

THE TRANSPORTATION ELEMENT

Transportation plays a major role in the history of the Town of Somerset and its growth. Its proximity to the Minneapolis/St. Paul Metropolitan Core and other employment centers across the St. Croix River makes the highways that provide access to them all the more important. Indeed, regional growth has put pressure on roadways in the Town of Somerset as evidenced by the current expansion of State Highways 35/64. Most transportation in the Town of Somerset involves private automobiles. The Town would like to see the development of “Park and Ride” facilities at the Town borders on Highway 35 on the north and at the proposed Highways 35/64 freeway interchange on the eastern border of the Town of Somerset. The Town would further support the use of corporate ride share programs as currently sponsored by the 3M Corporation. There are other modes of transportation that will be considered, such as air, transit, bicycle and pedestrian. However, the major transportation issues facing the Town of Somerset are for the most part related to automobiles and highways or roads that carry them.

SURFACE TRANSPORTATION

HIGHWAY FACILITIES

FUNCTIONAL CLASSIFICATION

Functional classification relates different levels of service for highways and streets based on the traffic they carry and the importance of the destinations they serve. Jurisdictional classification indicates the governmental jurisdiction responsible for the development and maintenance of the particular highway or street. A functional classification system is also used to determine eligibility for federal highway aids. The Department of Transportation provides guidelines for functional classification for rural areas with a population under 5000.

Principal Arterial

These routes serve interstate and interregional trips and generally provide access to urban areas larger than 5,000 people. Rural principal arterials include interstate highways and other principal arterials.

Minor Arterial

Minor arterials provide intra-regional and inter-area traffic movement for cities, developed areas and other major traffic generators and can connect principal arterials.

Major Collector

These highways and roads serve moderate-sized communities and other inter-area traffic generators, and connect them to nearby higher population centers or arterials.

Minor Collector

These roadways collect traffic from local roads, and provide connections to all remaining smaller communities, locally significant traffic generators, and major collectors and arterials. All developed areas should be near a collector road.

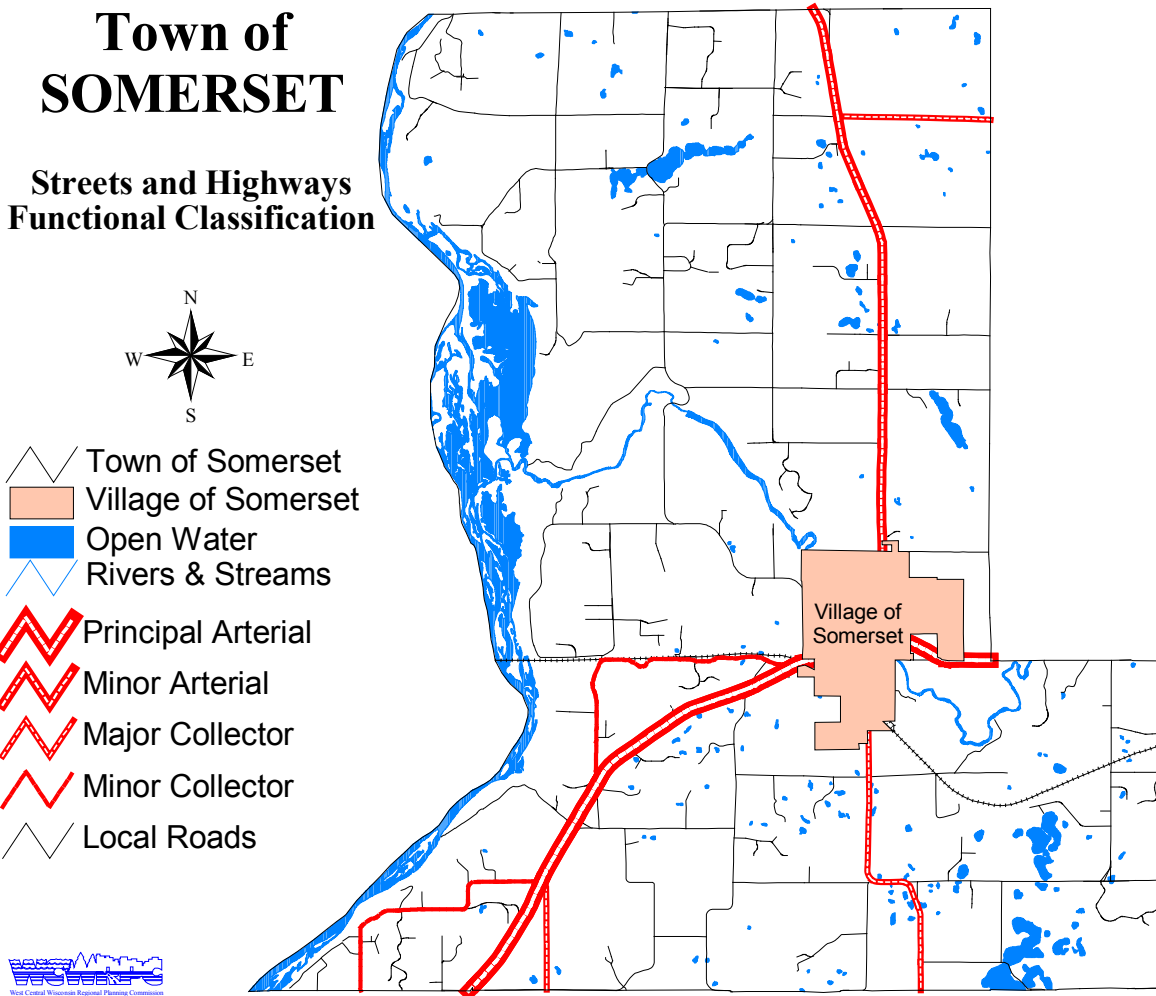
Local Roads

These roads provide access to residential, commercial and rural or agricultural areas for travel over relatively short distances and usually carrying traffic that is local in nature. All roads not classified as arterials or collectors are local roads.

ARTERIALS, COLLECTORS AND LOCAL ROADS IN THE TOWN OF SOMERSET

Traffic moves through the Town of Somerset over the main arterials of State Highways 64 and 35 and the major collectors of County Highways I, V, and H. Movement is also facilitated over a network of local roads and streets. State Highway 64 is currently being improved from a heavily accessed two-lane facility to a limited access four lane facility from Houlton, WI to New Richmond, WI. The corridor traverses the southern part of the Town, passing to the south of the Village of Somerset.

FIGURE 1.



State Highway 64 is a principal arterial and carries a majority of the traffic in the area. State Highway 35, considered a minor arterial, runs with State Highway 64 from its entry into the southeastern part of the Town to the Village of Somerset where the two split. State Highway 35

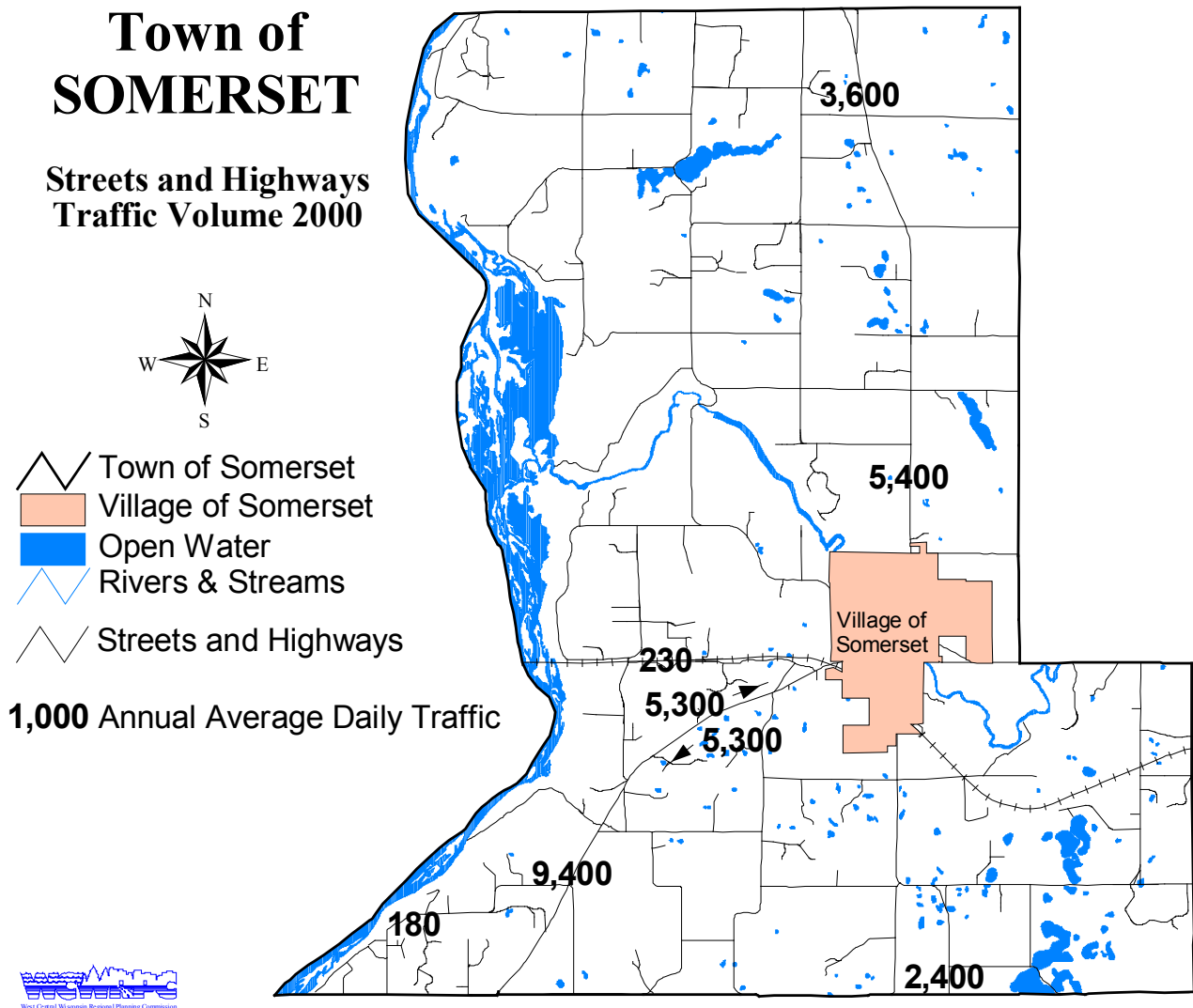
then continues north through the northern part of the Town exiting into Polk County. Within the Town, County Highways I south of the Village of Somerset, V, and H are considered major collectors. Anderson and Scout Camp Roads, and 38th Street – 180th Avenue are minor collectors. All other roads are considered local roads and are under the jurisdiction of the Town.

TABLE 38
TRAFFIC VOLUMES • Average Annual Daily Traffic
Town of Somerset

Highway and Location	2000	1997	1994
State Highway 35 north of County H	3,600	3,000	2,900
State Highway 35 between 190 th Av. And 200 th Av.	5,400	4,000	*3,010
State Highways 35/64 between 38 th St. and 50 th Street	+5,300	+4,700	*9,360
	- 5,300	- 4,800	
State Highways 35/64 between Scout Camp Rd. and 165 th Av.	9,400	10,000	9,700
180 th Av. West of the Village of Somerset	230	150	190
Scout Camp Road	180	110	80
County I just north of the Town border	2,400	1,800	1,400

Source: WDOT * 1991 ADT + westbound - eastbound

FIGURE 2.



TRAFFIC VOLUMES

Table 38 and Figure 2 present the historical traffic volumes experienced on selected roadways in the Town. It is expected that volumes on major routes will increase significantly in the future.

COMMUTING PATTERNS

An indication of Town of Somerset residents commuting patterns can be derived from a review of travel time and journey to work information, shown in Tables 39 and 40. From 1980 to 1990, the average travel time to work increased slightly from 26.1 minutes to 27.2 minutes. The greatest increase, both numerically and as a percent, was in the 10 to 19 minutes category. Overall, in 1990, 60% of working residents traveled 20 minutes or more to reach their place of work.

TABLE 39
TRAVEL TIME TO WORK • 1980, 1990 and 2000
Town of Somerset Resident Workers 16 years of age and older

	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Worked at home	60	8.1	80	7.7	80	5.3
Less than 5 minutes	12	1.6	35	3.4	63	4.2
5 to 9 minutes	100	13.6	77	7.4	105	7.0
10 to 19 minutes	138	18.8	223	21.6	278	18.5
20 to 29 minutes	124	16.9	201	19.4	341	22.7
30 to 44 minutes	144	19.6	202	19.5	279	18.6
45 to 59 minutes	104	14.2	146	14.1	221	14.7
60 minutes or longer	52	7.1	70	6.8	133	8.9
Average Travel Time (Min.)	26.1		27.2		28.3	

Source: U.S. Census

From 1990 to 2000, the average travel time to work increased slightly from 27.2 minutes to 28.3 minutes. The greatest increase, both numerically and as a percent, was in the 20 to 29 minutes category. Overall, in 2000, 65% of working residents traveled 20 minutes or more to reach their place of work.

From 1980 to 1990, the number of Somerset residents working in Washington County, Minnesota increased by 120 residents, 67.4%, to 298. This nearly equaled the number of residents that worked in St. Croix County, 330. During this same period, the number of Somerset residents working in the State of Minnesota increased by 216 residents, 53.7%, from 402 to 618.

From 1990 to 2000, the number of Somerset residents working in Washington County, Minnesota increased by 156 residents, 52.3%, to 454. During the same period, the number of Somerset residents working in St. Croix County increased by 213 residents, 64.5%, to 543. This perhaps indicates that there are increasing employment opportunities in St. Croix County available for Town of Somerset residents. The number of Somerset residents working in the State of Minnesota increased by 219 residents, 35.4%, from 618 to 837. In 1980, over 51 percent of the workers living in the Town of Somerset commuted to Minnesota. In 1990, almost 62 percent of the workers living in the Town of Somerset commuted to Minnesota. In 2000, about 59 percent of the workers living in the Town of Somerset commuted to Minnesota.

TABLE 40
PLACE OF WORK • 1980, 1990 and 2000
Town of Somerset Residents

Place of Work	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Minneapolis, MN	46	5.9	40	4.0	37	2.5
Bloomington, MN	2	0.3	15	1.5	10	0.7
Edina, MN	0	0.0	9	0.9	4	0.3
Remainder of Hennepin County, MN	10	1.3	18	1.8	38	2.5
St. Paul, MN	92	11.8	134	13.4	110	7.3
Roseville, MN	14	17.9	18	1.8	38	2.5
Remainder of Ramsey County, MN	52	6.6	47	4.7	98	6.5
Fridley, MN	0	0.0	14	1.4	0	0.0
Remainder of Anoka County, MN	0	0.0	5	0.5	2	0.1
Chisago County, MN	4	0.5	0	0.0	9	0.6
Dakota County, MN	4	0.5	20	2.0	37	2.5
Washington County, MN	178	22.8	298	29.9	454	30.3
St. Croix County, WI	302	38.6	330	33.1	543	36.2
Worked elsewhere	30	3.8	50	0.5	118	7.9
Not Reported	48	6.1	--	--	--	--
TOTAL	782	100.0	998	100.0	1,498	100.0

Source: U.S. Census

STATE AND ST. CROIX COUNTY PLANS FOR FUTURE IMPROVEMENTS

STATE OF WISCONSIN PLANS FOR FUTURE IMPROVEMENTS

The State of Wisconsin Department of Transportation District 6 *2002-2007 Major Projects Plan* describes a major highway improvement project for State Highways 35-64 from Houlton, WI to New Richmond, WI (Figure 3). The reconstruction and new construction alignment of State Highways 35 and 64 from a two lane facility to a limited access four lane facility began in 2002 with the preparation phase and continues in 2003 with the commencement of the construction phase. The 12.94-mile project is scheduled to be completed in 2006. The highway will be constructed through the Town of Somerset, passing south of the Village of Somerset, with interchanges at County Trunk V, 38th Street, State Highway 35 and 110th Street. This \$79,594,000 project is designed to relieve traffic congestion, improve safety and move people and products more efficiently.

ST. CROIX COUNTY PLANS FOR FUTURE IMPROVEMENTS

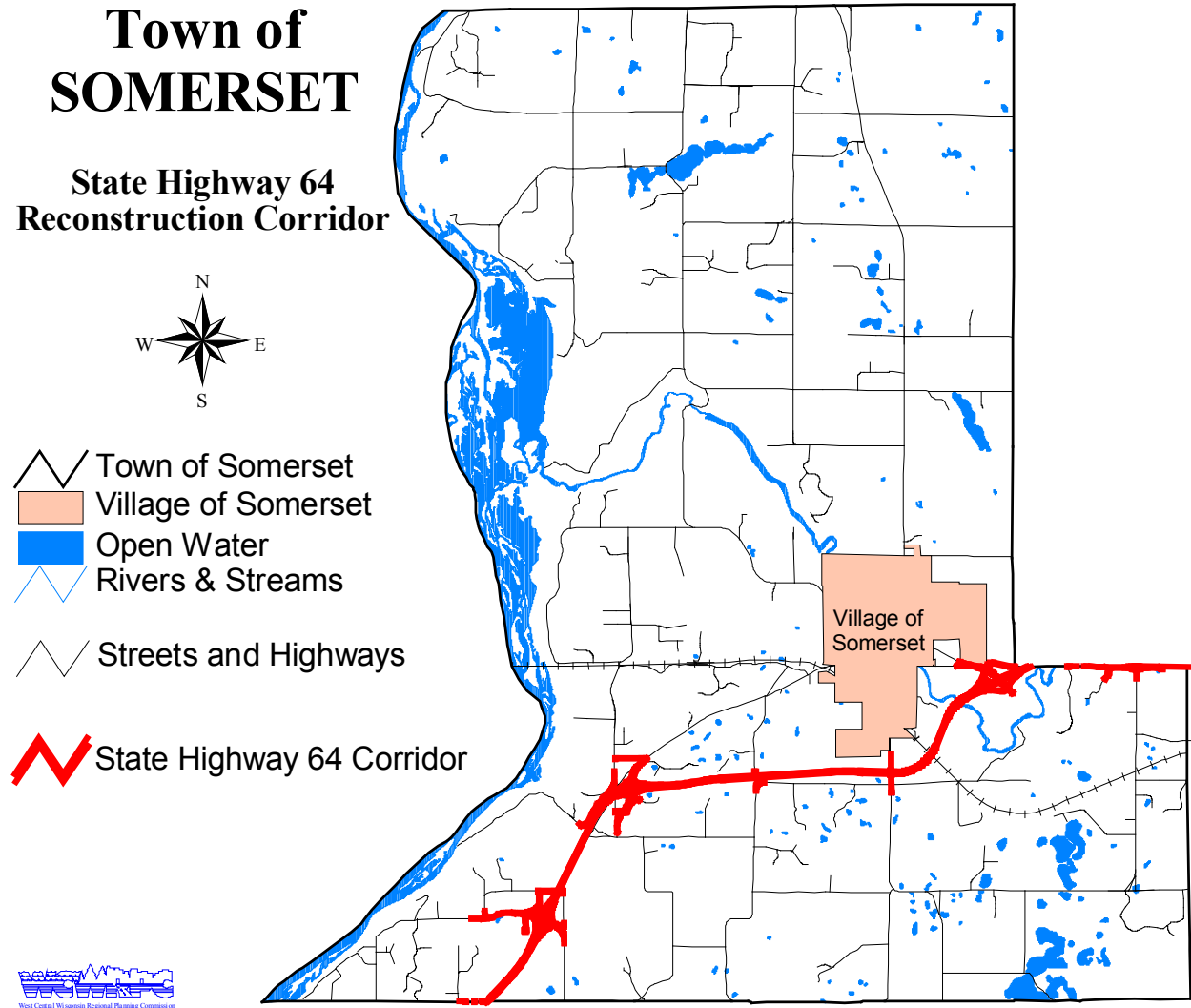
The St. Croix County Highway Department has plans for construction around the interchange of the new State Highway 64 and County Trunk C. This construction will occur to correspond with the development of the interchange.

TRAFFIC CIRCULATION IN THE TOWN OF SOMERSET

The Town is served well by a network of Town roads. Currently, this local road network adequately distributes traffic between its various origins and destinations within the Town, including moving local traffic up the highway hierarchy to collectors and arterials. This is not to say that there are not areas of congestion at certain times of the year, week and day. However,

the flow of traffic has not degraded to the point where people perceive unacceptable waits or travel times.

FIGURE 3.



IMPROVING TRAFFIC FLOW WITHIN THE TOWN

It is recognized that to maintain adequate traffic movement in the Town it is necessary to ensure that the network be developed and upgraded to keep pace with demand. The Town intends to make the local road network as flexible as possible by requiring new development to provide the opportunity for future road connections to subsequent development. In this way there will be alternative routes available within the local roads system and the undue concentration of traffic will be reduced. The development of the new State Highway 64 will provide challenges to developing and maintaining the local road system. The Town is prepared to meet these challenges through the consideration of appropriate land uses in the Town and the possibility of planning future local roads and mapping them on an Official Map.

ENCOURAGING ALTERNATIVE MODES

It appears that the extensive use of alternative modes of transportation to major destinations from the Town of Somerset are a long way off. Bicycles are better accommodated and their safe movement within the Town will improve over time, especially over selected routes. It is likely that some commuters already use bicycles for their mode of transport and it is entirely possible that commuting trips on bicycle will increase. However, this will never be a significant number of trips that might relieve automobile traffic on roadways. In addition, any kind of mass transit is unlikely with the recent expenditures for improved roadways.

PUBLIC TRANSIT

The City of New Richmond sponsors a shared-ride taxi service that operates within and outside of the city limits, with some trips extending into the Town. Special transportation services for the elderly and handicapped are coordinated through the St. Croix County Department on Aging. The continued growth of the St. Croix County work force commuting to Minnesota would appear to warrant investigation of commuter linkages, especially strategically located park-and-ride lots and van pooling.

ACCESS MANAGEMENT

Access management is the new buzzword among highway planners and engineers and involves the concept of controlling access points to State and County Highways much like access to the freeway system is confined to on ramps and interchanges.

In a busy commercial area, along a highway corridor, "access management" would seek to consolidate curb cuts from driveways by requiring business owners to share access or gain access to commercial property from service roads. On the current State Highway 35/64 corridor (parts of which are soon to become a County highway) approaching the Village of Somerset there are many turning movements to business parking areas as well as many street intersections where traffic turns on and off the highway.

In the future, development of commercial properties on, or accessed from this corridor, should be examined for opportunities to limit traffic conflicts and delays by minimizing access points and using frontage roads and alternative access points for businesses and parking areas. Commercial developments could also be required to build certain features of the system and agree to participate in traffic control device expenditures if traffic from the development would be determined to contribute to capacity problems at specific street intersections.

Access management techniques should also be applied any time there is a change in use for commercial properties and the Town could require information on traffic generated by proposed developments to assist in evaluating traffic impacts from commercial sites, large subdivisions or other large traffic generators.

The same principles would apply to development of vacant properties and in that regard control of access along the existing State Highway 35/64 corridor that will become County road, all of

the other arterials and collectors, and at the interchanges will be important to maintaining safe access and egress within the Town's road system.

AIR TRANSPORTATION

The nearest public airports are L O Simenstad Municipal Airport in Osceola and the New Richmond Municipal Airport located two miles north of the City of New Richmond. The L O Simenstad Municipal Airport serves Osceola and Polk County and is owned by Village Of Osceola. This airport has more than one runway; the longest is a paved runway extending 3862 feet. The city-owned New Richmond Municipal Airport accommodates most business-sized aircraft but does not offer passenger or freight service. This airport has one asphalt and one grass airstrip, maintains regular hours and has an aviation fueling service. The longest runway is paved and extends 4003 feet.

The Minneapolis-St. Paul International Airport provides direct connections to 175 domestic destinations, as well as numerous international destinations, and is the major provider of air service for people in the metropolitan area.

RAILROADS

The Canadian National Railway runs through the Town of Somerset, making scheduled stops in the Village of Somerset for contracted freight service, but like most railroads, does not offer passenger service. Amtrak passenger service is available in St. Paul, MN.

BICYCLE

The *St. Croix County Bicycle Transportation Plan 1995-2015* provides for bicycle routes along eastbound Polk-St.Croix County Road to 50th Street, south to 232nd Avenue, east to County Highway I, south to 230th Avenue, east to County Highway H exiting east out of Town, **OR** along eastbound Polk-St.Croix County Road to 50th Street, south to County Highway I, south to 160th Avenue, west to 63rd Street, south to 150th Avenue, west to 60th Street exiting south out of Town. Many other roads are used for bicycling, but most do not have paved shoulders for bicycle travel. The Town would like to identify town road segments that could add to bicycle routes but must temper such development with the additional costs paved shoulders bring to road reconstruction.

PEDESTRIAN

There are rural local road segments in the Town that are conducive for walking. This is a mode of transport that is most often used for recreational purposes, not for daily living trips. The distances between destinations are just too far for walking to serve such trips. However, as the Town continues to develop there will be more opportunities to create walkways that serve inter-neighborhood travel. This opportunity is especially apparent with the prospect of proliferating conservation-designed subdivisions with their interconnected open spaces. Walking trails are a "natural" for such development and the Town is sure to encourage their connection between developments.

CURRENT TRANSPORTATION ISSUES

Highway improvements and interchange placement have a definite relationship to land use and development. These infrastructure improvements are a response to growth in population and commerce, but once completed can also affect the development of nearby lands. The potential changes in transportation routes have been previously explored regarding future development in the Town of Somerset. The greatest potential impacts to the Town of Somerset will probably come from the 38th Street, County V and County C interchanges with the new four-lane Highway 64, and the existing Highway 64 corridor from the 38th Street interchange to the Village limits that will revert to County jurisdiction. The Town must be diligent in watching how the new traffic patterns affect land use and how new facilities might induce traffic.

There is also much information lacking about the impact of the Stillwater Bridge on the traffic in the Town. There should be a better understanding of the potential impacts of making it easier to go across the river to and from Minnesota. The Town of Somerset must keep on top of any changing conditions that might differ from the assumptions used for this plan.

TOWN ROAD MANAGEMENT PLAN

INTRODUCTION

Rising road improvements costs, combined with increasing demands for better roads, place town officials with budget constraints in a difficult position balancing priorities and making difficult decisions in order to manage town road systems. Past road management practices relied on the judgment and experience of the local town staff. However, as personnel changes occur, it is often difficult to maintain a consistent road management program. Today, a slightly more formalized technique can be combined with that local expertise to increase the effectiveness and consistency of pavement management.

Effective local road management incorporates three essential steps into the project selection process. They include:

1. An inventory of all local roads.
2. A periodic evaluation of the surface condition of all roads.
3. The application of the condition evaluations to help set priorities for projects and select alternative treatments.

The application of the Pavement Surface Evaluation and Rating (PASER) system in the surface condition evaluation phase helps to ensure objectivity and consistency in this most vital element of the pavement management process. This simplified, yet systematic, approach was used in the development of a *Town Road Management Plan for the Town of Somerset*.

TOWN ROAD CLASSIFICATION

The Town of Somerset has 11.26 miles of State Trunk Highways, 13.03 miles of County Trunk Highways, and 86.21 miles of town roads. The town road system consists of 69.93 miles (81%) of paved roads and 16.28 miles (19%) of unpaved roads.

Because not all roads are of equal importance, the town roads are classified according to their relative importance in carrying traffic. Those roads carrying greater volumes of traffic and serving more people provide a higher level of service and, therefore, represent a higher priority to the Town. Four town road classifications have been identified for the purposes of the town road management plan. They include: (1) Major Roads; (2) Minor Roads; (3) Local Roads; and (4) Low Use Roads. The major town roads are those roads that may be functionally classified by the Wisconsin Department of Transportation as arterials or collectors, or local roads that carry substantially higher volumes of traffic on both local and through trips. The minor roads are those local town roads that provide a somewhat higher level of local use by carrying greater volumes of traffic than other local roads, but not as much as the major roads. The local roads are those town roads which serve local residents primarily in a land access function, as opposed to the higher mobility function of minor and major town roads. Local roads are generally through roads serving both rural and residential areas. Low use roads serve strictly a limited land access function and are typified by deadend roads or through roads with low traffic volumes.

The application of this local classification system to the town roads in the Town of Somerset resulted in the following distribution of town road mileage:

Classification	Mileage	Percent of System
Major	17.53	20.3%
Minor	6.82	7.9%
Local	57.42	66.6%
Low Use	<u>4.44</u>	<u>5.2%</u>
TOTAL	86.21	100.0%

The town road management plan provides a detailed listing of town road segments by classification and mileage, along with the last identified improvement year.

TOWN ROAD INVENTORY AND EVALUATION

All of the town roads in the Town of Somerset were inventoried and their surface conditions evaluated using the Pavement Surface Evaluation and Rating (PASER) system. The PASER system uses a numerical rating system to evaluate the surface condition of each road segment. The rating scale ranges between "1" (very poor condition) to "10" (excellent condition). A pictorial guide assists with the inspection of the road surfaces to identify various levels of deterioration from visual signs of surface distress. The ratings correspond to an appropriate level of maintenance or improvement to be applied. The following categories describe this rating system:

- Rating 9 and 10 - No maintenance required
- Rating 7 and 8 - Routine maintenance, cracksealing and minor patching
- Rating 5 and 6 - Preservative treatments (sealcoating)
- Rating 3 and 4 - Structural improvement and leveling (overlay or recycling)
- Rating 1 and 2 - Reconstruction

The town road management plan presents the surface condition ratings for all of the town road segments in the Town of Somerset grouped by local road classification and by paved and

unpaved surfaces. The condition ratings for all of the gravel town road segments are also shown. It is important to note that the numerical rating system for gravel roads is from "1" to "5" and requires the application of different maintenance and improvement measures.

The town road management plan provides a graphic illustration of the surface condition ratings for the total 69.93 miles of the Town's paved road system and the surface condition ratings for the 16.28 miles of unpaved or gravel roads in the Town.

TOWN ROAD IMPROVEMENT PRIORITIES

The purpose of conducting an inventory and evaluation of the surface condition of the town roads is to develop a base of information from which to make decisions with regard to road improvement needs. This information can then be used to help set priorities for projects and select alternative treatment measures. As stated previously, the priority ranking of a road improvement is a function of the importance of the road (local classification) and the condition of the road (surface evaluation rating).

The town road management plan presents a detailed listing of town road segments by priority ranking. A higher ranking number indicates a high priority for improvement work. In addition to the rank, local classification and condition evaluation rating, the plan also presents data relevant to the physical characteristics of each road segment. Data derived from the Wisconsin Department of Transportation's road inventory files identifies each road segment, its length, surface type, surface width, shoulder width, last surface improvement year, right-of-way and estimated average daily traffic. This information is important in determining the extent of an alternative treatment measure and the associated cost estimate.

Several contributing factors, such as pavement age, outdated construction standards, impacts of weather, delayed maintenance and increased traffic loading can accelerate the deterioration of a road surface. These combined conditions generally tend to be the primary factors affecting surface conditions and in determining road improvement priorities. Maps in the town road management plan depict the relative age of the last road improvements. A comparison of condition rating with the date of the last major improvement correlates road surface condition with the age of the last improvement. A comparison of paved surface condition ratings with improvement age indicates the percent of paved roads in good condition, and the percentage of the road improvements are over ten years old. This information is indicative of a strong local road maintenance program that has been employed effectively to delay and minimize more costly road improvements. A similar comparison of condition ratings with improvement age for unpaved roads reveals a similar result.

The town road improvement priorities are identified in the plan and are intended to serve as a guide for Town officials. Other considerations will undoubtedly arise that will affect any intended plan of action. The primary importance of the data contained in the plan is in the information value for decision-making, not necessarily in the strict adherence to the priority ranking.

PROJECT IDENTIFICATION AND COST ESTIMATES

A town road improvement plan is developed to address two main issues essential to efficient local road management. The first is the issue of project prioritization and the second is the selection of the appropriate treatment measure. The development of cost estimates for the various treatment alternatives is an integral component of the project selection process and is incorporated into the listing of potential town road improvement projects identified in plan. Only those segments identified for improvement are listed.

ROAD IMPROVEMENT BUDGET

The final step in the preparation of a town road management plan was the development of a road improvement budget. A computerized financial program called PASERWARE, developed for use with the PASER system, was employed to develop a five-year capital improvements program for selected road projects. The program applies a trial budget to the list of identified road improvement needs and selects those priority projects that can be completed within the limits of the identified annual budget. It then adjusts the condition rating by applying a deterioration factor and re-prioritizes the projects for the successive years. The program also calculates the overall average condition rating for the town road system and identifies the dollar amount of projects that were not able to be addressed within the annual budget (backlogged projects).

The plan presents a trial budget selected by Somerset Town officials to address their road improvement needs. The amount budgeted should eliminate the backlog of road improvement projects by the specified year and raise the overall condition rating of the town road system a year beyond that.

The projects selected by the PASER program are identified for years one through five in plan. The plan lists all of the town road segments and identifies the suggested treatment, the condition rating, surface type and road classification. Those segments that are selected for the indicated treatments are identified by in each of the five years.

Again, it is important to note that the capital improvements program is just another tool to assist town officials with road management. Other issues will undoubtedly come to bear on the implementation of the recommendations contained in the road management plan. The *Town Road Management Plan for the Town of Somerset* is intended to serve as a guide to promote and enhance the road maintenance and improvement program in the town and to offer assistance in the financial programming to support a fiscally sound road management program. It is not included in the Comprehensive Plan so that it can be updated to reflect ongoing road management priorities and activities. It is a tool for implementation of the town's road management program.

STATEWIDE TRANSPORTATION PLANS

TRANSLINK 21

This statewide multi-modal transportation plan designated to guide the State transportation policy, programs and investments through the year 2000, was mandated by the federal

government in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent TEA21. On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. Subsequent technical corrections in the TEA 21 Restoration Act have been incorporated; thus, the material presented here reflects the combined effects of both Acts and the two are jointly referred to as TEA-21.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Significant features of TEA-21 include:

- Assurance of a guaranteed level of Federal funds for surface transportation through FY 2003. The annual floor for highway funding is keyed to receipts of the Highway Account of the Highway Trust Fund (HTF). Transit funding is guaranteed at a selected fixed amount. All highway user taxes are extended at the same rates when the legislation was enacted.
- Extension of the Disadvantaged Business Enterprises (DBE) program, providing a flexible national 10 percent goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities, in highway and transit contracting undertaken with Federal funding.
- Strengthening of safety programs across the Department of Transportation (DOT). New incentive programs, with great potential for savings to life and property, are aimed at increasing the use of safety belts and promoting the enactment and enforcement of 0.08 percent blood alcohol concentration standards for drunk driving. These new incentive funds also offer added flexibility to States since the grants can be used for any Title 23 U.S.C. activity.
- Continuation of the proven and effective program structure established for highways and transit under the landmark ISTEA legislation. Flexibility in the use of funds, emphasis on measures to improve the environment, focus on a strong planning process as the foundation of good transportation decisions—all ISTEA hallmarks—are continued and enhanced by TEA-21. New programs such as Border Infrastructure, Transportation Infrastructure Finance and Innovation, and Access to Jobs target special areas of national interest and concern.
- Investing in research and its application to maximize the performance of the transportation system. Special emphasis is placed on deployment of Intelligent Transportation Systems to help improve operations and management of transportation systems and vehicle safety.

Adopted in 1994 by the Wisconsin Department of Transportation it outlines the States programs for highways, passenger rail, air service, intercity buses, public transit and local road aids. Translinks 21 - the planning process and 21st century transportation plan - will be in place by the Summer of 1994. Its development will rely upon these fundamental "building blocks":

- Basic transportation goals and values

- New federal requirements
- Wisconsin's existing transportation system
- Responding to a changing Wisconsin
- Transportation financing
- Public involvement

While Translinks 21 will not make decisions on specific transportation projects, it will set the critical framework and priorities to determine which projects are designed and built in the future.

WISCONSIN BICYCLE TRANSPORTATION PLAN - 2020

This is the State's major plan for developing and integrating bicycles into the transportation system. It was adopted by the Wisconsin Department of Transportation in 1998 and looked at creating a system of bikeways using suitable routes along County and State Highways.

MIDWEST REGIONAL RAIL SYSTEM

Nine Midwestern States, Amtrak and the Federal Railroad Administration are working on proposals for intercity high-speed passenger rail. The Midwest Regional Rail Initiative is intended to develop and improve the 3000-mile Midwest Regional Rail System. This plan was published in February, 2000.

WISCONSIN STATE HIGHWAY PLAN 2020

Also known as Corridors 2020, this plan prioritizes highway construction and improvement needs and investments. It was adopted by the Wisconsin Department of Transportation in February, 2000. Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

WISCONSIN STATE AIRPORT SYSTEM PLAN 2020

The Wisconsin Department of Transportation identifies the maintenance and improvement programs for public-use airports in the State Airport System. Airports are not itemized for activities and funding so it cannot be determined which airports are in need of improvements.

STATE RECREATIONAL TRAILS NETWORK PLAN

Adopted in 2001 by the Wisconsin Department of Natural Resources as an amendment to the Wisconsin State Trail Strategic Plan to identify a network of trail corridors throughout the state consisting of more than 4000 miles of trails known as the *Trail Interstate System*. The Wild Rivers Trail is identified in the plan.

WISCONSIN PEDESTRIAN POLICY PLAN

This plan was completed in 2001 by the Wisconsin Department of Transportation and lays out State policies for the provision of pedestrian facilities which address coordination with existing transportation facilities and pedestrian-friendly development.

WISCONSIN STATE RAIL PLAN AND WISCONSIN STATE TRANSIT PLAN

These plans are nearing completion by the Wisconsin Department of Transportation and will address state policy, programs and financing of coordinated freight and passenger rail systems and the provision of transit facilities.

REGIONAL TRANSPORTATION PLANS

STATE HIGHWAY 35-64

The State of Wisconsin Department of Transportation District 6 *2002-2007 Major Projects Plan* describes a major highway improvement project for State Highways 35-64 from Houlton, WI to New Richmond, WI. The reconstruction and new construction alignment of State Highways 35 and 64 from a two land facility to a limited access four lane facility began in 2002 with the preparation phase and continues in 2003 with the commencement of the construction phase. The 12.94 mile project is scheduled to be completed in 2006. The highway will be constructed through the Town of Somerset, passing south of the Village of Somerset, with interchanges at County Trunk V, 38th Street, State Highway 35 and 110th Street. This \$79,594,000 project is designed to relieve traffic congestion, improve safety and move people and products more efficiently.

STILLWATER BRIDGE

After years of debate, it appears as though the Stillwater Bridge over the St. Croix River will be realized. This bridge will connect State Highways 64 and 35 in Wisconsin with State Highways 95 and 36 in Minnesota with a four lane facility. This major improvement is expected to compound the significant impacts generated by the Highway 35-64 improvements in the Town of Somerset. Construction of the bridge may result in an increase in traffic volume across the St. Croix River from 15,100 cars a day to 34,400 cars a day by the year 2020.

ST. CROIX COUNTY BICYCLE PLAN

The *St. Croix County Bicycle Transportation Plan 1995-2015* is a supplement to the comprehensive development planning initiative endorsed by the County Board to address long range growth and development issues over the next 20 years. As part of the multi-modal transportation element of this comprehensive planning effort, the *Bicycle Transportation Plan* is intended to serve as a guide for the development of bicycle facilities and programs and to identify a preferred bikeway system to safely and efficiently serve the bicyclists in St. Croix County. The *Bicycle Transportation Plan* was prepared for the County with the cooperation and guidance of an advisory committee comprised of representatives from the County's Planning and

Highway Departments, the Transportation Committee, the Wisconsin Department of Transportation and local bicycling advocates.

Three goals were developed to guide the development of the plan. These three goals were to:

1. Encourage the use of bicycles as an element of an integrated multi-modal transportation system in St. Croix County;
2. Increase recreational bicycling opportunities for residents and to enhance tourism and the economy of St. Croix County; and
3. Promote a safe bicycling environment in St. Croix County through facility improvements and education and enforcement programs.

Bicycling is recognized as an important alternate mode of transportation and recreational activity in the County. The rural road system connects municipalities and recreational areas throughout the County and provides access to area bicyclists. The plan addresses the suitability of the rural road system for bicycling and identifies a preferred bikeway system of approximately 260 miles, consisting of 240 miles of roadway facilities and 18.5 miles of bike paths/trails. Improvements, such as widening roadways, adding paved shoulders and providing separate bike paths/trails, are needed in certain areas to provide a safe and efficient bikeway system. The total cost to provide the necessary improvements to this proposed system is estimated at \$1.9 million over the next 20 years.

The *Bicycle Transportation Plan* also recognizes the importance of bicycle safety through education and enforcement programs, and includes recommendations that focus on improving the overall bicycling environment.

The Town of Somerset is interested in enhancing the opportunities provided by this plan. The Town would like to see some kind of connection of routes in the Town of Somerset to other major trails in the area, such as the Gandy Dancer Trail in Polk County.

TRANSPORTATION GOALS AND POLICIES

Goal 1

To provide an efficient and cost effective local road system.

Policy 1.1

To continue to manage the Town's roads using the PASER pavement rating system, WISLR road management database and keeping the Town Road Management Plan current.

Policy 1.2

To ensure that the local road system maintains adequate connectivity to reduce or eliminate constraining routes or unduly concentrating traffic.

Goal 2

To manage the inevitable land use and traffic impacts coming from the State Highway 35/64 reconstruction and the Stillwater Bridge.

Policy 2.1

To work closely with the DOT, St. Croix County and Village of Somerset on evolving highway issues in the area.

Policy 2.2

To require appropriate commercial development along the existing Highway 64 corridor in consideration of environmental concerns and limitations to development .

TRANSPORTATION IMPLEMENTATION

1. Create and maintain an accurate road map of the Town, including future road corridors and connections.
2. Identify possible park and ride facilities in cooperation with the Village of Somerset and the county and state highway departments. Some of the land taken by the state for freeway right-of-way might provide space for such facilities.
3. Establish and maintain the WISLR system for road analysis and management with the support of the Wisconsin Department of Transportation.
4. Develop and utilize support at the Village, Town and County levels for development of bikeways and walkways in the Town.

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