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## Chapter 5

# Transportation

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### Introduction

Transportation is a primary component of a community's infrastructure. The network of streets, sidewalks, trails, air and rail transportation routes provide the movement of people, commodities, and job opportunities to and from the Village.

This chapter will analyze and examine the patterns and functions of the available transportation facilities in the Village of Woodville. It will also address each transportation system individually and address the goals, objectives, policies, programs, or actions the Village will consider when changes are made to the transportation facilities.

### Functional Road Classification and Jurisdiction

Roads and highways provide different levels of service. Highways provide for the movement of through traffic while streets provide access to property. Most public roads in Wisconsin are classified according to their function and jurisdiction. A functional classification system groups roads and highways according to the character of service that they provide (Map 5-1). It also helps determine eligibility for federal aid. Classifications are divided into urban and rural categories, based on population. The Village of Woodville falls under the rural functional classification system.

The Wisconsin Department of Transportation (WisDOT) uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification. Classifications are updated every 10 years after census information becomes available. The Village can request a review of their classifications but would be required to collect the data needed.

Functional Road Classification System (Rural <5000 Population).

**Principal Arterials:** Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. Interstate 94, crosses the Village of Woodville's southern border. The rural principal arterials are further subdivided into:

- Interstate highways
- Other principal arterials

**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.

**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. Major collectors in the Village of Woodville include U.S. Highway 12 and County Trunk Highway B (C.T.H. B).

**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.

**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

Table 5-1 – Local Road Mileage by Municipality

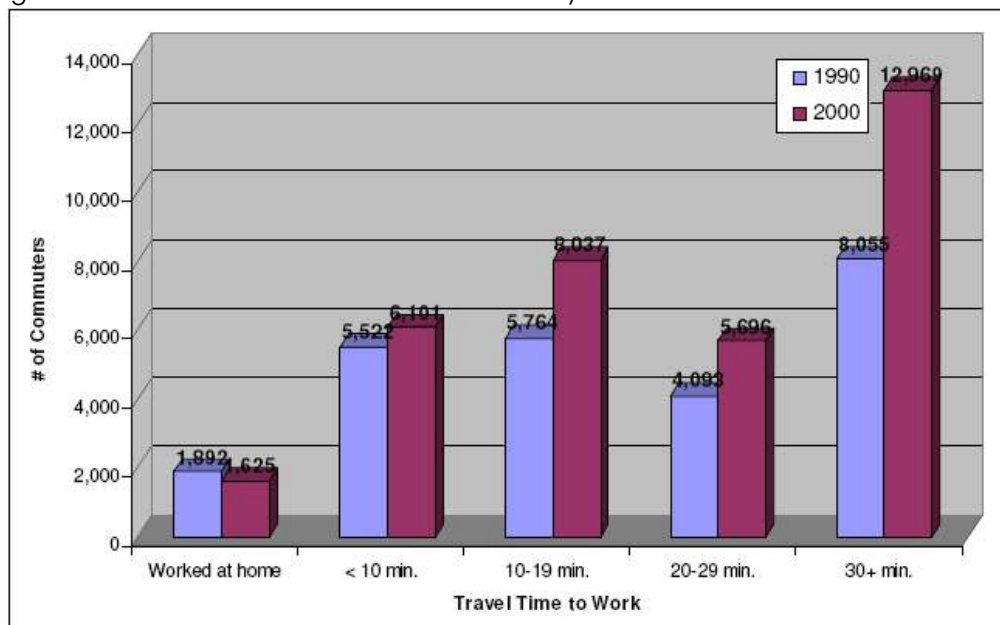
Municipality	Gross Road Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
V. Woodville	11.30	0.46	10.84			0.46		2.11	8.73
Total St. Croix Cty.	1718.84	338.64	1380.20	20.01	228.68	89.95	20.94	72.44	1285.82

Source: Wisconsin Information Systems for Local Roads, WisDOT, January 1, 2008

## Commuter Patterns

Many residents travel to the Twin Cities Metro area to work each day, therefore the ability to ride share may be important to those residents. The closest WisDOT designated Park and Ride lot is located four miles west in the Village of Baldwin, near the intersection of I-94 and U.S.H. 63. As shown in Figure 5-1, a majority of St. Croix County residents travel 30 minutes or more to work each day. This trend would suggest that the addition of a carpool lot might be utilized in the Village.

Figure 5-1 – Travel Time to Work – St. Croix County



source: U.S. Census

The Village of Woodville Community Survey results indicated that residents would support area carpooling/park & ride (58%). Additionally, 82% of residents that responded to the survey felt that the Village should support other transportation facilities.

## Air Transportation

The Minneapolis-St. Paul International Airport provides major commercial air service for Western Wisconsin and the residents of Woodville, located about 50 miles west. The airport consists of the Humphrey and Lindberg Terminals. This airport will continue to be the main provider of passenger and commercial service in the area.

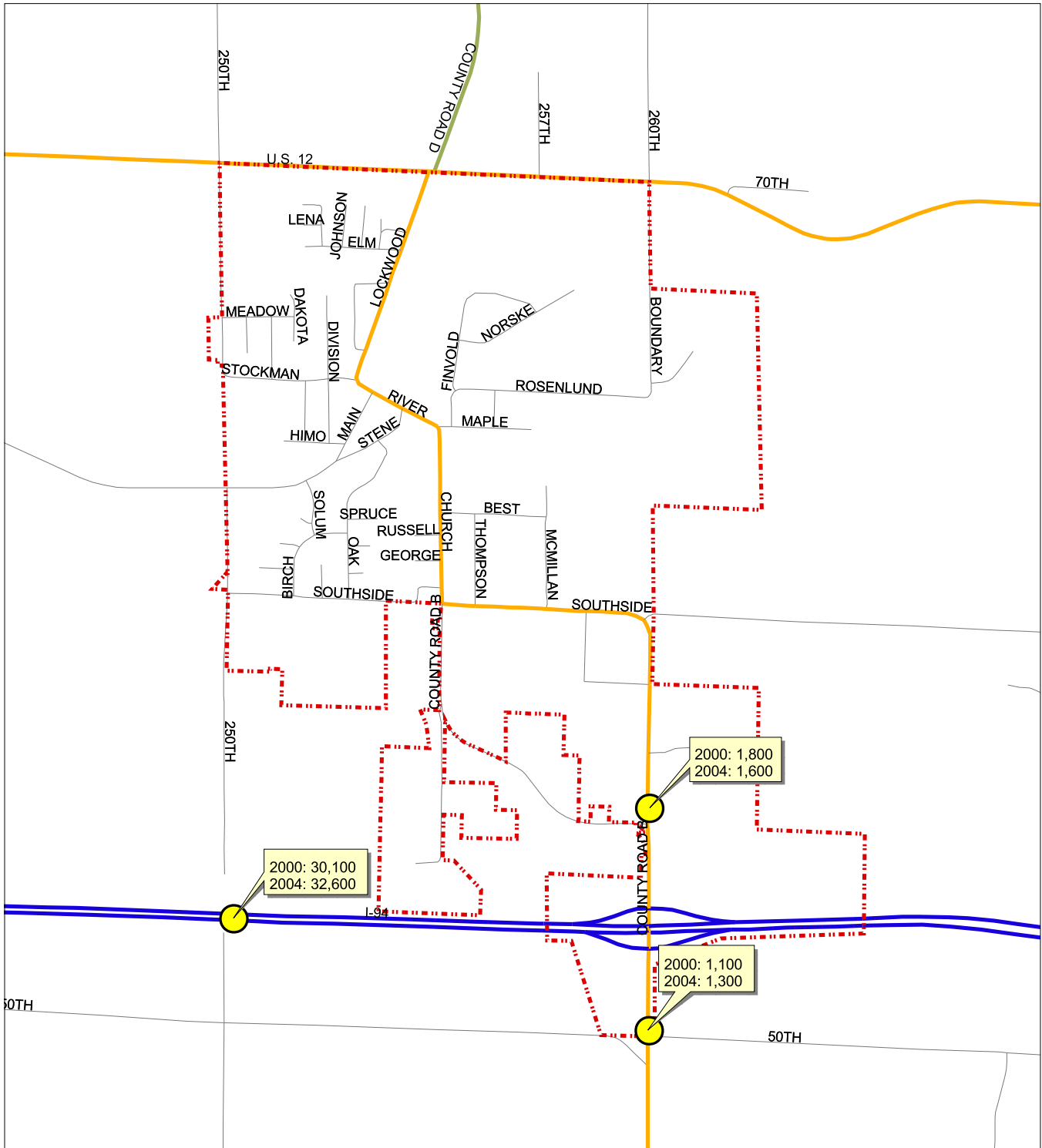
The Village of Boyceville Municipal airport and the Menomonie Municipal airport are the closest public use airports to the Village.

The Boyceville Municipal Airport is located in the Village of Boyceville, approximately 18 miles east of Woodville. The airport has one runway. Runway 08-26 is 3,300'x 60' with an asphalt surface.

Menomonie Municipal Airport is located in the City of Menomonie, about 20 miles east of Woodville. The airport has two runways and available fuel. Runway 09-27 is 4,900'x75' and has an asphalt surface. Runway 18-36 is 3,470'x75' and has an asphalt surface.

# FUNCTIONAL ROAD CLASSIFICATION & AADT

Village of Woodville  
St. Croix County, Wisconsin

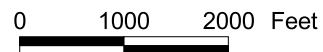


Functional Road Classification

- Principal Arterial
- Major Collector
- Minor Collector
- Local

Village Limits

Average Annual Daily Traffic Count Locations



## Railroads

The Union Pacific Railroad operates the former Chicago-Northwestern mainline between Minneapolis-St. Paul and Chicago. This line provides service to the Village of Woodville along with other neighboring communities.

Passenger rail service is available from Amtrak in St. Paul, Minnesota. There is speculative potential at this time for the development of passenger rail service within the Village. The West Central Wisconsin Rail Coalition is coordinating the development of passenger rail service through West Central Wisconsin as part of a regional strategy to ensure a balanced transportation system for long-term sustainable economic growth.

The railroad has passed through the Village of Woodville for over 100 years. The photos shown below depict various railroad scenes. The sources of all railroad photos within this document were obtained from the Woodville Library's historical archives. *The images may be copied by individuals or libraries for personal use, research, teaching, or any "fair use" as defined by copyright law. Please include this statement with any copies you make.*



This photo shows the construction of a rail bridge; the note below the photo says "Building Bridge on spur back of Selw's Property 18--?"

Source: The following photos are from the Woodville Library's historical archives. The images may be copied by individuals or libraries for personal use, research, teaching, or any "fair use" as defined by copyright law. Please include this statement with any copies you make.

This photo shows a rail engine collision dated April 3, 1910.



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The Passenger Station, built in 1912, is pictured here.

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## Sidewalks & Trails

Sidewalks help connect traffic generators. Traffic generators are locations within the Village that generate large amounts of pedestrian traffic, such as downtown areas, churches, public facilities, and parks. Sidewalks provide residents with a safe alternative to driving to these areas.

The majority of sidewalks are located along Main, Stockman, Lockwood, River, and Church Street. These streets were the core streets in the Village when it was

originally established. A continuous sidewalk also connects the Village's downtown to the Viking Middle School. The rest of the sidewalks are located just off those main corridors. Very few sidewalks are present within many of the residential neighborhoods.

The Village of Woodville has identified areas where additional sidewalks are recommended (Map 5-2). The additional sidewalks will create safe conditions for residents and provide them with the opportunity to travel to all of the Village's parks and public service locations without the use of motorized vehicles.

The Village has also developed a Safe Routes to School Plan. The purpose of the Plan is to provide a guide for long-range planning of pedestrian and bicycle infrastructure improvements that will benefit, not only students at Viking Middle School, but also all Village residents. The Plan reviews the existing Village infrastructure and identifies deficiencies while examining ways to address and fund them. The Plan also provides several benefits to the community, including economic, social, safety, and health. For further information, please refer to the *Village of Woodville Safe Routes to School Plan*.

The Woodville Community Survey results identified that 85% of residents felt that the Village should support sidewalks to key areas within the Village. Additionally, 75% of residents felt that the Village should support additional biking lanes/paths.

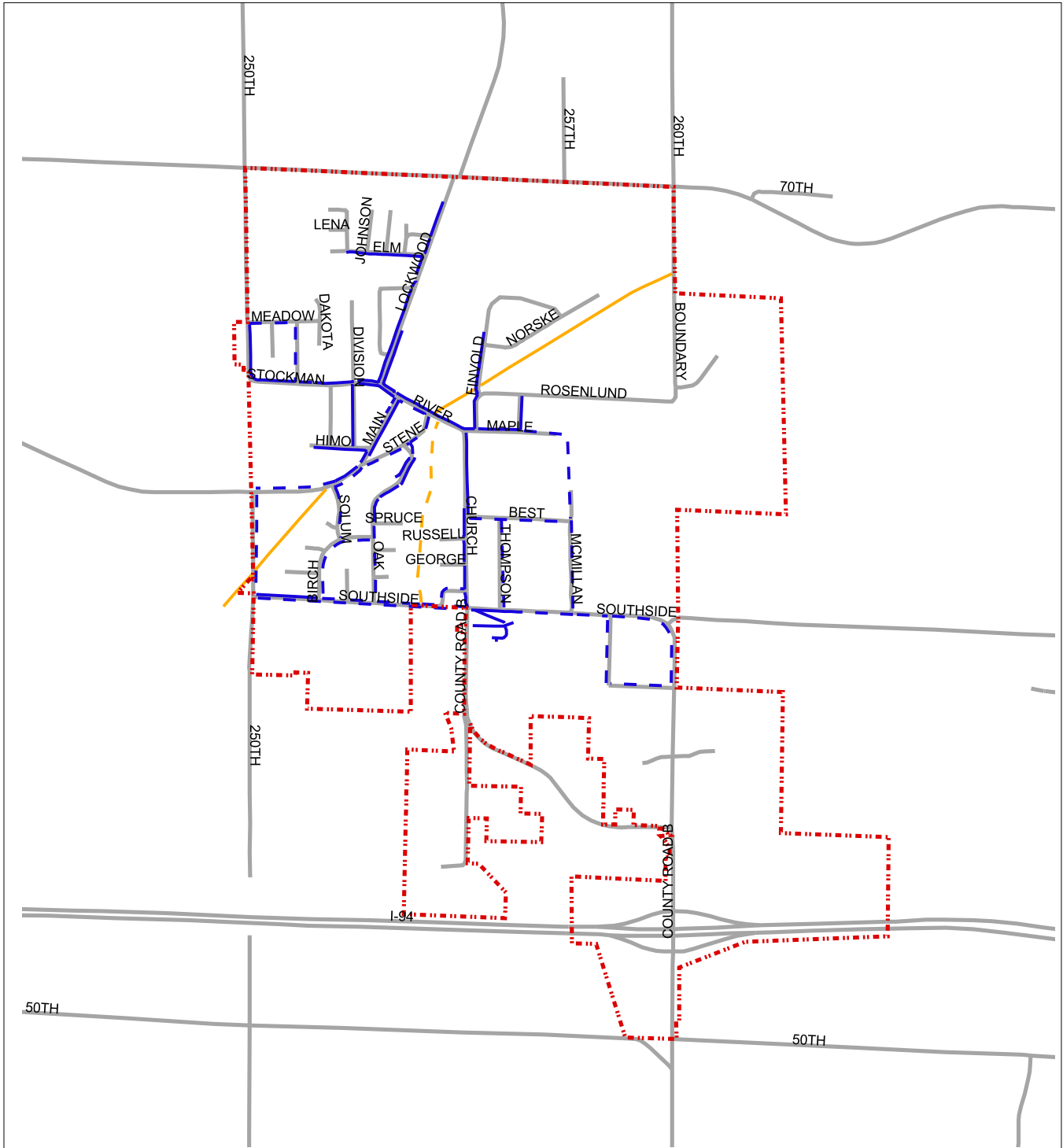
Woodville is the trailhead to the Wildwood Trail. The Wildwood Trail extends over seven miles through the Village of Woodville and the Town of Eau Galle. Plans have been discussed for the extension of the trail into the Village of Spring Valley and eventually to the Village of Elmwood (Pierce County) along with discussion for extension to the Village of Baldwin.

The Village also owns rights-of-way along the former railroad tracks. The railroad rights-of-way connect to the Wildwood Trail. The railroad right-of-way is heavily used in the winter months as part of the St. Croix County snowmobile trail system.

Additional interest in the development of a multipurpose trail has been discussed by the Village Plan Commission. The location and extent of such a trail has not yet been suggested. The trail's purpose would be to draw more residents and visitors to the community and promote healthy lifestyles.

# EXISTING & PROPOSED SIDEWALKS & TRAILS

Village of Woodville  
St. Croix County, Wisconsin



- Sidewalks & Trails
- Proposed Sidewalks
  - Proposed Trails
  - Existing Sidewalks
  - Existing Trails

- Village Limits
- Roads

Source: Village of Woodville Safe Routes to School Plan;  
Wisconsin Department of Transportation

0 1000 2000 Feet



## Transportation Facilities for the Disabled

The St. Croix County Department of Aging and Aging Disability Resource Center maintain a fleet of vans that provide transportation services for the elderly and disabled.

Residents can call to arrange rides to area clinic appointments. Residents can also be transported to shopping or recreational opportunities in the area. This service is offered Monday through Thursday from 9:30 am to 1:00 pm. They also offer a service to people 60 years of age and older who need to go out of town for medical appointments. This service is performed through volunteers.

St. Croix Valley Disability Coalition is a non-profit volunteer organization that offers transportation opportunities to the disabled and elderly. The Coalition, in collaboration with United Way St. Croix Valley, the Center for Independent Living and the ADRC, has developed a Volunteer Driver Program for people with disabling conditions who live in St. Croix County. While most of the trips are for medical reasons, they can also transport people for social or recreational activities, shopping, visiting family/friends, etc. Rides are set up by calling at least 2 days in advance of the trip.

The Park View Home Inc. nursing home also offers transportation services for their residents.

## Truck Transportation

There are no trucking facilities in Woodville at this time.

## Other Modes of Transportation

The Village of Woodville does not have any other transit services or facilities. It is unlikely that these services will be developed in the next twenty years.

## State and Regional Plans

Since transportation systems are most often multi-jurisdictional in nature, it is important to consider existing State, County, and local plans and programs during local planning efforts. Federal, State, County, and local plans and programs addressing transportation are discussed in Addendum: Inventory of Existing Plans, Programs, & Land-Use Policies in West Central Wisconsin.

Some goals from applicable the State plans include:

- *WisDOT Five-year Airport Improvement Program*: Maintain existing facilities of the state's airport system.
- *WisDOT Five-year Airport Improvement Program*: Expand facilities to meet the needs of commercial passenger and cargo airlines serving Wisconsin.
- *Wisconsin Bicycle Transportation Plan 2020*: Increase levels of bicycling throughout Wisconsin doubling the number of trips made by bicycles by the year 2010.
- *Wisconsin Bicycle Transportation Plan 2020*: Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010.

The Inventory in the special addendum includes a synopsis of each of the key transportation projects and studies underway in our region. Pertinent to St. Croix County, this discussion includes:

- US 63 (I-94 to WI 64) Environmental Assessment: WisDOT realignment of U.S. 63 – identified an option to move 63 to Woodville (march 2004)
- West Central Regional Freeway System Executive Summary
- West Central Wisconsin Rail Coalition
- Connections 2030: *Connections 2030* is Wisconsin's long-range statewide multimodal plan. It addresses all forms of transportation and identifies ways to make all modes work better as an integrated transportation system.

These plans do not directly affect the Village of Woodville.

The *Inventory* in the special addendum includes a synopsis of each of the key transportation projects and studies underway in our region. Pertinent to St. Croix County, this discussion includes:

- West Central Regional Freeway System Executive Summary
- West Central Wisconsin Rail Coalition

## Future Improvements

According to the *Village of Woodville 2006-07 Streets 5 Year Plan* and the *Village of Woodville 2006-07 Sidewalk 5 Year Plan* the following projects are proposed or projected for proposal:

### **Streets**

- 2009 - 2010 – Chip seal Hagen Dr., Trient Dr., and possibly new "B" from Southside Dr. to I-94
- 2010 - 2011 – Stene Dr. complete reconstruction including new street lights, curb, gutter, sidewalk and storm sewer this may be a TIF eligible project

- 2011 - 2012 – Mill and overlay of River St. and install new streetlights, sidewalk, by this time a portion of this project may be a TIF eligible. Possibly mill and overlay Church St.
- Future Street Projects: Stockman St. reconstruction; Johnson St. total reconstruction; Best Rd. total reconstruction; Lockwood St. from RR bridge to HWY 12 mill and overlay

### **Sidewalks**

- 2009 - 2010 – Southside Dr. sidewalk from Birch St. to Church St.
- 2010 - 2011 – New sidewalk along Stene Dr. in conjunction with the street/lighting project
- 2011 - 2012 – New sidewalk along River St. to go along with that street project
- Multiple intersections are proposed for marked pedestrian crosswalks; those intersections can be found in the *Village of Woodville Safe Routes to School Plan*.

The Village has also identified the general locations where future roads may be beneficial. Map 5-3 shows the proposed transportation corridors.

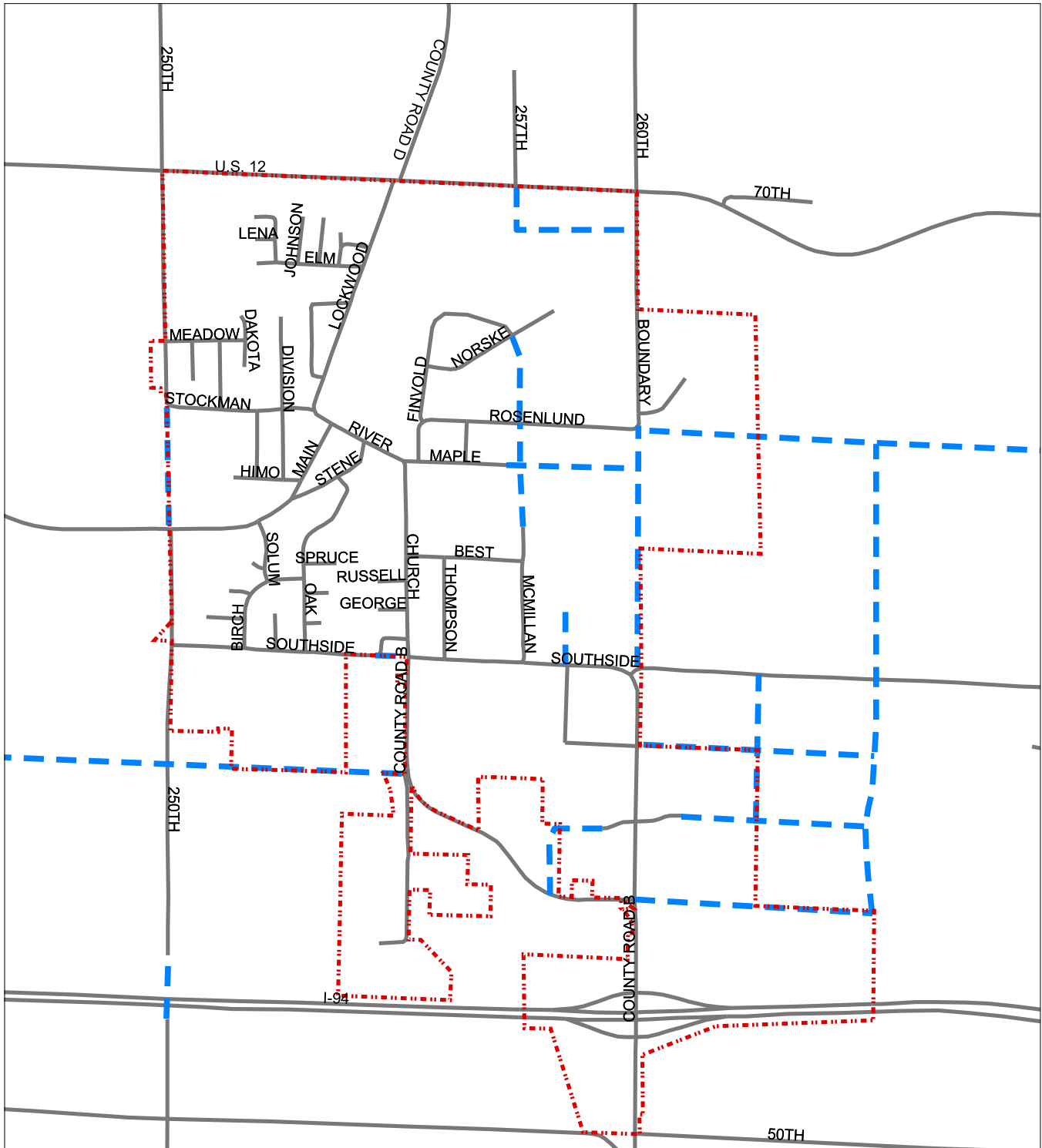
### **Possible Funding Sources**





Transportation related costs, whether road maintenance or trail development, can be expensive or cost prohibitive. Grants or organizations can be used to help reduce costs for local multi-modal transportation projects. These typically are:

- State Shared Revenue
- Local General Funds
- Community Development Block Grants
- DNR Stewardship Grants
- Enhancement Grants
- Private Foundations
- Corporate Foundations
- Local Volunteer Groups
- Local Organizations (Boy/Girl Scouts, Snowmobile Clubs, etc.)

# PROPOSED TRANSPORTATION CORRIDORS

Village of Woodville  
St. Croix County, Wisconsin



-  1.5 Mile Planning Boundary
-  limits 10-2009 line.shp
-  Proposed Transportation Corridors
-  Existing Roads

Source: Wisconsin Department of Transportation  
Village of Woodville Plan Commission

0 1000 2000 Feet



## Goals, Objectives, and Policies

**Goal 1:** Create and maintain safe pedestrian and bicycle infrastructure.

### Objectives:

1. Provide opportunities for residents to move throughout the Village by means other than motorized vehicles.
2. Encourage walking and biking as ways of experiencing one's neighborhood and community.
3. Reduce the use of fossil fuels.
4. Promote the health benefits of walking and biking.

### Policies:

1. Continue to identify areas such as residential developments, parks, elderly housing, etc. and link them with sidewalks or trails.
2. Continue to refer to and update the Village's Safe Routes To School Plan when making future trail and sidewalk plans.
3. Coordinate bicycle facility improvements, such as a vehicle parking area, bike racks, and additional access points to and from the Wildwood Trail to promote bicycling and encouraging trail users to visit the downtown area.

**Goal 2:** Promote a road system that provides adequate traffic flow, parking, and access.

### Objectives:

1. Promote redevelopment of the Nordic Mall parking lot.
2. Promote the redevelopment of the downtown streets and traffic patterns.
3. Reduce the number of hazardous intersections.
4. Create transportation that promotes the smooth flow of traffic and preserves road corridors.

### Policies:

1. Continue to explore funding opportunities for the redevelopment of the Nordic Mall parking lot.
2. Continue to explore ways to make the downtown streets both vehicle and pedestrian friendly.
3. Continue to provide adequate public parking in the downtown area.
4. Provide multiple access points to subdivisions where possible.
5. Review site plans to ensure future right-of-way space is preserved to extend roads to existing roads if possible in the future.

**Goal 3:** Provide cost effective maintenance for transportation infrastructure.

**Objectives:**

1. Maintain or reduce the costs to Village residents.

**Policies:**

1. Research and apply for grants to offset the costs of sidewalks, trails, and road improvements.
2. Utilize the PASER pavement evaluation system and Capital Improvement Plans to efficiently plan future infrastructure expenditures.
3. Coordinate new sidewalks with road reconstruction projects.
4. Review Village Code to assess the possibility of reducing road widths requirements to reduce long-term maintenance costs.