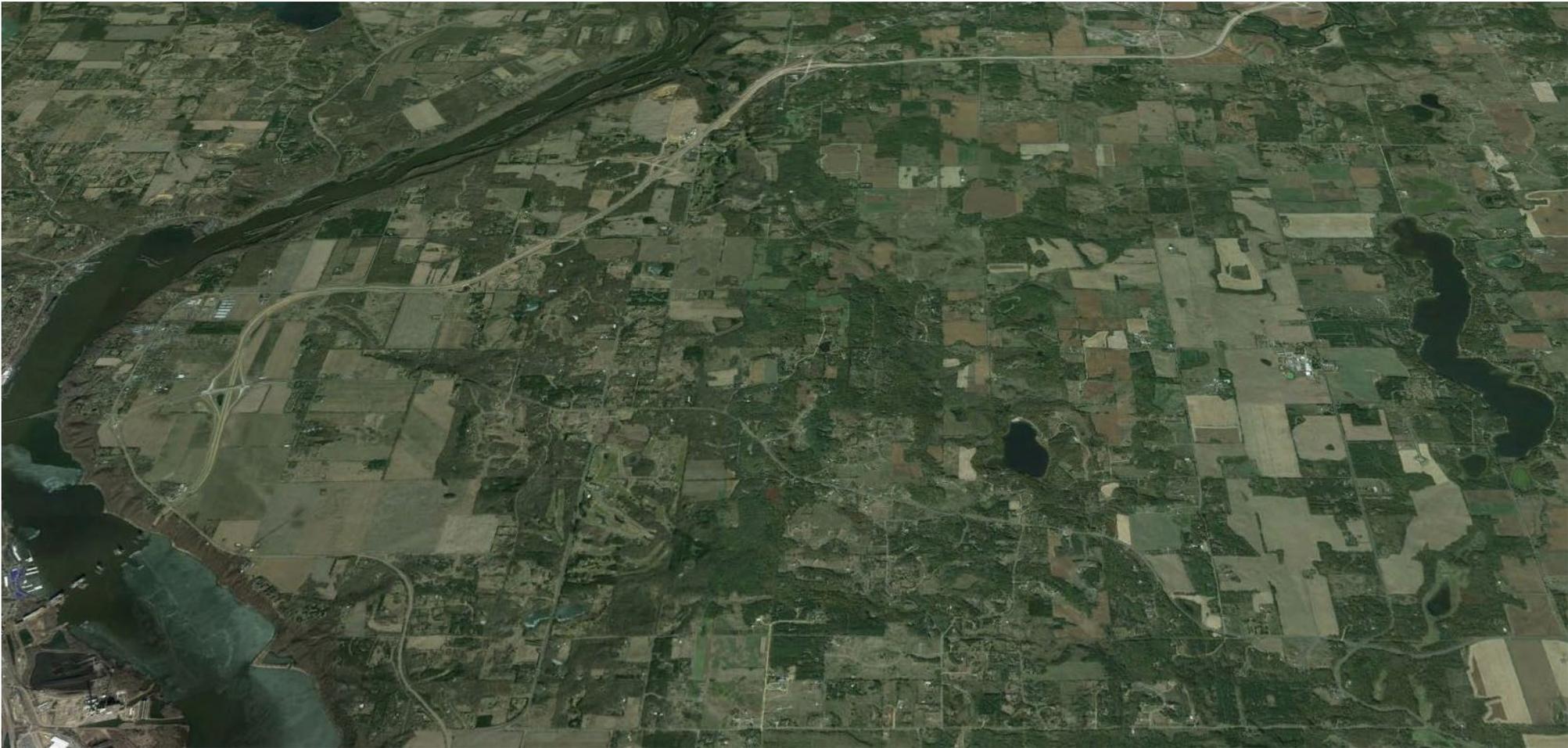


# TOWN OF ST. JOSEPH COMPREHENSIVE PLAN



PREPARED FOR THE TOWN OF ST. JOSEPH, WI

AUGUST 23, 2016

**DRAFT**

# Chapter 1 Introduction

## 1. PROJECT BACKGROUND

The Town of St. Joseph is a unique, rural, and beautiful place. The Town has rich natural resources, agricultural lands and homesteads. The Town faces several changes as regional improvements, notably the St. Croix Crossing Bridge, alter the landscape and increase access from the Twin Cities and neighboring areas. These improvements have the potential to alter the character of the Town. This Comprehensive Plan Update is a proactive response in anticipation of such changes. This Plan lays out the overall vision and goals for the Town over the next twenty years to ensure that the character of the Town is enhanced and maintained. This plan was prepared by the Town of St. Joseph Plan Commission, Town Board, and local residents, with assistance from consultants at Stantec. It was developed over an 18-month process, beginning in spring 2015 and concluding in 2016.

This Plan updates the Town's current Comprehensive Plan, completed in 2006. There were two primary reasons that the Town began the planning process: first, the economic downturn following the completion of the last comprehensive plan slowed growth in both the Town and the region. The Town needs to analyze the new types of development pressure and establish new policies as the economy emerges from the 2008 Recession. Second, the St. Croix Crossing Bridge is expected to be completed in 2017. The anticipated development pressure resulting from the improved access to the surrounding communities, especially the Twin Cities Metro Area, presents an urgent need to consider how St. Joseph will grow and develop as a result.

## 2. PLAN ORGANIZATION

The Plan chapters correspond with the nine elements required for comprehensive plans under the Wisconsin Comprehensive Planning statutes. Each of the nine elements and the items described in the statute are addressed within the contents of the chapters.

This chapter presents a brief introduction to the Town, provides a short summary of the planning process, and defines the setting in which this Plan was developed.

Chapter 2: Issues and Opportunities provides an overview of the public input and visioning process, presents the key issues and opportunities in the Town as identified during the kick-off and issues forum, and identifies goals and policies for each of the subsequent sections.

Demographic Characteristics provides an overview and assessment of demographic trends within the Town. Overall population characteristics, such as age and household size, will have significant implications on the needs of the Town and potential land use patterns. Population, household and other demographic information helps define existing conditions within the Town. This information also provides a basis for future expectations about growth, housing needs, economic development, land use needs and other important components of the Comprehensive Plan.



Figure 1 Pasture photo from Google



Figure 2 Willow River State Park

Subsequent chapters focus on specific planning topics/elements including:

- Housing and Population
- Transportation
- Utilities, Community Facilities
- Agricultural, Natural, and Cultural Resources
- Economic Development
- Land Use and Growth

Each of these chapters contains an inventory and analysis of existing conditions related to the respective topic. Existing conditions help define the current expectations of the Town, and those areas that are available to the Town for development, redevelopment or preservation.

Some of the chapters address intergovernmental coordination and the issue associated with specific issues such as transportation and economic development. Additionally, Chapter 8: Intergovernmental Cooperation includes general information about other jurisdictions and their role in working with St. Joseph.

Each of these chapters also contains a policy plan, which includes a set of goals and policies specific to that chapter's topic. General goals and policies defined in these chapters are included in the Chapter 2: Issues and Opportunities.

Finally, Chapter 10: Implementation describes how the Town intends to execute this Plan and lists tools available to the Town to implement the Plan. [Note: This chapter has not yet been fully developed and is forthcoming.]

### 3. PLANNING PROCESS

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The process of updating the Plan began by analyzing existing conditions, updating maps and statistics, and discussing key issues for the Town of St. Joseph. The background data is included as part of each of the chapters of this Plan.

One of the significant features about the current update is that a number of key issues were identified before the planning process started as needing more in-depth discussion and analysis. This included:

- **Municipal Services.** The Town decided to analyze and discuss whether municipal sanitary sewer should be developed in the Houlton area in the western part of the Town. Stantec prepared a facility service analysis and concept plans for the Houlton area which could be served with municipal services. The Plan Commission devoted several meetings to the issues and a community meeting on municipal services was held in August of 2015. Three Twin Cities area developers were interviewed on the question as well. This issue is discussed in the Land Use chapter of this Plan.
- **Rural Character.** The Plan Commission devoted two meetings discussing what constitutes "rural character" since that issue has been important in both the 2006 Comprehensive Plan and in the 2013 community survey. This issue is discussed in the Issues and Opportunities chapter of this Plan.
- **Natural Resource Inventory.** A separate study was conducted by Stantec inventorying natural resources in the Town. A natural resource scientist mapped various features on the ground – not from maps, aerials or other remote information. This inventory is discussed in Chapter 6 – Agricultural, Natural and Cultural Resources.
- **Market Overview.** In addition to the demographic statistics that were updated, Stantec contracted with Maxfield Research Group to prepare a generalized market overview, analyzing the potential demand for residential, office, retail and industrial markets in St. Joseph. This analysis is summarized in Chapter 7 - Economic Development in this Plan.

The next phase of discussion involved updating the Town's goals and policies, with the 2006 goals as the starting point. A community meeting was held in December 2015 to review the background information and goals.

Following this, options for land use and transportation were discussed as well as drafts of the full Plan document.

[Note: Later phases will be written after they have occurred]

## 4. PLAN SETTING

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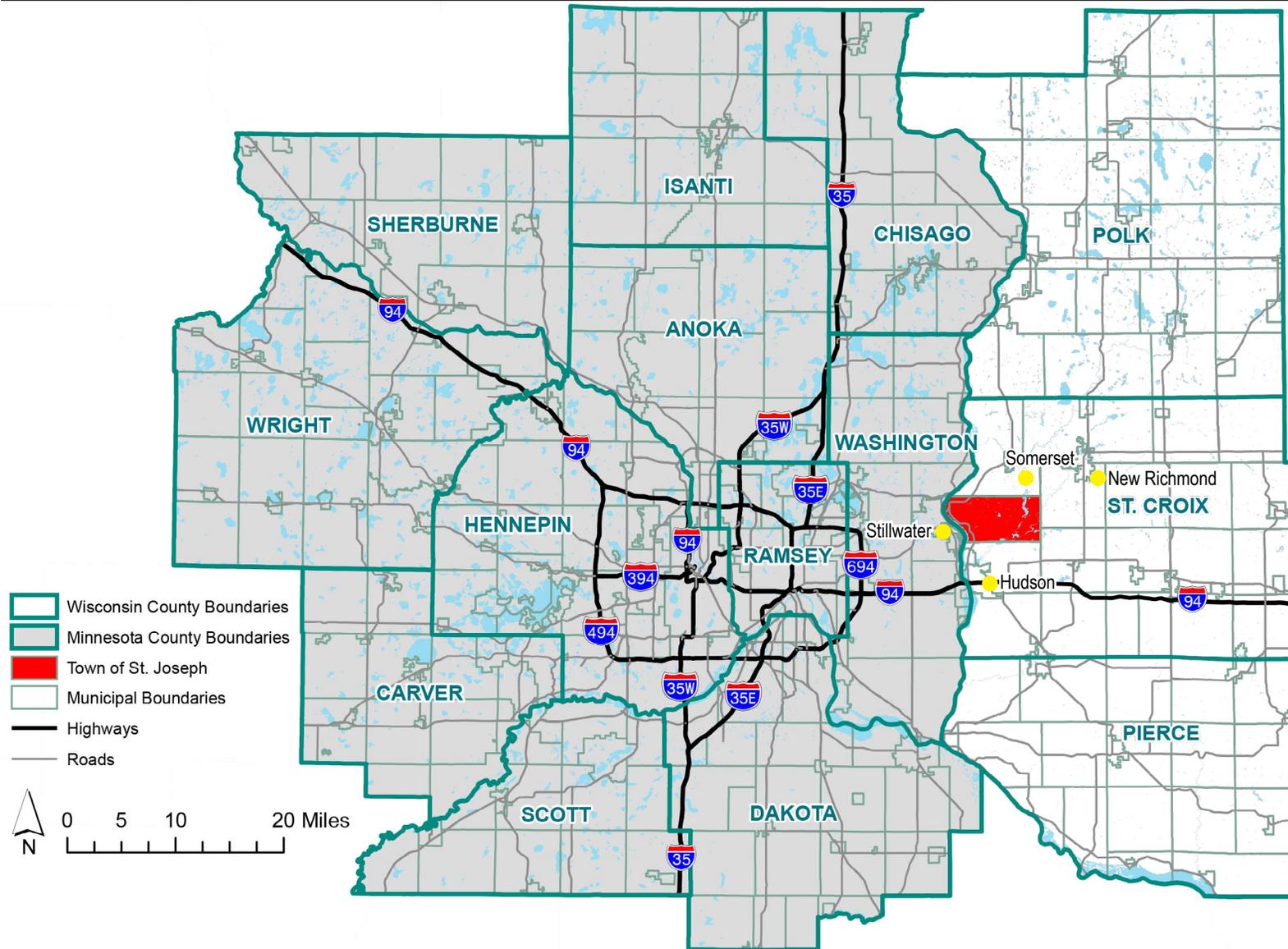
The Town of St. Joseph is a community of about 3,900 people in the western region of St. Croix County, Wisconsin. The Town is located in western Wisconsin and is bound by the St. Croix River on the west side. The Town has ample natural resources including the St. Croix River and bluff lands, streams and wetlands, woodlands, and rolling agricultural fields. A large portion of the Town's landscape is devoted to agricultural production, and large-lot single family residential homes.

St. Joseph is bordered to the north by the Town of Somerset, to the east by the Towns of Richmond and Warren, and to the south by the Town of Hudson. St. Joseph includes the two rural, unincorporated hamlets of Houlton and Burkhardt. These two hamlets contain some smaller lot residential development and a minimal amount of commercial and retail space.

Although the Town is located in Wisconsin, there are several cities in Minnesota that are close to and provide services to the Town's residents. The City of Stillwater is located just across the river from St. Joseph and provides the most accessible shopping alternatives for residents. The Town is connected to Stillwater by a lift bridge which will become a bicycle and pedestrian bridge after the St. Croix Crossing Bridge is completed in 2017.

In addition to Stillwater, there are several jurisdictions in proximity to the St. Joseph. The City of St. Paul is the closest major metropolitan area and is approximately 20 miles southwest. Within Wisconsin, other nearby cities and villages include the Village of Somerset, the Village of North Hudson, the City of New Richmond and the City of Hudson. (See Figure 1-1, Regional Context)

Figure 1-1  
 Regional Context



## Chapter 2 Issues and Opportunities

### 1. KEY ISSUES

Based on discussion with the Plan Commission, Town Board, and community members, and the results of the 2013 Town Survey and other information and analysis, there are five major issues facing the Town of St. Joseph as it moves into its new future. These are not stand-alone issues, but are connected and interrelated in many important ways.



#### **Natural Resources**

Protecting and preserving the natural beauty of the Town has always been important in St. Joseph. It was identified as one of the most important issues in the 2013 Town Survey. A separate detailed natural resources inventory was conducted in conjunction with the Comprehensive Plan Update which informs key policies in the Plan. One of the unseen natural resources is groundwater which is considered the most important element of rural character (see below) but is significantly affected by what happens above ground with the other natural features.



#### **Rural Character**

The Town of St. Joseph has defined itself as a rural enclave and the term “rural character” is invoked frequently in describing its essence. What does this mean? The Plan Commission had a full discussion and made a list of ten characteristics that define rural character, summarized below and more fully in a memorandum in Appendix A of this Plan. This discussion involves not just natural resources and farming, but detailed design elements as the Town develops. The top ten qualities that make up rural character, as ranked by the Plan Commission, in St. Joseph are:

1. *Groundwater.* This issue was placed first because it is so vital to basic living. It was noted that groundwater is invisible and that the Town's natural resources help protect groundwater.
2. *Quiet.* Including discussion of the lack of intrusive noise, such as traffic.
3. *Natural features.* Including vegetation and wildlife.
4. *Viewsheds.* Including lack of cell towers interrupting views.
5. *Farmland.*
6. *Limited, focused development in Houlton.*
7. *Lighting.* Including a generally dark sky at night and lack of intrusive street lights and other urban light sources.
8. *Signage.* Including a general lack of intrusive commercial signage.
9. *Architectural standards.*
10. *Parks, recreation and trails.*



### **Houlton Town Center**

There was considerable discussion about how the Houlton area might change in coming years (as it certainly will) due to the new bridge crossing and highway. The realignment of roadways has already changed traffic patterns, which will affect business and economics, which will determine the kinds of land uses that will thrive or not. The Loop Trail connecting to Stillwater and the new bridge will be a tourist attraction, bringing different kinds of traffic and customers. Traffic on the new highway may bring development pressure for businesses near the new interchange. There was a separate discussion on the possibility of municipal services in Houlton, which is discussed in the Land Use chapter and a memorandum in the appendix. The balance of allowing and encouraging a concentrated mix of uses in the area while maintaining St. Joseph's rural character elsewhere is an ongoing challenge that will unfold in coming years.



### **New Bridge and Highway**

The character and location of the new bridge crossing and highway are significantly different than the old Stillwater Bridge that has served to connect St. Joseph with Minnesota for so many years. There will be significantly more traffic and light around the new interchanges. What will the impacts be on traffic, economic development, tourism, visual aesthetics, noise and other issues? It remains to be seen, but there will certainly be change on the western side of St. Joseph once the new bridge is open.



### **Local Roadways**

The new bridge and highway have impact on the lesser roads in the Town as well. Several segments of road are now cut off from the main highway with the construction of the new highway. There will be new patterns of movement and new amounts of drive-by traffic, which can be positive or negative, depending on one's role and viewpoint.

## 2. GENERAL POLICY PLAN

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The General Policy Plan identifies overarching goals for the community that help define the characteristics and qualities of the Town. The General Policy Plan guides the specific goals presented in later chapters of this Plan. The General Goals are deliberately broad and are supported through the specific goals and policies developed in the Policy Plans of each chapter.

*General Goal #1: Enhance and maintain the rural character of the Town while providing opportunities to maintain and enhance St. Joseph as a unique and desirable place to live, learn, work, and recreate.*

Policies:

1. Promote the development and implementation of a comprehensive plan that effectively and efficiently plans for land use, community facilities, transportation, housing, economic development and environmental protection.
2. Formulate and enforce ordinances to ensure development in accordance with the Comprehensive Plan.
3. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.

*General Goal #2: Maintain and enhance the natural landscape by encouraging special consideration for places of natural significance in the Town.*

Policies:

1. Preserve and protect key natural resources as identified through the natural resources inventory.
2. Provide incentives to developers and land owners to protect important natural resource areas.
3. Preserve and protect Bass Lake and Perch Lake by implementation and periodic updates to their respective Lake Management Plans.

*General Goal #3: Encourage unique and innovative development that supports and enhances the Town's Vision.*

Policies:

1. Update and refine current ordinances to be consistent with the goals set forth in this Plan.
2. Create and develop land use tools that promote development that is creative, unique, and consistent with the vision of the Town.
3. Work to develop design and architectural standards that support and guide future development.

General Goal #4: Protect groundwater supplies and surface water to assure high quality groundwater for all residents.

Policies:

1. Encourage and promote improvements in monitoring of all private wells and private septic systems in the Town to assure the highest standards are being maintained.
2. Encourage and promote improvements in monitoring of all waste disposal and management systems and practices to assure the highest standards are being maintained.
3. Develop and implement a stormwater management plan and best practices to guide future development.
4. Encourage, promote, and implement the Lake Management Plans for Bass Lake and Perch Lake in the Town of St. Joseph.

General Goal #5: Support strong, ongoing working relationships between the Town of St. Joseph and surrounding cities, towns, St. Croix County, and other jurisdictions in matters related to planning and the provision of public services.

Policies:

1. Continue to discuss and identify potential intergovernmental relationships that help promote efficient services to the Town and adjacent jurisdictions.
2. Pursue new collaborative planning efforts among local governments and organizations to address existing issues and new issues as they arise with regard to land use, transportation, parks, natural resources, delivery of services and other areas of mutual concern.
3. Promote information sharing between St. Joseph and surrounding towns, cities, and the county, and encourage them to participate in local issues.
4. Maintain communications, and collaborate where appropriate, with state agencies involved in planning issues that affect the Town and region.

General Goal #6: Promote community input, information sharing and collaboration.

Policies:

1. Actively encourage and utilize resident participation in the local decision-making process.
2. Continue to improve and enhance communication among the Town, residents, businesses, civic groups and public agencies utilizing various media such as a Town newsletter, cable access and a community web page.

General Goal #7: Encourage the creation of a Houlton town center that preserves and enhances the small-town, quaint, atmosphere the Town values.

Policies:

1. Create a Houlton center plan that identifies the types of businesses that the Town would like to support.
2. Encourage a compact development pattern in the Houlton center to support a mix of residential, small retail and business.
3. Create Design Standards for the Houlton center to promote architecture and design that is consistent with the small-town, rural atmosphere of the Town.
4. Promote a Houlton plan that is easily accessible for pedestrians and bicycles.

## Chapter 3 Housing and Population

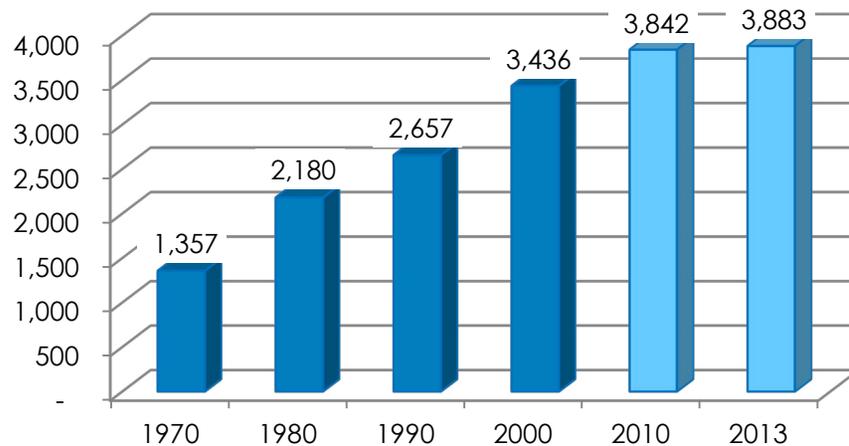
### 1. INTRODUCTION

The identification of trends in population growth and other demographic data is a very important part of the comprehensive planning process. It can provide clues to future growth patterns and indicate what types of housing and public facilities may be needed to support that growth. For example, an increase in young couples with children would require starter housing, new parks and schools, and new or upgraded community facilities; whereas, an increase in the elderly population would lessen the need for schools and increase the need for accessible housing. Chapter 3: Housing and Population contains information on the Town of St. Joseph's population and household characteristics.

### 2. POPULATION

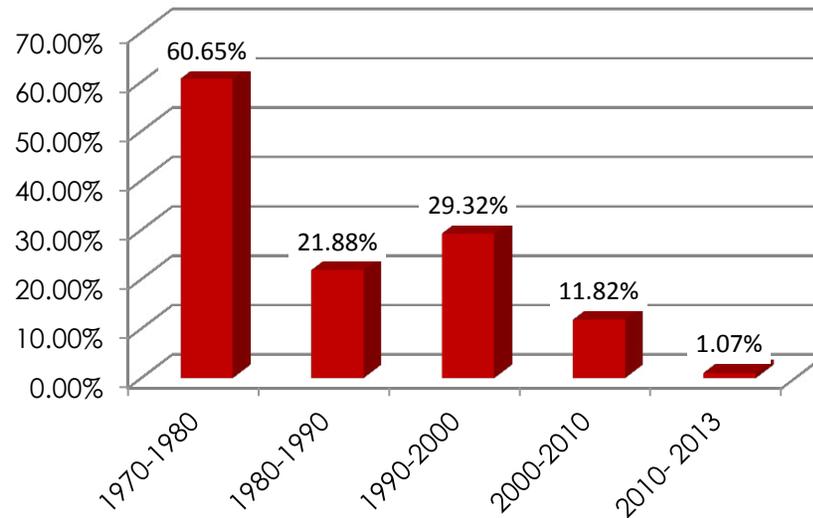
As shown in Figure 3-1, the population of St. Joseph has grown slowly since the completion of the 2006 Comprehensive Plan. In 2013, an estimated population of 3,883 resided in St. Joseph. This is a growth of 447 people since year 2000. Although this is a small number, it is a growth of 13 percent within 13 years. Figure 3-2 shows the percentage change over the past several decades. While the greatest population growth in St. Joseph happened in the 1970s and the rate of growth has been on a general decline, the Town has continued to experience double digit growth over the past 40 years. It is likely that this trend will continue in the near future.

**Figure 3-1**  
**Population Trends**



Source: US Census

**Figure 3-2  
Population Percent Change**



Source: US Census

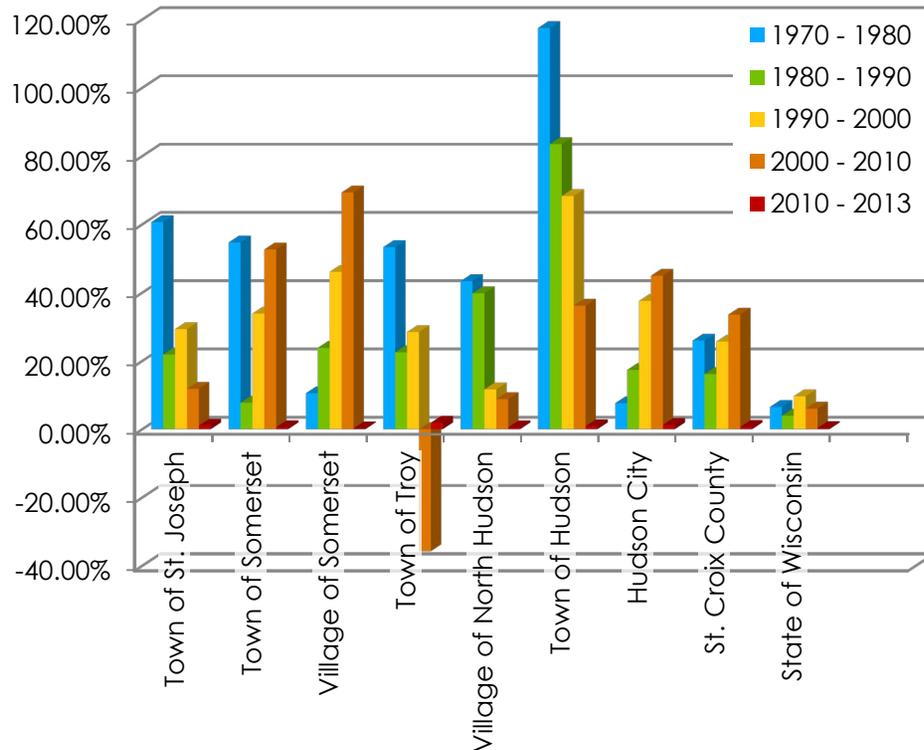
Table 3-1 and Figure 3-3 show the 1970 - 2013 population growth in St. Joseph and surrounding communities, as well as in St. Croix County and the state of Wisconsin.

**Table 3-1  
Population Trends**

Community	1970	1980	1970 - 1980		1990	1980 - 1990		2000	1990 - 2000		2010	2000 - 2010		2013	2010 - 2013	
			Change	Percent Change												
Town of St. Joseph	1,357	2,180	823	60.65%	2,657	477	21.88%	3,436	779	29.32%	3,842	406	11.82%	3,883	41	1.07%
Town of Somerset	1,185	1,833	648	54.68%	1,975	142	7.75%	2,644	669	33.87%	4,036	1,392	52.65%	4,060	24	0.59%
Village of Somerset	778	860	82	10.54%	1,065	205	23.84%	1,556	491	46.10%	2,635	1,079	69.34%	2,641	6	0.23%
Town of Troy	1,517	2,326	809	53.33%	2,850	524	22.53%	3,661	811	28.46%	2,353	-1,308	-35.73%	2,398	45	1.91%
Village of North Hudson	1,547	2,218	671	43.37%	3,101	883	39.81%	3,463	362	11.67%	3,768	305	8.81%	3,789	21	0.56%
Town of Hudson	925	2,012	1,087	117.51%	3,692	1,680	83.50%	6,213	2,521	68.28%	8,461	2,248	36.18%	8,537	76	0.90%
Hudson City	5,049	5,434	385	7.63%	6,378	944	17.37%	8,775	2,397	37.58%	12,719	3,944	44.95%	12,880	161	1.27%
St. Croix County	34,354	43,262	8,908	25.93%	50,251	6,989	16.16%	63,155	12,904	25.68%	84,345	21,190	33.55%	84,912	567	0.67%
State of Wisconsin	4,417,731	4,705,767	288,036	6.52%	4,891,769	186,002	3.95%	5,363,675	471,906	9.65%	5,686,986	323,311	6.03%	5,706,871	19,885	0.35%

Source: US Census

**Figure 3-3  
Population Trends**



Source: US Census

The population of St. Joseph has increased by 186 percent in the past 43 years from 1,357 people in 1970 to 3,883 in 2013. The Town's population grew considerably faster than the state of Wisconsin as a whole, which increased in population by 29 percent during the same time period. The growth rate is also faster than in St. Croix County as a whole, which grew by 147 percent in the same period.

Most of the communities around St. Joseph have experienced continued population growth. Although growth in St. Joseph has been slowing since 2000, some surrounding communities, the County, and the State have grown at a faster rate.

St. Joseph's natural amenities, proximity to the Twin Cities, and location along the Highway 64

and 35 corridors have fueled much of its growth. It is reasonable to expect that the Town's population will continue to grow as people migrate from growing Twin Cities area in search of a more rural lifestyle and as existing younger residents of the Town begin to establish families. In addition, construction of the new St. Croix Crossing Bridge is underway, which will significantly affect growth pressure in the near future.

### Population Share

The Town of St. Joseph and surrounding communities comprised 39 percent of the County's total population in 1980 as shown on Table 3-2. Their share increased steadily through 2013 to 45 percent. This trend illustrates some of the land use and growth dynamics occurring in the community mentioned above.

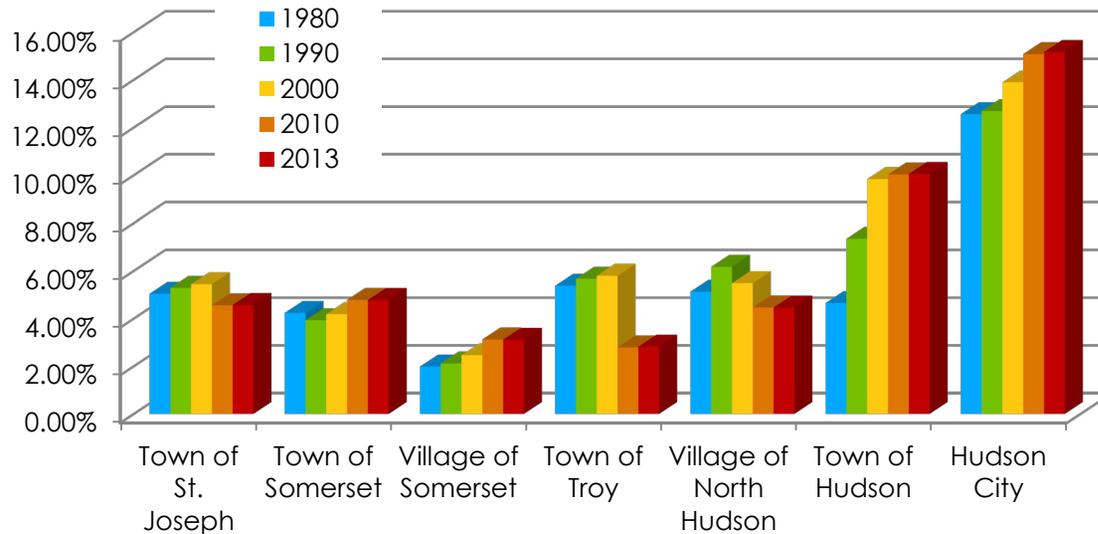
St. Joseph's share of population in St. Croix County has been more or less stable in the past decades. This share has declined somewhat since 2000 while those in some surrounding communities increased.

**Table 3-2  
Population Share**

Community	1980	Percent of County	1990	Percent of County	2000	Percent of County	2010	Percent of County	2013	Percent of County
Town of St. Joseph	2,180	5.04%	2,657	5.29%	3,436	5.44%	3,842	4.56%	3,883	4.57%
Town of Somerset	1,833	4.24%	1,975	3.93%	2,644	4.19%	4,036	4.79%	4,060	4.78%
Village of Somerset	860	1.99%	1,065	2.12%	1,556	2.46%	2,635	3.12%	2,641	3.11%
Town of Troy	2,326	5.38%	2,850	5.67%	3,661	5.80%	2,353	2.79%	2,398	2.82%
Village of North Hudson	2,218	5.13%	3,101	6.17%	3,463	5.48%	3,768	4.47%	3,789	4.46%
Town of Hudson	2,012	4.65%	3,692	7.35%	6,213	9.84%	8,461	10.03%	8,537	10.05%
Hudson City	5,434	12.56%	6,378	12.69%	8,775	13.89%	12,719	15.08%	12,880	15.17%
<b>Subtotal</b>	<b>16,863</b>	<b>38.98%</b>	<b>21,718</b>	<b>43.22%</b>	<b>29,748</b>	<b>47.10%</b>	<b>37,814</b>	<b>44.83%</b>	<b>38,188</b>	<b>44.97%</b>
St. Croix County	43,262	100.00%	50,251	100.00%	63,155	100.00%	84,345	100.00%	84,912	100.00%

Source: US Census

**Figure 3-4  
Population Share**



Source: US Census

### **Age Distribution**

Trends in age impact a community's planning needs. These demographics help project the types of housing, schools, parks and community facilities and services that may be needed in the future. Table 3-3 shows the median age in St. Joseph and surrounding communities. The table shows that St. Joseph's median age continues to be higher than surrounding communities, the County and Wisconsin as a whole. The table also shows that almost all communities adjacent including the county and the state are experiencing aging of the general population, a trend that is more pronounced in St. Joseph.

Table 3-4 shows the age cohorts for St. Joseph for 1990 and 2013. This is also illustrated in Figure 3-6. In 2013, the largest age cohort in the Town of St. Joseph is the 45 to 54 year-old group, followed by the 65 to 74 year-old group. These groups, combined, comprise 40 percent of the Town's population. From 2000 to 2013, the majority of population growth in St. Joseph occurred in age groups older than 44. In the 45 to 54 and 55 to 64 year-old cohorts there was a growth of 87% and 88% respectively. The population of the 65 to 74 cohort increased 239 percent during the same period. In the meantime, younger population cohorts experienced double digit decreases.

**Table 3-3  
Median Age**

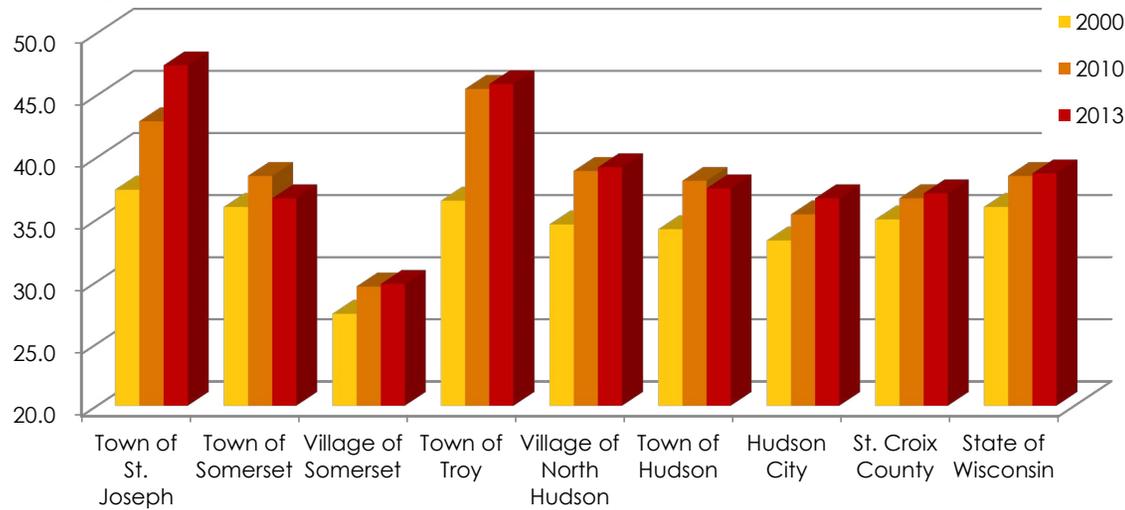
Community	2000	2010	2013
Town of St. Joseph	37.4	42.9	47.4
Town of Somerset	36.0	38.5	36.7
Village of Somerset	27.4	29.6	29.8
Town of Troy	36.5	45.5	45.9
Village of North Hudson	34.6	38.9	39.2
Town of Hudson	34.2	38.1	37.5
Hudson City	33.3	35.4	36.7
St. Croix County	35.0	36.7	37.1
State of Wisconsin	36.0	38.5	38.7

Source: US Census

**Table 3-4  
Population by Age**

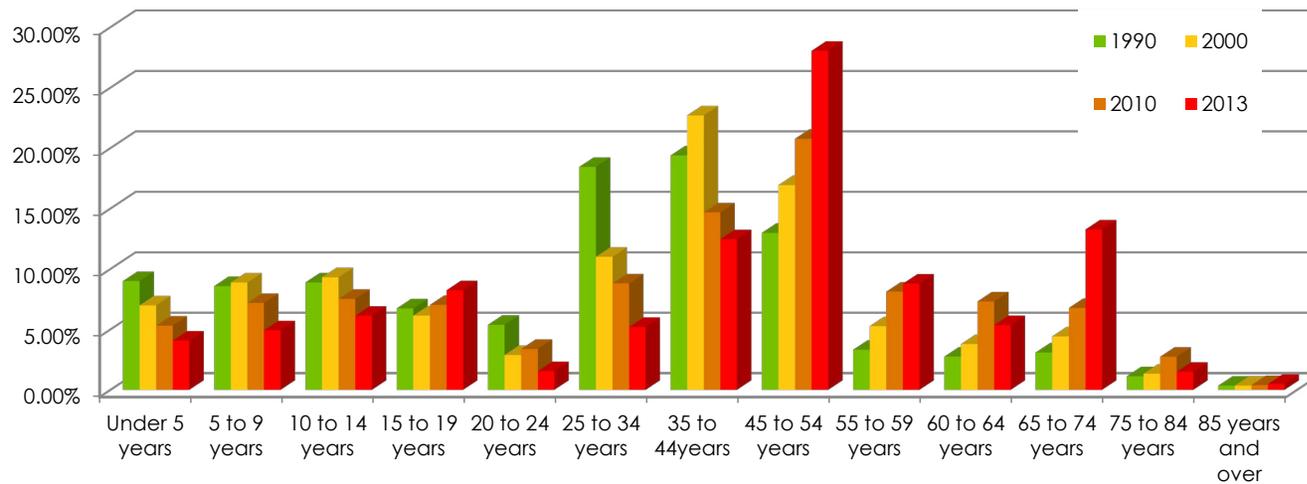
Age Cohort	1990		2000		1990 - 2000 Change		2010		2000 - 2010 Change		2013		2010 - 2013 Change	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 5 years	239	9.00%	240	6.98%	1	0.42%	204	5.31%	-36	-15.00%	158	4.07%	-46	-22.55%
5 to 9 years	228	8.58%	305	8.88%	77	33.77%	276	7.18%	-29	-9.51%	191	4.92%	-85	-30.80%
10 to 14 years	236	8.88%	320	9.31%	84	35.59%	289	7.52%	-31	-9.69%	238	6.13%	-51	-17.65%
15 to 19 years	179	6.74%	211	6.14%	32	17.88%	270	7.03%	59	27.96%	320	8.24%	50	18.52%
20 to 24 years	143	5.38%	99	2.88%	-44	-30.77%	130	3.38%	31	31.31%	60	1.55%	-70	-53.85%
25 to 34 years	490	18.44%	378	11.00%	-112	-22.86%	338	8.80%	-40	-10.58%	202	5.20%	-136	-40.24%
35 to 44 years	515	19.38%	780	22.70%	265	51.46%	564	14.68%	-216	-27.69%	484	12.46%	-80	-14.18%
45 to 54 years	345	12.98%	582	16.94%	237	68.70%	798	20.77%	216	37.11%	1,089	28.05%	291	36.47%
55 to 59 years	88	3.31%	181	5.27%	93	105.68%	312	8.12%	131	72.38%	341	8.78%	29	9.29%
60 to 64 years	73	2.75%	130	3.78%	57	78.08%	281	7.31%	151	116.15%	208	5.36%	-73	-25.98%
65 to 74 years	82	3.09%	152	4.42%	70	85.37%	260	6.77%	108	71.05%	515	13.26%	255	98.08%
75 to 84 years	30	1.13%	46	1.34%	16	53.33%	105	2.73%	59	128.26%	58	1.49%	-47	-44.76%
85 years and over	9	0.34%	12	0.35%	3	33.33%	15	0.39%	3	25.00%	19	0.49%	4	26.67%
Total	2,657	100.00%	3,436	100.00%	779	29.32%	3,842	100.00%	406	11.82%	3,883	100.00%	41	1.07%

**Figure 3-5  
Median Age**



Source: US Census

**Figure 3-6  
Population by Age**



Source: US Census

### Population Projections

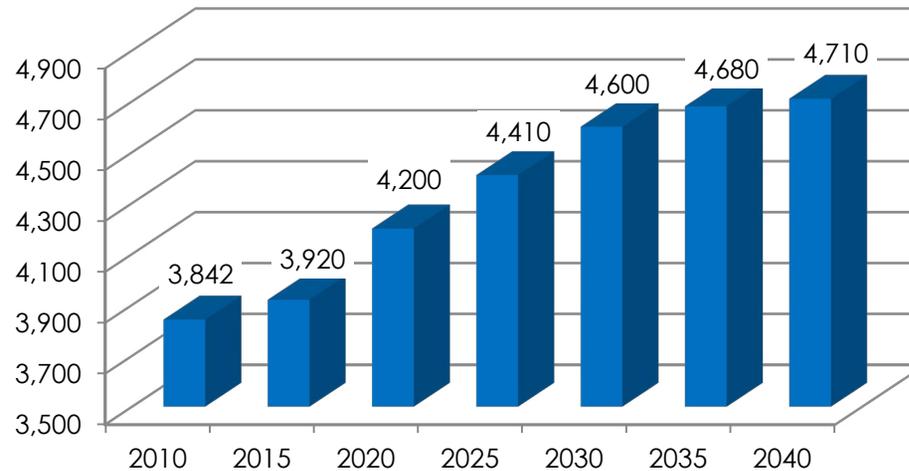
According to the Wisconsin state demographic services, the Town of St. Joseph is expected to have a 7 percent increase in population between 2015 and 2020. This growth rate is expected to slow down gradually over the next two decades. St. Joseph is expected to grow at about the same rate as the county and the state for the next 25 years. Its growth is expected to exceed that of the state as a whole but less than the county as a whole.

**Table 3-5  
 Population Projection**

Community	2010	2015	2020	2025	2030	2035	2040	2010 - 2040 Percent Change
Town of St. Joseph	3,842	3,920	4,200	4,410	4,600	4,680	4,710	22.59%
St. Croix County	84,345	87,990	96,985	104,450	111,470	115,900	119,010	41.10%
State of Wisconsin	5,686,986	5,783,015	6,005,080	6,203,850	6,375,910	6,476,270	6,491,635	14.15%

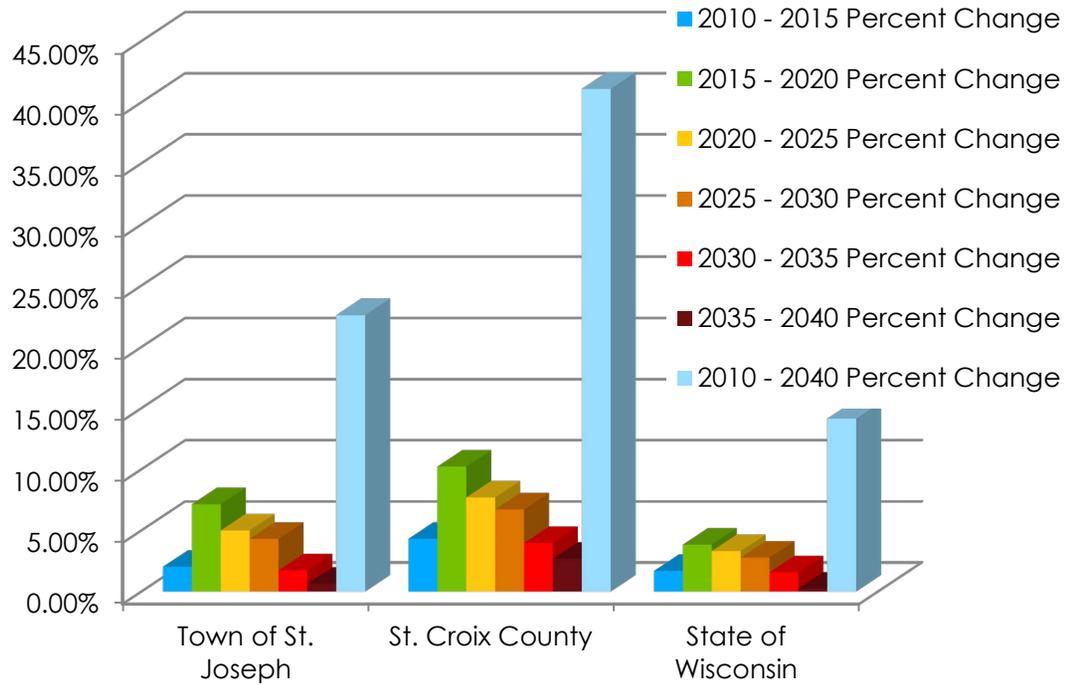
Source: Wisconsin Department of Administration

**Figure 3-7  
 Population Projection**

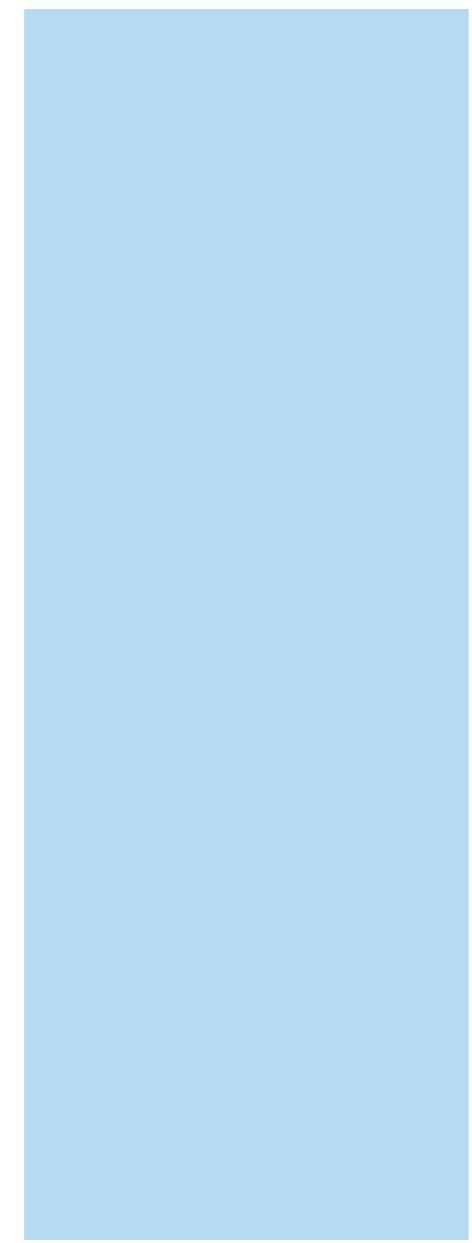


Source: Wisconsin Department of Administration

**Figure 3-8  
Projected Population Percent Change**



Source: Wisconsin Department of Administration



## 2. HOUSEHOLDS

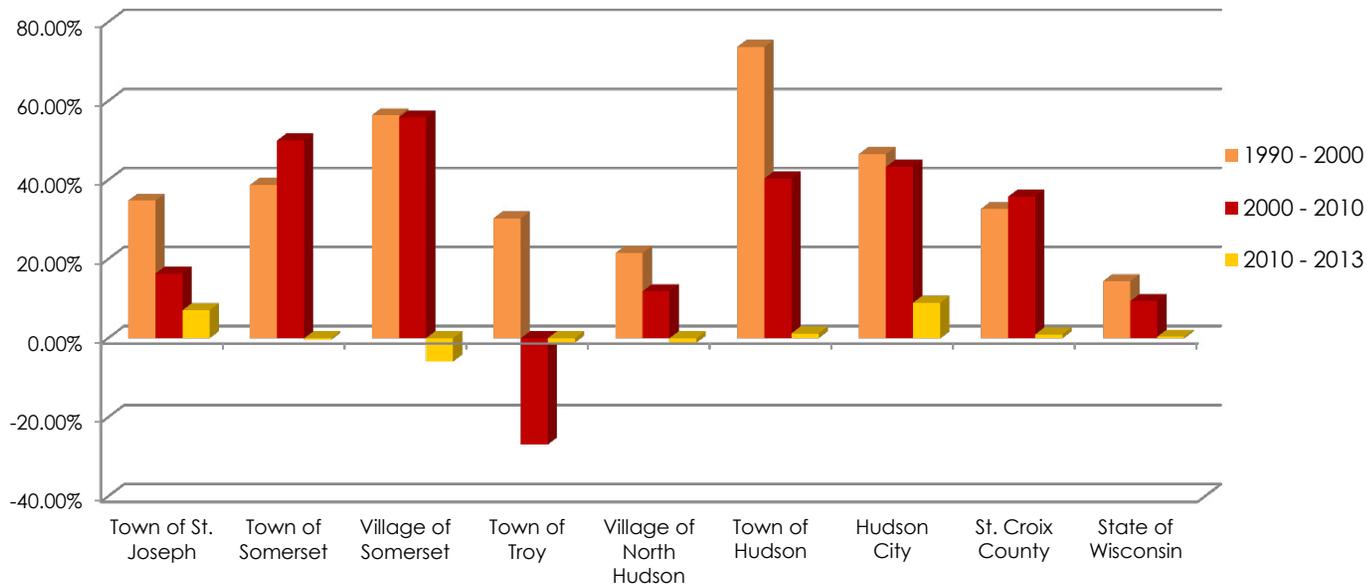
Table 3-6 shows that from 2000 to 2013, St. Joseph continued to grow in number of households. This pattern is also present in nearby communities, the County and the State. The Town experienced a household growth rate of approximately 25 percent. This was significantly higher than the statewide average of 10 percent, but lower than some neighboring communities and the County as a whole. Overall, the rates of household growth of all these communities have generally slowed in the past two decades.

**Table 3-6  
 Household Trends**

Community	1990	2000	1990 - 2000		2010	2000 - 2010		2013	2010 - 2013		2000 - 2013	
			Change	Percent Change		Change	Percent Change		Change	Percent Change	Change	Percent Change
Town of St. Joseph	885	1,193	308	34.80%	1,388	195	16.35%	1,486	98	7.06%	293	24.56%
Town of Somerset	668	927	259	38.77%	1,391	464	50.05%	1,386	-5	-0.36%	459	49.51%
Village of Somerset	406	635	229	56.40%	990	355	55.91%	932	-58	-5.86%	297	46.77%
Town of Troy	959	1,250	291	30.34%	914	-336	-26.88%	904	-10	-1.09%	-346	-27.68%
Village of North Hudson	1,082	1,315	233	21.53%	1,471	156	11.86%	1,455	-16	-1.09%	140	10.65%
Town of Hudson	1,108	1,925	817	73.74%	2,703	778	40.42%	2,736	33	1.22%	811	42.13%
Hudson City	2,515	3,687	1,172	46.60%	5,287	1,600	43.40%	5,764	477	9.02%	2,077	56.33%
St. Croix County	17,638	23,410	5,772	32.72%	31,799	8,389	35.84%	32,114	315	0.99%	8,704	37.18%
State of Wisconsin	1,822,118	2,084,544	262,426	14.40%	2,279,768	195,224	9.37%	2,288,332	8,564	0.38%	203,788	9.78%

Source: US Census

**Figure 3-9  
Household Trends in Percent Change**



Source: US Census

### **Size and Characteristics of Growth**

The character of households can change over time in two ways related to a community's population growth: by number and by size. If, over time, population growth is coupled with an increase in both the number and size of households, it generally indicates a community is growing from within (i.e. a high birth rate). However, if population growth is reflected by an increase in the number of households and a decrease in the size of the household, then it may indicate that the community is growing due to an influx of new residents.

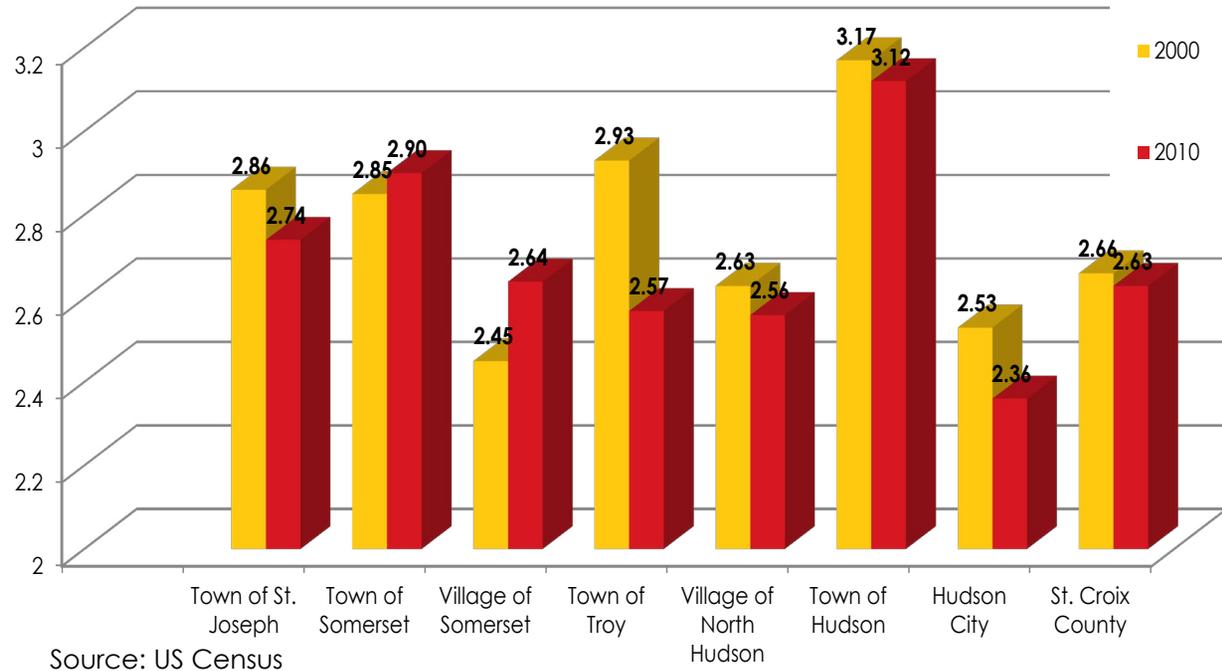
Tables 3-1 and 3-7 show an increase in St. Joseph's population and number of households, and a decrease in the number of persons per household. This is consistent with the national trends of smaller family sizes and more single person households. Therefore, the data indicates that St. Joseph is growing due to an influx of new residents.

**Table 3-7  
 Household vs. Population**

	1990	2000	1990 - 2000		2010	2000 - 2010	
			Change	Percent Change		Change	Percent Change
Persons in Households	2,636	3,407	771	29.25%	3,810	403	11.83%
Total Households	885	1,193	308	34.80%	1,388	195	16.35%
Average Household Size	2.98	2.86	-0.12	-4.12%	2.74	-0.11	-3.88%

Source: US Census

**Figure 3-10  
 Household Trends**



## Household Projections

According to the Wisconsin state demographic services, the Town of St. Joseph is expected to have an 8.5 percent increase in households between 2015 and 2020. This growth rate is expected to slow down gradually over the next two decades.

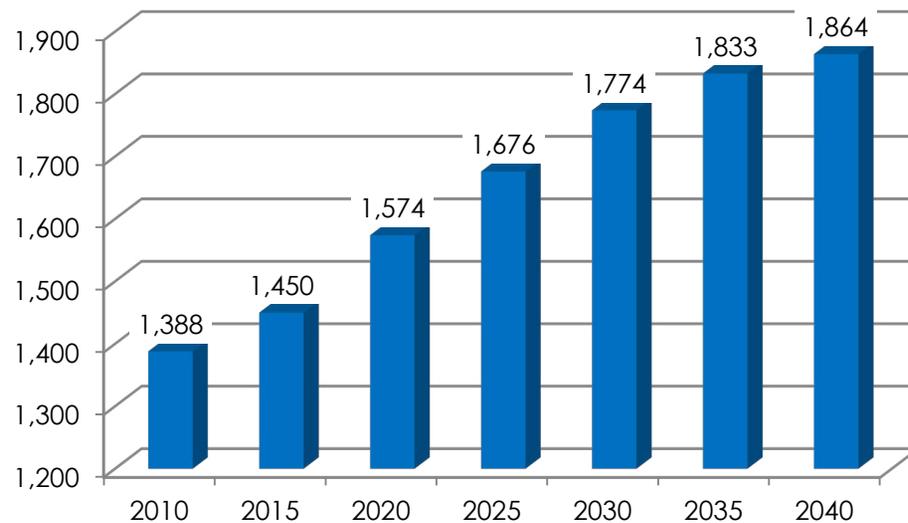
Similar to the population projections, the number of households in St. Joseph is expected to grow at about the same rate as the County and the State for the next 25 years. Its growth is expected to exceed that of the State as a whole but less than the County as a whole.

**Table 3-8**  
**Household Projections**

Community	2010	2015	2020	2025	2030	2035	2040	2010 - 2040 Percent Change
Town of St. Joseph	1,388	1,450	1,574	1,676	1,774	1,833	1,864	34.29%
St. Croix County	31,799	33,975	37,935	41,416	44,853	47,314	49,073	54.32%
State of Wisconsin	2,279,768	2,371,815	2,491,982	2,600,538	2,697,884	2,764,498	2,790,322	22.39%

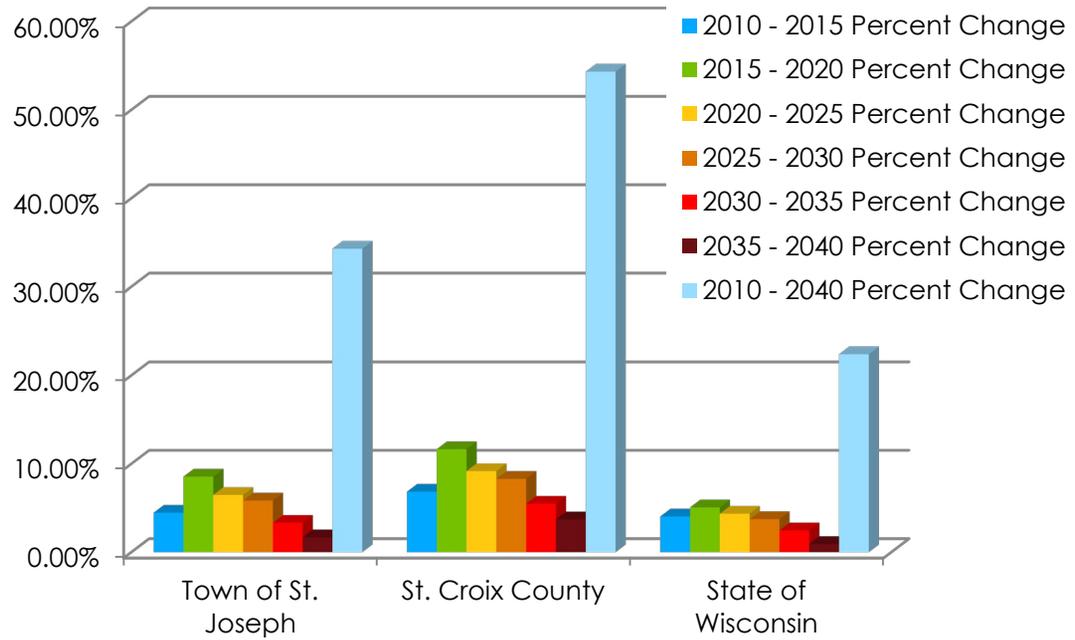
Source: Wisconsin Department of Administration

**Figure 3-11**  
**St. Joseph Household Projections**



Source: Wisconsin Department of Administration

**Figure 3-12  
 Projected Household Percent Change**



Source: Wisconsin Department of Administration

### 3. HOUSING

Available, affordable and safe housing is necessary for a community to accommodate the growth of all segments of its population. It provides a vital link between the community's population growth, economic development goals and its land use priorities. In order to encourage growth in the population and economy, housing will be needed in St. Joseph for residents of differing income levels, multi-family and single-family units, and for purchase and rent. This section includes an inventory of housing in St. Joseph.

#### Housing Types

In St. Joseph, more than 90 percent of the housing stock is single family units. Table 3-9 describes the total number of occupied housing units in the Town for years 2000 and 2013. During this time period, the housing stock in St. Joseph increased by 350 units. Single-family homes grew 371 units which was a 32 percent increase. There was no change in multi-family units and the number of mobile homes decreased by 21 units, a loss of more than 40 percent since 2000.

**Table 3-9  
Housing Type (in Total Units)**

Structure Type	2000		2010		2000 - 2010 Change		2013		2010 - 2013 Change		2000 - 2013 Change	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single Family	1,163	93.41%	1,449	93.67%	286	24.59%	1,534	96.18%	85	5.87%	371	31.90%
Multi-Family	31	2.49%	46	2.97%	15	48.39%	31	1.94%	-15	-32.61%	0	0.00%
Mobile Homes	51	4.10%	52	3.36%	1	1.96%	30	1.88%	-22	-42.31%	-21	-41.18%
Total	1,245	100.00%	1,547	100.00%	302	24.26%	1,595	100.00%	48	3.10%	350	28.11%

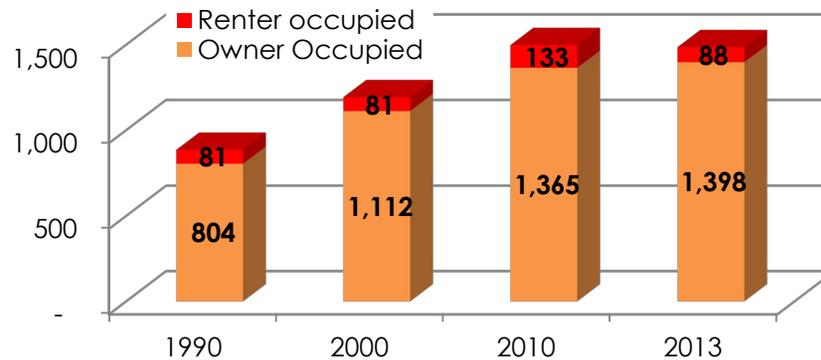
Source: US Census

### Ownership/Occupancy Characteristics

Figure 3-13 shows that in 2013, 94 percent of the Town's housing is owner occupied. In Figure 3-14, the vacancy rate for owner occupied units was zero percent in 2010 and only 4.4 percent in 2013. That translates to only 61 owner occupied units in the Town were vacant in 2013.

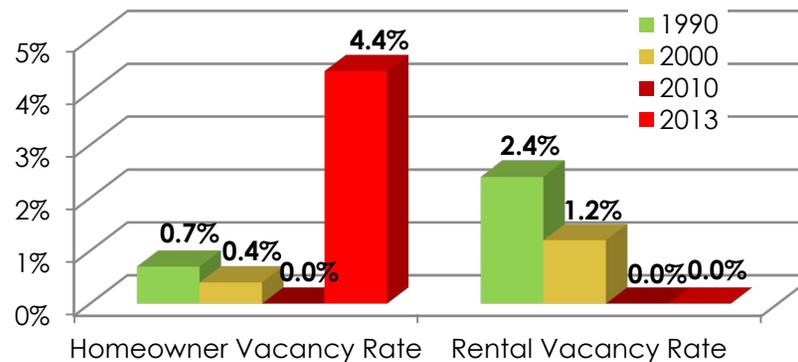
St. Joseph has very few renter occupied housing units. This number was 81 in 1990; it remained at 81 ten years later in 2000 and then had a major increase to 133 in 2010. However, it quickly decreased to 88 just 3 years later in 2013. Overall, the share of renter occupied housing has been small since 1990. Not surprisingly, the vacancy rate of rental units has been 0 since 2013.

**Figure 3-13**  
Ownership/Occupancy Characteristics



Source: US Census

**Figure 3-14**  
Housing Vacancy Rates

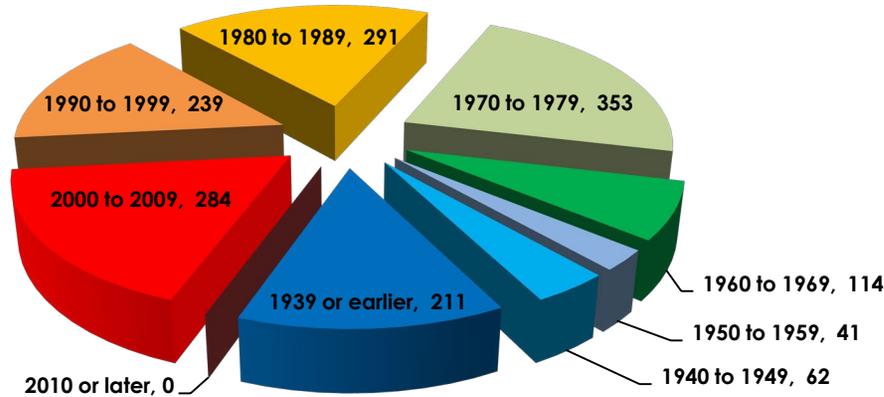


Source: US Census

### Housing Age Characteristics

Figure 3-15 and Table 3-10 show the age of St. Joseph's housing stock. Over 50 percent of the Town's total housing units were constructed between 1970 and 2000. While over 30 percent of the units are fairly new (less than 20 years old), there is a sizable portion, about 20 percent, that is significantly older (over 50 years old).

**Figure 3-15**  
**Housing Age in Total Units**



Source: US Census

**Table 3-10**  
**Housing Age Characteristics**

Year Built	Number	Percent
2010 or later	0	0.00%
2000 to 2009	284	17.81%
1990 to 1999	239	14.98%
1980 to 1989	291	18.24%
1970 to 1979	353	22.13%
1960 to 1969	114	7.15%
1950 to 1959	41	2.57%
1940 to 1949	62	3.89%
1939 or earlier	211	13.23%
Total housing units	1,595	100.00%

Source: US Census

### Value Characteristics

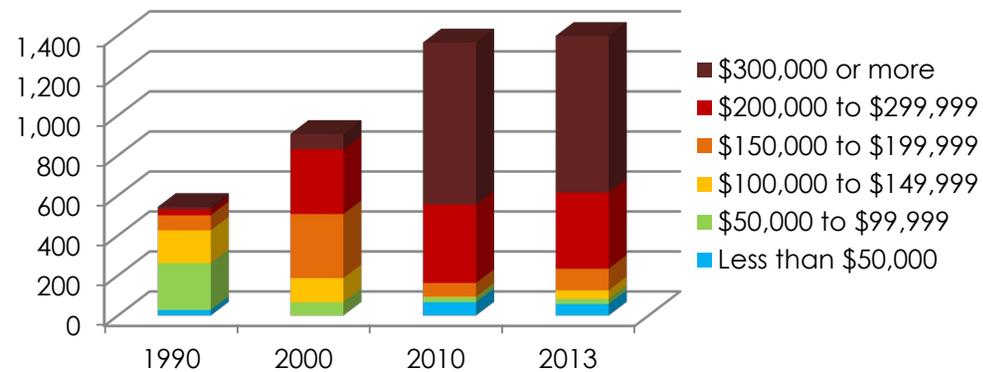
Table 3-11 and Figure 3-16 illustrate housing values for the years 1990 and 2013 in St. Joseph. From the component proportions, it is obvious that as time passes, The Town's supply of housing has skewed towards higher-priced homes. Since 2010, the largest group of home values has fallen in the \$300,000 or more range.

**Table 3-11**  
**Owner Occupied Housing Values**

Type	1990		2000		2010		2013	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than \$50,000	28	5%	0	0%	67	5%	58	4%
\$50,000 to \$99,999	234	43%	66	7%	25	2%	26	2%
\$100,000 to \$149,999	164	30%	121	13%	2	0%	42	3%
\$150,000 to \$199,999	75	14%	320	35%	69	5%	108	8%
\$200,000 to \$299,999	29	5%	323	36%	392	29%	380	27%
\$300,000 or more	13	2%	78	9%	810	59%	784	56%
Total	543	100%	908	100%	1,365	100%	1,398	100%

Source: US Census

**Figure 3-16**  
**Owner Occupied Housing Values**



Source: US Census

Adjusted to 2013 dollars, the median value of home in St. Joseph was \$252,302 in 2000, as shown in Table 3-12. By 2013, the value rose to \$325,400. This represents a 29 percent increase in housing values. Compared to the 10 percent increase in St. Croix County and the State of Wisconsin, St. Joseph continues to enjoy a very healthy and desirable housing market.

**Table 3-12**  
**Median Housing Values (in 2013 Dollars)**

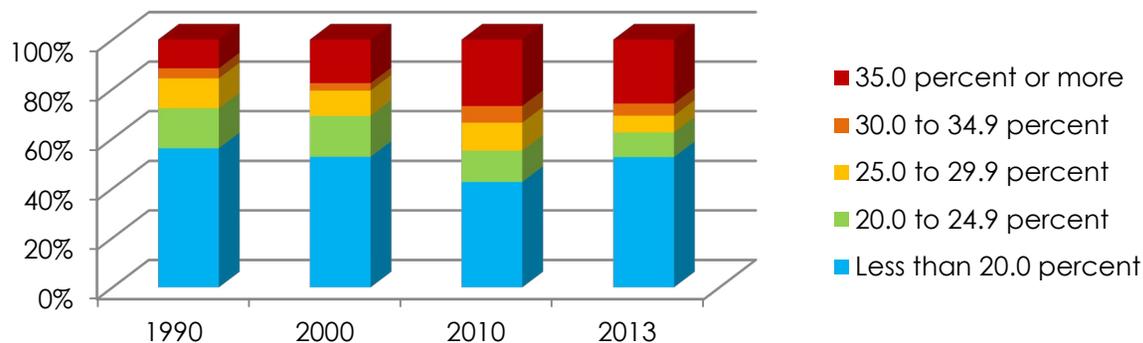
Community	2000	2010	2000 - 2010 Change		2013	2010 - 2013 Change	
			Change	Percent		Change	Percent
Town of St. Joseph	252,302	351,911	99,609	39.48%	325,400	-26,511	-7.53%
St. Croix County	188,720	241,124	52,404	27.77%	206,900	-34,224	-14.19%
State of Wisconsin	151,787	180,550	28,763	18.95%	167,100	-13,450	-7.45%

Source: US Census

### Affordability Trends

Housing is often considered affordable if a household does not have to spend more than 30 percent of its gross income on housing. Meanwhile, over half of the town's residents continue to spend less than 20 percent of their income on housing. Figure 3-17 shows that in 2013, 31 percent of St. Joseph's residents spent 30 percent or more on housing. This is up from 16 percent in 1990 and 21 percent in 2000 but down slightly from 34 percent in 2010.

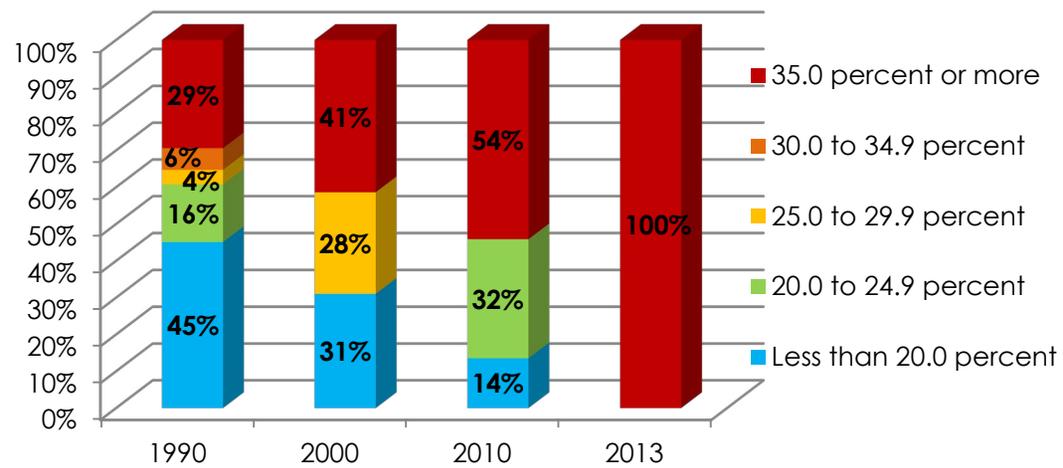
**Figure 3-17**  
**Overall Percent of Income Spent on Housing**



Source: US Census

As discussed earlier, renters occupy a very small portion of the St. Joseph housing market. As shown in Figure 3-18, over time, renters are steadily spending a much higher portion of their income for housing. In 2013, 100 percent of the renters in St. Joseph spent more than 35 percent of their income on housing. This indicates an extremely tight rental market in the Town and could put pressure on both the existing housing market and the housing development front. Additional affordable rental units are needed to alleviate the cost burden of renters in the Town.

**Figure 3-18**  
**Renters' Percent of Income Spent on Housing**



Source: US Census

### **Housing Conditions**

No in-depth assessment of housing condition has been conducted in St. Joseph. Anecdotal information from Town staff and residents indicates that the majority of housing in St. Joseph is in good or excellent condition, with more older homes in the Houlton area and Burkhardt area.

## 4. POLICY PLAN

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The Town of St. Joseph recognizes the importance of maintaining and expanding its housing stock in order to foster economic growth and sustain a high quality of life for area residents. Below are the goals and policies of the Town to address housing and neighborhoods.

*Housing Goal #1: Promote cooperative efforts and utilize existing resources to foster housing development within the Town.*

Policies:

1. Continue to study housing needs and resources; and monitor and update goals as needed.
2. Work closely with federal, state, and local agencies and organizations that can help St. Joseph meet its housing goals.
3. Encourage public and private partnerships to expand affordable housing and housing rehabilitation opportunities in the Town.
4. Explore county-wide and other intergovernmental options to develop regional strategies and incentives to promote the expansion of affordable, work force, rental, life cycle and other housing opportunities.

*Housing Goal #2: Promote a variety of housing types in the Town for citizens of all income levels, ages, abilities and needs.*

Policies:

1. Encourage the appropriate mix of a variety of housing types throughout the Town's growth areas in accordance with the Future Land Use Plan.
2. Develop policies that allow neighborhoods with mixed housing types and/or other appropriate uses within residential areas.
3. Examine policies and other development standards to ensure they encourage the provision of affordable housing.
4. Develop options for providing accessory dwelling units to meet alternative housing needs.
5. Encourage housing developments that serve unique populations including seniors, low income residents, and residents with physical disabilities.

*Housing Goal #3: Encourage well maintained residential neighborhoods.*

Policies:

1. Develop and enforce the necessary codes to ensure the continued maintenance of the housing stock.
2. Identify or develop methods and funding options to encourage the rehabilitation or redevelopment of substandard housing.

# Chapter 4 Transportation

## 1. INTRODUCTION

This chapter identifies existing and future roads and other transportation infrastructure that serve the Town. This analysis will help guide land use and development in the Town that is concurrent with an accessible and efficient road network. The Policy Plan identifies future and current aspirations of the Town with respect to the transportation system. This transportation system is particularly important with the construction of the St. Croix Crossing Bridge. This bridge will increase traffic coming from Minnesota into the Town of St. Joseph and alter current traffic patterns. The functional classification of roadways and projected annual average daily traffic, presented below, reflects this major transportation change.

## 2. FUNCTIONAL CLASSIFICATION OF ROADWAYS

Functional Classification of a roadway system involves determining what function each roadway should be performing with regard to travel within and through a community. The intent of a functional classification system is to create a roadway hierarchy that collects and distributes traffic from local roadways and collectors to arterials in a safe and efficient manner. Such classification aids in determining appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. Functional classification helps to ensure that non-transportation factors, such as land use and development, are taken into account in planning and design of the roadway system.

### ***St. Croix County Road Classification System***

The Town of St. Joseph maintains a Roadway Map with slightly different roadway classification categories, and slightly different classifications for some roadways, than St. Croix County. The County's classification is described here. A balanced system is desired, yet not always attainable due to existing conditions and characteristics. The criteria of the Functional Classification System are intended to be guidelines and are to be applied when plans are developed for the construction or reconstruction of a given route. It can and does occur that different roadways with very similar design characteristics may have different functional classifications. Some roadways, for a short segment, may carry higher volumes than a roadway with a higher classification. Spacing guidelines may not follow recommendations for a variety of reasons such as topography, land use type and density, and environmental concerns.

The two major considerations in the classification of roadway networks are access and mobility. Mobility is of primary importance on arterials, thus limitation of access is a necessity. The primary function of a local roadway, however, is to provide access, which in turn limits mobility. The extent and degree of access control is a very important factor in the function of a roadway facility. The functional classification types utilized are dependent upon one another in order to provide a complete system of streets and highways.

A complete functional design system provides a series of distinct travel movements. Most trips exhibit six recognizable stages. These stages are as follows:

- Main movement
- Transition
- Distribution
- Collection
- Access
- Termination

Using the functional classification system, roads in the Town of St. Joseph have been divided into four categories. These categories include principal arterials, minor arterials, major collectors, and local streets. The following paragraphs describe these classifications, highlight key roadways, and describe traffic projections for principal and minor arterials. The roads are mapped in Figure 4-1.

### ***Principal Arterials***

Principal Arterial roadways serve major activity centers, higher traffic volumes, longer trips and carry a higher proportion of total urbanized travel on a minimum of mileage. Along these facilities, access needs to be limited in order to preserve the ability of the roadway to accommodate the volumes and to maximize safety. Spacing varies from 2 to 3 miles for a fully developed area to 3 to 6 miles for a developing area. The management criteria require that a 40 mph average speed be achieved during peak traffic periods. Also, little or no direct land access should be allowed within an urban area. Grade separated intersections are required for freeways and highly desired for other principal arterial roadways. There are two principal arterials in St. Joseph:

- Highway 64: Along the St. Croix Crossing Bridge which connects Highway 64 to Highway 35.
- Highway 35: North of Houlton and South of the Town of St. Joseph into North Hudson, WI.

#### Annual Average Daily Traffic (AADT)

AADT for 2030 has been projected for principal arterials and listed below in Table 4-1.

**Table 4-1  
Projected AADT for Principal Arterials**

Road Segment	Projected AADT in 2030
Highway 64 (Stillwater Bridge)	48,000
Highway 35	38,000

## Minor Arterials

Minor Arterial roadways connect the urban service area to cities and towns inside and outside the region and generally serve medium to short trips. Minor Arterials may also provide an alternate route for congested Principal Arterial roadways. Minor Arterials connect principal arterials, minor arterials and connectors. The spacing ranges from ¼ to ¾ of a mile in metro centers to 1 to 2 miles in a developing area. The desired minimum average speed during peak traffic periods is 20 mph in fully developed areas and 30 mph in developing areas. The emphasis for Minor Arterial roadways is on mobility rather than on land access. In urban areas, direct land access is generally restricted to concentrations of commercial/industrial land uses. There is only one minor arterial roadway in St. Joseph:

- Highway 35: Through Houlton south of the township to North Hudson, WI.

### Annual Average Daily Traffic (AADT)

AADT for 2030 has been projected for minor arterials and listed below in Table 4-2.

**Table 4-2**  
**AADT for Minor Arterials**

Road Segment	Projected AADT in 2030
Highway 35 (North Houlton)	1,500
Highway 35 (Central Houlton)	3,400
Highway 35 (South of Houlton)	5,200

## Major Collectors

Major Collectors provide more land access than arterials and provide connection to arterials, although not in all cases. As is the case with any roadway system, there will always be exceptions to the planning guidelines that are used to classify a roadway system. Collectors serve a dual function of accommodating traffic and provision of more access to adjacent properties. Mobility and land access are equally important and direct land access should predominately be to development concentrations. Collector road spacing ranges from ¼ to ¾ miles in fully developed areas, to ½ to 1 mile in developing areas. Major Collectors generally connect to minor arterials and serve shorter trips within the County. These roads supplement the arterial system in that mobility is slightly emphasized over access. Proposed major collectors are:

Annual Average Daily Traffic (AADT)

AADT for 2030 has been projected for County Road E, one of the major collectors, and is listed below in Table 4-3.

**Table 4-3  
AADT for Major Collectors**

Road Segment	Projected AADT in 2030
County Road E (East of the new Highway 64 Interchange)	4,300

**Local Streets**

The lowest classification of roadways is the local roadway where access is provided with much less concern for control, but land service is paramount. Spacing for local streets is as needed to access land uses. Local roadways generally have lower speed limits in urban areas and normally serve short trips. Local streets will connect with some minor arterials but generally connect to collectors and other local streets. The development of local streets will be guided by the location of the existing and proposed minor arterials and collectors as well as by development and the expansion of local utilities.

**St. Joseph Road Classification System**

The Town's map is used to catalog the various roadways in the Town and document the different setbacks for structures abutting various classifications of roadways. The Town's Existing Roadway map – before the new bridge and new highway – is attached as Figure 4-2. St. Croix County's Roadway Classification map is attached as Figure 4-1. The differences in the categories are as follows:

Categories:

- St. Croix County has four classifications of roadways:
- Principal Arterial
- Minor Arterial
- Major Collector
- Local Road

The Town of St. Joseph's system has six classifications:

- Minor Arterial
- Collector
- Sub Collector
- Access Roads (greater of 108' from CL or 75' from ROW)
- Houlton/Burkhardt Access Roads (30' from ROW)
- Private Roads

The differences between the two maps as far as specific roadways are concerned are numerous, but not significant, and do not conflict with planning or maintenance of the roadways. Three County Roads are classified Major Collectors at the County level but designated Minor Arterials at the Town level. The most common difference is that many roads considered Local at the County level are considered Town Collectors or Sub Collectors. There are also many roads shown as Local on the County map that are private roads. The differences between the St. Croix County classification and the Town of St. Joseph classification are:

Major Collector on the County map and a Minor Arterial on the Town map:

- County Road E
- County Road I
- County Road A

Major Collector on the County map and a Sub Collector on the Town map:

- Trout Brook Road

Local Road on the County map and Collector on the Town map:

- Valley View Trail
- River Road

Local Road on the County map and Sub Collector on the Town map:

- Andersen Scout Camp Road
- Thelen Farm Trail/Settlers Way
- Heritage Trail
- 20th Street
- 24th Street
- 150th Avenue (24th Street to Heron Lane)
- Arbor Hills Drive
- 27th Street
- 125th Avenue



- Trout Brook Road North
- 50th Street (plus short contiguous segment of 150th Avenue)
- 60th Street (plus short contiguous segment of 150th Avenue)
- Old E West (north half only)
- Old E East
- 126th Avenue
- Rolling Hills Trail
- 52nd Street
- Perch Lake Road
- Scott Road
- Bass Lake Road
- 132nd Street (Bass Lake Road to County Road I)
- 80th Street/132nd Avenue/83rd Street
- 140th Avenue (83rd Street to eastern Town limits)
- 85th Street
- 150th Avenue (northeast corner of the Town)

Local Road on the County map and Private Road on the Town map:

- Too numerous to list

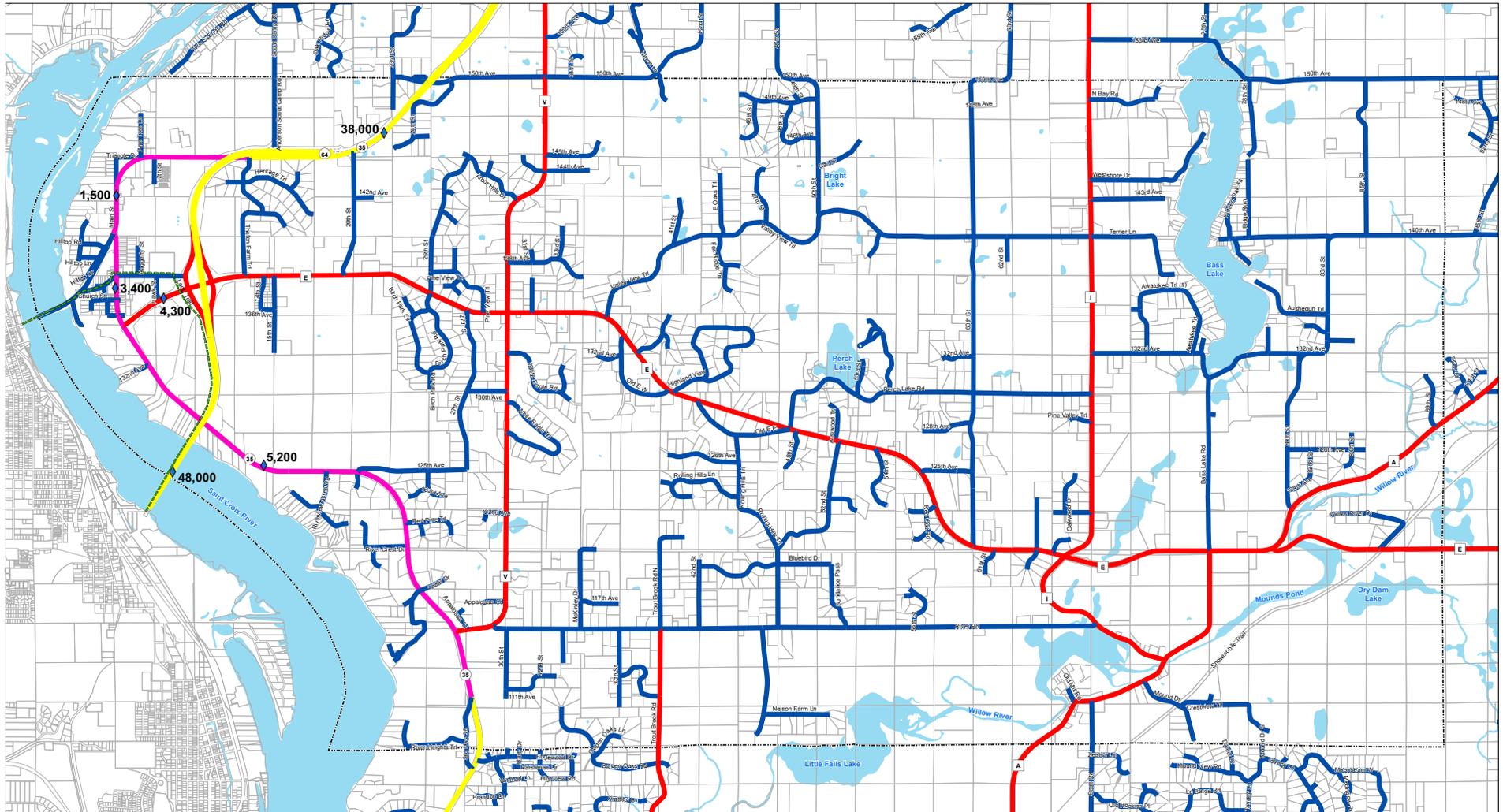
With the advent of the new bridge several segments of roadway are affected:

1. New Highway 64 comes across the river on the new bridge and curves through St. Joseph rejoining the old alignment of Highways 35/64 on the north edge of the Town. There is a new interchange with County Road E.
2. County Road E stays on its current alignment east of the new interchange but then curves south across the interchange to join existing Highway 35 about a third of a mile south of the old intersection of E and 35.
3. The segment of old County Road E between Highway 35 (Main Street) and the interchange ends in a cul-de-sac near the interchange and reverts to a local road.
4. A new street, Hawk Street, has been constructed to connect new County Road E to old County Road E directly south of the Houlton Elementary School.
5. The segment of old Highway 35 from its intersection with new County Road E north and east to its new terminus in a cul-de-sac past Andersen Scout Camp Road will change from a Minor Arterial to a Collector.
6. Segments of Highway 64 and County Road E between Main Street and the river are vacated to become part of the Loop Road Trail system.
7. A new frontage road on the south side of new Highway 35/64 connects Settler's Way to 20th Street, which will no longer have access to 35/64.

Principal Arterial will be added to the Town's system as a classification category for this new segment of Highway 35/64.

A reference map identifying these changed segments is included as Figure 4-3. The proposed Future Town Road Map, incorporating these changes, is included as Figure 4-4.

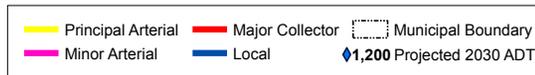
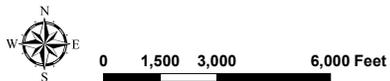
Figure 4-1  
 St. Croix County Roadway Functional Classification



**St. Croix County Roadway Functional Classification**

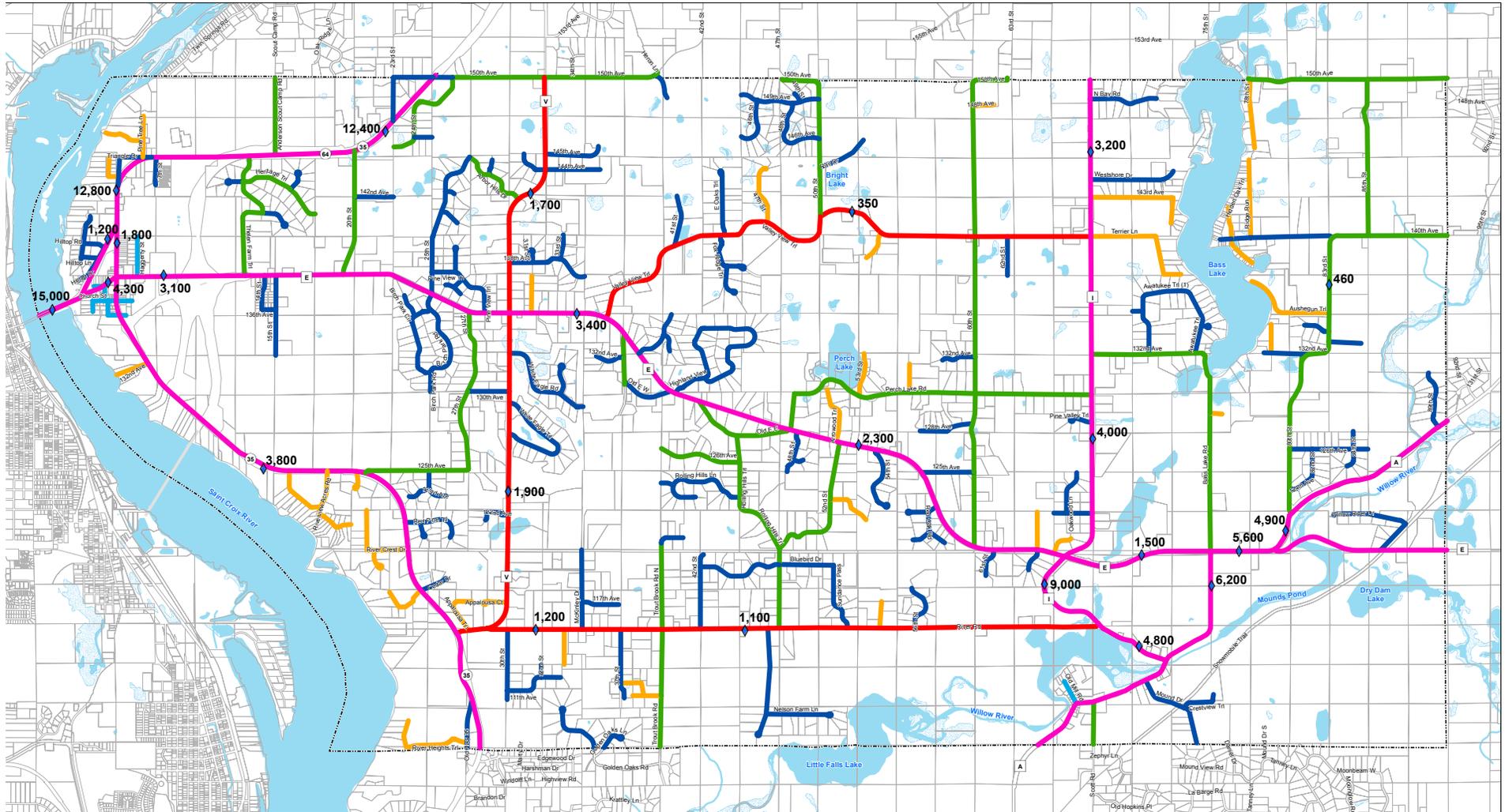
Town of St. Joseph Comprehensive Plan 2016

June 30, 2016



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**Figure 4-2**  
Existing Township Roadway Functional Classification



**Existing Town Road Map (Pre-Bridge)**

Town of St. Joseph Comprehensive Plan 2016



0 1,500 3,000 6,000 Feet

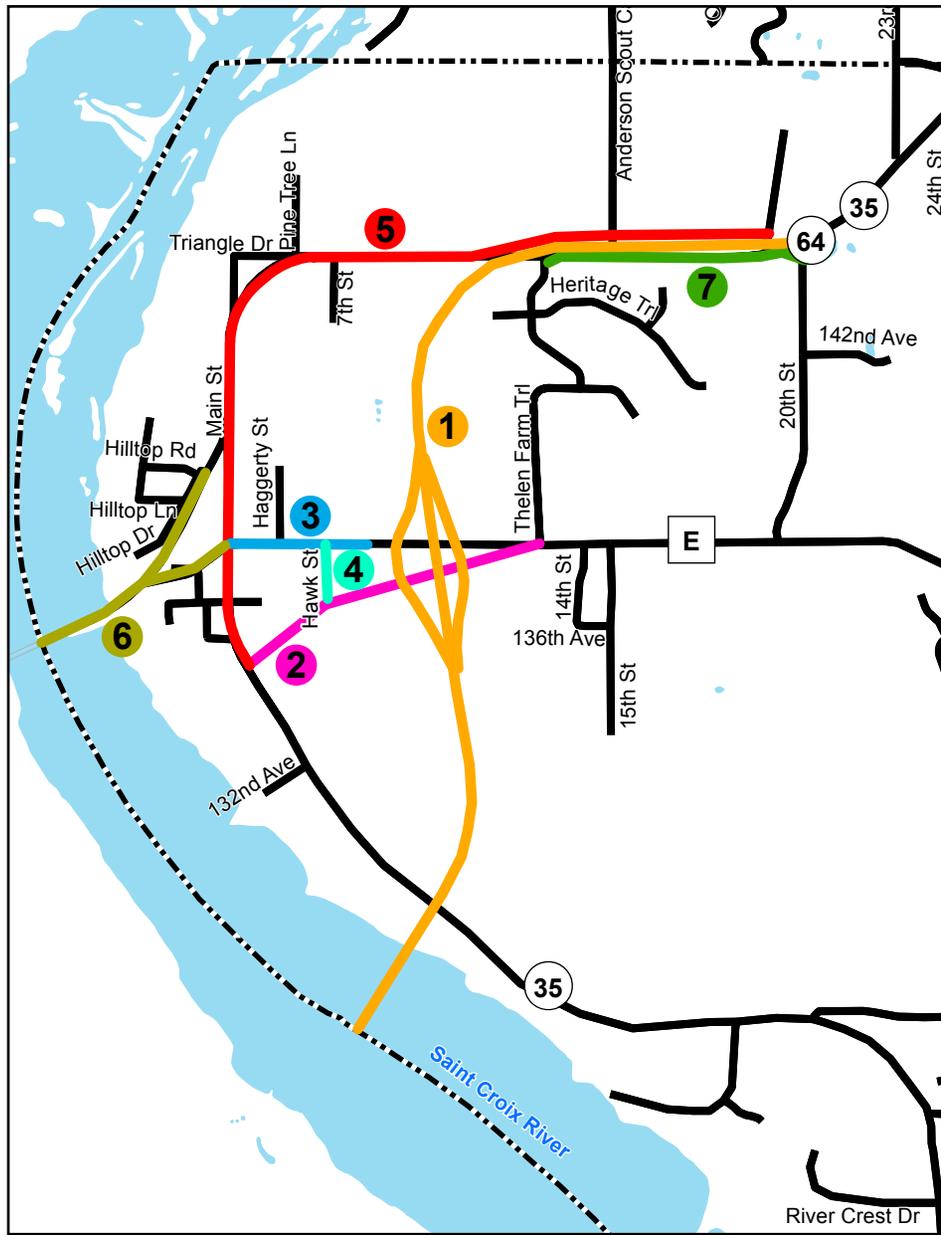
<span style="color: magenta;">—</span> Minor Arterial	<span style="color: blue;">—</span> Access Roads (greater of 108' from CL or 75' from ROW)
<span style="color: red;">—</span> Collector (greater of 133' from CL or 100' from ROW)	<span style="color: cyan;">—</span> Houlton/Burkhardt Access Roads (30' from ROW)
<span style="color: green;">—</span> Sub Collector (same as Collector)	<span style="color: orange;">—</span> Private Roads
<span style="color: blue;">◆</span> 1,200 Existing ADT	<span style="border: 1px dashed black; display: inline-block; width: 10px; height: 10px;"></span> Municipal Boundary

June 30, 2016



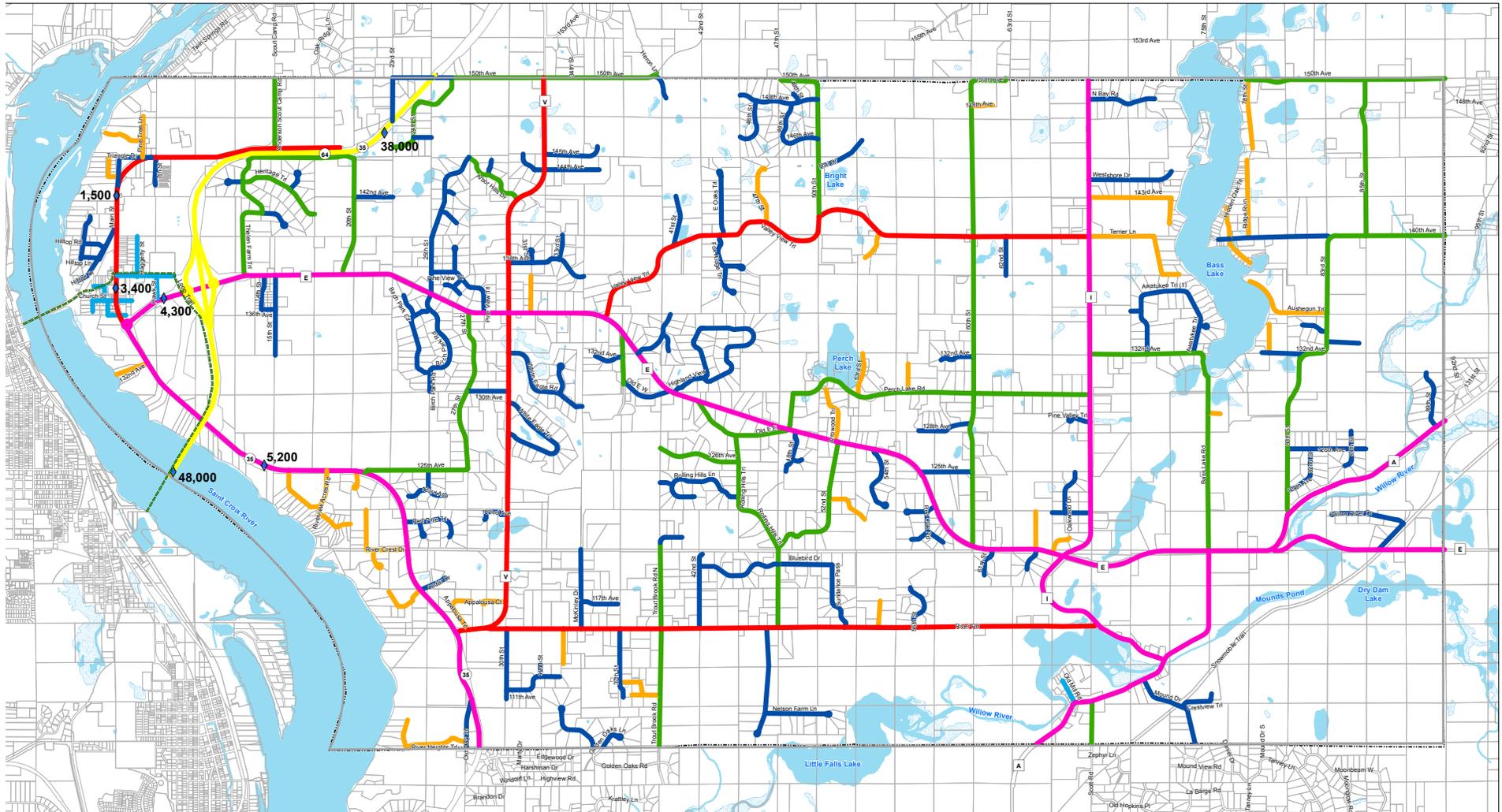
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Figure 4-3  
Township Roadway Changes



- 1 New Highway 64 comes across the river on the new bridge and curves through St. Joseph rejoining the old alignment of Highways 35/64 on the north edge of the Town. There is a new interchange with County Road E.
- 2 County Road E stays on its current alignment east of the new interchange but then curves south across the interchange to join existing Highway 35 about a third of a mile south of the old intersection of E and 35.
- 3 The segment of old County Road E between Highway 35 (Main Street), now Houlton School Circle, and the interchange ends in a cul-de-sac near the interchange and reverts to a local road.
- 4 A new street, Hawk Street, has been constructed to connect new County Road E to old County Road E directly south of the Houlton Elementary School.
- 5 The segment of old Highway 35 from its intersection with new County Road E north and east to its new terminus in a cul-de-sac past Andersen Scout Camp Road, will change from a Minor Arterial to a Collector.
- 6 Segments of Highway 64 and County Road E between Main Street and the river are vacated to become part of the Loop Road Trail system.
- 7 A new frontage road on the south side of new Highway 35/64 connects Settler's Way to 20th Street, which will no longer have access to 35/64.

**Figure 4-4**  
**Future Township Roadway Functional Classification**



**Future Town Road Map (Post-Bridge)**

Town of St. Joseph Comprehensive Plan 2016



0 1,500 3,000 6,000 Feet

- Principal Arterial
- Minor Arterial
- Collector (greater of 133' from CL or 100' from ROW)
- Sub Collector (same as Collector)
- Access Roads (greater of 108' from CL or 75' from ROW)
- Houlton/Burkhardt Access Roads (30' from ROW)
- Private Roads
- Municipal Boundary
- ◆ 1,200 Projected 2030 ADT

June 30, 2016



V:\1938\active\193803109\GIS\Projects\Town Road Map 22X34 Future.mxd

### 3. ACCESS MANAGEMENT

The management of access along roadway systems, particularly arterial and collector roadways is an important component of maximizing the capacity of a roadway and decreasing the accident potential along those facilities. Arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds. Therefore, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often lesser than arterial roadways.

Studies have shown that as the density of accesses increase, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access. Well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning are integral parts of creation of a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit, or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties have access rights and good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property. The granting of access in the Town of St. Joseph is shared by the Town, by St. Croix County and by WisDOT, with each having the permitting process responsibility over roadways in their jurisdiction.

The Town, working with the County and State, produces access spacing quality that does provide benefits to the traveling public. In order to strengthen the goal of good access management, a set of access spacing guidelines has been prepared for use in the access permitting process.

The guidelines are presented for functionally classified arterial and collector roadways without reference to the jurisdiction over these roadways. The basic references for the spacing guidelines are the St. Croix County guidelines. The stated values are meant to be "minimum" values. It is also recognized that some existing connections, both public and private, may not meet these guidelines. It is also recognized that, due to various circumstances, access may need to be granted that cannot adhere to these guidelines. The access guidelines are presented in Table 4-4.

**Table 4-4  
Access Management Guidelines**

Functional Classification of Intersecting Road Or Highway	Minimum Distance from Centerline for Driveways on the Following Highways or Roads:				
	Freeways & Expressways	Principal & Minor Arterials	Major & Minor Collectors	Subcollector	All Access Roads
Freeways, Expressways & Ramp Termini	No Access Allowed	1000 feet	1000 feet	1000 feet	1000 feet
Principal & Minor Arterials	No Access Allowed	500 feet	500 feet	500 feet	500 feet
Principal & Minor Arterials	No Access Allowed	500 feet	500 feet	200 feet	200 feet
Subcollectors	No Access Allowed	500 feet	500 feet	200 feet	200 feet
Access Roads	No Access Allowed	500 feet	500 feet	200 feet	200 feet
Subcollectors or Access Roads within Conservation Design Development	No Access Allowed	500 feet	500 feet	200 feet	150 feet

Source: St. Croix County Code of Ordinances, Subchapter VI, Section 17.60

## 4. STATE AND COUNTY PLANS

### ***Town of St. Joseph In Relation to State and County Transportation Plans***

Traffic volumes have been generally increasing throughout the County. The State Highway Plan 2020 identified WIS 35 from Hudson to Houlton as a facility that would experience moderate congestion by 2020 if no capacity expansion improvements were made. Extreme or severe congestion were projected for WIS 64 from Houlton to New Richmond. A legislatively approved major project on this road has since been completed.

The Town of St. Joseph has a total of 86.17 miles of road. 21.21 miles belong to the County and 64.96 miles belong to the Town. Within the County's miles, 0.27 miles are arterials and 20.94 miles are collectors. Of the Town roads, 11.41 miles are considered collectors and the remainder, 53.55 miles, are considered local roads.

The new St. Croix Crossing Bridge is projected to open in 2017. There is a process to designate WIS 64 from Houlton to New Richmond as a freeway/expressway. The actual conversion is not expected for 10 or more years. However, the designation of WIS 64 as freeway from the new St. Croix Crossing Bridge location to 150th Avenue is expected to take place by 2016.

There are specific rules for this new segment of freeway regarding length, height and width of agricultural equipment; driver requirements; hazardous materials; safety and vehicle registration; and weight restrictions from WisDOT.

St. Joseph will cooperate with St. Croix County and the State of Wisconsin in implementation of their transportation plans.

### ***Bicycle and Pedestrian Issues in State and County Plans***

St. Croix County developed a Parks and Recreation Bicycle and Pedestrian Plan in 2008. This plan is currently being revised and will be completed in 2017. Three segments of the Hudson bicycle tour route pass the Town of St. Joseph. See Figure 4-5: St. Croix County Bicycle Tours.

All cities and villages must address the need for pedestrians to safely cross state or county highways. A federal program, Safe Routes to School, is available to assist communities in planning infrastructure improvements, enforcement and education to make walking and biking to school safer and to encourage students to do so.

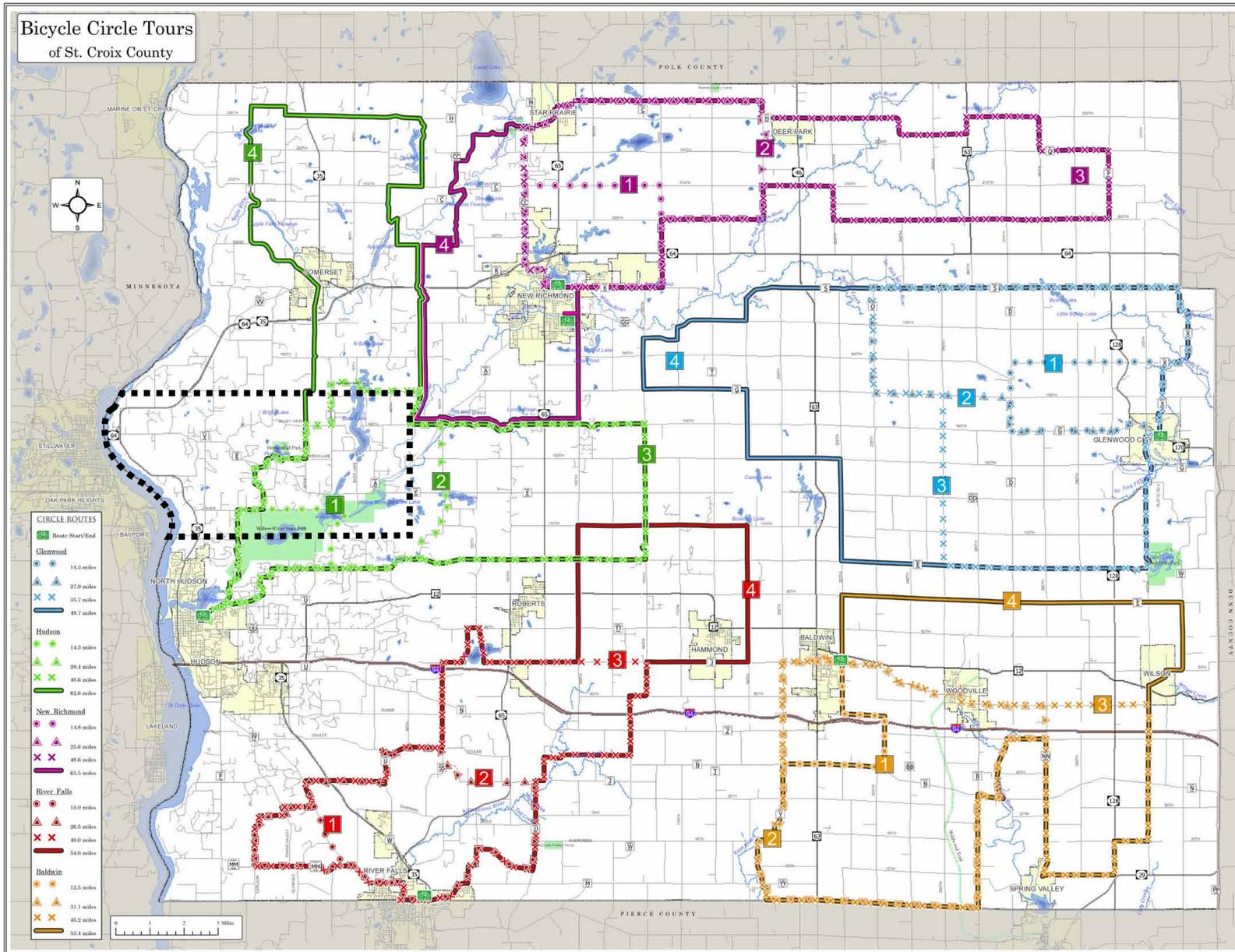
## **5. TRANSIT**

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There are no public transit services in St. Joseph but the St. Croix County Aging and Disability Resource Center (ADRC) coordinates several demand-responsive specialized transportation services for the elderly and handicapped. These services include the Volunteer Medical Transportation program, Interfaith Volunteers of St. Croix County, New Freedom Transportation Program, and the Specialized Van Transportation program. No regular public transit program is being considered for St. Joseph at this point. The nearest long distance commuter service is Jefferson Lines in Hudson.

The work force in the Town of St. Joseph and in St. Croix County that commutes to and from the Minneapolis/St. Paul area continues to grow. The Town supports efforts by the County to investigate commuter transit linkages to that area and is interested in the provision of park and ride lots for this purpose. Such park and ride lots will help to decrease the volume of personal vehicle commuter traffic to/from the Minneapolis/St. Paul area.

**Figure 4-5**  
**St. Croix County Bicycle Tours**



## 6. ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES

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The Wisconsin Department of Transportation has adopted ordinances guiding the use of electric personal assistive mobility devices on state roadways. The ordinances allow for the use of these devices on roadways and sidewalks provided that the user exercise caution and stay as far to the right of the road as possible. In the case of two-way highways, users of these devices must ride in the left shoulder of the road so they are visible to oncoming traffic. Electric mobility devices are prohibited along certain state roadways as marked by a sign, such as interstate highways. St. Croix County has adopted these ordinances for their roadways as well.

## 7. BICYCLING, WALKING AND TRAILS

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Active living improves physical and mental health and can be a key component of overall economic health of the community as well. In order to be effective, sidewalk and trail connections for biking and pedestrians need to be continuous and serve key commercial and service destinations. On the bicycling suitability map (Figure 4-6), several roads in St. Joseph are considered suitable for bicycling, mainly County V, 60th Street, Andersen Scout Camp Road and former Highway 64 between County E and Andersen Scout Camp Road. Highway 35 and County E are considered unsuitable for bicycling due to narrow roadway shoulders.

Incorporating trail connections in new developments is therefore important to ensure continuity and connections to as many points as possible in the community. The Town is committed to increasing the opportunities for walking and biking in the community, recognizing the importance of healthy, active living. Proposed trails and recreational facilities are further discussed and mapped in Chapter 5: Utilities and Community Facilities.

## 8. RAILROADS

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There are no railroads in the Town of St. Joseph.

## 9. AIR TRANSPORTATION

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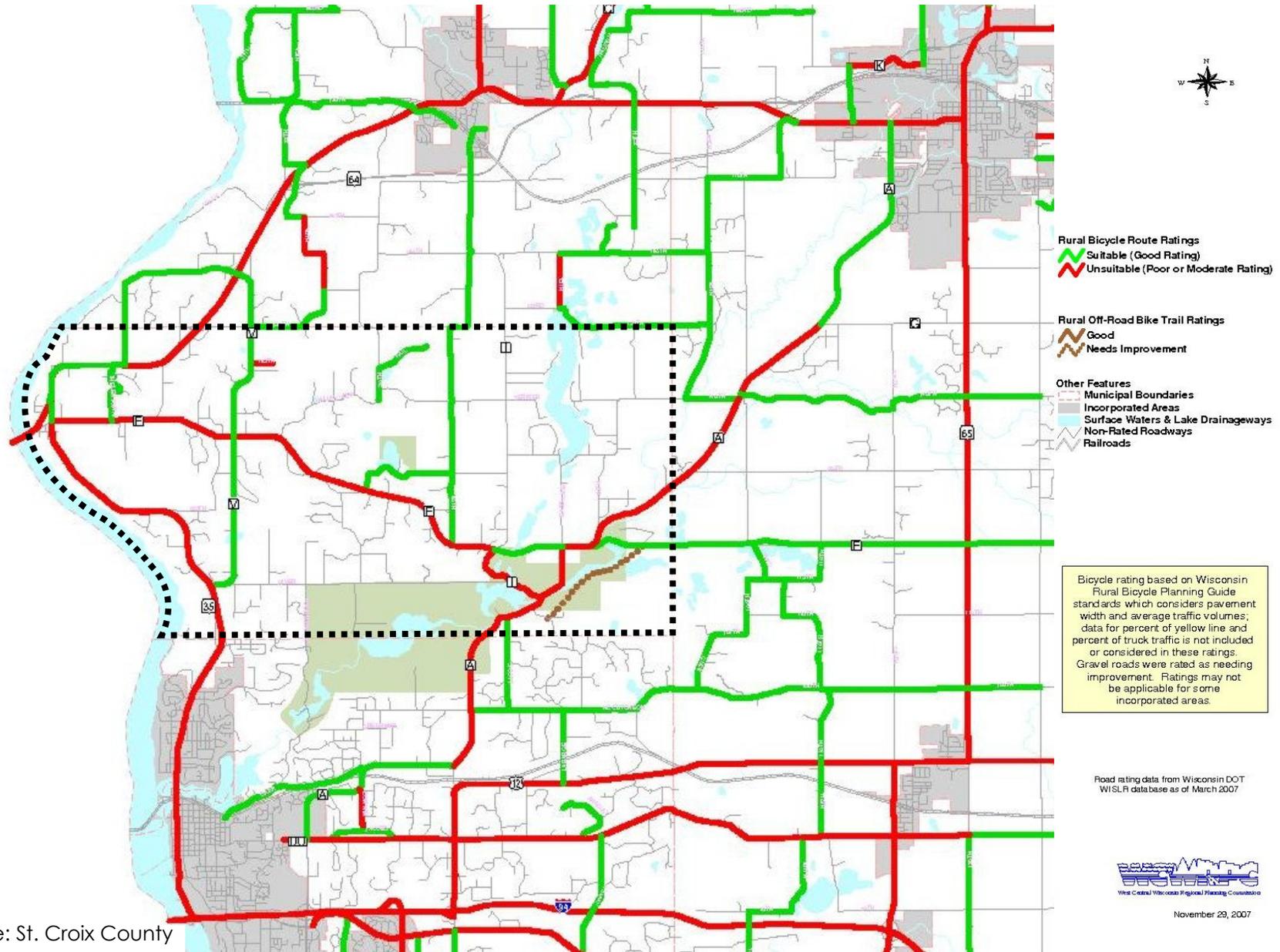
There are no public airports in the Town of St. Joseph, but there is one small private airstrip in the southeast part of the Town. The Beer airport, located in the southwest quadrant of County Roads A and E, has a single 2,200-foot turf runway. There is another similar small private airstrip, the Irlbeck airport, located a mile north of St. Joseph in the Town of Somerset, at the northeast quadrant of County Road I and 63rd Street. It has a single 1,800-foot turf runway. The nearest public airport is the New Richmond Regional Airport in New Richmond, about ten miles northeast of St. Joseph. The nearest major airport with regularly scheduled commercial flights is MSP International Airport in Minneapolis, about 35 miles southwest of St. Joseph.

## 8. TRUCKING

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WIS 35 and WIS 64 are designated truck routes in St. Joseph. No St. Croix County highways are designated as truck routes, nor does the Town of St. Joseph designate truck routes on any of its Town roads.

**Figure 4-6**  
**St. Croix County Bicycling Suitability Ratings (Exerpt)**



Source: St. Croix County

## 9. WATER TRANSPORTATION

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The St. Croix River borders the Town of St. Joseph's western border. There is no commercial water transportation access to the river in the Town of St. Joseph.

## 10. POLICY PLAN

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Transportation Goal #1: Provide a safe, convenient and efficient multi-modal transportation system that:

- Ensures transportation system improvements are coordinated with land development plans.
- Maintains a cost effective level of service.
- Coordinates multi-jurisdictional transportation system improvements and maintenance.
- Plans for the extension of town roads and other arterials and collector streets as necessary to efficiently serve the users.
- Controls access through the road system to ensure the access, mobility and safety of affected road systems.

Policies:

1. Plan for the extension of Town roads and other arterials and collectors in order to complete connections and provide for future planned development access.
2. Consider planning and implementing a network of interconnected new roads to control highway access, preserve rural character, improve access to new development, minimize extensive road construction and decrease road maintenance costs.
3. Develop plans and new funding strategies for the regular structural maintenance of Town roads, including implementation of the WISLR Pavement Management program as required by WisDOT to provide for the upgrading and maintenance of Town roads.
4. Continue implementing Town road impact fees on any new building permit that places burden on or requires the upgrading of subcollector roads.
5. Continue implementing Town road fees on new developments that place burden on or require the upgrade of Town roads.
6. Continue posting weight restrictions on existing Town roads and consider the weight limits on local roads when reviewing development proposals.

Transportation Goal #2: Work to develop transportation system improvements for walking, hiking, biking and other transportation modes.

Policies:

1. Develop a shared community vision for bicycle and pedestrian facilities and recreational opportunities and build capacity to fund these activities in addition to utilizing Park Impact Fees for this purpose.
2. Connect St. Joseph residents, economic opportunities and recreational destinations with the Loop Trail which is being constructed through St. Joseph as part of the St. Croix Crossing Bridge.
3. Connect to other recreational and trail facilities outside St. Joseph.
4. Connect the Loop Trail with Willow River State Park.
5. Support the work of the St. Croix Bike and Pedestrian Trail Coalition.