

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 Town of Star Prairie is heavily 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 the town.

ROAD SYSTEM

The local, county and state road system in the Town of Star Prairie is shown on the Transportation System map below. The connectivity of the road system is impacted by the Apple River which divides the town diagonally. There are a limited number of river crossings in the town and additional ones are not planned to be developed. The south and east half of the town has easy access to STHs 64 and 65 and parts of CTH C and CC. The west and north half of the town has access to CTHs H and parts of C and CC.

Star Prairie works 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.

- The Wisconsin Department of Transportation (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% 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).

AIR TRANSPORTATION

- St. Croix County has one publicly owned airport located in the City of New Richmond. The New Richmond Regional Airport (NRRA) 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.
- NRRA 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 NRRA. The Town of Star Prairie is heavily impacted by the regulation of airspace surrounding the airport. See Transportation System map below.
- In April 2008 the City adopted a height limitation zoning ordinance and general building standards. The height limitations are elevations permissible above mean sea level in feet. Specific information on the height limitation in each zone and the building and construction standards can be found on the NRRA's webpage, <http://www.nrairport.com/buildingcode.htm>.
- The New Richmond Regional Airport (NRRA) governing board was expanded in 2007 to add a representative from the Town of Star Prairie. A town resident has been appointed by the Star Prairie Town Board to represent those people who live within the influence of the airport on the NRRA board.
- A number of projects for the New Richmond Regional Airport are included in the WisDOT Airport Improvement Plan 2008-2012. See table below. The 2008 construction projects are completed. Land acquisitions have begun or are proposed for the near future.

- 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 St. Croix County and the Town of Star Prairie.
- There are no privately owned airstrips in the Town of Star Prairie.

Major Airport Improvement Projects -- 2008
New Richmond Regional Airport

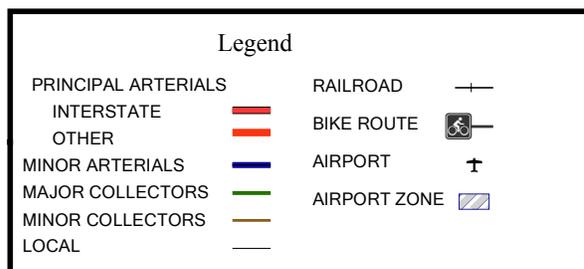
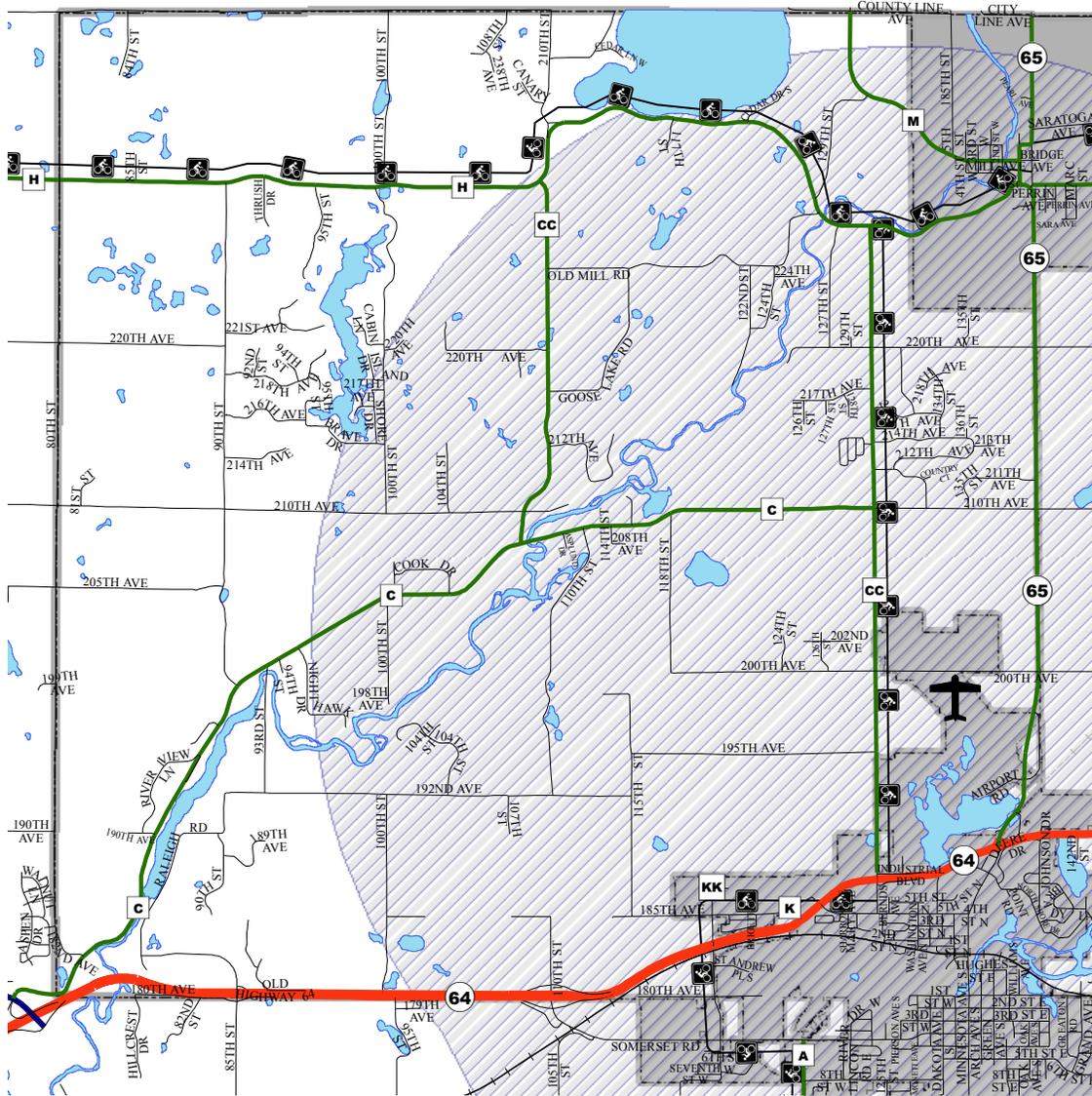
YEAR	SCHEDULED IMPROVEMENTS
2008	Design approach lighting system. Reconstruct runway 14/32; construct and pave blast pads; construct taxiway to NW corporate hangar area; pavement marking and airfield lighting; safety area grading.
2008	Develop land use zoning ordinance.
2009	Land acquisition for ALS and land reimbursement. Development NE hangar area. Approach lighting system (MALSF). Strengthen parallel taxiway and taxiways in S hangar area; expand S hangar area. Reconstruct S. GA apron.
2010	Purchase SRE and construct SRE building.
2011	Install water and sewer mains.
2012	Construct a helicopter landing and hangar area.

Source: 5-Year Airport Improvement Program, WisDOT Bureau of Aeronautics, (February, 2008).

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 Baldwin and Hammond 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 Canadian Pacific line goes through the Town of Star Prairie in Section 34. 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.

Transportation System: Star Prairie



SOURCE: 1999 Functional Road Classification System, Wisconsin Department of Transportation. St. Croix County

TRUCKING & WATER TRANSPORTATION

Trucking transportation services were not dealt with separately in the Town of Star Prairie as they are covered by the town, county and state road systems.

There are no significant passenger or freight water transportation services in the Town of Star Prairie 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.

PUBLIC TRANSIT & SPECIALIZED TRANSPORTATION

- Metro Commuter Services maintains a database of individuals who work in the region and who have expressed a desire to commute to work 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. Their web site is: <http://mcs.metc.state.mn.us/>.
- Great Rivers Transit is a private subscription bus service that provides a daily bus commuter service to and from western Wisconsin to Minneapolis and St. Paul. Great Rivers is designed to be used via their website, <http://www.greatriverstransit.com/>. Subscribers choose the route they prefer, pay for service online and start riding either daily or occasionally.
- 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 Star Prairie 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
I-94/STH 65 Interchange (Roberts)	48
I-94/USH 63 Interchange (Baldwin)	36
USH 63/STH 64 East Intersection (4-Corners)	24
STH 35/65 (River Falls)	124
Total	504

Source: Wisconsin Department of Transportation

- There are several specialized transportation services for the elderly and disabled available in St. Croix County that are supported by public funding.
- The St. Croix County Aging and Disability Resource Center coordinates specialized transportation services utilizing their site transportation vans and using volunteer transportation to medical appointments.
- The 2008 total number of one-way trips to nutrition sites/senior centers by the Van Transportation program was 16,908. This is down from 22,822 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 follows:

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

COMMUNITY	ONE-WAY TRIPS	
	2005	2008
Glenwood City	2134	2108
City of Hudson	3796	4300
City of New Richmond	9068	3668
Village of Baldwin	1774	1564
Village of Deer Park	14	283
Village of Hammond/Roberts	450	993
Village of Somerset	2260	1042
Village of Woodville	2784	2950
Total	22,280	16,908

Source: St. Croix County Aging and Disability Resource Center

- There are two programs in St. Croix County that provide subsidized transportation services to medical appointments. The Volunteer Medical Transportation program provides trips to medical appointments for people age 60 and over. In 2008 there were 520 one-way trips, in 2005 there were 542.
- The St. Croix County Disabled Transportation Program takes people with disabilities under the age of 60 to medical appointments. In 2008, 678 one-way trips were provided.
- St. Croix County contributes to the support of the River Falls Shared-Ride Taxi Service, which provides subsidized 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.

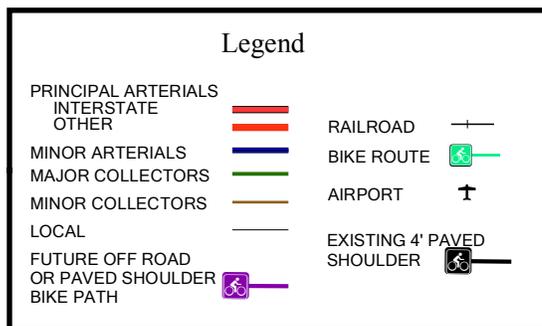
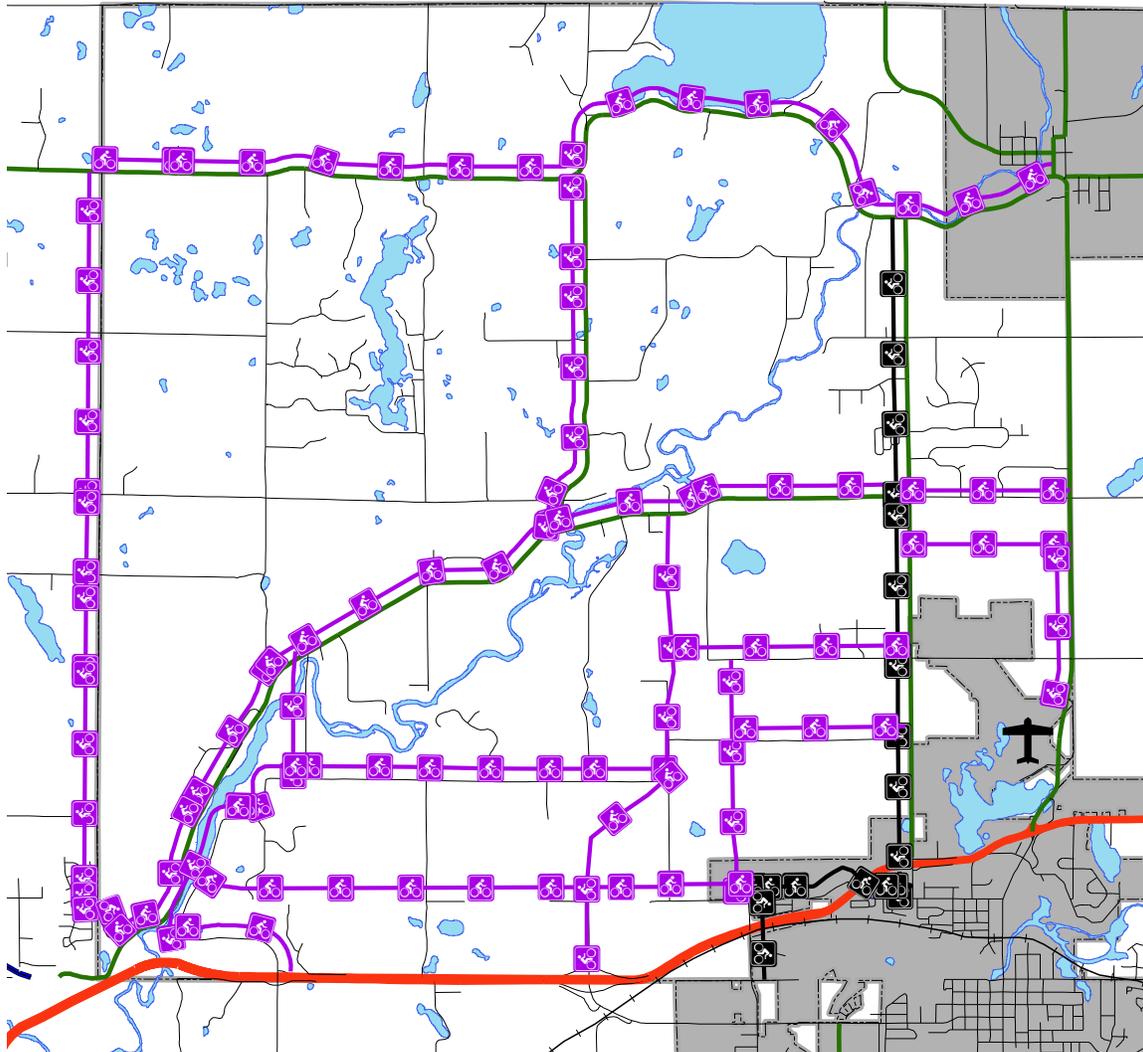
- Another service available in St. Croix County is the New Richmond Transport Service that provides non-emergency transport between local communities such as Baldwin, Hudson, New Richmond, River Falls, Twin Cities and neighboring counties. The service is for both disabled and nondisabled people to medical 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.

BIKEWAY SYSTEM

- The 2006 St. Croix County Outdoor Recreation Plan identifies the existing bicycle route system in St. Croix County.
- In the Town of Star Prairie the route includes shared roadway along County Road H and paved shoulder along County Roads C, CC and K. They are designated and marked by the St. Croix County Highway Department in conjunction with the Town 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 shared-roadway system and improving 15 miles of gravel roads paved for shared roadway facilities, 50 miles of shoulder paving and approximately 65 miles of separate bicycle trail facilities.
- The Town of Star Prairie's residents indicated strong interest in additional bicycle routes or trails in the town survey and kickoff workshop. The Town of Star Prairie supported the County in developing the Bicycle and Pedestrian Plan and recommended adding additional segments to the bike route system which were incorporated into the county-wide plan.
- The town may want to encourage the county to provide signed, paved shoulders when ever 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 Future Bike Routes map below. Generally the recommended improvements are off-road bike paths or paved shoulder with bike route designation.

- County road improvements for bicycles include adding paved shoulder or off-road bike path to CTH H and CTH C/210th Ave. from the intersection with STH 64 east to the intersection with STH 65. A three foot paved shoulder will be added to CTH CC from CTH C to H during the summer of 2007, this will improve bicycling on this roadway.
- Town road improvements include adding paved shoulder or off-road bike path to 80th Street along the town's western border; and creating an east-west connection south of the Apple River along Raleigh Road and 192nd Ave. The town would also like to create a north-south connection in this area from 85th St. north along Raleigh Road and 93rd St. to CTH C. to connect town residents to Somerset and the Somerset school system and to New Richmond, New Richmond schools and the Hatfield Park complex.
- An off-road bike path should be incorporated into planning for a new road from the diamond interchange at STH 64 and 100th Street north to 115th Street and then to 114th or 118th streets to CTH C.
- A second off-road bike path may be possible along the utility corridor from the Xcel Energy Power Plant on the Apple River to 185th Ave. and CTH K. Please see Future Bike System map below.

Future Bike System: Star Prairie



SOURCE: 1999 Functional Road Classification System, Wisconsin Department of Transportation. St. Croix County

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	2.98%	476
Hennepin	1,590	6.28%	2,869	8.33%	1,279
Ramsey	4,261	16.82%	5,173	15.03%	912
Washington	3,302	13.04%	5,245	15.24%	1,943
All Others	238	0.94%	649	1.89%	411
Wisconsin Counties					
Dunn	238	0.86%	306	0.89%	68
Pierce	857	3.38%	1,272	3.69%	415
Polk	359	1.42%	658	1.91%	299
All Others	244	0.96%	368	1.07%	124
Other States	103	0.41%	102	0.30%	-1
Subtotal Outgoing Commuters	11,720	46.28%	17,847	51.84%	5,926
St. Croix County	13,606	53.72%	16,579	48.68%	2,973
Total	25,326	100.00%	34,426	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	0.93%	169
Hennepin	124	0.67%	424	1.62%	300
Ramsey	310	1.66%	524	2.00%	214
Washington	590	3.17%	958	3.66%	368
All Others	179	0.96%	581	2.22%	402
Wisconsin Counties					
Dunn	697	3.74%	1,347	5.15%	650
Pierce	1,836	9.86%	3,154	12.05%	1,318
Polk	842	4.52%	1,542	5.89%	700
All Others	300	1.61%	539	2.06%	239
Other States	68	0.37%	107	0.41%	39
Subtotal Incoming Commuters	5,021	26.96%	9,600	36.67%	4,399
St. Croix County	13,606	73.04%	16,579	64.02%	2,973
Total	18,627	100.0%	26,179	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 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
Town of Star Prairie & Neighboring Communities***

TOWN/COMMUNITY	YEAR	ST. CROIX COUNTY	% OF TOTAL	OTHER WISCONSIN COUNTIES	% OF TOTAL	WORKED OUTSIDE WISCONSIN	% OF TOTAL	TOTAL
Star Prairie	1990	517	54.9	51	5.4	373	39.6	941
Star Prairie	2000	752	47.7	102	6.5	721	45.8	1575
New Richmond	1990	1655	69.7	83	3.5	638	26.9	2376
New Richmond	2000	1779	56.2	234	7.4	1151	36.4	3164
Richmond	1990	525	68.0	23	3.0	224	29.0	772
Richmond	2000	474	53.7	82	9.3	326	37.0	882
Somerset	1990	330	33.1	47	4.7	621	62.2	998
Somerset	2000	545	36.3	77	5.1	878	58.5	1500
Stanton	1990	379	69.0	34	6.2	136	24.8	549
Stanton	2000	383	66.3	37	6.4	158	27.3	578
V. Somerset	1990	231	41.5	31	5.6	294	52.9	556
V. Somerset	2000	306	39.5	39	5.0	430	55.5	775
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
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 Star Prairie residents commuting to jobs in St. Croix County increased by about 45% from 517 to 752.
- Also the percentage of residents commuting to jobs in St. Croix County is almost exactly the same for the Town of Star Prairie as it is for the County as a whole.
- From 1990 to 2000, the number of Star Prairie residents commuting to jobs in other Wisconsin Counties increased very slightly by about 1%, again a similar increase to the rate change for all of St. Croix County.
- From 1990 to 2000, the number of Star Prairie residents commuting to jobs outside Wisconsin increased by about 93%. This was a significant increase in the number of workers who had jobs in outside Wisconsin but chose to live in Wisconsin.
- It is interesting that regardless of the jump in numbers, a similar pattern is again apparent between the percentages for the town and County. The number of residents who worked outside Wisconsin and reside in the Town of Star Prairie mimics the county-wide rates very closely.

COUNTY, STATE & REGIONAL TRANSPORTATION PLANNING

FUNCTIONAL/JURISDICTIONAL STATUS

The functional and jurisdictional status of the roadways in the Town of Star Prairie are shown on the Transportation System map above. The WisDOT determines arterial and major and minor collector road status.

- Principal arterials include State Highway 64.
- Major collectors include State Highway 65 and County Highways C, CC , H, and M.
- 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, from the Wisconsin Department of Transportation, for federal, state and county roadways within or next to the Town of Star Prairie are shown in the chart below.

**AADT By Roadway Segment -- 1994 to 2004
Town of Star Prairie**

ROADWAY	ANNUAL AVERAGE DAILY TRAFFIC			
	1994	1997	2000	2004
STH 64, Star Prairie	5700	6200	5900	6700
STH 64, Stanton	5000	4000	5400	4400
STH 65, Star Prairie	5100	4600	4200	4200*
CTH C, Huntingdon	2300	2200	3200	2700
CTH C/CC	2000	2100	2900	3000
CTH C, Johannesburg	2000	2000	3500	3200
CTH CC, New Richmond	3600	3200	3000	3400
CTH CC, Johannesburg	690	1100	820	1100
CTH H, Somerset	650	620	840	800
CTH H, Star Prairie	840	790	910	830
CTH H, Stanton	1200	1200	1600	1700
CTH M, Star Prairie	1700	1800	2200	1800
CTH K, New Richmond	N /A	2200	2600	3300

Source: 1994, 1997, 2000, 2004 Wisconsin Highway Traffic Volume Data, *2001 data.

- The Annual Average Daily Traffic (AADT) counts for the Town of Star Prairie have generally remained consistent or increased from 1994 to 2004.
- The exception to this is the counts for year 2000. These counts are misleading because during 2000 State Trunk Highway 65 was being resurfaced which caused drivers to seek alternate routes to avoid the construction. In some instances driver choices resulted in higher traffic counts for county and state roads but in others it resulted in lower traffic counts.

- Inconsistent traffic counts will probably also show up in 2005 and 2006 due to construction on STH 64. People may not have utilized the state highway as often and may have sought out alternative routes on County and Town roads to avoid road construction.
- The most heavily traveled route in the Town of Star Prairie is State Trunk Highway 64, with about 6,700 cars per day in 2004, an increase of about 13% over 2000.
- AADT on STH 64 drops about 2,300 vehicles after going through the City of New Richmond. Some of this drop may have been due to road construction in 2004.
- Traffic on STH 65 is also busy at around 4,200 AADT. That count has not been updated since 2001, probably due to the planned road construction.
- The most heavily traveled county roads are C, CC and C/CC combined north of New Richmond to Johannesburg. Equally heavily traveled is County Road K west of New Richmond.

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 Town of Star Prairie.

- 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.
- 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.
- The WisDOT's long-term plan is to convert STH 64 to a four-lane freeway with very limited access. There will be three accesses, in Somerset, New Richmond and at 110th Street in Star Prairie and Richmond. Additional frontage roads will be needed to reroute local traffic that previously had direct access to STH 64.
- 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. County trunk highway projects identified as needing improvements within the Town of Star Prairie included: CTH C repaving from CTH H to 200th Avenue in 2006, CTH CC construction from CTH H to CTH C in 2006-2007, and CTH C construction from CTH CC by Johannesburg south to STH 64 in 2012. An update to the six-year plan is underway.

REGIONAL TRANSPORTATION SYSTEMS

All state and regional transportation system plans have been taken into account and evaluated by the Town of Star Prairie. The town has also evaluated the impacts of the City of New Richmond's area transportation planning. The city has identified an urban growth boundary and a transportation system that could serve that area. The city has adopted an official map that includes the transportation system within the city limits and within the city's urban growth boundary. The Town of Star Prairie will continue to provide comments to the city regarding future transportation system planning and how that could coordinate with the City of New Richmond's planning and official map.

FUTURE TRANSPORTATION SYSTEM

The future Transportation System map below identifies future roads and the connections they will accomplish within the Town of Star Prairie. The town anticipates that the functional classification of some roads will change over time as the traffic levels increase and road improvements are made.

The town is planning for a future connection from the diamond interchange on STH 64 at 110th St., then connecting to 115th St. and finally connecting to CTH C somewhere between 114th and 118th streets. This will be an important component of the town's future road system. It is anticipated to be of collector or arterial status and would provide access for many of the town's residents to STH 64. The right-of-way along this corridor will need to be sufficient to allow for expansion as population growth in the town increases traffic levels. It should also be sufficient to accommodate an off-road bike path. Because the exact location of the future roadway will depend on many factors it is shown as a corridor and not as an actual road on the map below.

Future connections for local access are needed around Squaw Lake and on Goose Lake Road and 220th Ave. Future connections are also needed from CTH C to STH 65 and from CTH KK to 195th Ave.

The Plan Commission has worked with Wisconsin Department of Transportation and the towns of Richmond and Somerset to plan for future frontage roads that will be needed when WisDOT upgrades STH 64 from an expressway to a freeway. At that time all at-grade access to STH 64 will be removed and residents will need alternative access to the interchanges. This change is not anticipated for about 15 to 20 years; however WisDOT is planning for the future upgrade and as part of that planning process has worked with local communities to identify future connections and linkages for existing homes. The WisDOT also hopes that local communities will adopt official maps to prevent development in future local and state roadway corridors. A frontage road to provide access for local residents to the 110th Street/STH 64 diamond interchange expansion would be created by extension of 185th Avenue from 115th Street all the way to Raleigh Road. This corridor would have a circulation loop from the diamond interchange to 100th Street and two more loops from Winding Trail Road and River's Edge Drive to 185th Avenue extended. The new loop east of 110th Street would connect by overpass over STH 64 to 100th Street in the Town of Richmond.

Long-term discussion also identified the possibility of a bicycle/pedestrian crossing over the Apple River to CTH C at 185th Avenue extended and Raleigh Road. Future transportation planning will continue to pursue this opportunity.

TRANSPORTATION GOALS, OBJECTIVES & POLICIES

Goal: Star Prairie'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.

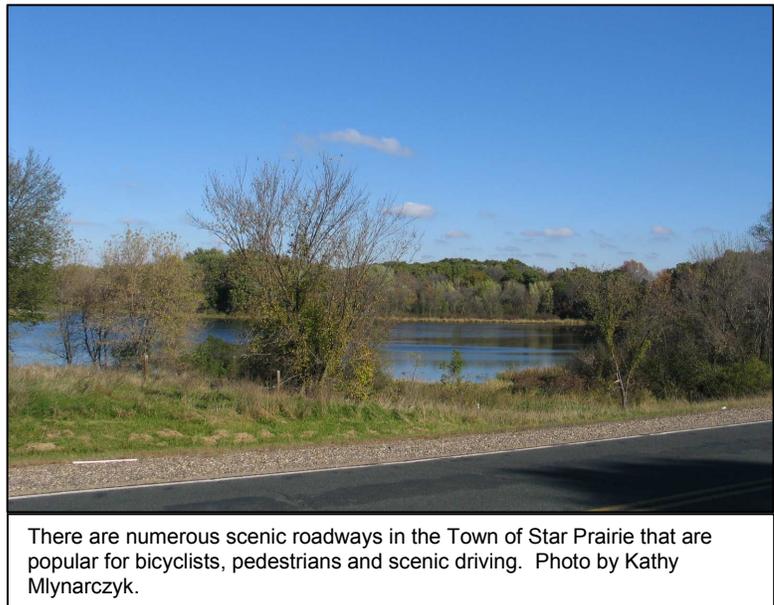
Objectives:

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

Policies:

1. Plan and implement an interconnected road system consisting of extensions to existing roads and new roads to control highway access, provide for appropriate routes for trucks and emergency vehicles, preserve rural character, serve planned development areas, minimize extensive road construction and decrease road maintenance costs, as shown on the Future Transportation System map above.
2. Work with St. Croix County, Wisconsin Department of Transportation, neighboring towns, landowners and private developers to plan for and limit development and access along State Trunk Highways 64 and 65 to preserve them as throughways and scenic image corridors.
3. Adopt an official map for the Town of Star Prairie to protect future connecting road corridors and access, especially for State Highway 64 which is an expressway and will be upgraded to freeway status over the life of this plan.
4. Work with St. Croix County to update and implement Town Road Improvement Programs (TRIPs) and the Pavement Assessment Surface Evaluation Report (PASER) program to provide for the upgrading and maintenance of town roads.
5. 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.
6. Implement and enforce the road and driveway ordinance to regulate any change to an existing driveway or creation of a new driveway and implement town road construction standards

7. Work with the 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.
8. Post weight restrictions on existing town roads as necessary and consider the weight limits on local roads when reviewing development proposals.
9. Discourage large amounts of “side of the road” residential and commercial development on State and County highways and arterial town roads to prevent congestion and preserve rural character and safety.
10. Encourage bicycle traffic to utilize less traveled town and county roadways.
11. Designate specific town and county roadways for bicycle traffic and improve designated bicycle routes with wide, signed shoulders or off-road bike paths, based on the Future Bike System map shown above. These changes would provide a coordinated system of bike routes to access the City of New Richmond, villages of Somerset and Star Prairie and park and school system serving town residents. It would provide better, safer connections for residents northwest and southeast of the Apple River.
12. Pursue a bicycle/pedestrian crossing over the Apple River at 185th Street extended and Raleigh Road and connecting to CTH C.
13. Work with the City of New Richmond and the Multi-Purpose Pathway Committee to coordinate and sign bicycle/pedestrian routes into and out of the City of New Richmond.
14. Notify property owners and developers that development located within three nautical miles of the airport will need to meet height limitations and building construction standards for insulation and sound reduction. These sites may be required to have deed restrictions acknowledging the airport and its related noise impacts.
15. Require developers to enter into a developers’ agreement and provide a letter of credit to repair damage to town roads caused by construction traffic.
16. Evaluate and implement town impact fees on new development projects to offset additional expenses to the town for adding, upgrading or expanding town parks, roads, services and facilities.



There are numerous scenic roadways in the Town of Star Prairie that are popular for bicyclists, pedestrians and scenic driving. Photo by Kathy Mlynarczyk.

17. As new development occurs, discourage new private roads and explore options to make existing private roads public to improve access for emergency services, improve maintenance and decrease conflicts.
18. Work with St. Croix County to update, as necessary, standards for development of local and county roads to safely serve multiple functions while retaining rural character.