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TOWN OF KINNICKINNICKINNIC VISION STATEMENT

We seek well planned development which respects the rural historic character of the township. The Kinnickinnic River is a natural hallmark of the township and will continue to protect the integrity of the river and environmentally sensitive areas while allowing for a variety of residential and commercial development. Well planned growth must protect economic interests, property owner's rights, and strive to maintain an acceptable tax and fee structure for the residents. The planning process for the township will be open and consistent at all times.

S. 66.1001(2)(C) Wisconsin Statutes

The Transportation element is intended to be a compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local government unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

An Overview

The overall purpose of the Transportation element of the comprehensive plan is to promote accessibility, safety, and general welfare for all who use the town's transportation facilities. The element is to be used as a guide to help the town achieve effective and efficient development of its transportation network.

The town's current transportation system supports different land uses, but patterns that result from additional development of current system will influence future patterns of development in the town. Without adequate planning, future expansions of the network can have unwanted impacts on the efficiency of transportation, the cost of infrastructure maintenance, and the character of the community.

Regional Transportation

Transportation patterns within the Town of Kinnickinnic relate to three different contexts of scale:

- 1) the town's proximity to U.S. I-94 and the Twin Cities
- 2) the town's location relative to surrounding urban centers
- 3) the local impacts residents and businesses

Together, these different contexts provide a variety of influences that will ultimately affect transportation within the Town of Kinnickinnic. While planning for the maintenance, funding, and expansion of its transportation facilities, the town should consider their actions in relation to these different contexts.

U.S. Interstate 94

The town of Kinnickinnic exists along I-94, a route of high traffic volume in the region that is largely associated with the Twin Cities Metro Area. Communities adjacent to the interstate, such as Kinnickinnic, are greatly influenced by the activities and development patterns that occur along the interstate corridor, and transportation patterns within those communities will be shaped in great deal due to I-94. Easy access to the interstate facilitates the commutes of rural residents to jobs in the Twin Cities Metro. Conversely, the close proximity to I-94 and the Twin Cities is likely to encourage the migration of people out from the metro area to communities like the Town of Kinnickinnic to live.

The town of Kinnickinnic should consider its location to I-94 and the distance to the twin cities when planning further development of its transportation system. It should anticipate that increased traffic volumes will accompany future development. Likewise, the town should anticipate an increase in the number and variety of user groups who access its transportation facilities as more development occurs in and around the township (Figure 1).

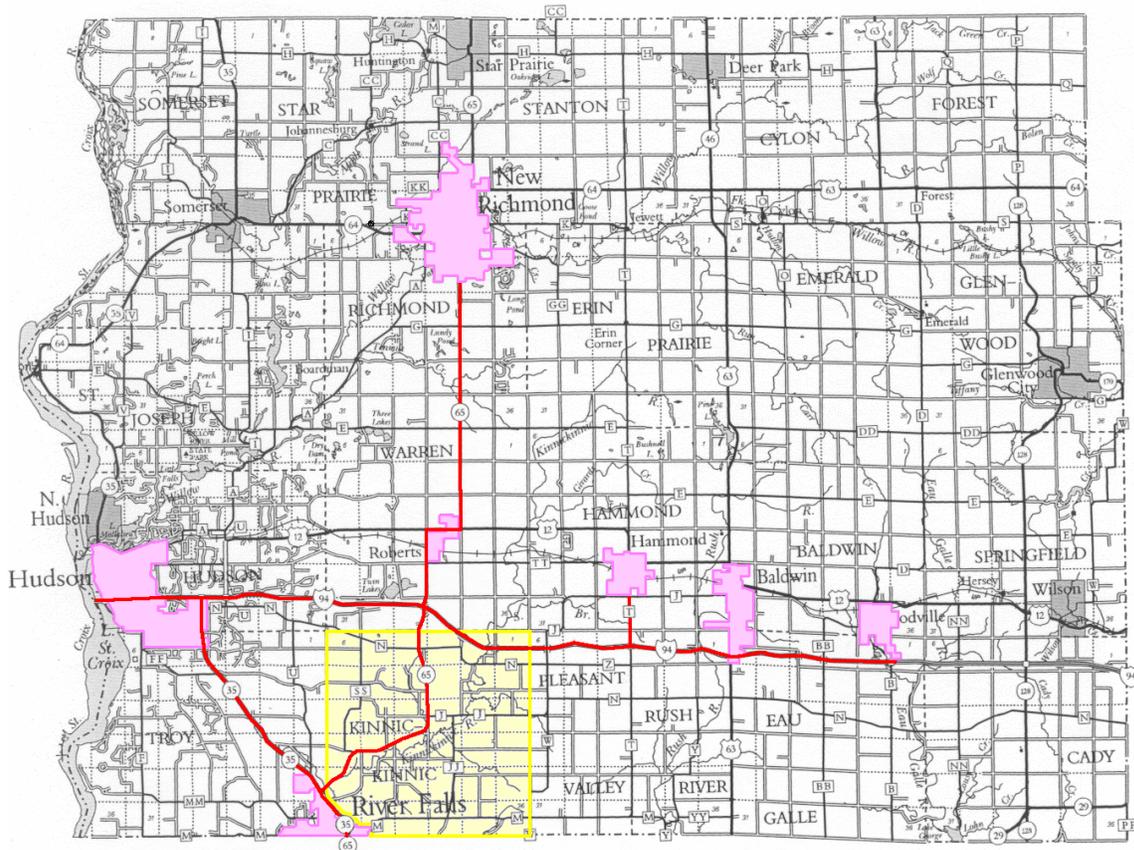
Figure 1: Regional context - I-94 corridor



Surrounding urban centers

The Town of Kinnickinnic's location to surrounding cities and villages results in a series of smaller transportation corridors that facilitate the transfer of people and goods. While urban centers such as Baldwin, Hammond, Hudson, and Woodville, etc. are linked to the town by I-94, the Cities of River Falls, New Richmond, and the Village of Roberts are linked by State Trunk Highway (STH) 65. The City of Hudson is also accessible to the Town of Kinnickinnic via STH 35, which links Hudson with The City River Falls. STH 35 and STH 65 are corridors that, like I-94, will influence development in adjacent communities (Figure 2).

Figure 2: St. Croix County transportation context



Base Map: Wisconsin Department of Transportation, 2004

State Highway 65 is an important transportation corridor for the Town of Kinnickinnic. It curves from the southwest to the north across the township and links the City of River Falls with I-94. Subsequently, it is a logical route for vehicles traveling westward on the interstate to access River Falls, and connects to a number of County Trunk Highways (CTHs) and town roads along the way. STH 65 collects local traffic traveling to/from River Falls, to/from I-94, and to/from other locations within the township. Subsequently, as development occurs in and around the Town of Kinnickinnic, the volume of traffic on STH 65 is expected to increase. This will likely impact conditions on local town roads and influence the creation of new roads within the town.

Transportation within the town

Traffic patterns within the town will be influenced by the location of businesses, and the location and density of residential developments. Development patterns within the town will influence the amount and type of use that local roads receive. Encouraging the logical placement of different land uses and densities within the town may result in transportation patterns better suited to the existing transportation network, while optimizing future expansions of the network.

At present, the Town of Kinnickinnic is zoned primarily Ag/Residential, and most of the development occurring in the town is in the form of additional single family-homes. The amount of daily traffic may increase on certain roads depending on the density of houses in a given area, and additional roads may be needed to provide access to new homes. With additional homes being built along existing private roads, the town may be required by law to take over a sub-standard road and reconstruct it to standard. The town will incur added expenses with the construction and continual maintenance of additional roads. Town officials should consider strategies that will discourage the inefficient extensions to the town's road network.

Several businesses exist in the Town of Kinnickinnic which can influence both traffic patterns on local roads. Some commercial locations may involve the use of heavy trucks, potentially impacting safety conditions and maintenance needs along certain routes. The arrival of any new business in the future would likely result in additional traffic in the town and, depending on the location and the overall density of commercial outfits in a given area, may bring about significant changes in local transportation patterns.

Agricultural activities within the town also influence local traffic conditions. Tractors and other farm vehicles occasionally share the roads with automobile traffic, and the combination of these uses can impact the safety and efficiency of transportation. The location and seasonality of different agricultural activities within the town also warrants consideration during planning.

Transportation Trends

Transportation within the Town of Kinnickinnic is automobile-oriented. Further development in the town is expected to result in increased automobile traffic on all roads within the town, but since it is anticipated that most new development within the town will continue to be residential, town roads will likely receive a great deal of additional vehicle trips. While traffic volumes increase along STH 65 and other main thoroughfares, the number of vehicles accessing such routes from local roads or private accesses will also increase, increasing the potential for traffic and safety conflicts.

Recent Trends

Census data shows that in the year 2000 over 60% of the town's working population had jobs outside of the county (Table 1). Of this same population, 82% of them drove to work alone (Table 2). These statistics indicate that a majority of the residents will be using the town's road network daily and that there will be corresponding periods of peak use.

Table 1: Kinnickinnic residents' place of work data - 2000

| | Workers 16 years and older | Worked outside county of residence | | Worked outside state of residence | |
|------------------------------|-------------------------------|---------------------------------------|-------|--------------------------------------|-------|
| | | # | % | # | % |
| Town of Kinnickinnic | 759 | 458 | 60.3% | 320 | 42.2% |
| Town of Baldwin | 521 | 137 | 26.3% | 114 | 21.9% |
| Town of Clifton | 887 | 597 | 67.3% | 450 | 50.7% |
| Town of Hammond | 544 | 200 | 36.8% | 162 | 29.8% |
| Town of Hudson | 3,634 | 2119 | 58.3% | 2,030 | 55.9% |
| Town of Martell | 625 | 348 | 55.7% | 210 | 33.6% |
| Town of Pleasant Valley | 217 | 86 | 39.6% | 61 | 28.1% |
| Town of River Falls | 1,323 | 822 | 62.1% | 520 | 39.3% |
| Town of Troy | 2,048 | 1189 | 58.1% | 993 | 48.5% |
| Town of Warren | 763 | 405 | 53.1% | 363 | 47.6% |
| <i>Regional Town Average</i> | | | 51.8% | | 12.0% |
| St. Croix County | 34,428 | 17,669 | 51.3% | 15,065 | 43.8% |
| Pierce County | 20,818 | 12,372 | 59.4% | 8,585 | 41.2% |
| Wisconsin | 2,690,704 | 701,799 | 26.1% | 101,363 | 3.8% |

Source: U.S. Census Bureau

Table 2: Percent of population per mode of travel to work - 2000

| | Town of Kinnickinnic | | Regional Town Average | St. Croix County | Pierce County | Wisconsin |
|------------------------|----------------------|-------|-----------------------|------------------|---------------|-----------|
| | # | % | | | | |
| Drove alone | 624 | 82.2% | 78.2% | 80.7% | 75.1% | 79.5% |
| Carpooled | 86 | 11.3% | 12.1% | 11.7% | 11.6% | 9.9% |
| Public transportation: | 0 | 0.0% | 0.2% | 0.3% | 0.4% | 2.0% |
| Motorcycle | 0 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| Bicycle | 0 | 0.0% | 0.3% | 0.1% | 0.3% | 0.4% |
| Walked | 6 | 0.8% | 2.0% | 2.2% | 6.5% | 3.7% |
| Other means | 0 | 0.0% | 0.2% | 0.3% | 0.4% | 0.4% |
| Worked at home | 43 | 5.7% | 7.1% | 4.7% | 5.6% | 3.9% |

Source: U.S. Census Bureau

Airports

Currently, the Town of Kinnickinnic has no airport facilities within its borders. The closest airports are in Lake Elmo, MN (15 miles) and in New Richmond Wisconsin (18.6 Miles). The closest major terminal airport is the Minneapolis-St. Paul International airport (38 miles). If airport facilities are established in the Town of Kinnickinnic in the future, the comprehensive plan will be updated to address the influence of such facilities in the town.

Waterways

The Kinnickinnic River and its tributaries Parker, Nye and Ted Creeks are defined as “navigable waterways” by the Wisconsin Department of Natural Resources (WisDNR). These waterways can support canoe travel, but do not facilitate transportation beyond recreational use.

Railroads and Mass Transit

There are no railroads or mass transit in the Town of Kinnickinnic. The Twin Cities metro currently has a transit bus system and light-rail transit is currently being developed in the Twin Cities. Although it is not likely to occur in the near future, extension of the metro area’s transit services out to River Falls and beyond is a possibility. Such an extension would likely follow the I-94 and STH 35 corridors. If this would occur, it could influence more development in the town. Yet, if higher-density, mixed-stock residential development were encouraged at these corridors, mass transit could have the effect of reducing traffic on the town’s roads. If and when mass transit begins to be addressed regionally, the town’s plan will be updated accordingly.

Public Transit

Currently, public transit options in the town are limited to local taxi services in the Cities of River Falls and the City of Hudson. The taxi service from River Falls is limited to a five-mile radius beyond the city boundary. Residences located north of Tower Rd., northeast of the intersection of CTH J and CTH JJ, etc., are too far outside the City of River Falls to access this service. The taxi service located in the City of Hudson will serve any location in the town and will provide transit into the Twin Cities.

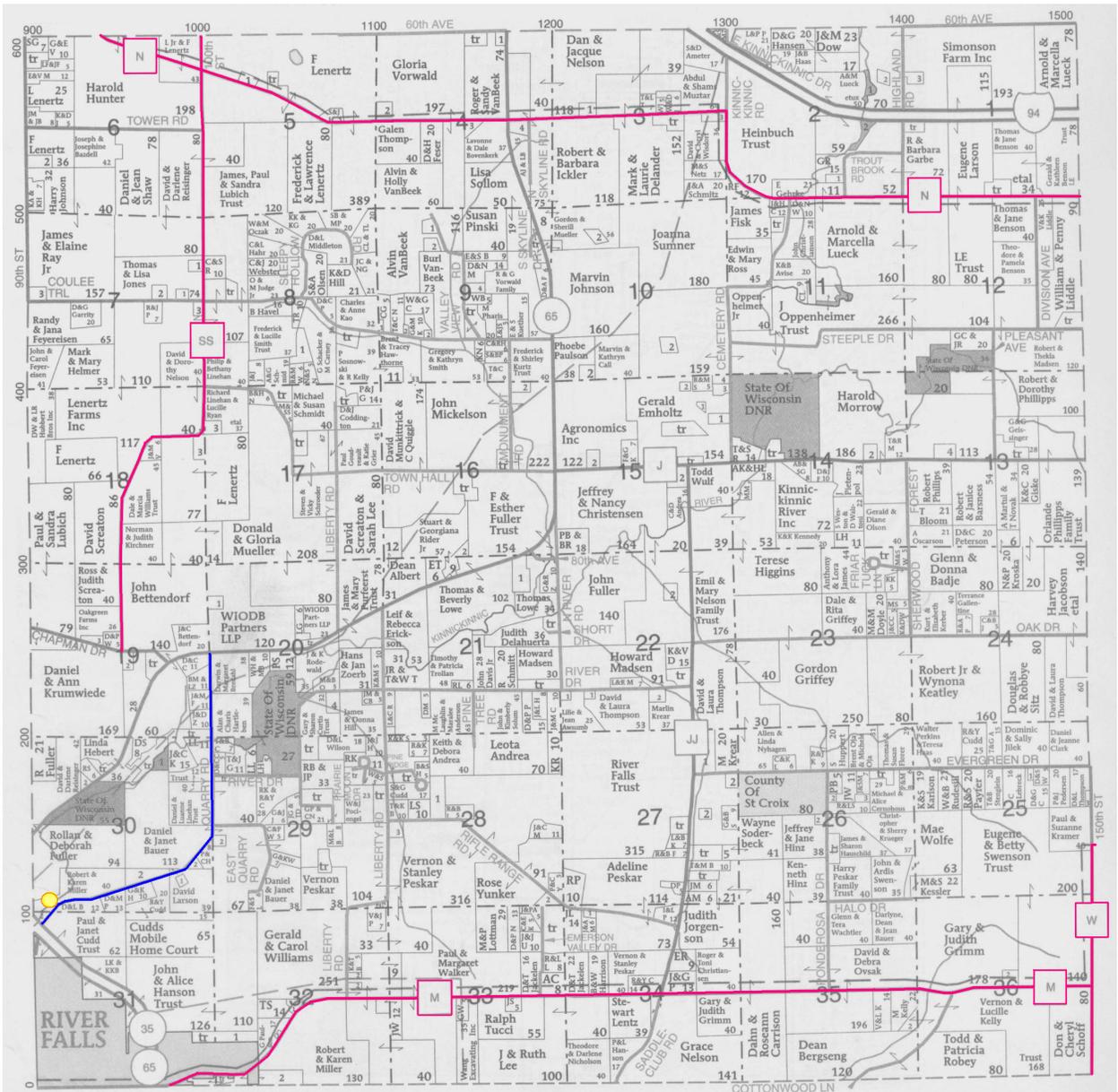
With increases in population, the number of residents needing access to public may increase as well. In the year 2000, 7.7% of the towns residents were over the age of 65, and this is a faction of the population that could benefit from access to public transit in the next 10 to 20 years. The Town of Kinnickinnic should assess potential transit needs and consider public transit options in planning for the future of its transportation system. Town officials should remain attentive to any future transit options being considered by neighboring municipalities, especially the City of River Falls. They should also consider the potential benefits of promoting different transit options to ameliorate issues with volume and flow of traffic throughout the town.

Bike and Pedestrian

Even though the Town of Kinnickinnic is primarily rural and does not have many areas of activity connected by pedestrian or bike trails, residents of the town may benefit from the presence of trails that connect residential areas with recreational and commercial areas in the future. Trail systems that connect residential areas to other activities can help reduce the amount of traffic on the town's roads, while the of trails that link recreational areas with commercial areas in the town can promote tourism in the local economy.

Currently, the Town of Kinnickinnic does not have any bike/pedestrian trails. CTHs N, M, W, and SS are all designated as bike routes by St. Croix County. Quarry Road is also designated as a bike route by the county. The county has determined that Quarry Road meets necessary standards and does not require any further work to maintain its status as a bike route. However, it lacks signage that advertises its designation, and it would be at the expense of the town to provide it. Seeing as this route is a direct connection to the City of River Falls and that it connects to a public access to the Kinnickinnic River, it might be beneficial to provide signage advertising the road as a bike route. It is possible that the ownership of Quarry Road will be transferred to the City of River Falls in the near future, so town officials may want to negotiate the installation of bike route signs along Quarry Road (Figure 7).

Figure 7: Designated bike routes within the Town of Kinnickinnic



Base Map: 2004 St. Croix County Plat Book. © Farm and Home Publishers, Ltd.

- CTH bike routes
- Town road bike routes
- Public river access

Trucking

Trucking is an important facet of transportation in the Town of Kinnickinnic. I-94, STH 35 and STH 65 are all officially designated to accommodate trucking. Truck traffic generally uses arterials and collector roadways, but commercial and agricultural activities in the town bring trucking onto town roads. The Town of Kinnickinnic should consider the potential use from trucks when improving or building town roads to properly address issues of engineering, accessibility, safety and design.

Farm Machinery

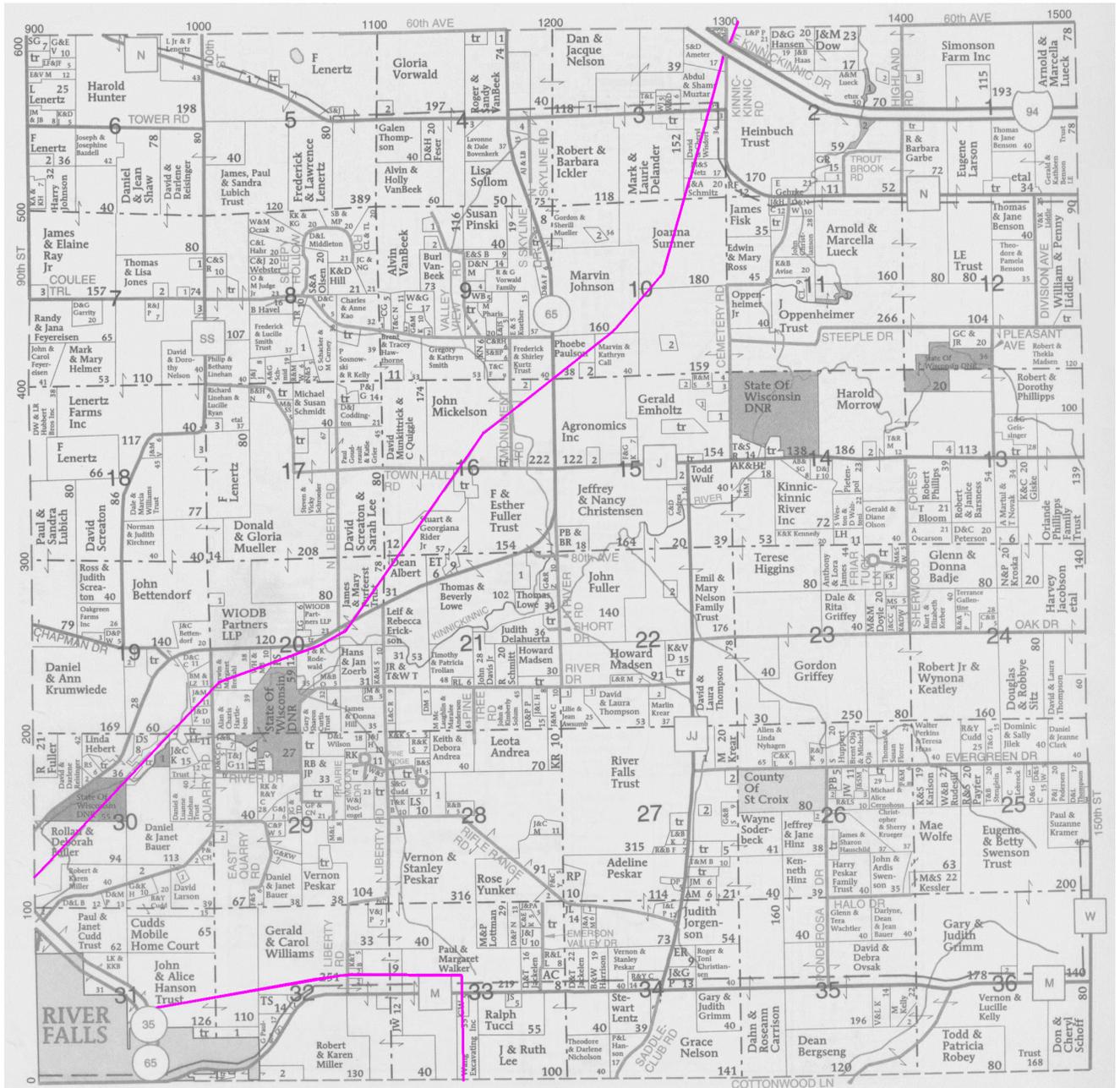
Like with trucking, agricultural activity brings tractors and other farm implements onto Kinnickinnic's roads. Potential conflicts concerning the flow of traffic along certain routes should be identified and mitigated where necessary. Tractor use of the main arterial through the town, STH 65, should be assessed in the near future. Currently, there are 12 field accesses exist along this route within the town. CTH M, classified as a major collector in the township, has 18 field accesses. CTH N, a minor collector, has 20 field accesses. The seasonality of traffic patterns related to the presence of farm machinery on the roads also warrants consideration in the town's transportation planning.

Snowmobiles and ATVs

Two county designated snowmobile trails exist within the municipal boundaries of the Town of Kinnickinnic; one entering the north in the town just east of Kinnickinnic Rd., and one entering from the south approximately a mile outside of the City of River Falls. Both trails connect to the network of snowmobile routes within the city limits. Snowmobile trails are maintained by St. Croix County Parks Department (Figure 6).

There are currently no all-terrain vehicle (ATV) trails in the Town of Kinnickinnic, and all road right-of-ways are closed to ATV traffic. Use of ATVs is limited to private property.

Figure 6: Snowmobile trails in the Town of Kinnickinnic



Base Map: 2004 St. Croix County Plat Book. © Farm and Home Publishers, Ltd.

Facilities Management

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- respects the rural historic character
- protects the integrity of the river and environmentally sensitive areas
- protects the economic interests of property owners
- maintains acceptable taxes and fees

Transportation planning in the town should support all of the goals identified in the town's vision statement. Town officials should assess every proposal for a new transportation facility to make sure that such additional infrastructure does not contradict the town's development goals.

Growth management for preservation

The Town of Kinnickinnic can maintain rural character and protect environmentally sensitive areas by first identifying those areas and using an official map that shows such areas in relation to current land uses and roads and proposed future land uses and roads. An official map will communicate development goals at a glance and help residents and town officials see how the placement of future infrastructure might affect rural character and sensitive areas. Using an official map to show any proposed roads and future land use areas can also help ensure that future town officials will continue to work towards achieving transportation objectives, and it will aid the town in coordinating transportation development with neighboring municipalities and county and state agencies.

The town can also revise its zoning and subdivision ordinances to encourage organized development patterns that will organize new infrastructure efficiently and direct it away from culturally and environmentally sensitive areas. Revising the subdivision ordinances in a way that supports and promotes the use of conservation design will also help the town achieve its goals. By relaxing certain road standards in regards to width and driveway spacing would allow for denser development and the preservation of open space, which would help maintain the aesthetics of rural character and direct infrastructure away from sensitive areas.

Some of the responsibility of preservation can be transferred to developers. By Requiring developers to provide a Traffic Impact Assessment (TIA) for any major subdivision can be use to help the town maintain rural character. By Requiring developers to provide an Environmental Impact Assessment (EIA) that includes an analysis of the effects of road placement and increased traffic, for any development near the river or environmentally sensitive areas can help the town protect the integrity of its natural resources.

Growth management and maintenance for lower costs

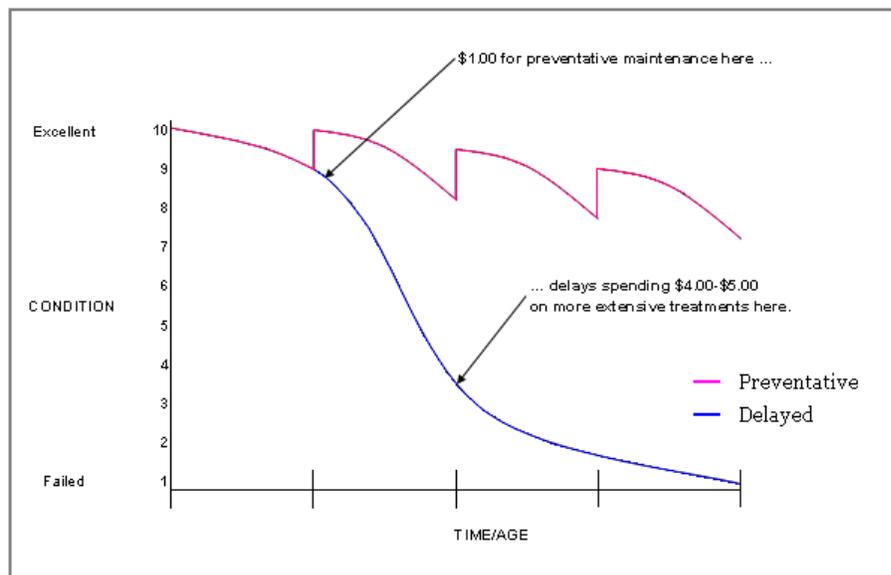
The Town of Kinnickinnic can protect the economic interests of property owners and maintain acceptable taxes by managing the size and physical condition of its transportation infrastructure. It should seek ways to optimize the amount of additional infrastructure and should manage the maintenance of its road network to maximize the lifespan of existing facilities.

Since current county ordinances dictate that private roads serving three or more houses automatically become the responsibility of the town, certified survey maps (CSMs) that call for long private drives can lead to a greater maintenance burden for the town in the future. The town should consider revising its subdivision ordinances to address this scenario.

The town should assess all town roads and private roads within the township to identify logical future connections. Doing this can help to improve future accessibility and traffic flow. By using an official map, the town can illustrate how, where and what types of future infrastructure may be most suitable to prevent future transportation conflicts. On a site by site basis, an official map would help town officials determine how proposed road designs for new developments will ensure desired connectivity and serve the financial objectives of the town.

Another strategy the town can use to manage its transportation facilities effectively is to keep an updated inventory of town roads, bridges and culverts, etc. Data about the physical condition of facilities, the dates of last maintenance, and other relevant information would be included and could help the town prioritize and budget for necessary projects. An updated inventory could also help the town carry out preventative maintenance. This would include operations such as regular re-surfacing treatments to town roads so that the town can save money over time (Figure 8).

Figure 8: Graphic representation of preventative maintenance



Source: St. Croix County Highway Depa

Access Management

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- protects the economic interests of property owners
- maintains acceptable taxes and fees

The aim behind access management is to prevent traffic problems, such as congestion and accidents that can result from more development and more vehicles using the roads. The Town of Kinnickinnic should consider ways to apply access management proactively to avoid having to finance the reconstruction of transportation facilities in the town before they have exceeded their lifespan. Since it is likely that the Town of Kinnickinnic will be experiencing more traffic on its roads in the future, the potential for conflicts related to an abundance of intersections and access points along certain routes should be assessed.

STH 65 may be the most important route for access management in the Town of Kinnickinnic. As a minor arterial, it facilitates higher volumes of traffic at speeds that exceed 50 mph, yet it currently has 30 driveways and 12 field accesses along its 6.7 miles within the town. This abundance of access points is more characteristic of a minor collector road. As the volume of traffic continues to increase along STH 65, issues concerning safety and congestion are likely to result. Currently, WisDOT has an access management plan for STH 65 that freezes existing accesses at their present locations and sizes. It intends to keep STH 65 viable as a two-lane highway for as long as possible, and will apply extra scrutiny to any proposed new access along the arterial. If and when traffic on STH 65 begins to approach 10,000 vehicles per day, or if problematic intersections develop along this route, WisDOT may mandate the removal of driveways and accesses. Such a situation could cause the town to incur large expenses to provide necessary frontage roads.

The Town of Kinnickinnic can also prepare subdivision ordinances and driveway ordinances to guide development patterns in ways that avoid future transportation conflicts. This may include prohibiting strip development along certain routes, but it could also include policies that put the onus of access management on the developers. The town could apply impact fees for future reconstruction, or require developers to install road designs that ensure good access management, such as frontage roads along arterials and major collectors that remove existing accesses off of these routes.

Corridor Planning

As stated in the Town of Kinnickinnic's vision statement, residents in the town want well-planned development that:

- allows for a variety of residential and commercial development.
- respects the rural historic character
- maintains acceptable taxes and fees

The purpose of corridor planning is to direct certain development patterns along specified transportation corridors. Planning this way could help the Town of Kinnickinnic secure logical development patterns that include both commercial and residential development, but also keeps the greatest amount of traffic on arterials rather than on town roads. Corridor planning can also reduce the burden on taxpayers by minimizing infrastructure expenses and improving the town's tax base with the inclusion of more commercial land use. In addition, planning for a denser mix of commercial and residential development along a corridor can help reduce vehicle traffic and preserve open space, both of which help maintain rural character.

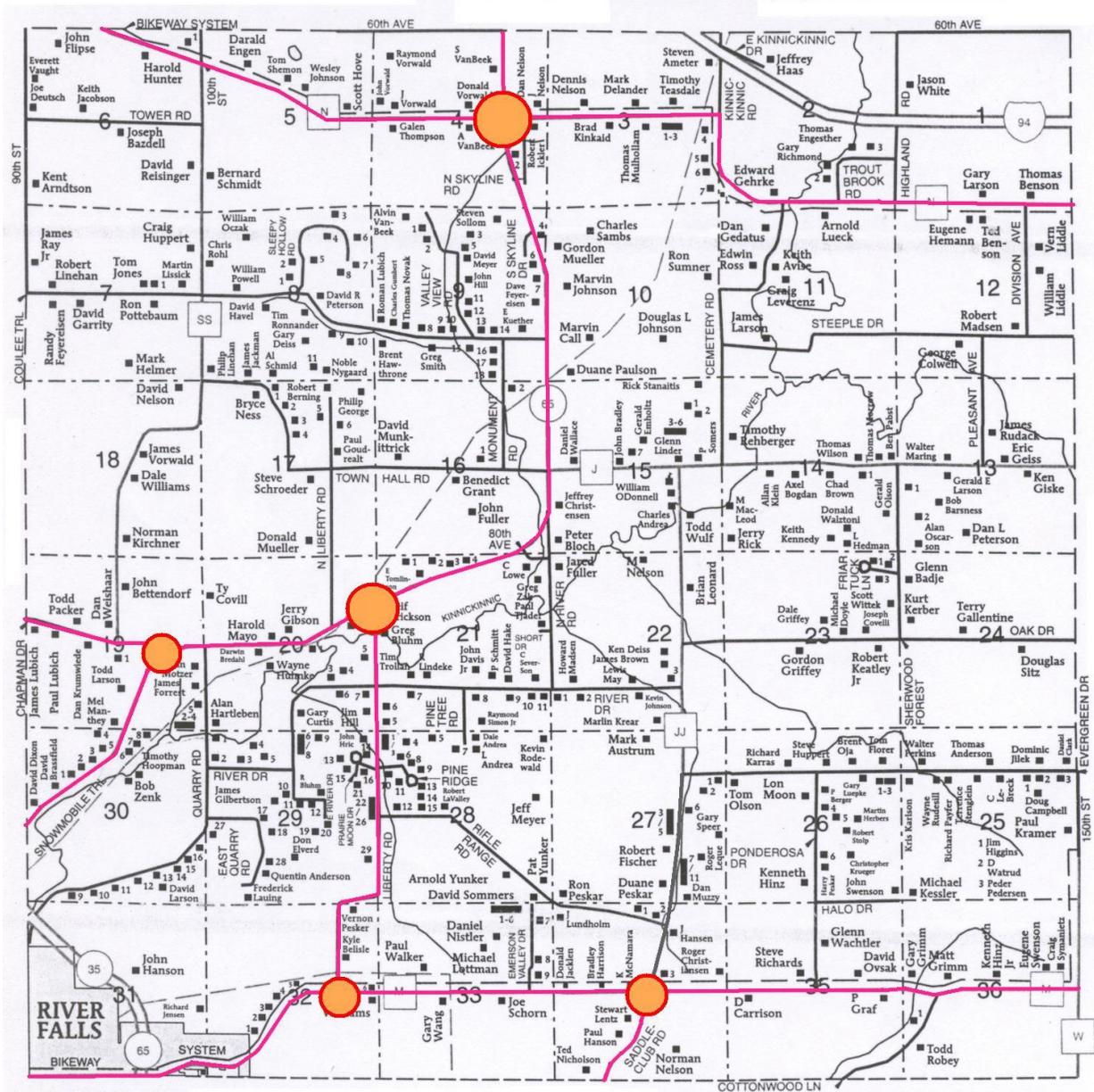
As previously noted, I-94 is a major development corridor. If the town were to allow commercial and industrial development within its boundaries, it may consider using a variety of planning tools such as planned unit development (PUD), density-bonus incentives, transfer of development rights (TDR), and mixed-use zoning to encourage the establishment of such development near I-94. The accumulation of traffic associated with commercial and industrial activities would be focused along a corridor, and the lengths of new roads may be minimized, providing a lower maintenance expenses for the town.

STH 65 is another transportation corridor in which to plan for development, and areas where collectors and major town roads intersect STH 65 represent logical locations for commercial development to occur. The intersection of STH 65 and CTH N is a logical location for commercial development in the town, since the I-94/STH 65 exit lies just to the north.

There are other intersections within the township that also represent logical locations for commercial development, based on the merit of their connectivity. The intersection of Saddle Club Rd. with CTH M is a logical connection because Saddle Club Rd. is a short-distance linkage to STH 29, a minor arterial in Pierce County.

The St. Croix County Highway Department suspects that, sometime in the future, drivers will begin to use roads such as Liberty Rd. and Chapman Dr. as ways to bypass the City of River Falls. Therefore, the intersections of these roads with STH 65 are also logical locations of future commercial development (Figure 10).

Figure 10: Logical locations for commercial development



Base Map: 2004 St. Croix County Plat Book. © Farm and Home Publishers, Ltd.

- Corridor
- Logical Commercial Location

The Town of Kinnickinnic can use corridor planning in tandem with access management to avoid inefficient expansions of its road network. It can use an official map to help ensure consistency between road designs in future developments. The map can be used to identify areas where accessibility will need to be either improved or limited. The official map should also show planned future roads or road redesigns. This will help justify the town's requests for state funding for future transportation projects.

Financing

NOTE: This is an incomplete list.

WisDOT Programs

Surface Transportation Rural Program (STP-R)

Town Road Improvement Program (TRIP)

TRIP is the component of Wisconsin's LRIP program used to assist Towns in improving *seriously deteriorating* town roads. Projects are locally let and WisDOT reimburses up to 50% upon project completion. Eligible projects include: Design or feasibility studies, reconstruction, resurfacing, bridge replacement, asphalt purchasing. Ineligible projects include new roads, seal coats, chip seals, pothole repair, small culvert replacements, guard rails, etc.

Discretionary Town Road Improvement Program (TRIP - D)

TRIP-D specifically targets improvement projects on town roads that exceed \$100,000. Preference is given to projects based on established criteria concerning safety, reconstruction, and high traffic volume.

Local Bridge Improvement Assistance (Local Bridge)

WisDNR Programs:

Snowmobile Routes & Trail Crossing Signs

Towns are eligible to apply for funds to provide for the initial signing of snowmobile routes and trail crossings. No local match is required.

Relevant & Programs

NOTE: This section is incomplete.

State Plans

Access Control for STH 65. 1998. Project # 1540-08-29.

County plans

St. Croix County Land Division Ordinance. Draft, 2004.

St. Croix County Bicycle and Pedestrian Plan. 1998.

Comprehensive plans

Comprehensive Plan for the City of River Falls, Draft 2005.

The Town of Warren and Village of Roberts Comprehensive Plan. 2005.

The Town of River Falls Comprehensive Plan. 2004.

Goals, Objectives, & Policies

Goal 1: Ensure that the transportation element is supportive of all other elements in the comprehensive plan and is consistent with the transportation plans of St. Croix County and neighboring municipalities.

Objectives:

- Update all elements and related documents to ensure consistency among them.
- Coordinate transportation planning with all other plans for the Town of Kinnickinnic, as well as any relevant plans from St. Croix County and neighboring municipalities.

Policies:

- Maintain an official map of the town's transportation network.
- Revisit the transportation element and official map every 3 to 5 years, making necessary revisions.
- Consult all relevant state, regional, county, and town plans when revising the Town of Kinnickinnic's transportation plan.

Goal 2: Maintain a transportation network that provides safety.

Objectives:

- Ensure safe roads for all user groups.
- Reduce the number of conflict points.
- Remove hazardous conditions.

Policies:

- Consult the official map and comprehensive plan when deciding to accept new roads.
- Conduct regular safety assessments of the town's transportation network, consider seasonal variations.
- Keep an regularly update an inventory (spreadsheet) of the town's roads, including data on accidents: location, time, season, site conditions, etc.
- During Town Board and Plan Commission meetings, ask for public input on traffic safety issues within the town.
- Use the town's subdivision ordinance to adequately address road construction standards, including adequate vision triangles, necessary signage, etc.
- Use driveway ordinance to promote access management techniques, reducing conflict points on major town roads with high volumes of traffic.

- Resist allowing direct access along local roads that are classified as minor arterials, major collectors, minor collectors.

Goal 3: Maintain a transportation network that provides efficiency and avoids traffic congestion.

Objectives

- Identify and promote appropriate levels of traffic on specified town roads.
- Discourage the use of town roads as collectors and arterials.
- Provide connectivity and alternative routes throughout the town to meet the demands of different flows of traffic.
- Provide for alternative modes of transportation, and easy transfer between different modes.
- Design for transportation network for flexibility and maintain alternative design options for future expansion.
- Coordinate expansion of transportation network with adjacent communities and relevant agencies.

Policies

- Consult the official map, comprehensive plan, and other relevant plans when deciding to accept new roads.
- Perform regular assessments of traffic conditions within the town.
- Keep and regularly update an inventory (spreadsheet) of all roads in the town. Include data concerning traffic counts and peak flow times (of nearest county and state roads if not able to do so for town roads).
- Require developers to provide a Traffic Impact Assessment (TIA) before approval of major subdivisions.
- Limit access points on town roads that have, or are anticipated to have, high volumes of traffic.

Goal 4: Maintain a transportation network that discourages inefficient development of land.

Objectives

- Coordinate development of transportation facilities with other development objectives identified in the comprehensive plan.
- Expand the transportation system to fit and benefit the different land uses in the town.
- Avoid the inefficient layout and extension of future roads.

Policies

- Consult the official map, the comprehensive plan, and other relevant plans when deciding to accept new roads.
- Utilize transportation corridor planning.
- Use subdivision ordinance to promote cluster subdivisions, relaxing road width and setback standards for roads and driveways that are a part of conservation designs.

Goal 5: Maintain a cost-effective transportation network.

Objectives:

- Expand and manage the town roads and transportation facilities so that they are cost-effective to service and maintain.
- Make scheduled maintenance and improvements to optimize the “life” of roads and trails.
- Avoid lengthy extensions of new roads.
- Avoid needed future realignment, redesign, and reconstruction of town roads and other facilities.

Policies:

- Consult the official map, the comprehensive plan, and other relevant plans when deciding to accept new roads.
- Use subdivision and driveway ordinances to discourage the instillation of long driveways and private roads that may become future town roads.
- For every new development, proposed town roads will be assessed to determine if they are cost effective in terms of maintenance.
- Keep and regularly update an inventory (spreadsheet) of all roads in the town, including data concerning the physical condition and last date of maintenance for town roads.

Goal 6: Maintain a transportation network that preserves community character.

Objectives:

- Avoid an abundance of transportation facilities that contradict the community character, such as high volume roadways.
- Manage traffic patterns that discourage high volume traffic throughout the town.

Policies:

- Consult the official map, comprehensive plan, and other relevant plans when deciding to accept new roads.
- Revise the subdivision ordinance and building codes to promote road design that supports the character of the community.
- Proposed roads will be assessed to determine their potential impact on the character of the community.

Goal 7: Maintain a transportation network that does not harm the river or other environmentally sensitive areas.

Objectives:

- Maintain adequate distances between transportation facilities and environmentally sensitive areas.
- Minimize negative impacts with further development of transportation facilities.

Policies:

- Consult the official map, the comprehensive plan, and other relevant plans when deciding to accept new roads.
- With every new development, proposed roads will be assessed to determine if they minimize environmental impact.
- Require developers to provide environmental impact analyses for major subdivisions and any development occurring near environmentally sensitive areas.
- Adopt storm-water runoff standards in the subdivision ordinance and building codes to reduce the impact of traffic and roadway maintenance on the Kinnickinnic River