

# CHAPTER 4

## TRANSPORTATION

### Introduction

A well-planned transportation system provides for the efficient and safe movement of people and goods through various means and establishes the foundation for growth and economic success while improving the livability of the Town of Troy.

Transportation is the vital link that provides access to and from Troy. The Town's principal interest and responsibility are the development and maintenance of the community's highway and road network. The road and highway network is illustrated in Map 4-1. Interstate and intercommunity modes of transportation such as truck, bus, air and rail transportation services are available in surrounding communities or the greater metropolitan area.

### Modes of Transportation

The movement of people and goods is accomplished through a variety of transportation modes. These modes include car, truck, rail, transit, ship, air, bicycle and pedestrian. For the most part, each mode fits a particular need. Automobiles function as the dominant mode for the movement of people. Trucking provides for the rapid movement of goods and products over the highway network. Air travel moves people and lightweight products quickly over long distances. The railroad functions primarily for the movement of bulk commodities over long distances while bicycle paths and sidewalks provide for the movement of people.

### Roads

The major forms of transportation which directly affect Troy are rubber-wheeled, surface transportation – trucks, buses, automobiles. The dominant mode in a rural community such as Troy is automobile transportation. In terms of road usage by miles, road usage by trucks and buses is of lesser importance.

### Functional Classification System

Most public roads in Wisconsin are classified according to their function and jurisdiction. The road system in Troy includes the classifications of arterials, collectors and local roads, which represent the functional levels of roadway service. Arterials that primarily move traffic provide access to and through an area. Collectors that provide a mixture of mobility and land access, provide distribution within an area. Local roads provide access to adjacent land. It also helps determine eligibility for federal aid.

Classifications are divided into urban and rural categories based on population. Because the population of the Town of Troy has exceeded 5,000, the Town will need to change the existing rural functional classification system.

The Transportation Plan Map (*Map 4-2*) illustrates the functional classification of roads. The planned locations for additional road corridors in Troy are shown on Map 4-3. Some local roads might be elevated to collector status in the future as traffic volumes increase. It is anticipated that all areas of the Town where development is likely to occur should have a unified, planned road system.

### **Principal Arterials**

Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principle arterials are further subdivided into 1) interstate highways and 2) other principle arterials.

In Troy, State Trunk Highway (STH) 35 is classified as an arterial. It has been a heavily traveled route for many years. It connects the City of River Falls with Interstate 94 approximately nine miles to the northwest. Commuting students, workers and business people, as well as commercial and industrial truck traffic, travel the freeway in large numbers on a daily basis.

State Trunk Highway 35 is designated as a Primary Arterial-Freeway and is currently being constructed to become a four-lane freeway with limited access. By the time this construction project is complete, there will be limited access points to the expressway. The current plans include access at Hanley Road, Glover Road, and Radio Roads. There are no plans in the foreseeable future to have additional principle arterials in the Town's transportation system.

### **Minor Arterials**

In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.

According to the DOT Functional Road Classification Map, County Highway F serves as the Town's only minor arterial. One needed project to be completed in the near future is a complete overhaul of CTH F.

### **Major Collectors**

Provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.

According to the DOT Functional Road Classification Map, the Coulee Trail (west of State Trunk Highway 35) and Radio Road as well as County Trunk Highway M are serving as major collectors.

### **Minor Collectors**

Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.

County Trunk Highway MM, Townsvalley Road, East Cove Road, and Glenmont Road are designated as Minor Collector roads on the DOT Functional Road Classification Map. Since the function of these collectors is distribution within an area, the mobility function of these roads should be protected.

### **Local Roads**

Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads. Some roads that are currently designated as local roads may be changed to collector roads in the future.

The local road system is generally in good shape. Since the local road system is growing in aggregate mileage, the Town is requiring that any new roads are built to Town standards and specifications so they do not provide an additional burden on township taxpayers.

### **Town of Troy Road Classification**

The Town of Troy also has its own classification system based on St. Croix County Zoning and their own Subdivision Ordinance. All of the Town roads currently fall under two categories – Class D and E. Class D highways are roads not designated by the County as Class A, B, or C and serve as collector roads. Class E highways serve a local function, connecting individual parcels to collector roads.

### **Commuting Patterns**

Commuting patterns in the Town of Troy model commuting patterns for much of the St. Croix Valley. A high percentage of Troy residents are commuters to the Minneapolis-St. Paul metropolitan area. Wisconsin Department of Transportation's (WisDOT) proposed restricted access to State Highway 35 will dramatically affect the flow of traffic in the Town of Troy as well as create additional stress to the local town roads.

In 2002, the Town of Troy sent out a survey to its residents to help determine the flow of local traffic. A total of 1,484 surveys were sent out. Residents returned 470 surveys for a total response rate of 32%.

The survey indicated that 45% of the Town residents access State Highway 35 via Glover Road and Coulee Trail. The survey results will help indicate flow of traffic within the Town and how the impact of the restricted access to State Highway 35 will affect other local town roads. This also helps determine when capital improvements will be required due to increase traffic and usage of town roads.

### **Criteria for Future Road Corridors**

To ensure smooth traffic flow through the Town of Troy, these factors will be considered when planning future road corridors:

- Connect existing dead ends and stub roads where desirable.
- Multiple access points for certain developments.
- Increase/improve east-west, north-south corridors.
- Follow natural features and topography of the land.

### **Existing, Proposed, and Future Roads**

Existing roads are the main factor to look at when considering proposed and future roads to ensure connectivity (*Map 4-3*). Future road corridors are shown and represent a logical vision to enhance the existing transportation system. It should also be noted that these locations are generalized and are not necessarily intended to be an official Town road map.

To plan and develop a safe and efficient road system requires that each new development should be evaluated for how it will fit into the existing and future road network. The Town has projected future road corridors into all areas of the Town. As individual developments are reviewed, they will be required to incorporate the projected corridor or an acceptable substitute. New development will inevitably alter some of the routing of future roads.

### **Capital Improvement Planning**

With infrastructure comes maintenance. A sound transportation plan should be able to foresee and responsibly plan for upcoming expenses. Two ways of doing this is by participating in the PASER program (*Map 4-4*) and devising a Capital Improvements Plan (CIP).

Pavement ratings can be used for planning maintenance and budgets for local roadways. In 2001, a state statute was passed that requires municipalities and counties to assess the physical pavement condition of their local roads. A common method of doing this is referred to as Pavement Surface Evaluation and Rating or PASER. PASER rates roadways from Failed (needs total reconstruction) to Excellent (no visible stress). PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning. The Town of Troy had their first PASER rating completed in 2001 and it is updated annually.

Capital improvements planning is a long-range strategy that matches the costs of future capital improvements to anticipated revenues. A capital improvements plan offers no magic remedy to public works problems, but it may avert some of the expensive mistakes that are frequently the result of crisis management. It can also help local officials think through complex economic development and financial decisions. The failure to plan virtually assures that scarce resources will be consumed in reacting to crises and that crucial facilities will continue to deteriorate.

The Town of Troy does have a Capital Improvements Plan and the current plan is in place until 2012. The Town is committed to keeping this plan up-to-date.

### **Truck Transportation**

Truck traffic other than routine maintenance and service/delivery trucks is primarily focused on the major roads in the Town – STH 35 and CTH F. Some town roads do get heavier truck usage due to the nonmetallic mining operation off County Trunk Highway U. Truck traffic can best be handled by arterial and collector roads.

### **Rail**

There is no rail infrastructure or service in the Town at this time and there are no plans to create new rail infrastructure.

### **Bus Transportation/Mass Transportation**

At present there is no public inter-city transit service through Troy.

St. Croix County Office on Aging does provide limited transit service in Troy to eligible clients.

### **Ship and Boat**

The surface water in and adjacent to the Town of Troy is generally not used for modes of transportation. Currently there aren't any ports for large scale shipping in the Town of Troy and no plans for future shipping. Cove Boat Ramp off of South Cove Road allows for recreational access to the St. Croix River. The Town has obligations under the DNR to guarantee public access at Cove Boat Ramp. Traffic on the St. Croix is not likely to increase in the near future for transportation purposes, however, recreational use will most likely increase as recreational potential is realized.

### **Air Transportation**

Air transportation is not directly provided to the residents of the Town of Troy. The closest major airport is the Minneapolis/St. Paul International Airport which is approximately 30 miles away. Other airports are in the area, but provide limited service and are just as far away compared to the Minneapolis/St. Paul International Airport.

### **Bicycles and Pedestrian**

The Town of Troy is in the process of improving its multi-modal transportation system. There are existing bike routes along Coulee Trail to C.T.H. MM along Townsvalley Road, east along Omaha Road and south along South Glover Road (*Map 4-5*).

When Town roads are constructed or reconstructed, they will be evaluated for future bike and pedestrian needs.

The Town at this time does not have a designated pedestrian trail system however they do participate in the St. Croix County Transportation Plan and some individual subdivisions include their own trails.

## **Transportation Plans**

The Wisconsin Department of Transportation has several State, County, and regional transportation plans that were reviewed to ensure consistency. The plans reviewed were:

- Connections 2030
- West Central Regional Freeway System
- Wisconsin Rail Issues and Opportunities Report
- Midwest Regional Rail System
- Wisconsin State Highway Plan 2020
- Wisconsin State Airport System Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin Statewide Pedestrian Policy Plan 2020
- St. Croix County Parks and Recreation Bicycle and Pedestrian Plan 2008

There is no identified conflict between the plans listed above and the goals, objectives, and policies of the Town of Troy's Comprehensive Plan. The St. Croix County Parks and Recreation Bicycle and Pedestrian Plan 2008, does list three goals encouraging an increase in safe bicycle and pedestrian opportunities throughout the County. These are all goals that the Town of Troy supports.

## **Goals, Objectives and Policies**

### *Goal 1:*

To provide a safe transportation system capable of delivering people, goods and services to and from and through the community.

### *Objectives:*

- Design a transportation system that will allow for safe travel within the community.
- Provide long-range transportation planning for the future and meet 20 year projected population growth needs.

### *Policy:*

- Maintain and update the Transportation Study periodically for the purposes of planning and a Capital Improvements Plan.

### *Goal 2:*

Maintain local road system as efficiently as possible.

### *Objective:*

- Utilize proper planning to ensure that road improvements are done in a fiscally responsible manner.

### *Policies:*

- Assure all roads built by developers meet the Town of Troy's standards.
- Develop a Capital Improvements Plan to allow for the cost of maintaining, reconstructing existing roads and constructing new roads.

- Utilize PASER ratings to inventory road conditions and plan road improvements.
- Update and maintain the Town of Troy's Transportation Study.

*Goal 3:*

Preserve Town of Troy's unique character.

*Objective:*

- Design a transportation system that compliments the Town's existing scenic setting and topography.

*Policies:*

- Road design should be consistent with Town of Troy's policy of preserving "best-farmable land."
- Road design should follow the natural contour of the topography.

*Goal 4:*

Provide and maintain a multi-modal system for the public that can be used for both recreational and transportation purposes.

*Objectives:*

- Develop and expand safe bicycle/pedestrian routes and trails within the existing system.
- Maintain current recreational facilities including existing access to the St. Croix River.

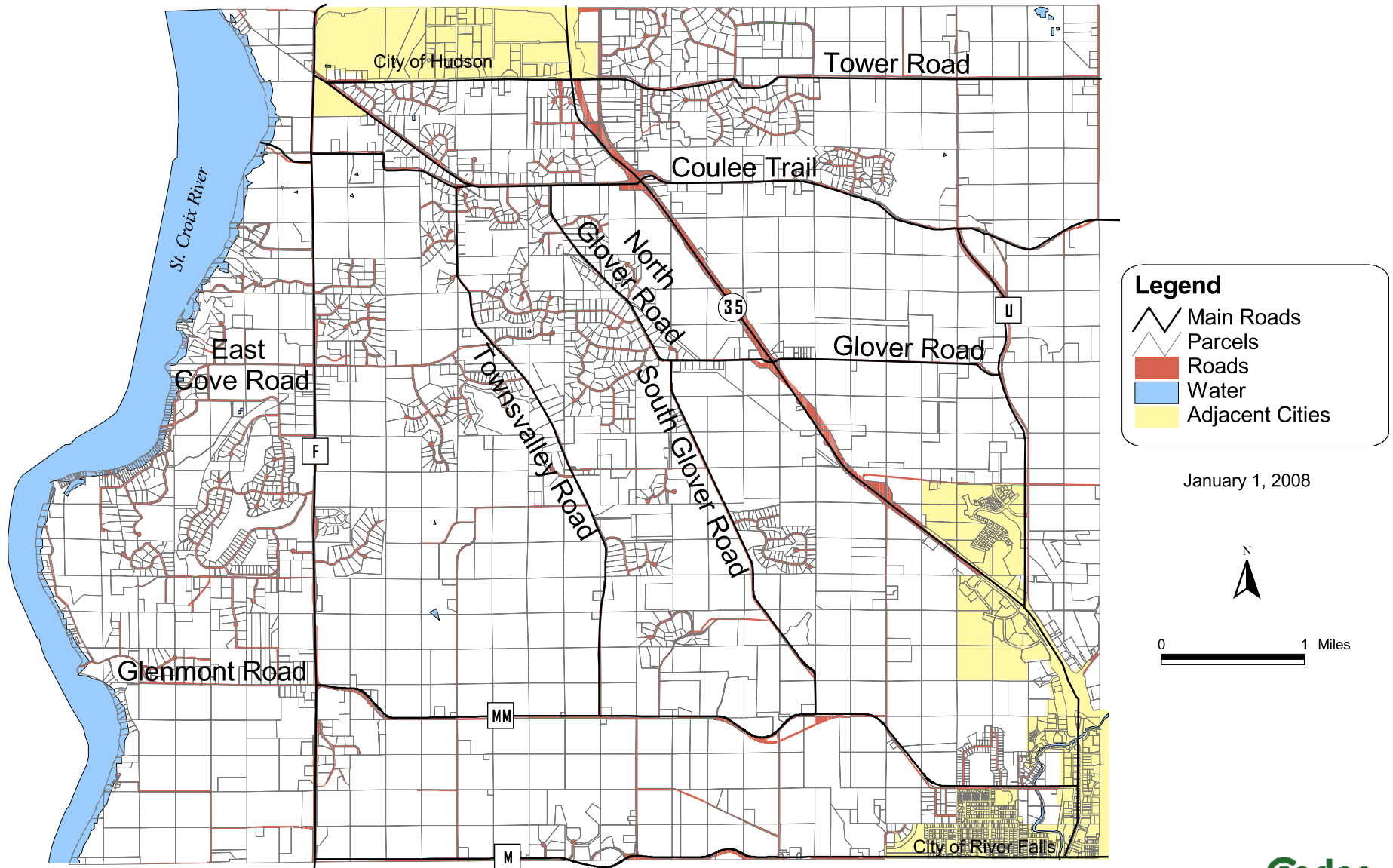
*Policies:*

- Encourage developers to design and construct alternative non-road connections (i.e. bicycle/pedestrian routes or trails) within and adjacent to developments.
- Coordinate with St. Croix County in implementing a regional bicycle/pedestrian path system.
- Maintain existing riverway access.
- Support Park Board's efforts to implement its long-range park plan as it relates to trails and bikeways.
- Work in conjunction with developers to expand and coordinate future recreational facilities with existing facilities.

# TOWN OF TROY

St. Croix County, Wisconsin

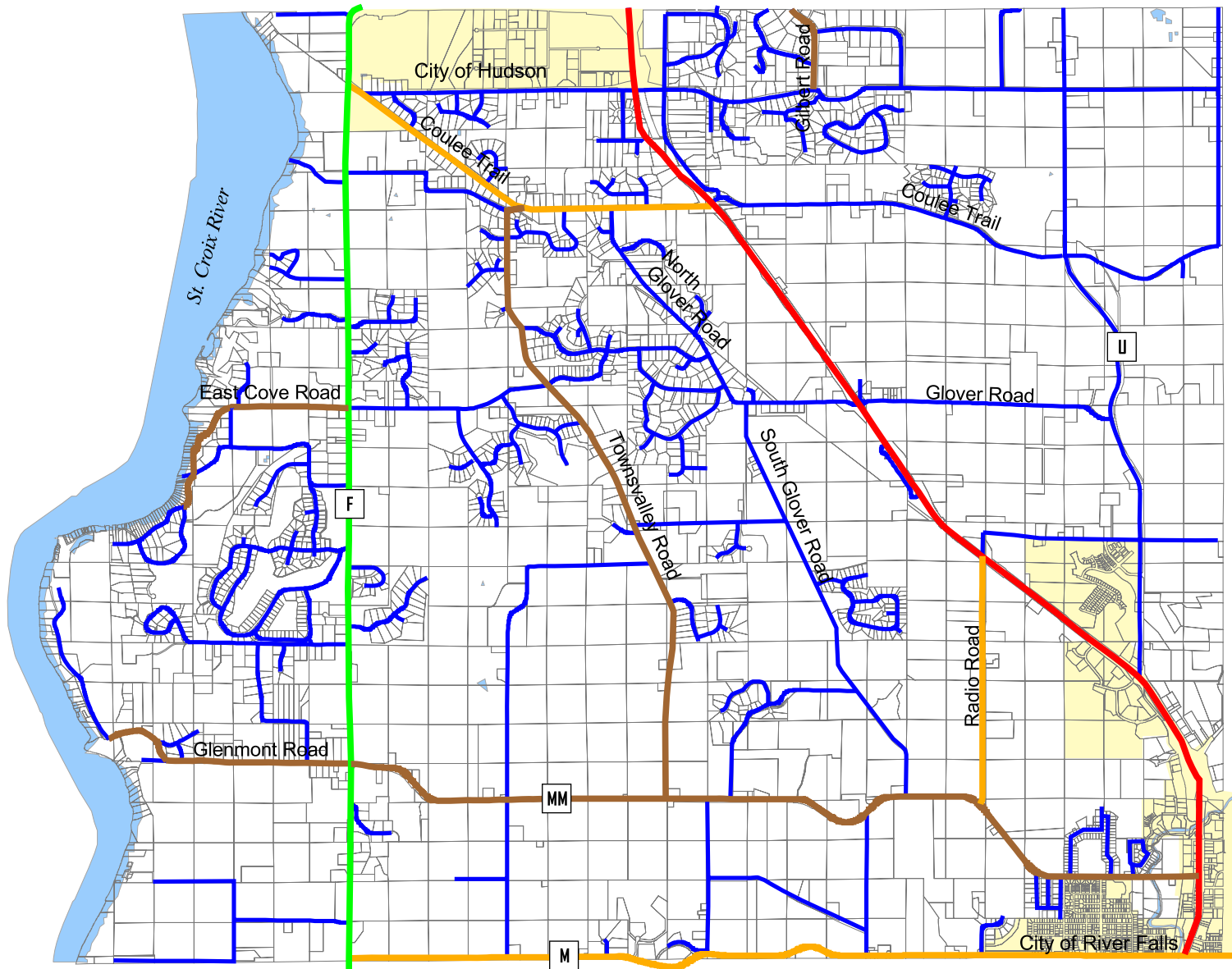
## TRANSPORTATION MAP



# TOWN OF TROY

St. Croix County, Wisconsin

## FUNCTIONAL ROAD CLASSIFICATION



**Legend**

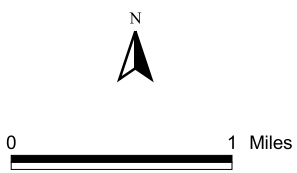
DOT Functional Road Class

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads

Parcels

Open Water

Adjacent Cities

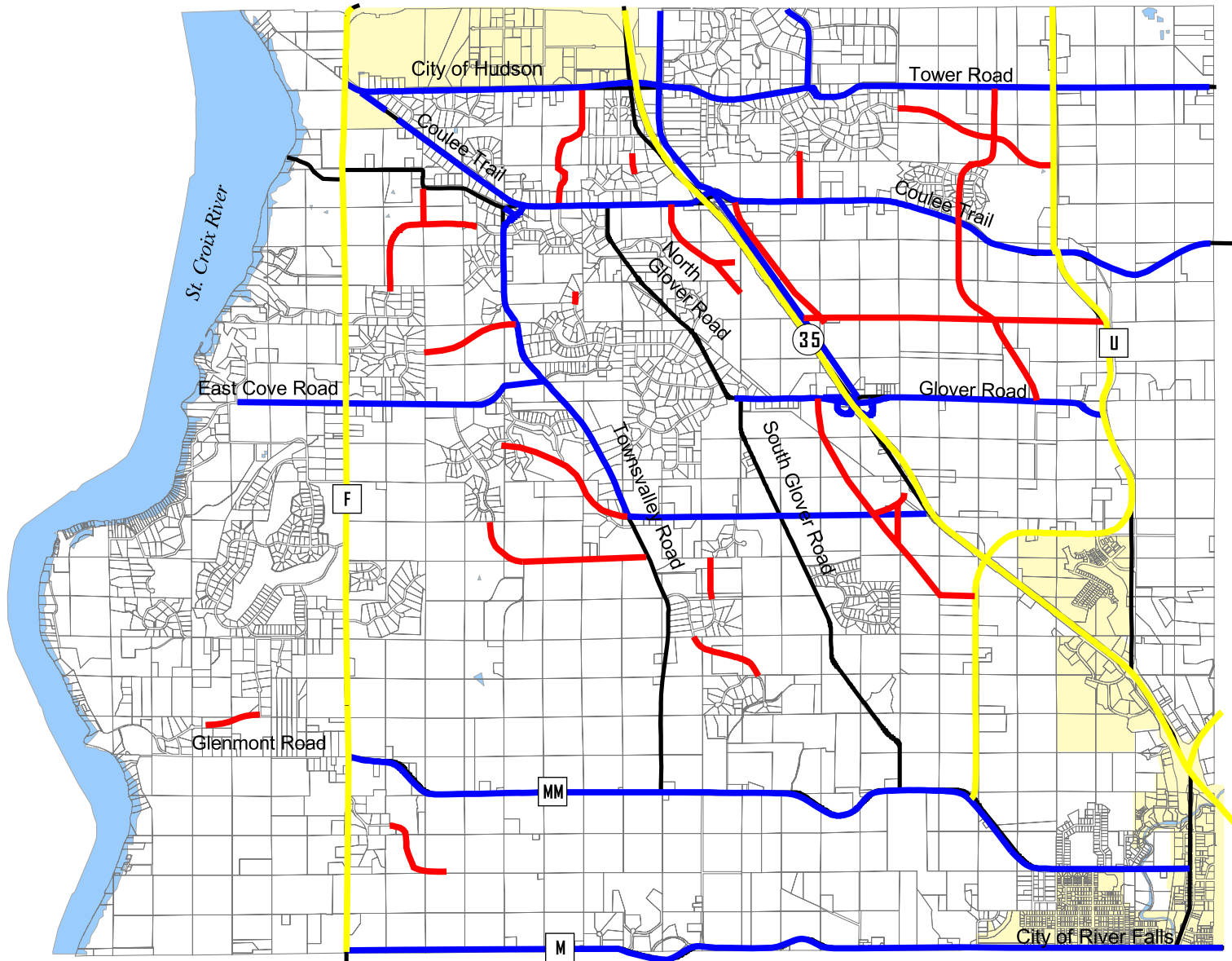


January 1, 2008

Source: WisDOT, Town of Troy Transportation Plan, St. Croix County Planning Department, and Cedar Corporation



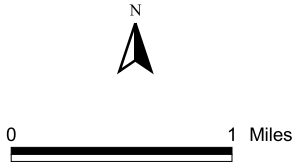
# TOWN OF TROY St. Croix County, Wisconsin FUTURE ROADS



**Legend**

Future Roads/Classification

- Future Arterial (Yellow line)
- Future Collector (Blue line)
- Future Local (Red line)
- Roads (Black line)
- Parcels (Grey outline)
- Open Water (Light blue fill)
- Adjacent Cities (Light yellow fill)



January 1, 2008

Source: WisDOT, Town of Troy Transportation Plan, St. Croix County Planning Department, and Cedar Corporation

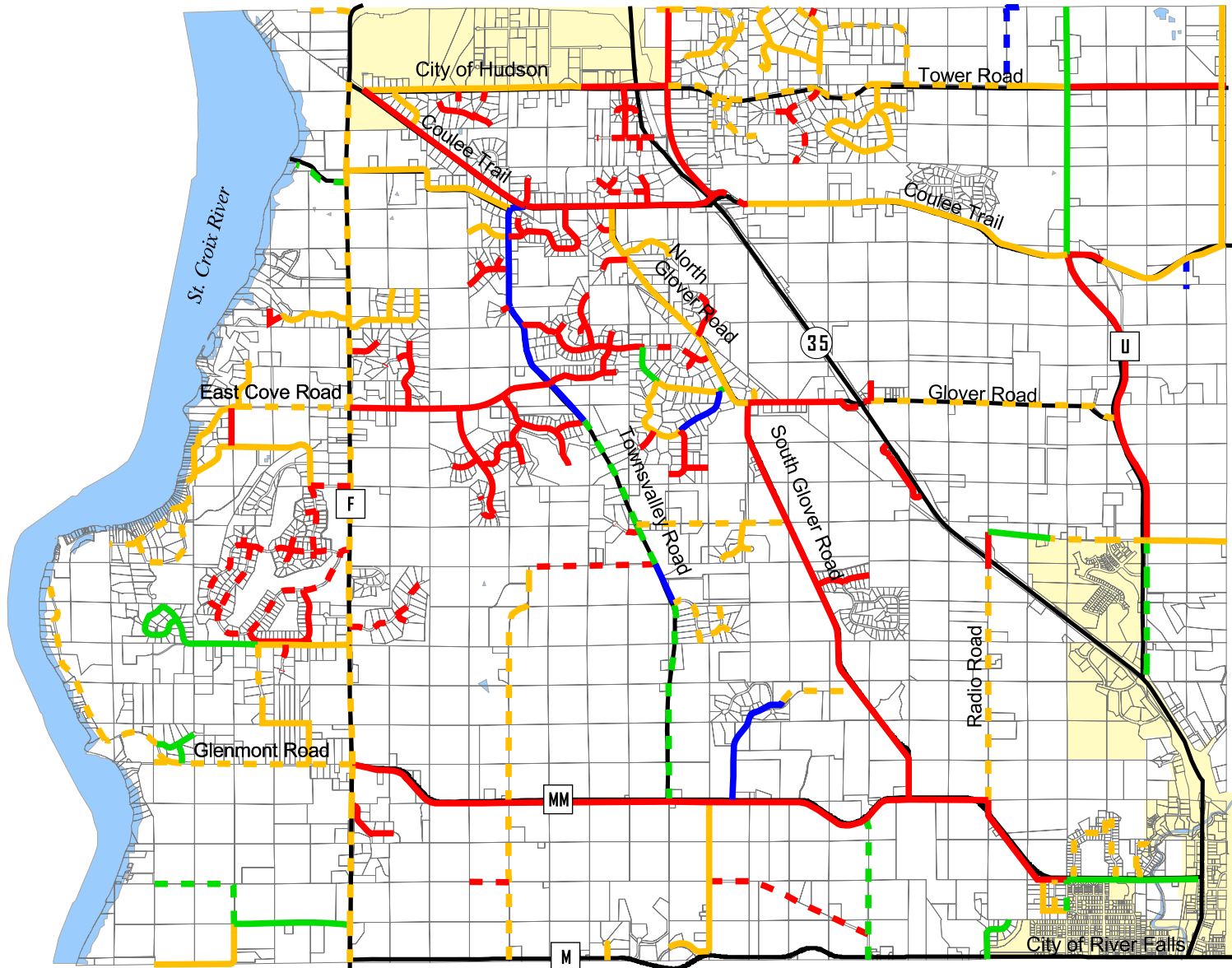


# TOWN OF TROY

St. Croix County, Wisconsin

## PASER RATING

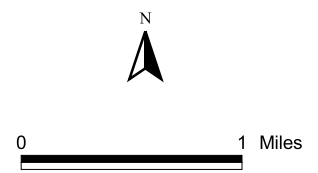
- Paser Rating
- 10 - EXCELLENT / NEW CONSTRUCTION
  - 9 - EXCELLENT / RECENT OVERLAY, LIKE NEW
  - 8 - VERY GOOD / RECENT SEALCOAT OR NEW ROAD MIX
  - 7 - GOOD / FIRST SIGNS OF AGING, MAINTAIN WITH CRACK FILLING
  - 6 - GOOD / SIGNS OF AGING, EXTEND LIFE WITH SEAL COAT
  - 5 - FAIR / SURFACE AGING, NEEDS SEAL COAT OR NON-STRUCTURAL OVERLAY
  - 4 - FAIR / SIGNIFICANT AGING, NEEDS RECYCLING OR OVERLAY
  - 3 - POOR / NEEDS PATCHING, MAJOR OVERLAY OR COMPLETE RECYCLING



**Legend**

Paser Rating

- Paser 10
- Paser 9
- Paser 8
- Paser 7
- Paser 6
- Paser 5
- Paser 4
- Paser 3
- Roads
- Parcels
- Open Water
- Adjacent Cities

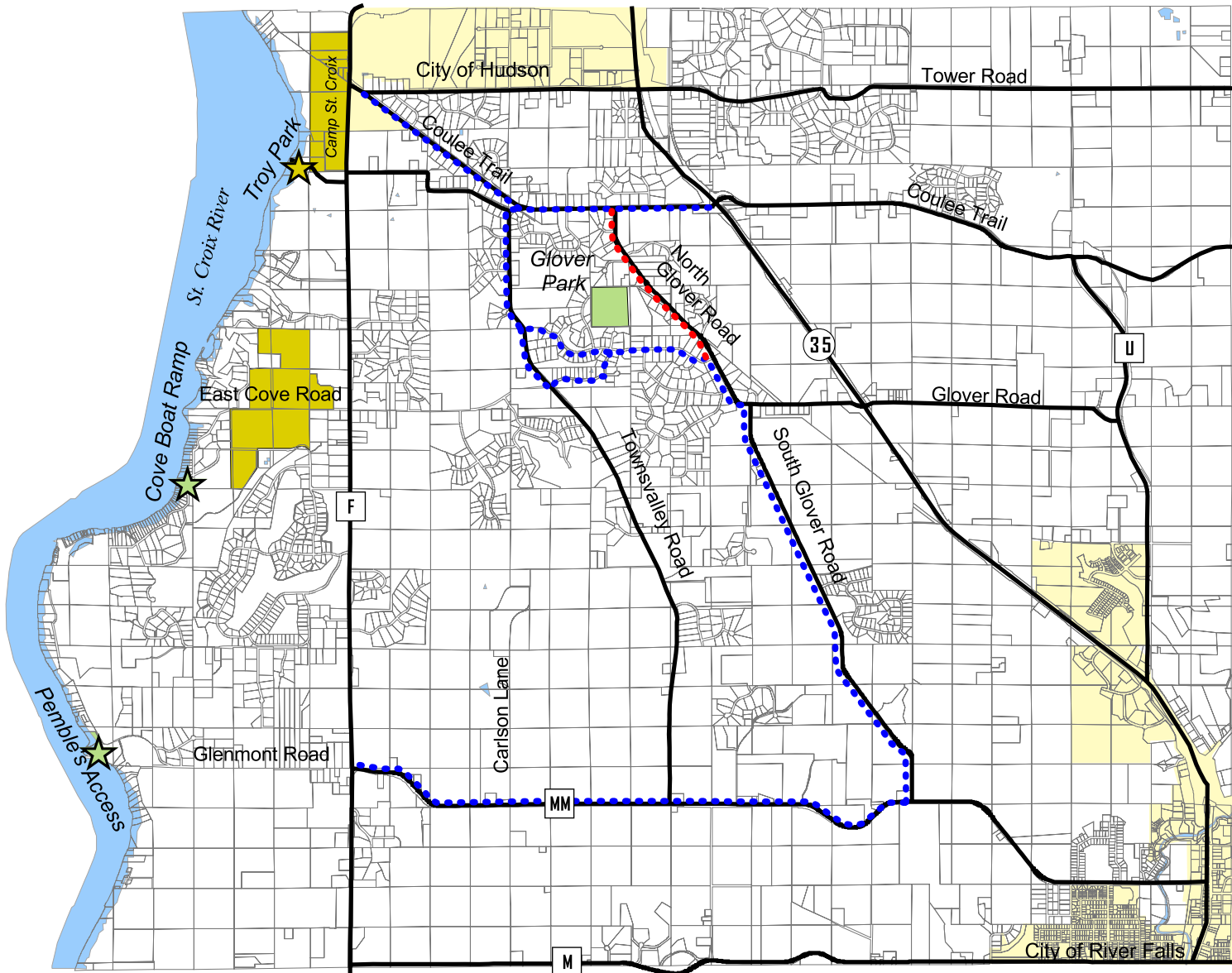


January 1, 2008

Source: WisDOT, Town of Troy Transportation Plan, St. Croix County Planning Department, and Cedar Corporation



# TOWN OF TROY St. Croix County, Wisconsin BIKE ROUTES



**Legend**

- Bike Routes**
  - Existing Bike Route (Blue dotted line)
  - Proposed Bike Route (Red dotted line)
- Roads** (Black solid line)
- Parcels** (Thin grey lines)
- Open Water** (Blue area)
- Adjacent Cities** (Yellow area)
- Parks**
  - Troy Parks (Green star)
  - Recreation Areas (Yellow star)

January 1, 2008



0 1 Miles