

TRANSPORTATION

LOCAL & COUNTY TRANSPORTATION SERVICES

The transportation system of St. Croix County is a major factor in promoting, sustaining and directing the growth and development occurring in the county. It can have intended and unintended consequences on the manner in which a community grows; consequently, it should be addressed through planning. Planning can help manage transportation impacts by guiding and accommodating desired growth. Decisions about transportation improvements can affect land uses and land values. Similarly, economic, housing and land use decisions can increase or modify demands on transportation systems including highways, air, rail, pedestrian, bike and other modes. The Village of Deer Park and Town of Emerald are influenced by the easy access to the transportation system. A trend analysis of this evolving transportation system provides insight into the impacts and future transportation needs of these communities.

ROAD SYSTEM

The local, county and state road system in Emerald and Deer Park are shown on the Transportation System maps on the following pages. In Deer Park the connectivity of the community is impacted by the heavy traffic on STH 46 which divides the village and is also Main Street. Residents are served by CTH H on the north side of the village and South Street West and South Street East on the south side. The village streets lack sidewalks and have limited alternatives around STH 46 to facilitate access to destinations such as the village park, library, senior center, post office and local retailers.

The Town of Emerald is very well connected and served by a consistent grid of town, county and state roads that follow almost every section line. Town residents have easy access to USH 63 and CTHs S, O, D, G and DD. All the town roads in the Town of Emerald are designated all-terrain vehicle (ATV) routes. The speed limit is 40 miles per hour.

Deer Park and Emerald work with the County Highway Department and Wisconsin Department of Transportation (WisDOT) on street and road maintenance and improvements utilizing two state programs for assistance, these are described below. There are also several state and federal programs which offer financial assistance for road improvements and reconstruction, further information is available on the WisDOT website.

- WisDOT has developed two systems to assist local governments in collecting information, monitoring, maintaining, upgrading and replacing local roads and budgeting for those activities. According to the WisDOT website, the Wisconsin Information System for Local Roads (WISLR) is an Internet-accessible system that helps local governments and WisDOT manage local road data to improve decision-making, and to meet state statute requirements. With Geographic Information System technology, WISLR combines local road data with interactive mapping functionality. The result is an innovative system that allows local communities to display their data in a tabular format, on a map, or both. WISLR is a receptacle for local road information, such as width, surface type, surface year, shoulder, curb, road category, functional classification, and pavement condition ratings.
- WISLR can be used with another WisDOT program, the Pavement Surface Evaluation and Rating System (PASER). PASER provides a uniform way of determining and recording the physical condition of pavement. PASER rates paved roadways surfaces on a scale of 1 to

10, and gravel roads on a scale of 1 to 5. A rating of 10 for a paved roadway and a rating of 5 for unpaved roadway are considered new roadways, while a rating of 1 for both will require total reconstruction. Local communities are required to evaluate and report local road pavement conditions every two years to WisDOT using PASER.

- WISLR and PASER can be used together by local communities to develop and budget for planned maintenance and reconstruction schedules for local roads. Both programs are internet accessible and free to local communities.
- The Local Roads Improvement Program (LRIP) was established in 1991 by WisDOT to assist local units of governments in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages. LRIP is a reimbursement program, which pays up to 50 percent of total eligible costs with local governments providing the balance. Projects must be built to appropriate road standards and adhere to applicable program requirements. There are three subprograms within LRIP, the Town Road Improvement Program (TRIP) to assist towns, the Municipal Street Improvement Program (MSIP) to assist cities and villages, and the County Highway Improvement Program (CHIP).

TRUCKING & WATER TRANSPORT

Trucking transportation services were not dealt with separately in the Town of Emerald or Village of Deer Park, as they are covered by the town, county and state road systems.

There are no passenger or freight water transportation services in the town or village or in St. Croix County. The nearest is the barge traffic on the Mississippi river. Water transportation within the County is primarily recreational in nature (e.g., canoeing, fishing, water-skiing) occurring throughout the County on its many rivers and lakes, with some larger recreational boats and sailboats on Lake St. Croix. Paddlewheel and other riverboat excursions are also available along the St. Croix River for sight-seeing and dinner cruises.

AIR TRANSPORTATION

- St. Croix County has one publicly owned airport located in the City of New Richmond. The New Richmond Regional Airport (NRRRA) opened in 1964. It is the fifth largest in the State of Wisconsin by number of aircraft, with two runways, averaging 122 flights per day. Over 175 aircraft are based in privately-owned hangars. There is a seaplane access with 23 seaplanes in use. There is no scheduled passenger service at this facility; however, there is private charter service available.
- This airport is one of the fastest growing in the Midwest. In 2004 a corporate hangar area was added and in 2005 the hangar area was expanded. In 2007 the airport expanded the runway by 1,500 feet, for a new total of 5,507 feet. Also a lighted taxiway, parallel to the runway was constructed.
- NRRRA is home to 11 aviation-related businesses and several business aircraft. The airport contributes over nine million dollars per year to the New Richmond area economy.
- State statutes allow the City of New Richmond to utilize its zoning ordinance and building code authority to regulate land use, construction standards and structure height in areas within a three-nautical-mile radius from the NRRRA. An ordinance was adopted in April

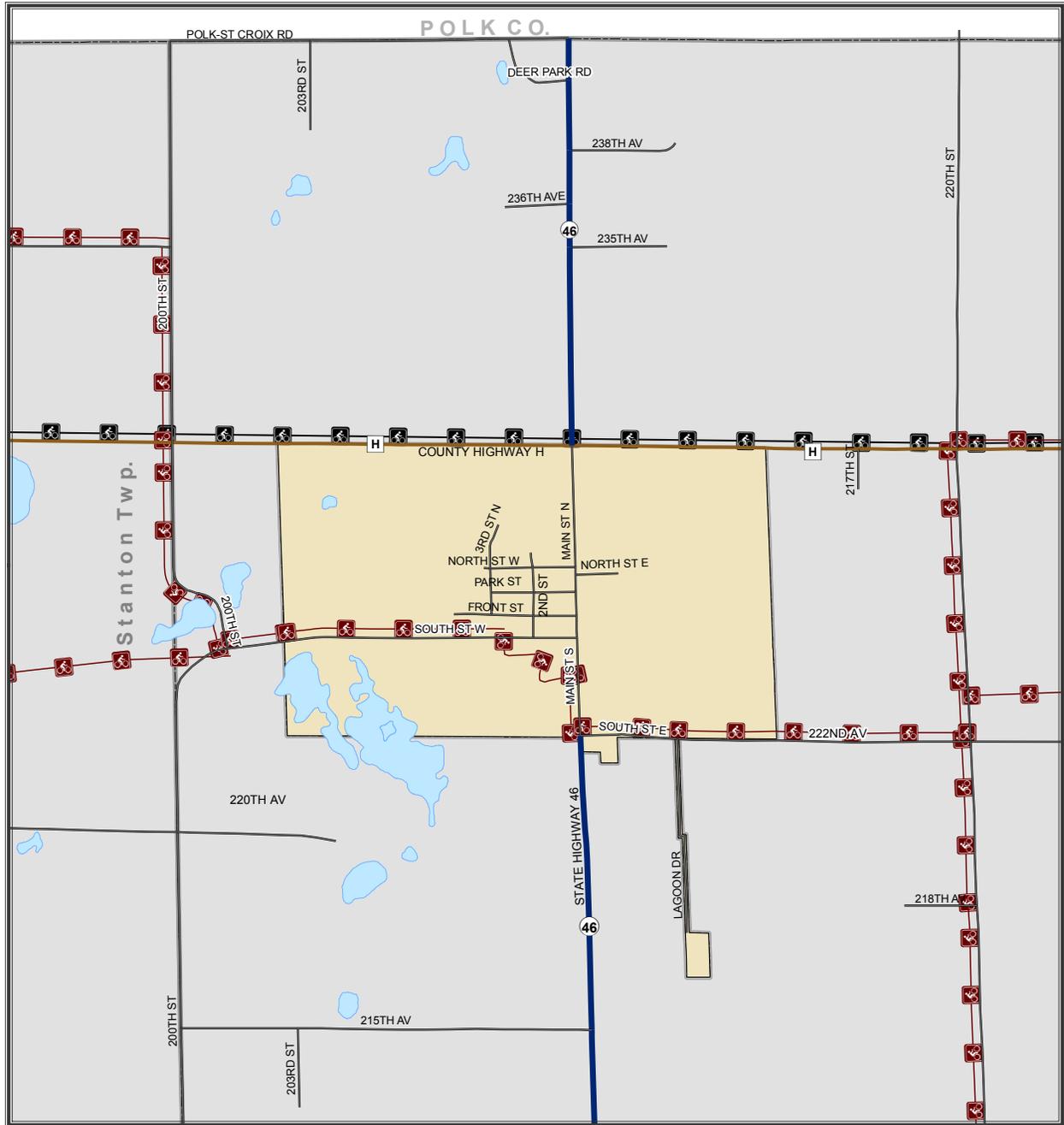
2008. Neither Deer Park nor Emerald are impacted by the regulation of airspace surrounding the airport.

- A number of projects for the New Richmond Regional Airport are included in the WisDOT Airport Improvement Plan 2008-2012. The 2010 through 2012 construction projects include constructing a new building, installing water and sewer mains and constructing a helicopter landing and hangar area.
- The Minneapolis-St. Paul International Airport, which is approximately 25 miles from the west St. Croix County line and 39 miles from the Roberts exit to Interstate 94, provides scheduled commercial air service.
- The Minneapolis-St. Paul International Airport will continue to provide the primary scheduled passenger air service for the Village of Deer Park and Town of Emerald.
- The Amery Municipal Airport is located two miles south of Amery just off STH 46. There are two runways and private hangers. It provides private passenger and transport service.
- There is one privately-owned airstrip in the Town of Emerald.

RAIL TRANSPORTATION

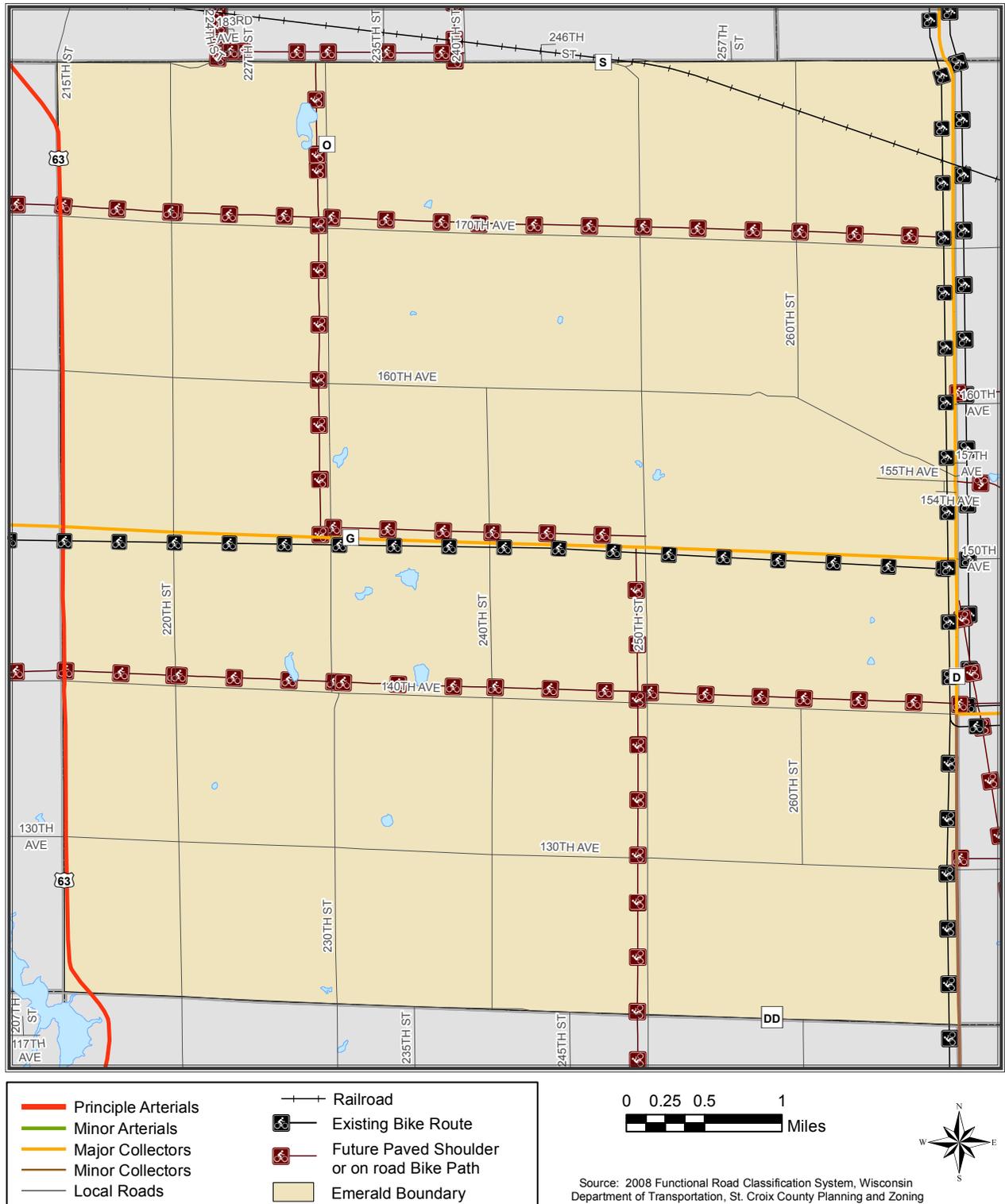
- St. Croix County is served by two railroads with east-west routes, the Union Pacific (UP) and Canadian Pacific (CP).
- The UP Railroad operates the former Chicago-Northwestern (CNW) mainline between Minneapolis-St. Paul and Chicago. This line travels through the towns of Springfield, Baldwin, Hammond, Warren and Hudson and serves the communities of Hudson, Roberts, Baldwin, Hammond, Woodville and Wilson.
- The CP Railroad operates the former Milwaukee Road/Soo Line, a branch line that provides shipper connections in Minnesota and to the east for the communities of Somerset and New Richmond. The CP traverses the towns of Glenwood, Emerald, Cylon, Erin Prairie, Star Prairie, Richmond, Somerset. Utilizing a railroad spur, the train makes one stop in Cylon at the Precision Ag fertilizer plant for freight deliveries on a request basis.
- The Canadian Pacific line goes through the Town of Emerald in Sections 1 and 2. There are no scheduled stops at this time.
- The mainline connections of the UP route between Minneapolis-St. Paul and Chicago will continue to ensure rail service to communities along this route.
- The availability of service provided by the regional CP rail line is dependent upon the level of shipping generated by individual communities along this route and by access to larger rail systems to the west and east.
- No passenger rail service is currently available. However, a group of local governments and business leaders are working together as the West Central Wisconsin Rail Coalition to promote passenger rail service between Minneapolis/St. Paul and Chicago with a route through West Central Wisconsin.

Deer Park Transportation System



Source: 2008 Functional Road Classification System, Wisconsin Department of Transportation, St. Croix County Planning and Zoning

Emerald Transportation System



PUBLIC TRANSIT & SPECIALIZED TRANSPORTATION

- There are several specialized transportation services for the elderly and disabled available in St. Croix County that are supported by public funding and some that are supported through private pay.
- The St. Croix County Aging and Disability Resource Center (ADRC) coordinates several demand-responsive specialized transportation services utilizing their site transportation vans and using volunteers to provide transport.
- There are programs in St. Croix County that provide subsidized transportation services to medical appointments. The Volunteer Medical Transportation program provides door-to-door trips to medical appointments for people age 60 and over. In 2008 there were 520 one-way trips, in 2005 there were 542.
- Interfaith Volunteers of St. Croix County, a private, non-profit organization, collaborates with the ADRC to provide transportation to long-term medical appointments such as dialysis, radiation or chemotherapy, other therapies and long-distance medical appointments. Volunteers also help those over age 60, who want to continue to live in their own homes, to complete daily needs such as grocery shopping. Each month volunteers serve an average of 25 people on 65 one-way trips for about 4,500 miles. Destinations include Amery, Stillwater, Menomonie, Maplewood, St. Paul and local communities.
- The ADRC is participating in a multi-county collaborative effort working with the New Freedom Transportation Program administered by the Center for Independent Living in Western Wisconsin based in Menomonie. The program provides volunteer-based, transportation to people with disabilities of all ages. Forty-eight hour advance notice is required but wheel-chair accessible vans are not available. In 2008, 678 one-way trips were provided.
- The Specialized Van Transportation program provides transportation to people age 60 and older and to those with disabilities or the spouses of either. The general public may ride on a space-available basis. The vans provide transportation to local senior centers/nutrition sites, medical, employment, shopping and social destinations within each community. The vans in four communities are handicapped accessible. Days and times of van service vary by community. Requests for service are made by contacting the senior center in each community that the van is located. Requests must be made 24-48 hours in advance.
- The 2008 total number of one-way trips to nutrition sites/senior centers by the Specialized Van Transportation program was 16,908. This is down from 22,280 in 2005. The decrease is reflective of the changing demographics of seniors. More senior citizens are receiving home-delivered meals than are traveling to nutrition sites due to health concerns. This trend is occurring state-wide. The trips per community nutrition site, break down as shown in the following chart.

**Van Transportation Services to Nutrition Sites -- 2005 & 2008
St. Croix County**

COMMUNITY	FLEET VEHICLE	ONE-WAY TRIPS	
<i>CITIES/VILLAGES</i>	<i>Passengers</i>	2005	2008
Glenwood City	Mini-bus: 14, Mini-van: 4 +1 wheelchair	2134	2108
Hudson	Bus: 12 + 1 wheelchair	3796	4300
New Richmond	Bus: 12 + 1 wheelchair	9068	3668
Baldwin	Mini-bus: 8 + 1 wheelchair	1774	1564
Deer Park	2 Mini-vans: 7 each	14	283
Hammond/Roberts	Mini-van: 6	450	993
Somerset	Mini-van: 14	2260	1042
Woodville	Mini-van: 7	2784	2950
Total	10	22,280	16,908

Source: St. Croix County Aging and Disability Resource Center

- St. Croix County contributes to the support of two shared ride taxi services that are subsidized by state and federal funding. Both have lift-equipped vans and provide door-to-door service. The River Falls Shared-Ride Taxi Service provides rides within the city limits. It is a combination of public and private pay and is available to elderly and disabled consumers. In 2008, 10,304 one-way trips were given to St. Croix County residents. In 2005 annual, one-way rides were approximately 7,869 in St. Croix County.
- The City of New Richmond sponsors a shared-ride taxi service that operates within and up to 1½ miles outside of the city limits, which includes portions of the towns of Richmond, Erin Prairie, Stanton and Star Prairie. It is available for elderly and disabled consumers through a combination of public and private pay. The service used to travel up to five miles outside the city, but the distance was reduced in 2006 to improve service and manage costs. The taxi service provided the following number of passenger trips: 9,747 in 2004, 11,011 in 2005, 11,327 in 2006, 12,763 in 2007 and 11,835 in 2008.
- Another service available in St. Croix County is the New Richmond Transport Service that provides non-emergency transport between local communities such as Baldwin, Hudson, New Richmond, River Falls, Twin Cities and neighboring counties. The service is for both disabled and nondisabled people to medical and any other trip destinations on a scheduled basis only. This service is available to anyone for private pay and through other funding options, such as Medicaid. The number of trips is limited due to the number of vans and the number of calls in an area.
- The growing elderly population in St. Croix County will continue to place increasing demands on specialized transportation services.
- Other private transit services for specific purposes or populations do exist in the County. St. Croix Industries provides fixed route and special event transportation for their program participants. Hudson Hospital offers demand responsive service to clients within 15 minutes of the hospital. Baldwin Care Center and Park View Home in Woodville also offer transportation for their residents.

COMMUTER SERVICES

- Metro Transit maintains a database of individuals who work in the region and have expressed a desire to commute to work or events via carpool or vanpool. This commuter database uses a person’s home address, work address and work hours to find others who live and work near them and who have similar schedules or interests. Their website is: www.metrotransit.org/rideshare/.
- Great Rivers Transit is a private subscription bus service that provides a daily bus commuter service to and from Hudson and River Falls park and ride lots to Minneapolis and St. Paul. Great Rivers is designed to be used via their website, www.greatriverstransit.com. Subscribers choose the route they prefer, pay for service online and start riding either daily or occasionally.
- A new intercity bus service began on July 17, 2008, between Minneapolis/St. Paul, Minnesota and Milwaukee, Wisconsin, with intermediate stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Stanley, Abbotsford, Wausau, Wittenberg, Shawano, Green Bay, Manitowoc, and Sheboygan. The service runs once in each direction daily, and allows for connections with Greyhound Lines from Eau Claire to Tomah and Madison, and from Green Bay to Appleton, Oshkosh, and Fond du Lac. The service is initially being funded by a federal grant through the Supplemental Transportation Rural Assistance Program (STRAP), received by the City of Stanley
- Existing park and ride lots for cars and van pools are located to provide connections for commuter transit to the Minneapolis-St. Paul Metropolitan Area. The continued growth of the St. Croix County commuting work force warrants investigation of whether additional park and ride lots are needed and where they should be located.
- Park and ride lots serving the Town of Emerald and Village of Deer Park are described in the following chart. All lots maintained by the Wisconsin Department of Transportation have security lights and telephones. The City of New Richmond maintains a parking lot east of the airport entrance on STH 65, at the north end of the city. The lot has a security light.

***Car and Van Pool Lots -- 2009
St. Croix County***

LOT	# PAVED STALLS
STH 65/Airport (New Richmond)	30
I-94 Carmichael Road Interchange (Hudson)	168
Hanley Road /Old Hwy. 35 (Hudson)	74
STH 35/65 (River Falls)	124
I-94/STH 65 Interchange (Roberts)	48
I-94/USH 63 Interchange (Baldwin)	36
USH 63/STH 64 East Intersection (Cylon 4-Corners)	24
Total	504

Source: Wisconsin Department of Transportation

COMMUTING PATTERNS

**Commuting Patterns of St. Croix County Residents – 1990 to 2000
By Place of Work**

PLACE OF WORK	1990	% OF TOTAL	2000	% OF TOTAL	CHANGE 1990-2000
Minnesota Counties:					
Dakota	549	2.17%	1,025	2.99%	476
Hennepin	1,590	6.27%	2,869	8.38%	1,279
Ramsey	4,261	16.81%	5,173	15.11%	912
Washington	3,302	13.03%	5,245	15.32%	1,943
All Others	238	0.94%	649	1.90%	411
Wisconsin Counties					
Dunn	238	0.94%	306	0.89%	68
Pierce	857	3.38%	1,272	3.71%	415
Polk	359	1.42%	658	1.92%	299
All Others	244	0.96%	368	1.07%	124
Other States	103	0.41%	102	0.30%	-1
Subtotal Outgoing Commuters	11,741	46.28%	17,667	51.59%	5,926
St. Croix County	13,606	53.68%	16,579	48.41%	2,973
Total	25,347	100.00%	34,246	100.00%	8,899

Source: 1990, 2000 U.S. Census.

**Commuters to St. Croix County – 1990 to 2000
By Place of Residence**

PLACE OF RESIDENCE	1990	% OF TOTAL	2000	% OF TOTAL	CHANGE 1990-2000
Minnesota Counties:					
Dakota	75	0.40%	244	0.94%	169
Hennepin	124	0.67%	424	1.63%	300
Ramsey	310	1.66%	524	2.02%	214
Washington	590	3.17%	958	3.68%	368
All Others	179	0.96%	581	2.23%	402
Wisconsin Counties					
Dunn	697	3.74%	1,347	5.18%	650
Pierce	1,836	9.86%	3,154	12.13%	1,318
Polk	842	4.52%	1,542	5.93%	700
All Others	300	1.61%	539	2.07%	239
Other States	68	0.37%	107	0.41%	39
Subtotal Incoming Commuters	5,021	26.96%	9,420	36.23%	4,399
St. Croix County	13,606	73.04%	16,579	63.77%	2,973
Total	18,627	100.0%	25,999	100.0%	7,372

Source: 1990, 2000 U.S. Census

- St. Croix County residents are commuting to jobs outside the county in steadily increasing numbers.
- The number of residents commuting to the Twin Cities Metropolitan Area has increased by slightly over 5,900 residents since 1990.
- In 2000, there were more residents working outside St. Croix County than inside.

- From 1990 to 2000, St. Croix County added over 7,000 new jobs within the county. However, county residents fill less than half of those jobs. Workers from outside St. Croix County fill over 4,000 of those jobs.

Commuting By Place of Work -- 1990 to 2000
Deer Park – Emerald & Neighboring Communities

TOWN	YEAR	ST. CROIX COUNTY	% OF TOTAL	OTHER WISCONSIN COUNTIES	% OF TOTAL	WORKED OUTSIDE WISCONSIN	% OF TOTAL	TOTAL
Emerald	1990	237	73.6	24	7.5	61	18.9	322
Emerald	2000	282	72.1	33	8.4	76	19.4	391
Baldwin	1990	390	79.4	18	3.7	83	16.9	491
Baldwin	2000	384	73.7	23	4.4	114	21.9	521
Cylon	1990	210	66.2	41	12.9	66	20.8	317
Cylon	2000	200	61.2	53	16.2	74	22.6	327
Erin Prairie	1990	242	74.2	10	3.1	74	22.7	326
Erin Prairie	2000	242	62.5	14	3.6	131	33.9	387
Glenwood	1990	280	80.9	33	9.5	33	9.5	346
Glenwood	2000	280	74.9	50	13.4	44	11.8	374
V. Deer Park	1990	59	66.3	18	20.2	12	13.5	89
V. Deer Park	2000	65	42.8	52	34.2	35	23.0	152
V. Star Prairie	1990	142	63.4	7	3.1	75	33.5	224
V. Star Prairie	2000	136	49.1	39	14.1	102	36.8	277
V. Wilson	1990	56	62.2	14	15.6	20	22.2	90
V. Wilson	2000	66	59.5	26	23.4	19	17.1	111
St. Croix County	1990	13,606	53.7	1677	6.6	10,043	39.7	25,326
St. Croix County	2000	16,759	48.7	2604	7.6	15,065	43.8	34,428

Source: 1990, 2000 U.S. Census

- From 1990 to 2000, the number of residents commuting to jobs in St. Croix County decreased slightly in the Village of Deer Park and Town of Emerald.
- The number of residents commuting to jobs in St. Croix County is significantly higher for the Town of Emerald than it is for the Village of Deer Park and the county as a whole.
- From 1990 to 2000, the number of residents commuting to jobs in other Wisconsin counties increased for both Emerald and Deer Park.
- In 2000, the number of residents commuting to jobs outside Wisconsin was significantly lower than the County.
- During the 1990-2000 time frame, the number of residents commuting to jobs outside Wisconsin increased in both Deer Park and Emerald.
- The changes from 1990 to 2000 for Deer Park and Emerald are consistent with the county. Yet the percentage of residents who worked outside of Wisconsin is lower than the county's, possibly because of Deer Park and Emerald's locations within the county.

BIKEWAY SYSTEM

- The 2006 St. Croix County Outdoor Recreation Plan identifies the existing bicycle route system in St. Croix County.
- In the Town of Emerald the route includes shared roadway along CTHs D and G. The roads are designated and marked by the St. Croix County Highway Department in conjunction with the town board. Please see the Transportation System map above.
- In the Village of Deer Park the route includes some paved shoulder and some shared roadway along County Road H which is designated and marked by the St. Croix County Highway Department in conjunction with the Village Board. Please see the Transportation System map.
- The Outdoor Recreation Plan also recommended that a county-wide trail plan for a multi-jurisdictional trail system be developed to link local, County, state and federal parks, facilities, trails and natural areas with municipalities, school, other trails and connection points and to meet the needs of commuters, recreation and tourism.
- In 1995, the St. Croix County Highway Department developed a bicycle transportation plan that addressed use of the bicycle as a transportation alternative. Bicycle traffic is allowed on most roads in St. Croix County, but some routes are recommended as the most direct routes between locations. These routes are either shared roadways or paved shoulders based on traffic levels, pavement condition and width and shoulder width.
- St. Croix County, working with cities, villages, towns, special interest groups, the County Highway Department and the West Central Wisconsin Regional Planning Commission developed and adopted the St. Croix County Parks and Recreation Bicycle and Pedestrian Plan in March, 2008 to implement the Outdoor Recreation Plan recommendation and update the bicycle transportation plan for the Highway Department.
- The 2008 plan recommended keeping the current bicycle route system and adding 15 miles of gravel roads by paving for shared roadway facilities, 50 miles of shoulder paving and approximately 65 miles of separate bicycle trail facilities.
- The Village of Deer Park participated and supported the County in developing the Bicycle and Pedestrian Plan, including adding additional segments to the bike route system. These recommendations were incorporated into the county-wide plan.
- Based on the 2008 plan, the Town of Emerald may want to encourage the county to provide signed, paved shoulders whenever county roads are upgraded and where existing facilities can accommodate them to improve safety and functionality of routes.
- Recommended bicycle route upgrades are shown on the Transportation map above. Generally the recommended improvements are additional shared roadways, off-road bike paths or paved shoulder with bike route designation. Additional shared roadways don't require any improvements.
- In the Town of Emerald, the recommended future route changes include: paved, signed shoulder on the portion of CTH D from the unincorporated community of Emerald to 140th Avenue; designating shared roadway on the remainder of CTH D, all of CTH O and portions of CTHs S and G; and designating shared roadways on 170th Avenue and 140th Avenue crossing the town and 250th Street south from CTH G to CTH DD.

- In the Village of Deer Park, the recommended future route changes include: paved shoulder on 222nd Avenue from the edge of the village to Lagoon Drive, shared roadway on the rest of 222nd Avenue to STH 46, paved shoulder on STH 46 to the former railroad grade near the village park, off-road bicycle path on the former railroad grade and shared roadway on South Street from the former railroad grade to the village limits. CTH H would continue to be designated a shared roadway.
- The County Bicycle and Pedestrian Plan also recommends developing off-road bike paths on former or existing railroad grades when opportunities occur.

COUNTY, STATE & REGIONAL TRANSPORTATION PLANNING & SERVICES

FUNCTIONAL/JURISDICTIONAL STATUS

The functional and jurisdictional status of the roadways in Emerald and Deer Park are shown on the map above. The WisDOT determines arterial and major and minor collector road status.

- Principal arterials include U.S. Highway 63 and nearby State Highway 64.
- Minor arterials include State Highways 46 and 64, east of State Highway 63.
- Major collectors include County Highways G and H and the north 2/3 of CTH D.
- Minor collectors include nearby County Highways E and the south 1/3 of CTH D.
- All other county and town roads have local functional status regardless of which municipality has jurisdictional status.

AVERAGE DAILY TRAFFIC

Annual Average Daily Traffic counts for federal, state and county roadways within Emerald and Deer Park are shown in the table below. These traffic counts are taken from the Wisconsin Department of Transportation’s 2007 Wisconsin Highway Traffic Volume Data, published October 2008. The data was collected from the years 1994, 1997, 2000, 2001 and 2004. In St. Croix County the data is from 2000.

**AADT By Roadway Segment – 1994 to 2004
Deer Park – Emerald**

ROADWAY	AVERAGE DAILY TRAFFIC			
	1994	1997	2000	2004
STH 46, Deer Park	3600	3900	3900	4200
CTH H, Deer Park	NA	230	320	310
STH 63, Emerald	4000	4100	4500	4400
CTH D, Emerald	980	1300	1400	1400
CTH G, Emerald	510	640	750	800
USH 63, Cylon	3300	3200	3200	3400
STH 64, Cylon	3800	4100	4400	4600
STH 46, Cylon	3000	3000	3400	3100

Source: Wisconsin Highway Traffic Volume Data 1994, 1997, 2000 and 2004.

- STH 46 in Deer Park has one of the higher Annual Average Daily Traffic (AADT) counts in the area (4,200), making Deer Park a heavily traveled village.
- STH 63 in Emerald also has a relatively high AADT count of 4,400, which is comparable to other nearby State Highways in the area.
- The most heavily traveled county road in Emerald is CTH D with an AADT count of 1,400 in 2004.
- CTH H, just east of Deer Park has a relatively low AADT count of 310 in 2004. Prior to 1997, traffic was not high enough for AADT counts.

- WisDOT traffic projections for the USH 63 corridor from Baldwin to the St. Croix County line increase approximately 1.7 percent annually.
- Traffic counts for the USH 63 portion between CTH G and CTH S are expected to reach 4,900 to 5,700 in 2012 and 5,700 to 7,100 AADT in 2022 according to the Wisconsin Department of Transportation.
- WisDOT traffic projections for the STH 64 corridor from New Richmond to U.S. 63 North increase approximately 1.5 percent to 1.7 percent annually, according to WisDOT STH 64 Corridor Study prepared by Strand Associates Inc. Traffic is projected to reach 5,300 to 6,600 AADT in 2012 and 6,400 to 7,800 AADT in 2022.

REGIONAL TRANSPORTATION SYSTEMS

All state and regional transportation system plans have been taken into account and evaluated by the Town of Emerald and Village of Deer Park.

HIGHWAY INVESTMENTS

Highway projects that are currently programmed by State and County Highway Departments to address highway improvement needs reflect a substantial investment in the highway infrastructure in St. Croix County and the Village of Deer Park and Town of Emerald.

- Wisconsin Department of Transportation (WisDOT) has spent the last year evaluating and creating a 15 to 20 year improvement and corridor preservation plan for United States Highway (USH) 63 from Interstate 94 to State Trunk Highway (STH) 64. The study scope includes short-term improvements such as passing lanes, and long-term improvements, such as conversion to a four-lane expressway and/or freeway and construction of a new segment of roadway to bypass the Village of Baldwin. Alternative locations for a potential bypass are being evaluated and the WisDOT is working with the Village of Baldwin and Town of Baldwin on alternatives to preserve a bypass corridor, once one is selected.
- WisDOT is investigating potential long-term improvements to the STH 64 corridor from STH 65 to CTH D and for the USH 63 corridor from STH 64 to the Polk County line. The main purpose of the study is to preserve and enhance the regional mobility of the study corridors.
- WisDOT has been working with the Village of Roberts and Town of Warren to identify a preferred route for a possible relocation of STH 65, which would bypass Roberts on its east side. The village and town are considering various methods of corridor preservation.
- Conversion of STH 35/64 to a four-lane expressway was completed fall of 2006 including the Stillwater Bridge approach to Somerset and to New Richmond. WIS 64 is a major east-west travel corridor in St. Croix County. It joins WIS 35 near Somerset to serve interstate, interregional and local traffic between Houlton, Somerset and New Richmond.
- WisDOT resurfaced and made short-term improvements to the STH 64 corridor from New Richmond to USH 63 in 2009. This project included improvements to the STH 64 and CTH T intersection.

- A traffic study will evaluate the need for two more traffic lanes on Interstate 94 from USH12 to STH 65.

The St. Croix County Highway Department's six-year highway improvement program identified about \$9.5 million for countywide highway work to be performed between 2004 and 2010. These projects included widening, minor reconstruction, major reconstruction and simple base improvements. There are no County trunk highway projects identified within Emerald or Deer Park. An update to the six-year plan is underway.

DEER PARK TRANSPORTATION GOALS, OBJECTIVES & POLICIES

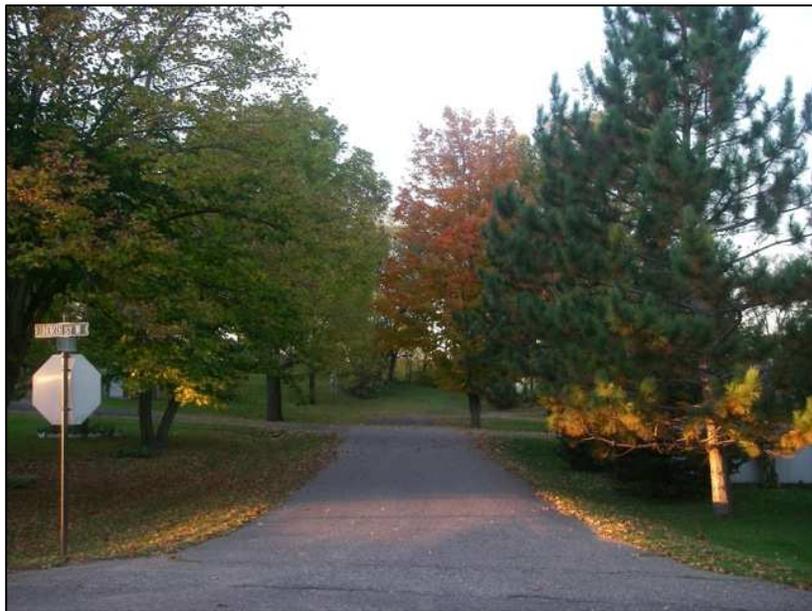
Goal: Maintain and further develop a safe, effective and efficient transportation system in the Village of Deer Park in order to meet the needs of residents and businesses while also supporting other comprehensive planning goals, objectives and policies.

Objectives:

1. Coordinate road improvements based on current and future land uses and land use plans.
2. Village roads serve the needs of the residents and agricultural community in a manner consistent with the rural character of the community.
3. Manage the village road system in a cost-effective manner, utilizing the existing road network to accommodate future development whenever possible.
4. Encourage a variety of safe transportation options.
5. Promote a range of transportation options within the village that accommodates trucks, cars, pedestrians, bikes and all-terrain vehicles, as appropriate, given road type and location. Provide for safe and adequate road capacities and road conditions.

Policies:

1. Continue to use the Pavement Surface Evaluation Rating (PASER) system and the Wisconsin Information System for Local Roads (WISLR) to inventory, evaluate and plan for roadway improvements in the village.
2. Require new roads serving more than two residences to be built to village road specifications.
3. Ensure road connectivity between new and future developments with a future road plan.
4. Require developers to pay the costs associated with new roads or streets and to provide bonds that could be used to pay for repairs from construction damage to existing streets.
5. Integrate future roadway improvements and road maintenance equipment into a capital improvement plan.



Deer Park has many welcoming tree-lined streets that serve the community.
Photo by Carolyn Mertz.

6. Maintain an ongoing plan for future roadway improvements and road maintenance. Continue to provide public road maintenance, repair and replacement and snow plowing on village streets through contractual services.
7. Evaluate official mapping as a tool to designate future road rights-of-way to ensure connectivity amongst development and roadways in the village.
8. Stay involved with WisDOT plans for State Highway 46.
9. Consider placing bicycle signage on the designated streets to direct bicycle traffic to the Deer Park Library and the Deer Park Village Park.
10. Support the recommended future bicycle route changes in the Village of Deer Park, including: paved shoulder on 222nd Ave. from the east edge of the village to Lagoon Drive, and on the rest of South Street East to STH 46, paved shoulder on STH 46/Main Street to the former railroad grade near the village park, off-road bicycle path on the former railroad grade and shared roadway on South Street West from the former railroad grade to the village limits. CTH H would continue to be designated a shared roadway.
11. Encourage St. Croix County to improve County Road H for bicycle traffic with a 3-4 foot paved shoulder and signage on the pavement.
12. Promote transportation services for the elderly and those with special needs. Encourage St. Croix County to continue to provide transportation services for elderly and disabled residents.

EMERALD TRANSPORTATION GOALS, OBJECTIVES & POLICIES

Goal: Emerald's transportation system should provide for the efficient and safe movement of people and goods; serve the planned land use pattern; minimize negative impacts such as congestion, noise and air pollution and meet the needs of multiple users and transportation modes.

Objectives:

1. Ensure that transportation system improvements are coordinated with land development decisions.
2. Maintain a cost effective level of service.
3. Continue to support agricultural use of the transportation system.
4. Coordinate multi-jurisdictional (town, village, city, county, state) transportation system improvements and maintenance in the Emerald area.
5. Provide for adequate road capacities and road conditions.
6. Consider the development of transportation system improvements for biking, hiking and other transportation modes.
7. Preserve the scenic value along certain roadways to protect and enhance Emerald's rural character.
8. Support and encourage the development of transportation system improvements for biking, hiking, and other transportation modes.

Policies:

1. Continue to update and implement the Pavement Assessment Surface Evaluation Report (PASER) program to provide for the upgrading and maintenance of town roads.
2. Work, both as a town and with St. Croix County, to properly place and maintain road signs in the town so that these signs are in compliance with the Federal Manual on Uniform Traffic Control Devices.
3. Work with county, state and private landowners in ensuring that road right-of-ways are clear of visual obstacles, particularly at road intersections. Road right-of-ways should be properly mowed and cleared.
4. Encourage bicycle traffic to utilize less traveled town and county roadways.



Rural town roads serve farms and residents and are ATV routes in Emerald. Photo by Rene' Speer.

5. Support the County Bicycle and Pedestrian Plan and the designated future route changes on county and town roads as shown on the Transportation map above; paved, signed shoulder on CTH D from 160th Avenue to 140th Avenue; shared roadway on the remainder of CTH D, portions of CTHs S and G, all of CTH O, 170th Avenue and 140th Avenue and 250th Street from CTH G to DD.
6. Consider adopting a road and driveway ordinance to establish design and construction standards, prevent new road construction, and prevent safety and drainage issues which may impact existing town roads, improve safety, decrease conflicts with agricultural and commuter traffic and prevent problems with joint driveways:



Rural town roads can be very scenic and are part of the rural character of Emerald. Photo by Barbara Nelson.

- a. Identify standards for town roads to safely serve multiple functions while retaining rural character.
- b. Protect the visual quality of scenic roadways through site planning, driveway location, landscaping, signage, and other standards.
- c. Prevent the layout of driveways across agricultural land in order to reach non-farm development, unless no other alignment is possible. Place driveways

along property lines, fencerows, or existing vegetation wherever possible.

- d. Identify appropriate standards for use of joint or shared driveways.
7. Research and review options to protect scenic roadways through site planning, driveway location, landscaping, signage and other standards.
8. Consider requiring developers to provide bonds to repair damage to town roads caused by construction traffic.
9. Consider adopting an ordinance to implement town-road impact fees for new development projects that overburden or require the upgrading of town roads.
10. Discourage “side of the road” development on State and County highways to prevent congestion and preserve rural character.
11. Continue to communicate and work with St. Croix County, Wisconsin Department of Transportation, landowners and private developers on the U.S. Highway 63 corridor preservation project to limit development and help preserve the highway as a throughway.
12. Encourage St. Croix County to continue to provide transportation services for elderly and disabled residents.