

06
Rock Creek Comp. Plan Roadway Summary

In the spring of 2006, the City of Rock Creek adopted a revised comprehensive plan. Planning efforts continue today that are working toward revising the ordinance and zoning districts to achieve the goal outlined in this plan.

Pages 27 - 31 address roads and transportation with general policies.

- "1 - Identify the need for frontage roads and access points.
- 2 - Identify truck routes and alternate routes to the City's industrial uses.
- 3 - Where applicable, support and provide pedestrian, bicycle, snowmobile and other modes of transportation.
- 4 - Continue to maintain and upgrade local City roads.
- 5 - Encourage citizens to carpool and make use of other available technologies in an effort to alleviate traffic congestion."

The City has recognized the statewide St.Croix Scenic Byway section of Hwy. 361. The City may be able to coordinate business development with tourism related marketing efforts.

The local impact of the Rush Line corridor is uncertain at this time.

Pages 32 - 35 address local Hwy. 70.

Introduction:

"The roadway...is one of the primary transportation routes to and from WI north of the Twin Cities. **Thus, maintaining the safety and mobility of Trunk Highway 70 is critical to the long term health, safety and economic vitality to those it serves. In addition, safe and convenient access to and from TH 70 and the surrounding area is important for the community livability and continued local economic development.**"

The main focus of this section relates to minimizing access points to 70 as new development occurs. Individual driveways and larger volume access points should first look at using existing roadways to get to 70.

- "1. Public street connections should be spaced at one-mile intervals.
2. New public street connections should be constructed with turn lanes and/or bypass lanes on TH 70, consistent with Mn/DOT guidelines.
3. Direct private access to TH 70 is discouraged.
4. Changes in zoning to provide for additional commercial development should occur only in areas where direct property access is available from the existing local road network."

"Implementation...2. Review all proposed development or redevelopment for conformance with this plan and continue to work with Mn/DOT to ensure effective coordination in the management of access to TH 70."