shows the active rail lines and “rails to trails” corridors in the state of Wisconsin.

Snowmobile Trails

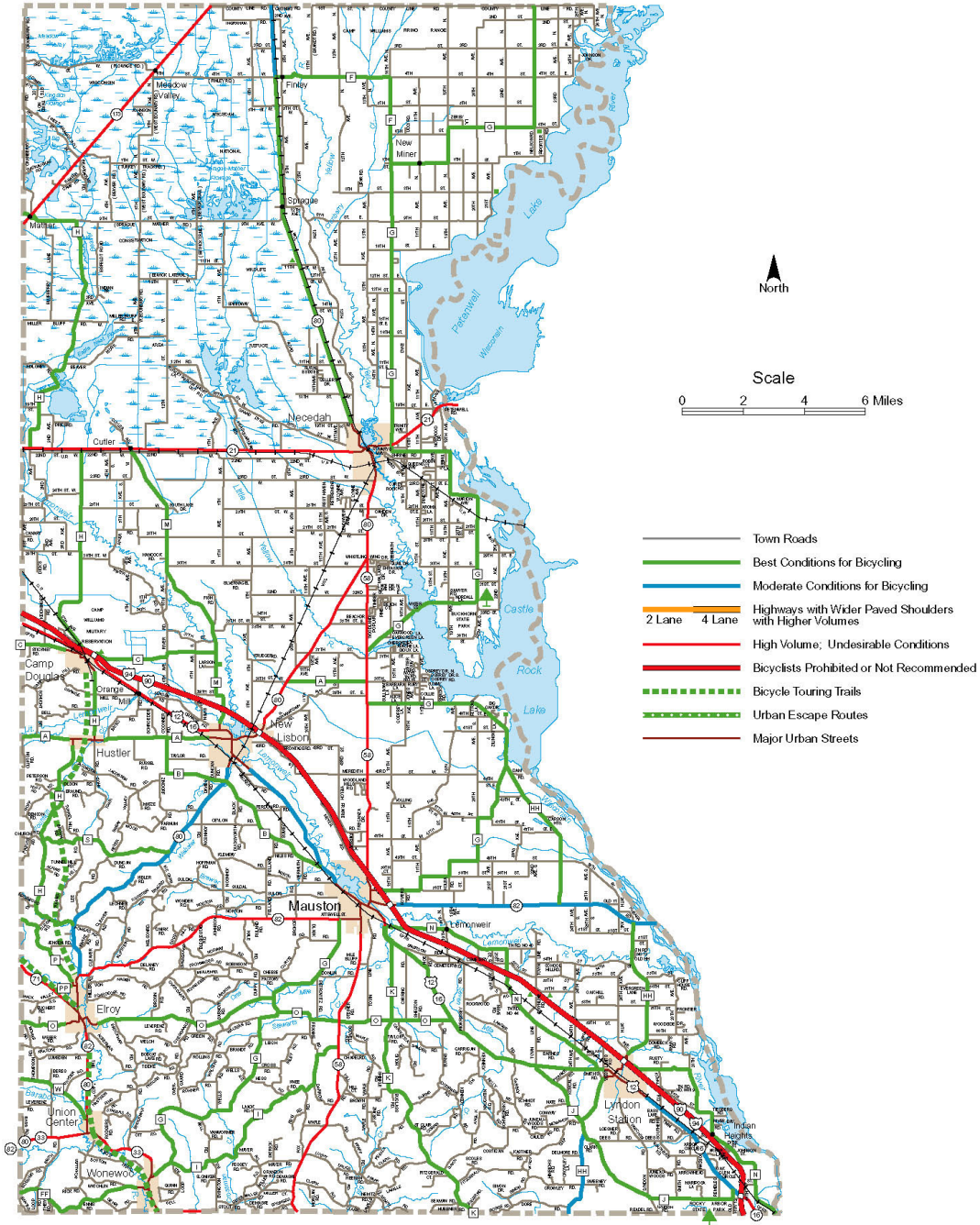
Seven snowmobile clubs in Juneau County, from Mauston, Lyndon Station, La Valle, Nekoosa, Elroy, Hillsboro, and New Lisbon along with the Association of Wisconsin Snowmobile Clubs (AWSC) and Juneau County coordinate with private landowners to establish and maintain 236 miles of trails throughout the County. For additional information on snowmobile trails in the area, please contact the Juneau County Snowmobile Coordinator at 608-847-9390 or by email at pfadm@co.juneau.wi.us. Please refer to the *Transportation Map* on page 3-X for snowmobile routes in the Town of Clearfield.

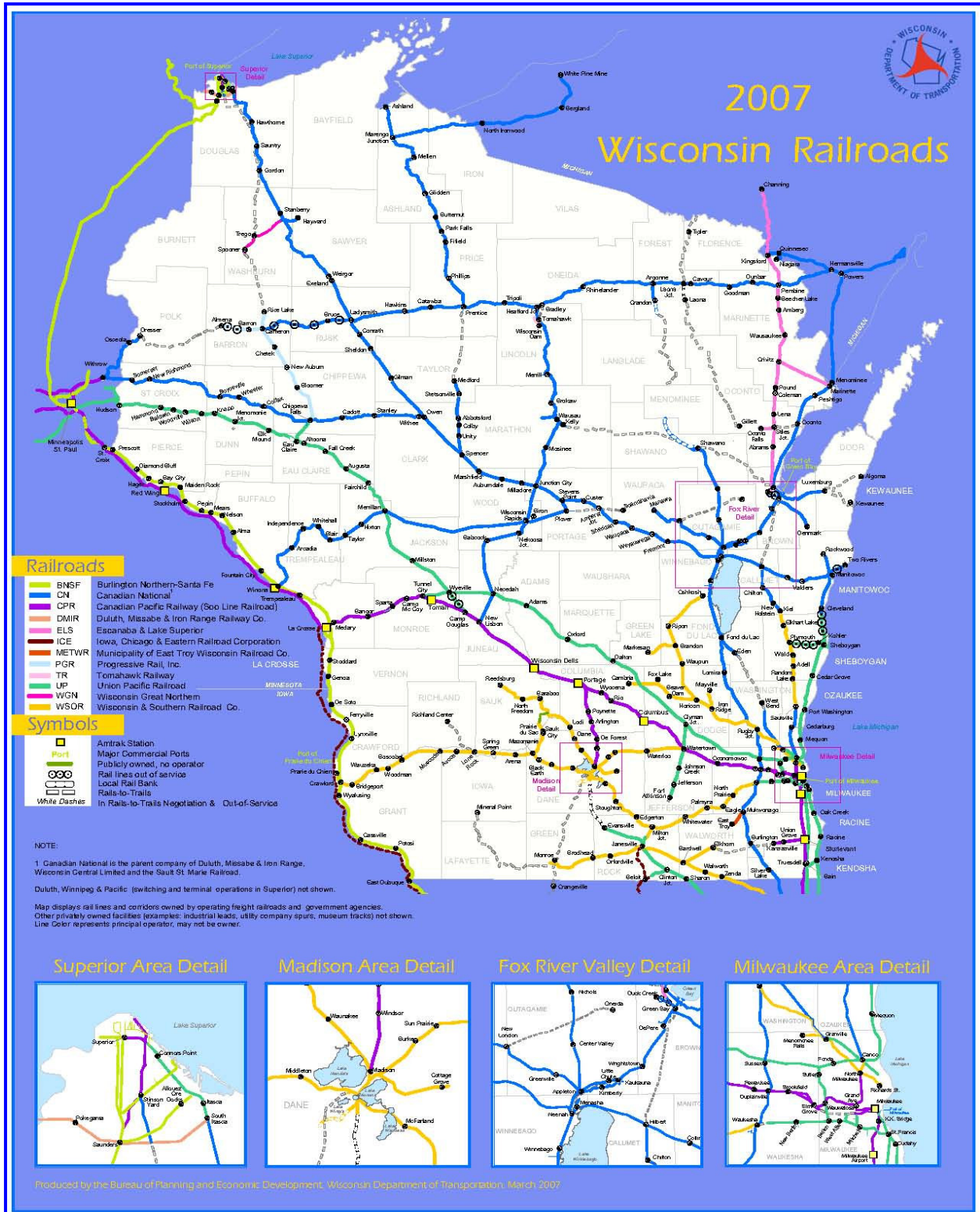


Source: AWSC.

Bicycling Conditions

Juneau County





Source: WisDOT 2007 Wisconsin Railroads from WisDOT website, January 2008.

Mass Transit

There are no public transit systems currently operating in the Town of Clearfield. Mass transit via bus, high-speed rail, or other means is not likely to be established throughout Clearfield in the next 20 years given limited demand, low population density, and a small overall population base. At this time, Clearfield cannot provide the rider-ship needed to support a complete transit system serving all areas of the Town. As the population of the Town ages, however, both the need and market for some form of public transportation will grow.

Water Transportation

None of the various streams and surface waters in Clearfield are suitable to significant water transportation. The nearest port facility is located in the City of Milwaukee.

Rustic Roads¹

The Wisconsin Legislature established the Rustic Roads program in 1973 to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads. Unique brown and yellow signs mark the routes of all officially designated Rustic Roads. These routes provide bikers, hikers, and motorists an opportunity to leisurely travel through some of Wisconsin's scenic countryside.



Although there are no designated Rustic Roads in Clearfield (or Juneau County) at this time, the Town may submit an application to WisDOT to have one or more of its roads accorded such designation. To qualify for the Rustic Road program, a road:

- Should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads;
- Should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features;
- Should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics; and,
- Should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

To begin the process for Rustic Road designation, the Town would identify a road (or roads) it would like to see included as part of the Rustic Roads system. The next step would be to initiate and circulate petitions among residents and property owners along the candidate road(s). WisDOT encourages local governments to work with civic, recreational, and environmental groups to

¹ Text excerpted from WisDOT Rustic Roads website, 2007.

publicize and encourage the success of the Rustic Roads program. An application for Rustic Road designation can be found by visiting the WisDOT website at www.dot.wisconsin.gov/travel/scenic/rusticroads.

Truck Transportation

Truck traffic on local roads is a common concern for residents, with speed, noise, and volume being areas of contention. WisDOT designates state highways and specified county highways and local roads as truck routes. The designation is based upon a variety of factors including service to local business; proximity to schools, churches, and other places where people congregate; and, the ability of a given roadway to withstand the greater weights associated with truck traffic, among others. The Wisconsin Statutes define standards for the length, width, and weight of trucks allowed on certain roadways to prevent road degradation and untimely maintenance.

CLASS B HIGHWAYS

May include county and town roads, or portions thereof, on which no person, without a permit, shall operate any vehicle or combination of vehicle and imposing wheel, axle, group of axels, or gross weight exceeding 60% of the listed capacity weight of the roadway. For additional information, refer to Wisconsin Statutes, Chapter 348.

Clearfield has the option of designating roadways as “Class B Highways” (see box at right) through a Town ordinance. At this time there are no Class B Highways in the Town.

Airports

There are no public use airports located in the Town and no plans exist for the development of a commercial airport in the near future. The nearest airports are:

- Adams County Airport in Friendship (Basic Utility B)
- Alexander Field South Wood County Airport in Wisconsin Rapids (Transport/Corporate)
- Baraboo – Wisconsin Dells Airport in Baraboo (Transport/Corporate)
- Bloyer Field in Tomah (General Utility)
- Dane County Airport in Madison (Air Carrier/Air Cargo)
- La Crosse Municipal Airport in La Crosse (Air Carrier/Air Cargo)
- Mauston – New Lisbon Union Airport in Mauston (Basic Utility B)
- Necedah Airport in Necedah (Basic Utility A)
- Reedsburg municipal Airport in Reedsburg (Transport/Corporate)
- Sparta/Ft. McCoy Airport in Sparta (Transport/Corporate)

These airports meet current resident needs for travel and business freight and are expected to do so into the foreseeable future. Wisconsin classifies airports in the state by usage and the types of aircraft that may utilize the facility. These include:²

² Excerpted from *Wisconsin State Airport System Plan 2020: Summary Report*, 2008.

- Air Cargo/Air Carrier – Designed to accommodate virtually all aircraft up to and, in some cases, including, wide body jets and large military transports.
- Transport/Corporate – 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.
- General Utility – Intended to serve virtually all small general aviation single and twin engine aircraft, both piston and turboprop, with a maximum take-off weight of 12,500 pounds or less.
- Basic Utility B – Designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet.
- Basic Utility A – Designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet.

Private Airports/Airstrips

Although there are no airports located in Clearfield there is a small privately-owned airstrip in the community located on 8th Avenue.

Streets and Highways

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. For example, *arterials* accommodate the movement of vehicles, while *local roads* are designed to provide direct access to individual parcels of land. *Collectors* serve both local and through traffic by providing a connection between arterials and local roads (see box at right for street and highway classifications).

Facilities classified under the Federal Aids Secondary System (county trunks and state highways) qualify for federal aid for capital projects involving construction, reconstruction, or repair. State highway aid is available to communities for construction and maintenance. Federal aid may not exceed 85% of expenditures, based on a 3-year average. The following classifications of highways and roads exist in the Town of Clearfield (from data gathered between 2003 and 2007):

Street & Highway Classifications

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land.

Principal Arterials – serve interstate and interregional trips.

Minor Arterials –accommodate inter-regional and inter-area traffic movements, often in conjunction with principal arterials.

Major Collectors – provide service to moderate sized communities and other intra-area traffic generators. Many county trunk highways fall into this classification.

Minor Collectors – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.

Local Roads – provide direct access to residential, commercial and industrial development.

- Principal Arterials. I-90 with an average daily traffic (ADT) count of XXXX, STH 58 with an ADT of 4,200, and STH 80 with ADTs of 3,400 south of CTH A and 1,700 north of CTH A.
- Minor Arterials. There are no routes classified as minor arterials in the Town of Clearfield.
- Major Collectors. In addition to STH 80 (which is both a Principal Arterial and Major Collector), CTH A is classified as a major collector with an ADT of 850 vehicles.
- Minor Collectors. Minor collectors in Clearfield include CTH C and CTH M.
- Local Roads. All remaining roads in the Town are classified as local.

All of the roads described in this section are illustrated on the Transportation Network Map on the following page.

Summary of Existing Transportation Plans

This section of the chapter summarizes existing federal, state, and regional transportation plans relevant to the future transportation network for the Town of Clearfield.

Federal Transportation Planning

A number of federal and state policies guide the planning, development, maintenance, and operation of the transportation network. Their implementation is accomplished with the development of regulations, often with tight ties to funding. Federal regulations most closely related to this chapter include:

- Title VI, Civil Rights Act, and specifically the Americans with Disabilities Act of 1990 (ADA) and the Executive Order concerning Environmental Justice;
- Clean Air Act;
- Planning requirements under the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), and the subsequent Transportation Equity Act of 1998 (TEA-21); and,
- Federal historic preservation regulations also affect transportation planning, project development and construction.

The most recent federal transportation planning efforts are included within the Transportation Equity Act for the 21st Century (TEA-21). This act largely reaffirms the tenets of the ISTEA. This legislation sets out all federal transportation funding programs and their planning requirements. For instance, TEA-21 describes the Transportation Enhancement Program, the minimum level at which it will be funded, and the general principles and intentions of the program. It also includes requirements for transportation/land use plans for urbanized areas. Administrative rules are used to implement these and other federal program requirements.

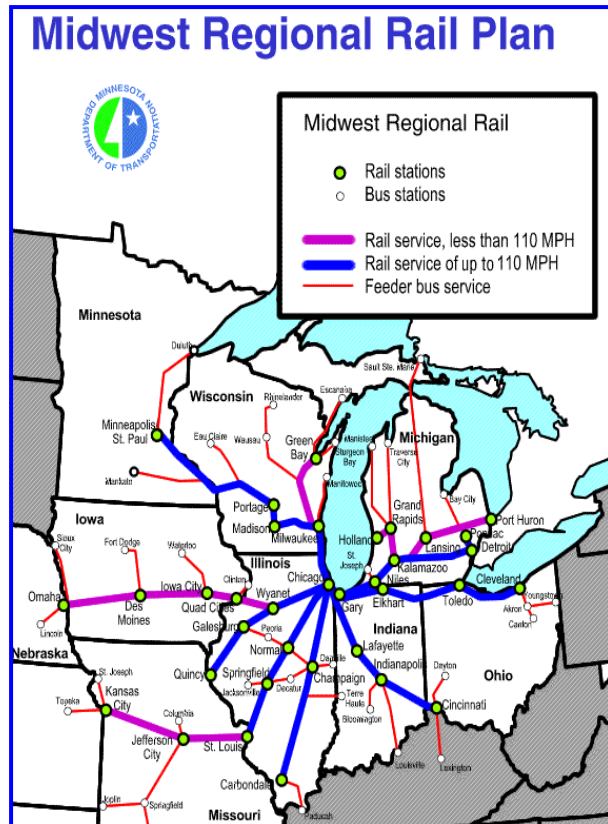
Transportation Map will be inserted here.

There are no proposed trails listed in the WDNR State Recreational Trail Network Plan for the Town of Clearfield. Future trails within the Town will result from coordination with Juneau County (with respect to planned County Trunk Highway upgrades), North Central Wisconsin Regional Planning Commission (NCWRPC), neighboring local governments, and coordination with private local developers and citizen groups who may consider trails as part of future residential subdivision developments.

Midwest Regional Rail Initiative Plan⁴

Since 1996, the Midwest Regional Rail Initiative (MWRRI) advanced from a series of service concepts; including increased operating speeds, train frequencies, system connectivity and high service reliability; into a well-defined vision to create a 21st century regional passenger rail system. This vision has been transformed into a transportation plan known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service. The major MWRRS elements will improve Midwest travel. These elements include:

- Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban and major metropolitan areas throughout Minnesota, Iowa, Missouri, Illinois, Indiana, Ohio, Michigan and Wisconsin;
- Operation of “hub-and-spoke” passenger rail system through Chicago to locations throughout the Midwest;
- Introduction of modern train equipment operating at speeds up to 110 mph;
- Provision of multi-modal connections to improve system access; and,
- Improvements in reliability and on-time performance.



⁴ Source: Midwest Regional Rail System, 2006.

Wisconsin State Highway Plan 2020⁵

Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating while traffic is increasing. The system consists of 11% of the total roadway miles in Wisconsin, but carries nearly 60% of the total traffic. Recognizing the importance of the system, WisDOT, in partnership with stakeholders, developed the WisDOT State Highway Plan 2020. This strategic plan considers the current condition of the highway system, analyzes future uses, assesses financial constraints, and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand, and economic conditions in Wisconsin. For more information on the Wisconsin State Highway Plan 2020, visit: <http://www.dot.wisconsin.gov/projects/state/hwy2020.htm>.

North Central Wisconsin Regional Plan Commission⁶

NCWRPC participates in transportation in a variety of ways, including the development of local road improvement plans, traffic count assistance, highway access plans, and alternative route plans. It also provides assistance in preparing grant applications to fund local transportation related projects, including Federal Enhancements and State TEA programs. NCWRPC conducts special projects such as highway corridor studies as well.

PASER Rating System Report

All town roads in Clearfield are evaluated in accordance with WisDOT requirements using the *Pavement Surface Evaluation and Rating* (PASER) system. PASER is a visual inspection system to develop a condition rating for community roads. PASER is an important tool for smaller government unit planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking and potholes are all examined during a typical PASER evaluation. Paved roads are rated 1 – 10 based on their condition.

<u>Paved Roads Rating</u>	<u>Needs</u>
Rating 9 & 10	no maintenance required
Rating 7 & 8	routine maintenance, crack sealing and minor patching
Rating 5 & 6	preservative treatments (seal coating)
Rating 3 & 4	structural improvement and leveling (overlay or recycling)
Rating 1 & 2	reconstruction

Roads are rated in segments. As a result, one portion of a particular road may rank as 9, whereas a different segment may only rank a 6. These fluctuations can greatly impact the overall need for road surface improvements. According to the PASER manual, it is recommended that communities strive to attain a rating of 7 for all paved roads. PASERWARE is a software program designed to help

⁵ Source: WisDOT, *Wisconsin State Highway Plan 2020*.

⁶ Excerpted from *Profile: Wisconsin's Regional Plan Commissions*, prepared by the Wisconsin Association of Regional Plan Commissions, April 2005.

communities consider different scenarios for optimizing road maintenance and improvements expenses. Using PASERWARE, a community can determine what sequence of improvements is recommended to meet a certain goal (i.e. get all roads to a 7 rating). PASERWARE also will provide cost estimates for maintenance and construction projects. Technical and financial assistance with this program is available through Juneau County, NCWRPC, and WisDOT.

Table 17 shows the total number of miles of roadway in the Town of Clearfield by PASER rating, as well as the percentage of all roads within each category.

Comparison to State and Regional Plans

Jurisdiction over transportation facilities and services is divided among several layers of government. Planning for the transportation network in the Town of Clearfield requires coordination among these jurisdictions. During the development of this plan, the Town researched regional and state transportation plans, policies, and programs (several of which are highlighted in this section). Available information indicates that there will be little significant state investment in the transportation network in the community.

Table 18: Town of Clearfield Roads by PASER Rating.

PASER Rating	Total Miles	Percent of all Roads
1	--	--
2	--	--
3	4.22	9.46%
4	12.08	27.09%
5	14.75	33.07%
6	5.90	13.23%
7	3.15	7.06%
8	4.50	10.09%
9	--	--
10	--	--
Total	44.60	100.00%

Source: Town of Clearfield, 2009.

The transportation goals, policies, objectives, and programs in this plan seek to complement regional transportation goals, objectives, policies, and programs by providing local transportation facilities and services that connect to county, regional, and state facilities.

Transportation Issues and Opportunities

This section of the chapter focuses on the transportation issues and concerns in the community.

Pedestrian and Bicycle Trails

Funding opportunities exist through the WDNR and WisDOT to help finance trail and bicycle route projects. To help support trail development efforts, the Town of Clearfield should consider including trail routes on any future Official Map (see box) adopted by the Town. The WisDOT *Safe Routes to School Program* (SRTSP) provides funding for the development of pedestrian and bicycle facilities. For additional information on the SRTSP, please visit: www.dot.wisconsin.gov/localgov/aid/saferoutes.htm.

What is an Official Map?

An official map is one of the oldest plan implementation devices at the disposal of a local community. It is used to manage the problem of reserving land for future public use. Section 62.23(6) of the Wisconsin Statutes provides that the governing body of any local municipality may establish an official map for the precise identification of right-of-way lines and site boundaries of streets, highways, waterways, and parkways, and the location and extent of railway right-of-ways, public transit facilities, and parks and playgrounds. Such a map has the force of law and is deemed to be final and conclusive.

It is important to note that not all residents will favor trails and bicycle routes. Two common issues expressed by those opposed to trails are the potential for decreases in property values and impacts on private property (i.e. vandalism and crime). Studies have shown that trails actually increase property values for homes located along established trail routes and increase exposure (and profits) for local businesses that have trail access. Elevated vandalism and crime rates have not been seen along trail routes⁷.

Farm Equipment

Farming has been and continues to be a significant component of Clearfield's economy and landscape. Town residents take pride in their agricultural heritage and believe farming should be an important part of the Town's future. Modern agricultural operations often require farmers to move agricultural equipment on local roads. These large, slow moving vehicles can present a potential hazard for other motorists. To improve safety, the Town may want to consider installation of warning signage and, in some areas, wider shoulders on the roads most frequently utilized by farm equipment.



Dependency on Automobiles

The majority of residents in Clearfield commute to jobs in nearby employment centers. Fuel costs have been steadily rising for the past decade and will continue to do so in the long-term. This trend may increase the desire for and value of a public-transit system for the region. Existing development patterns result in longer commutes from home to work. While traffic congestion is not yet a major issue in Clearfield, anticipated population increases during the next twenty years will create additional strains on the road network. For other segments of the population, particularly children and seniors who are unable to drive, safe and convenient mobility makes them reliant upon the availability of friends or family to get to school, parks, shopping, and other destinations. Although these issues exist in most communities, they are more prevalent in rural areas.

Park & Ride Facilities

Park & Ride lots provide communities with an inexpensive means of advocating carpooling and decreasing commuter traffic levels. Located along major ingress and egress routes, these rideshare facilities offer convenient meeting places for residents to carpool to area employment centers. There are currently no park & ride lots in Clearfield. While carpooling does not decrease dependency on the automobile, it does offer a means of reducing economic and environmental costs associated with heavier traffic volumes.

⁷ Source: Fox River Trail Study, Brown County Planning Commission December 2001.

Transportation Budgeting – Capital Improvements Plan

Road maintenance and improvement costs are a major expense and can consume a large share of the local budget. The development of a *Capital Improvements Plan* (CIP) and budget can aid in anticipating and funding future transportation needs. A CIP is a five to six year short-range plan with updates occurring annually. A transportation-oriented CIP will help identify and prioritize future expenditures, including:

- Park acquisition and improvements;
- Public buildings improvements and maintenance;
- Emergency vehicle purchase and replacement;
- Trail development; and,
- Street improvements (e.g. widening, crosswalks, signalization, corridor studies, etc.), among others.

Capital items are generally defined as those items that are expensive (\$5,000 or more) and will last at least 3-5 years. The CIP also includes improvement projects required for the community's future and the appropriate timeline and funding to be followed to implement the improvements. The general steps involved in developing and maintaining a CIP include:

- Identifying desired capital items. Items should be categorized by type (i.e. road, fire, water, sewer, etc.). This process should involve staff, residents, plan commission, and elected officials.
- Estimating the cost and means of financing each capital expenditure.
- Comparing the desired expenditures to the budget to determine annual spending priorities.

The CIP process helps to ensure that improvements are made in a logical order and do not surprise local officials or taxpayers. Moreover, a CIP allows the community to focus on needs and goals and establish rational priorities.

Utility districts are another tool used to provide a variety of public services and improvements including roads, sewers, stormwater, electricity and water. Utility districts establish a "district fund" to finance improvements. These funds are obtained through taxation of property within the district. Service costs are covered through direct billings.

Transportation Programs⁸

General Transportation Aid

General Transportation Aid (GTA) is the second largest program in WisDOT's budget. The program returns approximately 30% of all state-collected transportation revenues (i.e. fuel taxes and vehicle registration fees). This aid helps to offset the cost of county and municipal road construction, maintenance and other transportation-related costs. Under the GTA program, State aid is paid to each county and municipality that pays a portion of local government costs for such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curb and gutters.

Local Transportation Enhancement Program

The Local Transportation Enhancement Program provides funding to local governments and state agencies for projects that will improve or enhance a current or pending transportation project. Under the program, federal funds may account for up to 80% of the project. WisDOT administers the money based on 12 eligible project categories:

- Providing facilities for bicycles and pedestrians.
- Offering safety and educational activities for pedestrians and bicyclists.
- Acquiring scenic easements and scenic or historic sites.
- Sponsoring scenic or historic highway programs including the provision of tourist and welcome centers.
- Landscaping and other scenic beautification.
- Preserving historic sites.
- Rehabilitating and operating historic transportation buildings and structures.
- Preserving abandoned railway corridors.
- Controlling and removing outdoor advertising.
- Conducting archaeological planning and research.
- Mitigating water pollution due to highway runoff or reducing vehicle caused wildlife mortality.
- Establishing transportation museums.

Local Roads Improvement Program

Established in 1991, this biennial WisDOT reimbursement program provides up to 50% funding to local units of government for the costs associated with improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local government. Projects are required to have a minimum design life of 10 years. Applications are

⁸ Sources for Transportation Programs: WisDOT; Bay Lake Regional Planning Commission: *Bay Lake Regional Planning Commission 2030 Regional Comprehensive Plan*.

submitted through the county highway commissioners by November 15 of the odd numbered years, and all funds are distributed in the first year.

There are three entitlement components for funding road improvements. They are:

- County Highway Improvement component (CHIP);
- Town Road Improvement component (TRIP); and,
- Cities and villages under Municipal Street Improvement component (MSIP).

In addition to those, there are three discretionary programs that allow towns, villages, cities and counties to apply for additional funds for high-cost projects. The Town Road Discretionary component program allows applications from towns when the project costs more than \$100,000; villages, cities and counties are allowed to apply when the amount is over \$250,000 under their respective programs.

Coordination with Other Required Plan Chapters

Issues and Opportunities

The Issues and Opportunities Chapter establishes the framework for planning. The chapter lists strengths, weaknesses, opportunities and threats, as well as important local values and visions expressed by residents. These ideas provide the basis for developing this plan. The Transportation Chapter Vision was created in response to the values, strengths, weaknesses, opportunities, threats, and visions highlighted in *Chapter 2: Issues and Opportunities*.

Housing

Each new home developed is estimated to generate nearly 10 vehicle trips per day⁹. These include trips by resident(s) to school, work, shopping, and other destinations, as well as, trips by school busses, postal route drivers, private delivery services, service repair providers, etc. to the home. As a result, potential transportation impacts should continue to be considered with any new subdivision and commercial development projects. As necessary, the Town may want to require traffic impact analyses as part of the plat approval process to ensure that new development will not overwhelm existing transportation facilities.

Agricultural, Natural and Cultural Resources

The critical question with respect to the Agricultural, Natural and Cultural Resources Chapter and this chapter is: how will changes to the transportation system impact the preservation / protection of environmental resources? Given the development limitations presented by the topography in

⁹ Source: Institute of Transportation Engineers Trip Generation Manual (9.75 trips per day per single-family residence)

Clearfield, new road construction (and associated development) must continue to respect these attributes in accordance with Town codes and ordinances, as well as County, State, and Federal regulations.

Implementation

By developing and utilizing a Capital Improvements Plan, the Town of Clearfield will be able to adequately prepare and budget for future transportation-related expenditures. Revisions to existing ordinances, and the development of new ones, will allow the Town to guide future development to ensure that the rural character of the community is preserved well into the future.

Transportation Policies, Goals, and Objectives

The policies, goals, and objectives related to Transportation in the Town of Clearfield can be found in *Chapter 10: Implementation*.