

*City of New Richmond
Comprehensive Planning
Program
Transportation Element*

Contents



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s. 66.1001(2)(c) Wis Stats.

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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 governmental 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.

Introduction

Although the nine required Comprehensive Plan Elements are all very much inter-related, understanding the link between transportation and land use is critical to the development of policies and strategies of an effective comprehensive plan. Land use decisions inevitably influence

transportation needs, and transportation

systems clearly influence future land use patterns. This relationship is particularly evident in the development patterns of the last several decades - with the shift in the majority of our Nation's population and new business growth from urban to suburban areas being both *fueled by* the construction of new highways and arterial streets, and *fueling* the construction of more highways, increased capacity, and alternative transportation systems to meet increased demands. The goals, objectives and policies that come out of the transportation element focus on transportation alternatives that will most efficiently serve existing and planned land uses, community needs and desires.

“Understanding the link between transportation and land use is critical to the development of policies and strategies of an effective comprehensive plan.”

When making land use decisions, the City of New Richmond will determine how existing and proposed land uses impact transportation and whether or not it is feasible to address those impacts. For example, the siting of a convention or cultural resource center or major commercial recreation facility will affect traffic levels, particularly on streets providing access to the site. This may result in needed modifications to existing transportation infrastructure to accommodate more traffic, or may require increased funding to maintain an existing facility to its desired standard. An evaluation of the cost of such improvements versus the benefits of the proposed land use is an important consideration.

Likewise, City decisions regarding the extension of an arterial street, the establishment of a transit or shuttle system, or the construction of a pedestrian/bicycle trail will have an impact on the demand and desirability of land located along these transportation routes or at transit stops. A community can influence growth patterns in a desirable way by guiding infrastructure to areas most suitable for new development. It is clear that the decisions the City makes about land use and transportation directly impact one another. Understanding the existing transportation system, identifying needed improvements, and coordinating additions to the system with planned future land use patterns and overall Plan goals and objectives will help to ensure that the City's future transportation needs are met.

Introduction

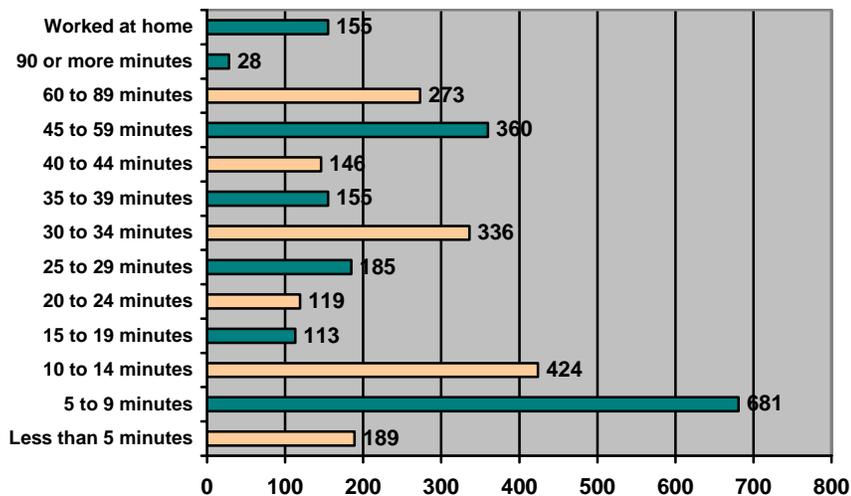
This plan element will provide an inventory of the City's existing transportation system, including not only roadways but also rail, pedestrian, bicycle, transit, air and water systems and associated inter-modal connections (For instance, in the case of a day visitor, do sidewalks or trails exist to connect or transport the visitor to area attractions and services?). From this inventory and direction from the community regarding specific transportation needs and desires, specific policy recommendations will be developed to help guide City decision making over the next 20 years and beyond, including proactive measures that the City should take to implement specific objectives of the Plan, as well as policy guidelines to consult when responding to development applications and making decisions regarding the extension of infrastructure to promote or serve new development.

User Profile

According to the 2000 U.S. Census there were approximately 4,254 vehicles available for use by homeowners and renters within the City of New Richmond on the City's transportation system. This compares to 1990 Census, which indicated at that time there were 3,082 vehicles available representing an increase of approximately 38% over the ten year period. At this rate of growth New Richmond's transportation system can be projected as needing to accommodate 5,426 vehicles by 2010 and 6,598 vehicles in 2020 based on local homeowner and renter demands only. Within the City, vehicle use ranges from local travel for the purchase of goods and services to regional travel for the purposes of commuting to outlying places of employment. In fact, 2000 U.S. Census figures illustrate that approximately 43% of New Richmond's commuting travelers drive distances at and beyond lengths of 30 minutes or greater to arrive at their places of employment.

Source: U.S. Census Bureau, 2000 Census

City of New Richmond
Travel time to work for workers 16 years and over



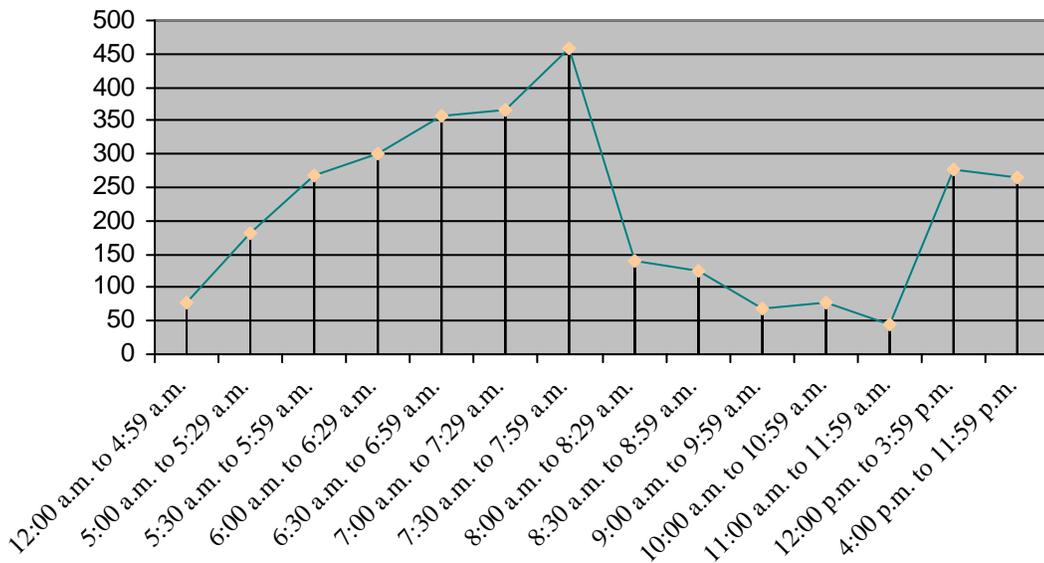
Compounding the impacts of commuter traffic on New Richmond area roads is a tendency for most commuters to travel by themselves when making their commute. In fact the 2000 Census found that out of 3,164 workers, nearly 80% drove alone for their daily commute. Conversely 12% participated in carpools, while another 3.2% walked to work each day. This finding then suggests that the City of New Richmond can serve as an advocate to encourage carpooling amongst its residents. To do so ride share parking lots should be sited in appropriate locations throughout the city.

User Profile

Understanding local loading conditions onto New Richmond's area roadways, it is just as important to understand the cycles of peak usage and demand. According to 2000 U.S. Census data, peak loading of commuters onto New Richmond's roadways occurs between 7:30 and 8:00 a.m. This peak represents a cycle of loading which begins around 6:00 a.m. before dramatically dropping off after 8:00 a.m.

City of New Richmond

Roadway loading by commuter departure times



Existing Conditions

Existing Conditions

With a rapidly growing population base, mostly influenced by out migration from the twin cities area, the City of New Richmond faces significant transportation challenges. Recent residential growth both within and around the City challenge the carrying capacity, safety and accessibility of arterials and collector streets. As volume has been steadily increasing warrants for additional lighting, signage and other safety measures within the components of roadway design, such as speed bumps and roundabouts, are being called for. As congestion has increased the need for additional parking considerations, increasing roadway and turn lanes and multi-model choices are also in need of being addressed. While these existing conditions and trends clearly indicate the need for transportation planning, additional outside influences are also projected to dramatically impact the City's transportation system. Chief among these is the reconstruction of State Highway 64/35 into a four-lane system, which seeks alleviate twin cities congestion through its construction which is inclusive of a new bridge across the St. Croix River. There are many challenges to be addressed in planning for an effective transportation system in the City of New Richmond area for today's needs and for the future.

“The City of New Richmond faces significant transportation challenges.”

Gateways

The City of New Richmond, like most cities across Wisconsin, has established key entryway points or gateways into the community. These gateways mark the entry point to cities typically by the placement of city logo signage in highly visible locations. While the City of New Richmond has yet to undertake the placement of signage at these locations, it can be noted that several of them exist at key interchanges. These interchange locations include the STH 65 and Richmond Way interchange on the City's South side, STH 64 and CTH K interchange on the City's West side, STH 64 and STH 65 divide on the City's North end and the CTH K and 140th Street interchange on the City's East side.

Existing Conditions

Roadways

Although all components of the transportation system need to be evaluated, by far the most critical is the City's roadway system. The growth of local and regional industry in recent decades along with out migration of families from the greater twin cities area have contributed significantly to the use of New Richmond's area roadways. Similar to many suburban areas developed over the last half of the 20th Century, the city's land use and subsequent street system has been designed to accommodate travelers arriving and leaving by automobile, with little regard for other modes of transportation. The resulting traffic congestion and conflicts at peak times are less than desirable, as evident by the comments of many participants in the public participation visioning process about their desires for increased street design for connectivity, relief of existing congestion and increased safety at many intersections within the city. As the area continues to grow, local officials will be faced with a need to either expand the capacity of the roadway system or develop alternatives to the automobile for meeting local transportation needs. The community's approach to dealing with this issue will shape the goals and policies that ultimately get incorporated into this Plan Element and the overall Comprehensive Plan. After all, streets represent the backbone of a community and everyone is always aware of "their" street.

Existing Traffic Volumes

The Wisconsin Department of Transportation (WisDOT) studies and reports Average Annual Daily Traffic (AADT) counts for several roadways within the City. These counts in turn are used to study roadways to understand if they "warrant" additional safety measures or design considerations and to understand and predict pavement life and future renovation needs. AADT counts assist a community in classifying the streets within its roadway system. In general, 2 lane roads are designed to accommodate 8,000 – 12,000 AADT for passenger car use. In the year 2000 the WisDOT took and documented 45 AADT counts on New Richmond area roads. These counts and their location can be viewed for interpretation on exhibit map #1, "City of New Richmond – AADT Counts, Street Classifications and Designated Truck Routes", provided at the end of this element.

Existing Conditions

Projected Traffic Volumes

The Wisconsin Department of Transportation (WisDOT) studies and reports projected AADT traffic counts for major intersection and roadway reaches throughout the City. The following table illustrates the projections available within the City of New Richmond in five-year increments out to the year 2023.

SITE	2000 AADT Count	2003 AADT Projectio n	2008 AADT Projectio n	2013 AADT Projectio n	2018 AADT Projectio n	2023 AADT Projectio n
STH 64 Btwn CTH K and CTH A	6,280	7,130	7,720	8,280	8,810	9,320
STH 64 Btwn River Rd and Odanah	8,310	9,350	10,110	10,850	11,570	12,260
STH 64 Btwn Minnesota and STH 64- 65	8,760	10,170	10,940	11,660	12,340	12,980
STH 64 between N. Shore Dr.	13,360	13,050	14,160	15,240	16,280	17,280
STH 64-65 between N 4 th and N Shore Dr.	10,540	12,530	13,700	14,820	15,900	16,940
STH 64-65 between N 4th St. and High St.	18,670	19,180	21,120	22,980	24,770	26,500
STH 64-65 between Mill and W First St.	13,560	17,120	18,120	19,070	19,970	20,840
STH 64-65 between W First St. and W Second St.	13,930	15,890	16,830	17,740	18,630	19,490
STH 64-65 between W Second St. and Third St.	13,500	15,340	16,340	17,320	18,270	19,200
STH 64-65 between E Third St. and E Fourth St.	13,580	15,490	16,690	17,840	18,960	20,050

Existing Conditions

SITE	2000 AADT Count	2003 AADT Projectio n	2008 AADT Projectio n	2013 AADT Projectio n	2018 AADT Projectio n	2023 AADT Projectio n
STH 65 Btw STH 64 & W Fifth St.	13,950	18,080	21,130	22,070	23,940	25,730
STH 65 Btw. E Sixth & CTH GG	16,700	18,530	20,990	23,310	25,520	27,640
STH 65 Btw. 12 St. & Paperjack	9,350	9,770	10,470	11,170	11,870	12,580

Street Classifications

Streets are generally classified by function into one of three groups: arterial streets, collector streets and local streets. Classifications are based upon traffic volumes and the location and purpose of streets within the transportation system. Classifications in turn are utilized as one component to create a community's Thoroughfare Plan. A Thoroughfare Plan addresses classifications, right-of-ways, arterial and collector spacing and the number of planned lanes. It is created, so as to effectively manage a City's transportation system. General guidelines for arterial and collector spacing include 1) Principal Arterial streets should be provided at intervals of no more than one-half mile in high density urban areas and at intervals of no more than one and one-half miles in medium and low density urban areas. 2) Minor arterial streets should be provided at intervals of no more than one-quarter mile in high-density urban areas and one mile in medium and low-density areas. 3) Collector streets should be provided at intervals of no more than one-eighth mile in high-density urban areas and one-half mile in medium density and low-density urban areas.

The Wisconsin Department of Transportation (WisDOT) has established street classifications for roadways in counties and communities throughout the state, including New Richmond (See exhibit Map, "City of New Richmond – AADT Counts, Street Classifications and Designated Truck Routes"). These include mainly Highways and through streets, but also collector streets that are intended to carry traffic to the arterial street system within the community. The classification system developed by WisDOT is based on a statewide perspective. From that perspective, the Interstate system and other primary highways are classified as Principal Arterials, with other state and federal highways falling in the Minor Arterial category, county highways generally classified as Major Collectors, and other City streets considered either minor collectors or local streets. In the City of New Richmond, WisDOT has designated the following street classifications, as of the year 2000.

Existing Conditions

Principal Arterial	
State Hwy 65/64/Knowles Ave	Average AADT = 13,700
State Hwy 64	Average AADT = 11,800
Minor Arterial	
CTH A	Average AADT = 2,300
E. First Street/CTH K	Average AADT = 2,000
W. Second Street	Average AADT = 2,193
S. Arch Ave	Average AADT = 2,475
Wall Street/CTH CC	Average AADT = 3,000
Collector Streets	
CTH K	Average AADT = 2,600
N. Fourth Street/CTH K	Average AADT = 5,467
Industrial Blvd.	Average AADT = 1,400
N Washington Ave	Average AADT = 590
Chapman Ave	Average AADT = 120
High Street	Average AADT = 120
S. Washington Ave.	Average AADT = 470
S. Minnesota Ave.	Average AADT = 780
W. Sixth Street	Average AADT = 2,500
S. Dakota Ave.	Average AADT = 2,500
Richmond Way	NA
Paperjack Drive/168 th Ave.	NA
140 th Street/Drumstick Road	NA
Bilmar Ave.	Average AADT = 1,800
E. Eleventh Street/CTH GG	Average AADT = 3,000
S Starr Ave.	Average AADT = 1,500

Existing Conditions

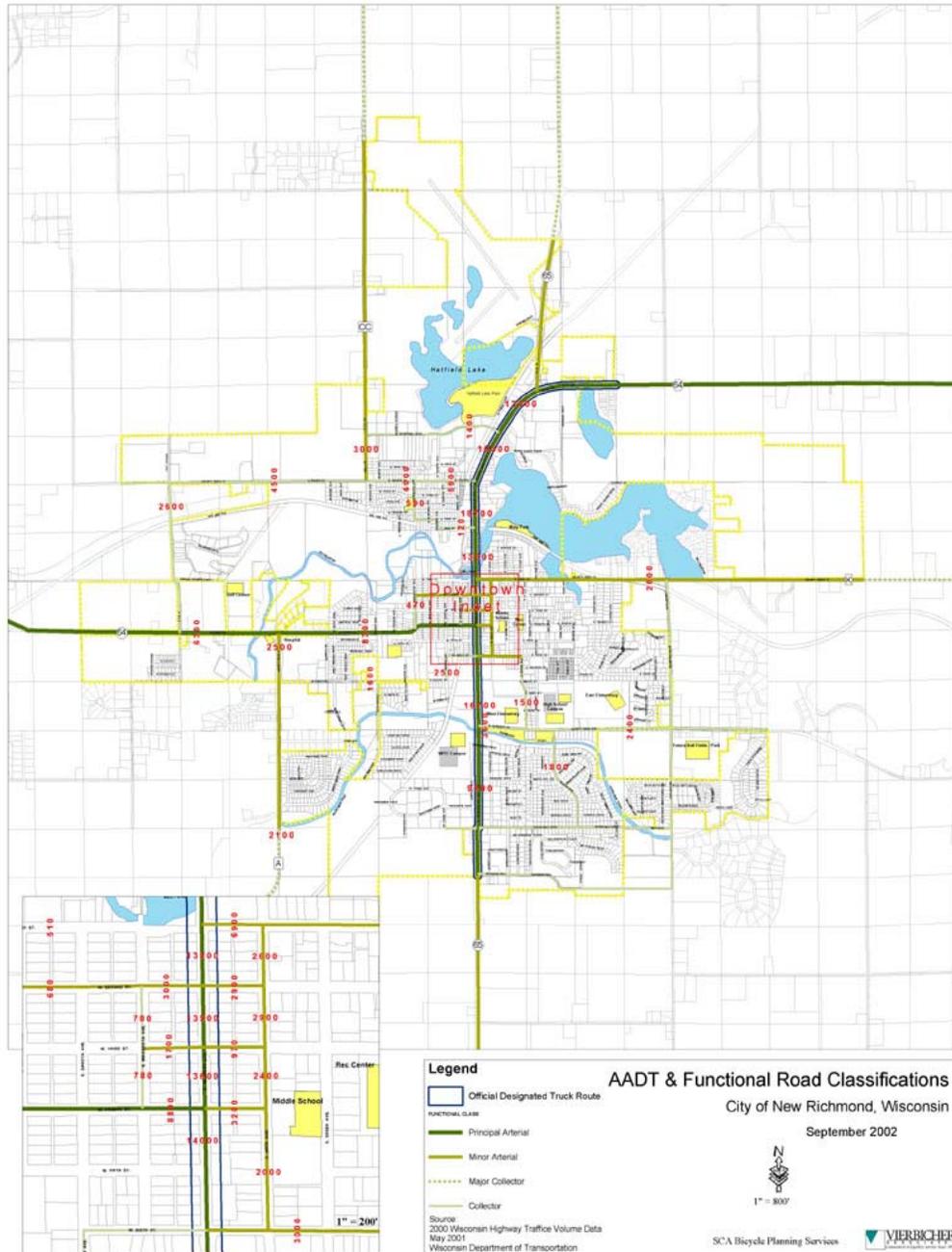
City of New Richmond – Traffic Control Program Options

It is the operational philosophy and policy of the City of New Richmond that “the least control that provides good operations and a satisfactory level of safety shall be followed to manage the control of New Richmond’s streets and roadways. Prior to the implementation of any control device, the Manual on Uniform Traffic Control Devices, as published by the Federal Highway Administration Division of the U.S. Department of Transportation, shall be consulted”. Some options for control include:

- Truck restrictions
- Increased enforcement
- Speed watch
- Variable display radar boards
- Street narrowing
- Turn restrictions
- “Basket weave” stop sign placement
- Speed limit adjustments (where possible)
- Parking restrictions
 - Remove parking – reduces congestion
 - Add parking – slows traffic
- All-way stops
- Remove stop signs
- One-way streets
- Chokers (narrowing of street to constrict width of traveled way)
- Partial diverters (narrowing of street to restrict one direction of travel)
- Street closure (Cul-de-sac) to prevent through traffic
- Full diverters
- Traffic circles
- Median barriers at intersections
- Speed humps/bumps
- Curvilinear streets
- Off-set intersections

For the most recent copy of the Manual on Uniform Traffic Control Devices visit the FHWA’s web site at <http://mutcd.fhwa.dot.gov/>

Existing Conditions



Existing Conditions

Existing Conditions

All of the County Highways connect to State Highways within and around New Richmond. West of the Business and Technical Park are County Highway (CTHs) “A” which runs north to south. CTH “CC” is in the northern section of the City and aligned with the western border of the current City limits. In the southeast quadrant of the City are CTHs “GG” and “K”, both of which run east to west. While these operate as collector streets today, it is hoped that they can become basis of beltway system for the City’s future. Accomplishing such a system will be a significant challenge. A physical barrier in the form of the Willow River presents issues in crossing and potential alignment of a future beltway system.

Interstate 94

The City of New Richmond benefits from its location near to interstate 94 (12 miles from the City), which provides easy access from the large population center of Minneapolis/St. Paul, as well as other municipalities throughout the Midwest. According to the 2000 Wisconsin Highway Traffic Volume Data reported by the WisDOT, I 94 carries over 19,900 vehicles per day traveling east and 19,800 vehicles per day traveling west.

Traffic Safety

Year 2000 - 90 crashes in the City of New Richmond

Year 1997 - 105 crashes

Source: Wisconsin Traffic Crash Facts, WisDOT

State & Federal Highways

St. Croix County and New Richmond are served by a network of roadways including USH 63 (seven miles from the City) and STH 65 (runs through the City), all of which run north and south. Running east to west is USH 12 and STH 64, which is slated for expansion to a four-lane highway.

USH 63 provides access to New Richmond from the Baldwin area and Interstate 94. Running north to south USH 63 intersects with STH 64 and STH 46 approximately seven mile east of the City.

STH 65 is New Richmond’s major north/south corridor. Doubling as Knowles Avenue as it passes through downtown, STH 65 serves to bring travelers up to New Richmond from Interstate 94 if coming north and down to New Richmond from USH/STH 8/46 if coming south.

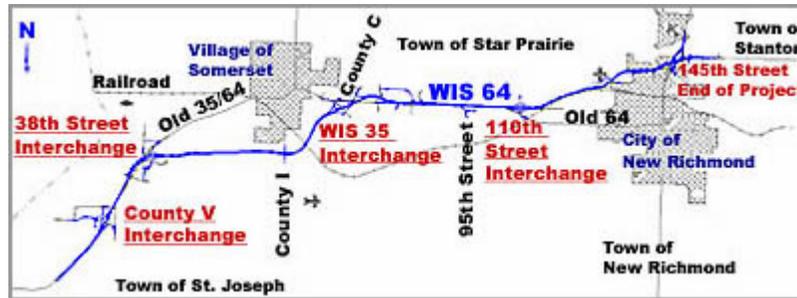
STH 64 running from east to west STH 64 provides travelers access to the Twin Cities metro area at its crossing of the St. Croix River at Stillwater. This primary carrier of commuter traffic is currently being improved into a four-lane system.

“WIS 64 is a major east-west travel corridor in St. Croix County. It joins WIS 35 near Somerset to serve interstate, interregional and local traffic between Houlton, Somerset and New Richmond. Conversion of WIS 35/64 to a four-lane, divided highway began in

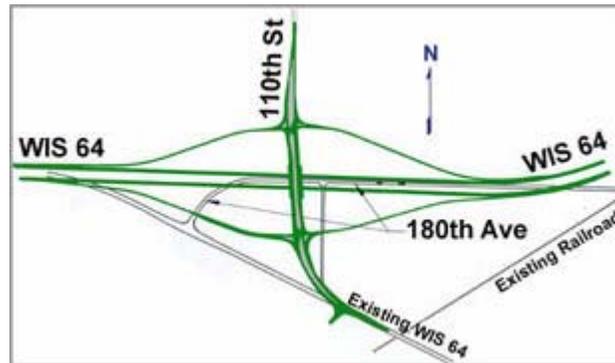
Existing Conditions

August 2002. The new highway will run from 150th Avenue, east of Houlton, to 145th Street, east of New Richmond. It will run south of Somerset and north of New Richmond.

Interchanges will provide direct access to the highway at County V, 38th Street, WIS 35 and 110th Street. Overpass structures will be located at 150th Avenue, County I and County K. An overpass will also be built for the Wisconsin Central Railroad. The 14-mile project represents an estimated \$85 million investment in western Wisconsin's transportation system.



WisDOT has been working with the Wisconsin Department of Natural Resources to preserve, enhance, and restore wetlands affected by project construction. Native prairie grass seeds will also be used to restore certain areas along the corridor. WIS 35/64 is part of the State of Wisconsin's Corridors 2020 plan.”



Local Streets

The local street system consists of predominantly the regular grid street pattern developed in the City over its first 100 years. Such a pattern provides for good connections to local destinations for motorists, bicycles and pedestrians. Traffic is fairly evenly distributed on local streets in such a system such that no one street bears the burden of providing access to the arterial street system for the neighborhood. With the exception of Knowels Avenue and major entrances into the City, traffic volumes are not exceptionally high on any local streets.

As the City has grown, the street pattern in outlying areas has become much less interconnected and integrated. Due to topography and large-lot residential areas, there are fewer streets and thus fewer options for motorists to choose from. This, combined with the high-traffic generation uses located here, results in a greater burden on each individual street and more traffic at each intersection.

Existing Conditions

Definitions

Definitions

Street Classification System

1. Principal Arterial – Expressway (PA-EX)

Function: PA-EX's are part of the arterials system with the primary function of high mobility for regional and intercity traffic movement and are expected to require 4-lanes.

Access: Direct access is restricted to public roads classified Collector or higher, with no direct access to fronting properties.

Intersection Treatments: Diamond or Jug-Handle Interchanges or un-signalized at-grade intersections. Signalized intersections are discouraged but maybe considered at Minor Arterials or higher.

Design Cross Section: 4-12 foot lanes with a minimum 30-foot median, and 10 foot rural outside shoulders. On street parking is not allowed

Right of Way: 200 feet minimum

Posted Speed: 45 to 55 MPH

2. Principal Arterial – Parkway (PA-PKWY)

Function: PA-PKWY's are part of the arterials system with the primary function of high mobility for regional and intercity traffic movement. The PKWY system is designed to accommodate construction of a 2 lane system to be upgraded to 4-lanes when usage warrants.

Access: Direct access is restricted to public roads spaced at ½ mile or greater with no new direct access to fronting properties. In areas where private access to abutting properties already exists access is to be removed with redevelopment and development. Provision to grandfather accesses with adjoining properties may occur when elimination is not possible.

Intersection Treatments: At-grade intersections with turn lane accommodations. Grade separations are to be considered with intersection of an equal or higher functioning roadway. Turn lanes are to be at roads classified collector or higher with signal spacing to be 2 miles or greater.

Definitions

Design Cross Section: 4-12 foot lanes with a minimum 30-foot median, and 6 foot shoulders with curb and gutter. On street parking is not allowed

Right of Way: 110 feet minimum. At, at-grade intersection with equal or higher functioning roads the right of way will increase to 125 feet for 350 feet along the PA-PKWY.

Posted Speed: 45 to 55 MPH

3. Minor Arterial (MA)

Function: A “Minor Arterial” provides for intra-community continuity and service trips of moderate length, with more emphasis on land access than principal arterials. Its primary purpose is traffic movement between neighborhoods and other parts of the city. The minor arterial system interconnects with the major arterial system and provides system connections to local streets

Access: Direct access is restricted to public roads and commercial properties but not for residential properties. Minimum spacing or ¼ mile (1320’)

Intersection Treatments: At-grade with no signals except at equal or higher functioning road.

Ultimate Typical Sections: 4-11 foot lanes, and 4- foot shoulders with curb and gutter. Sharp corners should be avoided if possible, on street parking is discouraged.

Right of Way: 80 feet minimum. At intersection with equal or higher functioning roads the right of way will increase to 100 feet for 300 feet along the MA.

Posted Speed: 35-45 MPH

4. Collector (CO)

Function: A CO provides for both land access service and traffic circulation within residential neighborhoods, commercial areas and industrial areas. These facilities collect traffic from local streets and channel it onto the arterial system. They also afford for traffic circulation in areas of high density and for movement from one neighborhood to another. The collector system interconnects with the rural arterial system and provides system connections to the rural collectors.

Definitions

Access: All types allowed, minimum spacing of 120 feet.

Typical Section: 2-11 foot lanes with shoulders wide enough to accommodate parking if roadway contains driveways. 2-11 foot lanes and 4 foot shoulder/bike lane with curb and gutter if no driveways connect.

Right of Way: The minimum right-of-way shall be 66 feet. At intersection with equal or higher functioning roads the right of way will increase to 80 feet for 250 feet along the CO.

Posted Speed: 25 –30 MPH

5. Local Streets (LS)

Function: LS's primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility, and through-traffic movement on them is discouraged.

Access: All access allow with a minimum spacing of 80'.

Typical Section: 26 feet of pavement and two 10 foot driving lanes are the minimum design standard.

Right of Way: The minimum right-of-way shall be 60 feet. At intersection with Arterials the right of way will increase to 80 feet for 200 feet along the LS.

Posted Speed: 15- 25 MPH

Mobility Enhancements

Mobility Enhancements

As a general rule, as growth occurs streets planned for a higher function and standard will be considered first for intersection improvements to enhance efficient and effective traffic flow and movements and then widening. Future road improvements within the capital improvement-planning schedule shall prioritize intersection improvements over lane widening when considering investment of resources. When locating driveways access is to be at the lower functioning road.

Rail

The Wisconsin Department of Transportation is in the process of developing a State Rail Plan. Upon adoption, this plan will provide the policy framework for the preservation and enhancement of the State's rail system over the next 20 years.

The State Rail Plan will comprise six major components:

1. Intercity Passenger Rail
2. Freight Rail
3. Highway-Rail Crossings
4. Funding
5. Economic Benefits
6. Environmental Evaluation

The freight rail component of the plan will have a policy focus, reflecting the recognition that the majority of Wisconsin's railroad system is owned and maintained by the private sector. The highway-rail crossing element will refine and/or build upon the statewide assessment of highway-rail crossing needs initially developed by the State Highway Plan.

Freight railroads provide key transportation services to manufacturers and other industrial firms. Twelve freight railroads in Wisconsin operate on a system of over 3,600 route miles. Combined, they handled over 2.5 million cars and almost 150 million tons of freight in 2000.

“Freight railroads provide key transportation services to manufacturers and other industrial firms.”

Amtrak operates two passenger trains in Wisconsin: the long-distance Empire Builder operating from Chicago to Seattle and Portland, with six Wisconsin stops; and the Hiawatha Service that carries about 420,000 people each year on six daily round-trips in the Chicago-Milwaukee corridor. In addition to supporting passenger and freight rail activities in the state, the Wisconsin Department of Transportation works to improve safety at over 4,400 public highway-rail grade crossings throughout the state.

Mobility Enhancements

Like many Midwestern communities, rail service historically acted as New Richmond's primary transportation system. From its beginning, Rail service in New Richmond was utilized to transport goods to larger metro markets. For New Richmond this meant primarily wood and lumber. In addition passenger service was available on a daily basis to and from New Richmond and the Twin Cities.

Two rail routes run through St. Croix County and eight communities receive service. Wisconsin Central Limited services the City of New Richmond and Somerset from a branch line to the east. A Union-Pacific mainline that runs between Minneapolis – St. Paul and Chicago serves the communities of Hudson, Roberts, Hammond, Baldwin, Wilson and Woodville. While little use is made of the system today, it still exists to serve as a vital link for area businesses to transport goods should the need arise. While passenger rail has never been a component of the system, it could become feasible in the future to consider light rail transit into the Twin Cities metro area utilizing this valuable existing infrastructure.

Airports

New Richmond is home to St. Croix County's only publicly owned airport accommodating both business and private aircraft. The Minneapolis-St. Paul International Airport provides nearby passenger and air cargo services.

New Richmond Regional Airport (RNH) is owned and operated by the City of New Richmond, Wisconsin. It is presently classified as a Corporate/Transport Category Airport by the Wisconsin Department of Transportation. There are currently 165 based aircraft at RNH. In June 2004, the airport reported approximately 41,500 operations annually.

The existing main runway 14-32 has the following design features:

- 75 feet wide x 4000 feet long bituminous pavement designed for 12,500 pound single wheel gear aircraft
- Medium intensity runway lighting (MIRL) system
- Precision approach path indicator (PAPI) lights
- Runway end identifier lights (REIL)
- Approach slope of 34:1 for runway 14 and 26:1 for runway 32

The secondary runway 4-22 has the following design features:

- 75 feet wide x 2,110 feet long turf runway
- Approach slope of 50:1 for runway 4 and 34:1 for runway 22

The airport is equipped with a lighted wind cone and segmented circle. Primary services available include 100 low lead aviation fuel, jet fuel, air taxi, major airframe and power

Mobility Enhancements

plant repair, flight instruction, aircraft servicing, avionics repair, aircraft float construction and installation, and sale of pilot supplies.

As previously noted, 165 aircraft are based at the airport. The following list summarizes the mix of aircraft presently based at RNH:

Aircraft Type	Based Aircraft
Single-Engine	134
Multi-Engine	18
Jet	2
Helicopters	2
Gliders	2
Military	0
Ultra-light	7
Total	165

With respect to the number of based aircraft, RNH presently has the fifth largest number of based aircraft in Wisconsin. In 1995, there were 44 based aircraft at RNH stored in 28 hangars. In January 2005, there were 165 based aircraft stored in 74 hangars. This means the number of based aircraft at RNH has grown at an annual rate of approximately 15%.

The 32 hangar sites made available by the construction project completed in November 2000 are all full or committed to construction. The hangar site development project completed in 2004 added another 16 private hangar sites and 7 corporate hangar sites. Based on the present new hangar construction schedule, the current total of 100 hangar sites will be filled by the end of 2005.



Based on the current occupancy ratio of slightly over two (2.12) aircraft per hangar, the number of aircraft based at RNH will rise to approximately 212 by the end of 2005, which is an annual growth rate exceeding 16% since 1995. Another 30 hangar sites will be available after the hangar site development planned for 2005 is completed, bringing the total number of hangar sites to 130. Due to the number of aircraft owners presently

Mobility Enhancements

on the RNH hangar site waiting list, these sites will be leased by the end of 2005. Approximately 260 aircraft are expected to be based at RNH by the end of 2006.

RNH reported a total of approximately 41,500 annual operations on the FAA 5010 report for June 2004. The list below summarizes the distribution of these annual operations:

Aircraft Operation	Annual Operations
Air Carrier	0
Commuter	0
Air Taxi	2000
GA Local	19,500
GA Itinerant	19,500
Military	500
Total	41,500

In summary, RNH presently has over 40,000 annual operations and approximately 2,200 of those operations are major aircraft that are placing increasing demand on the current 4000 foot runway.

Future Facility Demand

RNH continues to be pressed by numerous individuals and businesses that desire to operate and base their aircraft at RNH. This demand is being driven by the strong competitive advantage RNH offers aircraft owners who base their aircraft in Wisconsin instead of nearby Minnesota airports. The aircraft registration fees for new aircraft based in Minnesota are computed on the original list price and the age of the aircraft. The first year's tax on a new aircraft is 1% of the manufacture's list price. The tax is reduced each year over a six-year period until it is 25% of the original tax.

For example, consider a new Raytheon Premier I, which has a list price of \$5,300,000.00. The first year's tax in Minnesota is \$53,000. The tax in Wisconsin is under \$1,000.00. A Citation X with a sticker price of \$19,000,000.00 is taxed at \$190,000 during its first year in Minnesota. In Wisconsin, that same Citation X is taxed at \$1,690.00. These examples illustrate the primary reason why several aircraft operators presently based in nearby Minnesota locations have openly expressed a desire to move to RNH. For tax reasons alone, the owners will readily base their aircraft at RNH if the facility is upgraded to meet the operational and basing needs of their aircraft. The City of New Richmond will directly benefit from the improved airport facility by capitalizing on expanded rent fees, a substantial number of new jobs created at the airport, and the positive economic impact on New Richmond. A single corporate flight department can have a positive economic impact of \$250,000.00 to \$500,000.00 annually on the area.

In summary, the continued demands on RNH to meet the needs of its existing and projected customers are real and growing. Several aircraft owners are prepared to do

Mobility Enhancements

business with RNH as soon as the facility is upgraded to serve their aircraft. The extension to runway 14-32 and the adjacent parallel taxiway, additional hangar site development, and related facility improvements need to be completed as promptly as possible to satisfy these demands. As a result of the improvements, the economy of New Richmond will grow.

Mobility Enhancements

Around 1961 - New Richmond citizens decided a city owned airport would be a good thing. Aviation in New Richmond can be dated back to the 20's, with private "airports" located east of New Richmond near CTH K & 170th Street, south of New Richmond by what is now Southview Addition, and north of 200th Ave. & STH 65 in Stanton Township. Today the airport is one of the fastest growing in the Midwest. Over 130 aircraft are based in privately owned hangars. NRMA is home to eight businesses and several business aircraft. The economic impact on the New Richmond are in the millions of dollars per year.



Mobility Enhancements

Snowmobile Trails

The City has designated snowmobile routes within the community to provide access to the County system, which crosses STH 65 north of the City.

Wisconsin snowmobile enthusiasts are proud of the statewide trail system that ranks among the best in the nation. This trail system would not be possible without the generosity of the thousands of landowners around the state as 70% of all trails are on private land. Trails are established through annual agreements and/or easements granted by these private property owners to the various snowmobile clubs and county alliances throughout the state.

“Wisconsin snowmobile enthusiasts are proud of the statewide trail system that ranks among the best in the nation.”

Snowmobile club members work closely with landowners in the placement of the trails. They also assist by performing pre-season preparation, brushing, grading, signing the trails, trail grooming, safety inspections of the trails and fund raising to support the trail projects. This cooperation results in the promotion of safe, responsible snowmobiling, and that benefits everyone. The City has several snowmobile clubs within and around it, such as the St Croix County Snowmobile Club. Under Wisconsin State law, Sections 350.19 and 895.52, landowners are not liable for injury on their property when they have granted permission for snowmobiling.

Registration fees and the gas tax on 50 gallons per registered snowmobile help fund nearly 16,000 miles of snowmobile trails. Specifically, registration fees fund a combination of trail aids, law enforcement, safety education, registration systems and administration. Gas tax revenues are dedicated solely to the trails program.

Bicycle & Pedestrian Facilities

The Wisconsin Department of Transportation is statutorily responsible for developing long-range, statewide bicycle plans, focusing primarily on the utilitarian and transportation aspect of bicycling as opposed to the recreational need for bicycle planning. However, the two are not mutually exclusive.

1991 - ISTEA

One of the most cost-effective ways to enhance bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some paving projects. Generally, the same sources of funding that are used for larger highway improvements can provide for bicycle and pedestrian access, if the bike/ped improvement is “incidental” in scope and cost to the overall project.

General Findings

General Findings

The New Richmond Area includes some of the best agricultural land in the county as well as prime land for development. Only 40 miles from the Twin Cities, the area is experiencing an annual growth rate of 20 percent. Situated in an area of glacial outwash and ground moraines, it is an area of significant beauty, with the Willow

River, Paperjack Creek and numerous lakes enriching the landscape. These lakes and waterways offer tremendous opportunities for recreational enjoyment, learning about nature, and pleasant corridors for non-motorized travel. Plans for trails in these locations will support both recreational and transportation needs.

As one of the fastest growing areas in Wisconsin, there is no sign of abatement. Individuals wanting to live in smaller cities are increasingly being drawn from the Twin Cities and other urban centers to the New Richmond area. Its proximity to the Twin Cities also makes it a good candidate for becoming a tourism hub.

Much of the new development however is encroaching on prime agricultural land, and other open space. The development seems to be occurring under the assumption that people will continue to meet all their transportation needs with a motor vehicle. While early development was largely done on a grid pattern of streets (except for where the waterways or rail lines prevented it) most of the newer homes are being built in subdivisions where local streets all lead to one major arterial. Consequently, distances to shopping outlets, work-sites, schools, and churches are increasing.

Total land area in square miles is 144. At moderate cycling speeds, (12 miles per hour) a person could conceivably travel from the southeastern tip of Erin Prairie (Pine Lake County Park) to the northwestern point of Star Prairie in approximately two hours. The same trip would take about 30 minutes in a car. There is no bus service.

Most destinations within the City of New Richmond can be reached on a bicycle in less than twenty minutes. Since the majority of trips in the City of New Richmond are less than 5 miles, the potential for an increase in bicycle travel is significant. At present the main deterrents to increased bicycling is 1) lack of public awareness and 2) lack of special bikeway facilities.

“The New Richmond Area includes some of the best agricultural land in the county as well as prime land for development.”

General Findings

1. The largest number of bicycle users within the City of New Richmond are children; Children, aged 12-14, represented 100 percent of bicycle crash victims from 1998-2001.
2. About one percent of New Richmond's workforce commutes by bicycle.
3. The greatest generator of bicycle travel is the New Richmond Middle School. The West Elementary School is the second largest generator. Recreational riding may be a greater generator than transportational purposes especially during fair-weather days.
4. The City of New Richmond has higher rates of bicycling and walking than the outlying townships. Most of the bicycle travel in the townships are racers on training rides and bicycle tourists from Hudson and the Twin Cities.
5. The most heavily used facility in the area is the Casey Trail between 6th Street and the Industrial Park.
6. Approximately twice as many walkers and joggers use the Casey Trail than bicyclists.
7. Most older neighborhoods in the New Richmond Area are ideally located for walking and bicycle travel to local schools, parks, and stores.
8. Many of the new subdivisions are not conducive for bicycling and walking, as many destination points can only be accessed through the use of high speed and/or narrow rural roads.
9. There is little awareness about the rights and responsibilities of bicyclists.
10. There is a need for a comprehensive education program at the elementary and/or middle school level.

Bicycle and Pedestrian Transportation

Bicycle and Pedestrian Transportation

Bicycling and walking play an important role in moving people in Wisconsin, many of whom rely on or choose these forms of travel for their main means of transportation. According to a recent WisDOT statewide survey, nearly 12% of all trips were being completed by bicycling and walking. This does not include those trips where walking augmented another mode of transportation like bus or car travel, such as walking from a parked car to a place of work.

Although these forms of travel generally account for shorter urban or community-based trips, their contribution to a quality and diverse transportation system has received a considerable amount of attention lately. WisDOT has recently approved a state bicycle plan and is currently working on a state pedestrian plan. All 14 metropolitan areas in Wisconsin have their own bicycle and pedestrian plans.

Bicycle and pedestrian safety has been a high priority for WisDOT since the 1970s. Now, WisDOT is expanding its focus and is committed to considering the needs of bicyclists and pedestrians as roadway improvements are made. The following Web pages will describe many of the plans, products, guides, and maps that WisDOT either offers or provides in partnership with other organizations.

“Bicycle and pedestrian safety has been a high priority for WisDOT since the 1970s.”

Wisconsin Bicycle Planning Guidance Guidelines for Metropolitan Planning Organizations and Communities in Planning and Developing Bicycle Facilities
Wisconsin Department of Transportation September, 1993

Bicycling is an important mode of transportation, used separately or with other modes of transportation. The Intermodal Surface Transportation Efficiency Act (ISTEA) places increased importance on the use of the bicycle from a transportation standpoint and calls on each state Department of Transportation to encourage its use. But even before the passage of ISTEA, the Wisconsin Legislature prescribed a "bicycling role" for the Wisconsin Department of Transportation (WisDOT). According to Wisconsin State Statute 85.023, WisDOT is to provide assistance in the development of bicycle facilities: "The department (WisDOT) shall assist any regional or municipal agency or commission in the planning, promotion, and development of bikeways". The focus of these guidelines is on the utilitarian and transportation aspect of bicycling and less so on the recreational need for bicycle planning.

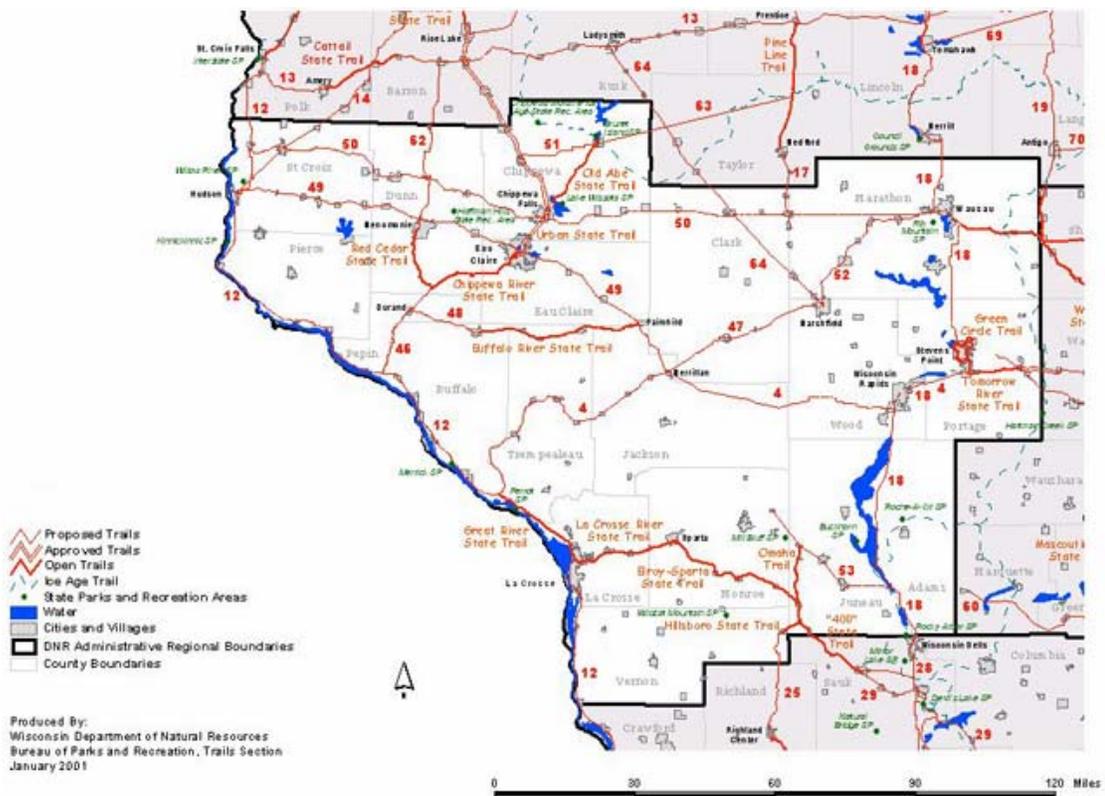
One of the most cost-effective ways to enhance bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some paving projects. Generally, the same sources of funding that are used for larger highway improvements can provide for bicycle and pedestrian access, if the bike/ped improvement is "incidental" in scope and cost to the overall project. Overall, most bike/ped accommodations within the state are made as incidental improvements.

Bicycle and Pedestrian Transportation

Wisconsin Bicycle Transportation Plan 2020 (DOT)

WisDOT encourages planning for bicyclists at the local level, and is responsible for developing long-range, statewide bicycle plans. Guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built, are available and their use is encouraged. WisDOT devotes two staff positions to bicycle and pedestrian planning and safety. Many publications are available on safety, education and enforcement.

St. Croix County



Bicycle and Pedestrian Transportation

Pedestrians

Other than sidewalks located along some City, streets there are few off-road pedestrian facilities within the City. Pedestrian/vehicle conflicts have been identified as a concern that the City wishes to address in the near future. Conflicts during the peak usage can be noted especially in the downtown area along Knowels Avenue. The Plan Commission in discussions regarding this plan element expressed a desire for additional pedestrian/bicycle facility throughout the city. As previously noted many improvements have been planned for and are awaiting implementation within the Bicycle and Pedestrian Plan recently completed by the City.

Recent streetscape improvements in the downtown area have improved the environment for pedestrians, which should improve further as new trees and landscaping mature. Pedestrian friendly features such as benches, decorative paving and crosswalks, and landscaping were added in a major renovation that was completed in recent years. For people driving to the downtown area to shop, the new streetscape should provide for a more pleasant experience.

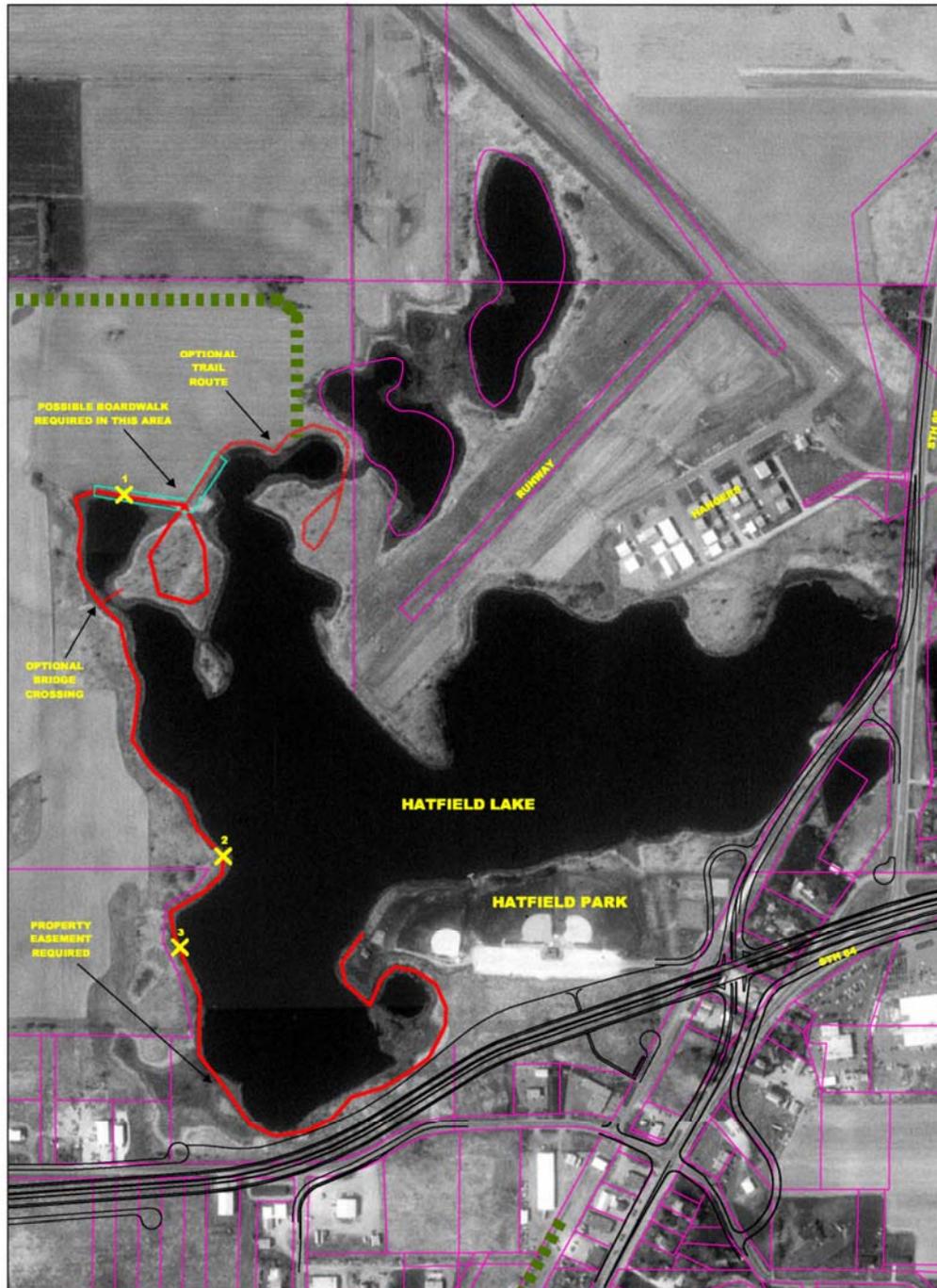
Hatfield Lake Pedestrian Path Conceptual Study

The results and recommendations of this report are as follows:

Feasibility

- An approximately 7000 linear foot doubleback-type trail suitable for bicycles and pedestrians can be constructed along the western boundary of Hatfield Lake from Hatfield Park to a peninsula land mass across from Airport property.
- A trail will be an attractive asset to Hatfield Park and should enhance future property uses adjacent to the trail.
- The physical road corridor for the future STH 65/64 bypass construction has significant wetlands on either side. Current WDNR permitting will only allow the filling of adjacent wetlands for road construction with an adjacent trail not meeting the requirements of a WDNR mandated alternative analysis. The permitting of additional fill in a wetland for construction of a trail is unlikely.
- A significant amount of wetland will need to be crossed for trail development, which will have an impact on overall project costs.

Bicycle and Pedestrian Transportation



<p>Legend</p> <ul style="list-style-type: none"> ----- OPTIONAL TRAIL ROUTE POSSIBLE BOARDWALK TRAIL APPROXIMATE PROPERTY LINES <p>MULTI PURPOSE PATHWAY PLAN</p> <ul style="list-style-type: none"> FUTURE OFF STREET ROUTE X TYPICAL TRAIL SECTION 	<p>HATFIELD LAKE BICYCLE & PEDESTRIAN TRAIL City of New Richmond, Wisconsin</p> <p>NOVEMBER 19, 2002</p> <div style="text-align: center;">  1" = 400' </div> <div style="text-align: right;">  </div>
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Transit / Shuttle Services

Transit / Shuttle Services

Mass transit is an issue that many communities struggle with. Citizens, planners, and decision-makers argue for public investment in transit to help reduce congestion. They argue that better transit can reduce congestion by attracting some drivers off busy roadways and onto transit.

The key point for implementing mass transit and other non-automobile modes is to decrease the gap that most driver perceive between its cost (out-of-pocket, time, service) compared to the cost of driving. The figure below provides an overview of these costs.

Factors That Affect the Amount of Travel and Modal Choice			
	Automobile	Transit	Cycling & Walking
Out-of-Pocket Costs	<ul style="list-style-type: none"> Fuel and Maintenance Parking Fees Roadway Tolls 	<ul style="list-style-type: none"> Transit Fare 	<ul style="list-style-type: none"> Maintenance
Time Costs	<ul style="list-style-type: none"> Driving Parking Search Walking 	<ul style="list-style-type: none"> Walking Waiting Riding 	<ul style="list-style-type: none"> Riding Walking
Service Attributes	<ul style="list-style-type: none"> Effort Safety Comfort 	<ul style="list-style-type: none"> Effort Safety Comfort 	<ul style="list-style-type: none"> Effort Safety Comfort

Source: *The Transportation and Landuse Connection, APA, PAS,*

One way to decrease this gap is to implement a system that is reliable, fast, and convenient.

The City of New Richmond does not currently have a local transit system other than the state sponsored Shared Taxi system. However, development of a system would provide a needed service for both visitors and local citizens. The options for traveling within and around the City are limited.

Imbedded within this discussion is the need to recognize the number of commuting, single occupancy vehicles taking to the New Richmond area roadways each day. As was noted in the user profile offered earlier in this plan element, nearly 80% of New Richmond commuters travel alone in their vehicles each day to their places of employment. In addition, it was noted that 43% of commuters travel distances, which take over 30 minutes to get them to their place of destination. As STH 64 is expanded to accommodate four-lane traffic commuting traffic is predicted to only increase in volume. To accommodate the added stress and loading to the local roadway system the City of New Richmond should plan for and site several park & ride facilities within and around its gateway area locations.

Transit / Shuttle Services

Trucking

The City of New Richmond is located just north of Interstate route 94, which is an officially designated highway and makes for prime for Semi transports. Trucks can access the City by way of several state truck highways. Going southbound, trucks can use STH 65, which turns into STH64/Knowels Avenue/65 to enter and depart from the City. STH 64 is also viable access routes for trucks traveling east to west.

Parking

Parking is a simple means of reducing traffic congestion. For example, free employer-provided parking not only generates single occupied vehicles, but is also unfair to non-auto commuters who receive no corresponding benefits.

Currently the City of New Richmond has one municipal parking lot. The lot does not create revenue for the City at this time. The City also has an abundance of Parking within the Business District – Downtown area. The Police Department governs parking within the City. Municipal patrol officers periodically strictly enforce parking around the Business District.

Existing State Transportation Plans

Existing State Transportation Plans

State of Wisconsin Department of Transportation Six Year Highway Improvement Program

Wisconsin has 110,594 miles of public roads, from Interstate freeways to city and village streets. This highway improvement program covers only the 11,794-mile state highway system, which is administered and maintained by WisDOT. The other 99,160 miles are improved and maintained by the cities, towns, counties and villages in which they are located.

The state highway system consists of 744 miles of Interstate freeways and 11,147 miles of state and US-marked highways. While the 11,794 miles of state highways represent only 11% of all public road mileage in Wisconsin, they carry over 29 billion vehicle miles of travel a year, or about 58% of the total annual statewide highway travel.

To ensure the system's vitality and viability, WisDOT currently invests over \$750 million each year, resulting in over 800 miles of roads improved and rehabilitated annually.

Each wisely invested dollar returns benefits in terms of time savings, fewer accidents and decreased vehicle operating costs. Poor roads mean more accidents and deaths, higher insurance costs, more wear and tear on vehicles, more time on the road and less efficient and competitive commerce.

State Highway Subprograms and Projects

State Highway Subprograms and Projects

Wisconsin's transportation budget is divided into two subprograms for implementing improvements to state highway facilities:

1. Major Highway Development
2. State Highway Rehabilitation (which has three parts)
 - Existing highways
 - State bridges
 - Backbone rehabilitation

Source: WisDOT website

Major Highway Development Subprogram

Major highway development projects are generally the most complex, costly and potentially controversial projects initiated by WisDOT. They are long-term solutions to the most serious deficiencies on highly traveled segments of the highway system. Beginning in 1981, the Legislature renewed a transportation bonding program to provide continuity of funding for this subprogram. In 1983 the Legislature created the Transportation Projects Commission (TPC) to evaluate the merits of candidate major projects and to recommend projects to the Governor and Legislature for statutory enumeration (i.e. authorization for construction).

The TPC consists of fifteen members including: the Governor, three citizen members appointed by the Governor, five senators and five representatives appointed by the Legislature, and the Secretary of Transportation as a non-voting member. The commission's responsibility is to review candidate major projects and recommend projects to the Governor and the Legislature for statutory enumeration.

Major project defined by statute a "Major highway project" denotes a project, which has a total cost of more than \$5,000,000 and which involves any of the following:

- Constructing a new highway 2.5 miles or more in length
- Reconstructing or reconditioning an existing highway by any of the following:
 1. Relocating 2.5 miles or more of the existing highway.
 2. Adding one or more lanes five miles or more in length to the existing highway.
 3. Improving to freeway standards 10 miles or more of existing divided highway having two or more lanes in either direction.

State Highway Subprograms and Projects

Selecting Major Projects

On the basis of its knowledge of emerging needs, WisDOT recommends candidate major projects to the TPC for evaluation.

Before projects are considered for enumeration, WisDOT conducts preliminary environmental and engineering studies so all projects brought before the TPC will have undergone a draft Environmental Impact Statement or Environmental Assessment. This ensures that only projects likely to be future major project candidates are considered for enumeration. Beginning in 2000, the TPC must approve projects for environmental study.

The TPC holds hearings to receive public comments on the candidate projects. The department analyzes each candidate project and ranks them according to: 1. safety and congestion, 2. economic benefit and cost factors, and 3. intangibles such as community development and environmental impacts.

The TPC, with WisDOT's analysis and public comments, recommends to the Governor and Legislature a list of major highway projects and an appropriate annual funding level to support the ongoing major highway program.

The Legislature may add or delete projects, and may change the recommended funding level from the TPC's recommendation.

2000-2005 Major Projects Program

The major projects construction timetable shows the most recent listing of projects authorized for construction by the Governor and Legislature.

Prior to the enactment of the 1989-91 Biennial Budget, the Major Highway Program's focus was improving critically deficient segments of the state trunk highway system.

The 1989-91 Biennial Budget broadened the focus of the Major Highway Program by also enumerating three entire highway corridors. The enumeration of entire highway corridors is part of the Corridors 2020 strategy to position Wisconsin to effectively compete in the national and world markets as well as provide Wisconsin highway users needed mobility into the 21st century.

This program is based on legislatively authorized funding levels and current programming priorities. The program of major projects listed here is based on an annual level of \$195.4 million (in 2000 dollars) approved by the Legislature in the 1997-99 state budget.

State Highway Subprograms and Projects

State Highway Rehabilitation (SHR) Subprogram

Existing Highways

The Existing Highways component of the SHR sub-program deals with improvements to the non-Corridors 2020 Backbone portion of the state highway system. It funds "3R" improvements—resurfacing, reconditioning and reconstructing existing roadways—and the minor addition of lanes, traffic and safety improvements, and minor realignments of roadway.

In the past, the majority of these improvements were on rural parts of the system, while a few addressed needs on urban segments. Today, that picture is changing. In the 1997-99 Biennium, about 30% of the 3R improvements, if measured in dollars, were within urban or urbanized areas.

The types of improvement are categorized as Resurfacing, Reconditioning, Pavement Replacement and Reconstruction.

Resurfacing: Rehabilitating the surface of a pavement to provide a smoother ride and to extend the pavement's structural life. This can also include pavement widening and/or shoulder paving to improve safety and reduce shoulder maintenance costs.

Reconditioning: Resurfacing and, in addition, improving an isolated grade, curve or intersection.

Pavement Replacement: The highest type of "resurfacing" whereby the existing pavement structure is replaced with a new one. This does not include widening of the roadway.

Reconstruction: Total rebuilding of the highway to provide a safer facility, to improve geometrics (i.e., longer passing and stopping sight distances, broader turning radii, additional lanes at intersections) and increased traffic-handling capabilities. Other benefits include a smoother ride, reduced travel time and lower maintenance costs.

Selecting Projects

County highway committees, MPOs, local officials, legislators and the public all suggest candidate projects. In addition, any projects considered, but not selected, in the last program are also included as candidates.

WisDOT districts use a computerized model of the state highway system, coupled with occasional field reviews, to determine where deficient segments either exist or will exist in the future, and to then develop candidate improvement projects that will address those deficiencies. Districts evaluate candidate improvement projects by considering such things as priority of need, use and local interest.

State Highway Subprograms and Projects

They also re-evaluate projects in the last four years of the previous Six Year Program to confirm that project scopes and schedules are still appropriate. As a result, some projects can be either advanced or deferred in the next Six Year Program.

Districts submit their recommended projects to WisDOT's central office in Madison, where they are examined for compliance with guidelines and combined into a statewide program.

State Highway Rehabilitation (SHR) Subprogram State Bridges

The State Bridges component of the SHR subprogram deals with improvements to bridges on the non-Interstate portion of the state highway system, including bridge replacements and major bridge repair. Bridge rehabilitation generally increases load-carrying capacity and widens deck roadways.

The program does not include bridges that can be effectively treated through routine repair, which is funded in the maintenance program.

The types of improvement are categorized as:

- **Replacement:** Constructing a new bridge to replace an existing deteriorated one.
- **Rehabilitation:** Restoring the structural integrity of an existing bridge by using less extreme measures than replacement—usually deck replacement or overlay.

High Cost Bridges

High cost bridges are those with a deck area of 40,000 square feet or more. Objective indices are developed for each factor on all candidate bridges and priorities are set. The results are then analyzed and reviewed by engineering staff and a management team. The Highways Programming Committee evaluates high cost bridges by using information gathered by district staff and recommends candidate bridges by assigning priorities based on:

- Structural and functional adequacy
- Economic feasibility
- Intangible considerations such as community, environmental and economic impacts.
- **Low cost bridges and district allocations**
Low cost bridges (decks are less than 40,000 square feet) are evaluated, selected and scheduled directly by the transportation districts. When evaluating candidate bridge projects, districts assign a general order of priority to:
 - Bridges that are closed or posted
 - Bridges that are structurally deficient (becoming unsafe) and not treatable by routine maintenance or are likely to become unsafe in the six-year period
 - Bridges that are functionally obsolete (i.e., have narrow roadways, restricted clearances or poor alignment), and are likely to become structurally deficient within the six-year period.

State Highway Subprograms and Projects

State Highway Subprograms and Projects

State Highway Rehabilitation (SHR) Subprogram

Backbone Rehabilitation

The Corridors 2020 Backbone System consists of 1,550 miles of freeways and expressways connecting major economic areas of the state. This includes Wisconsin's 744 miles of Interstate highways. While original Interstate construction is complete in Wisconsin, lanes and interchanges may still be added when warranted by traffic conditions.

By 2020, all 1,550 miles of the Corridors 2020 Backbone System are intended to be multi-lane. Today, 1,270 miles, or 82%, are multi-lane.

Selecting Backbone Rehabilitation Projects

The Backbone Rehabilitation program is developed based on individual project recommendations from the district offices. Districts initially schedule projects based on individual project needs and urgency. When necessary, the Bureau of State Highway Programs sets project priorities and negotiates schedule modifications with the districts to stay within program levels and established departmental program priorities. The Highways Programming Committee has overall responsibility for the program.

Current Transportation Issues / Concerns

Current Transportation Issues/Concerns

Community Vision Forum

Background

On the evening of September 19 and the morning of September 20, 2001, the City of New Richmond hosted a Community Vision Forum to receive public input into the development of its Smart Growth Comprehensive Plan. The sessions were attended by approximately 60 New Richmond area residents, who participated in a series of discussions aimed at identifying issues important to the community and establishing parameters to help the City formulate a Vision for its future. The sessions were attended by approximately 60 New Richmond area residents, who participated in a series of discussions aimed at identifying issues important to the community and establishing parameters that will help the City formulate a Vision for its future.

Plan Element Discussion

In addition to the vision statement exercise, participants were involved in more focused small group discussions to identify specific issues and concerns regarding several of the required smart growth comprehensive plan elements. Under each of the following elements, attendees were presented background information and some prompts or items to consider when discussing each topic. Small group discussion of each element resulted in a list of issues that were then ranked in each group, with the top three to five issues presented to the full group. The reported issues were then grouped into categories as listed below:

Transportation	
<p>September 19 Session</p> <p><i>Public Transportation/Car Pooling</i></p> <ul style="list-style-type: none"> • Limited public transit • Car pool parking area <p><i>Miscellaneous</i></p> <ul style="list-style-type: none"> • City & township must work together • Off-road pathways, particularly in new developments <p><i>Pedestrians</i></p> <ul style="list-style-type: none"> • Pedestrian safety • Incomplete network of pedestrian and bicycle facilities 	<p>September 20 Session</p> <p><i>Intersections</i></p> <ul style="list-style-type: none"> • Problem Intersections • Safety issue on Main Street – pedestrian and auto • Main Street Congestion/only road through town • Attention thoroughfares – (less cul-de-sacs- connect roads for better traffic flow) • Problem Areas <ul style="list-style-type: none"> – Crossing HWY 65 – East 6th & S. Knowles – 140th – needs wide road/bike path

Current Transportation Issues / Concerns

Transportation	
<p>September 19 Session</p> <p><i>Safety</i></p> <ul style="list-style-type: none"> • Railroad crossing & traffic safety • Congestion and traffic control on STH 65 • Volumes & speed of traffic through the downtown • Traffic speeds in residential neighborhoods • HYW 64/65 congestion 	<p>September 20 Session</p> <p><i>Alternative Transportation</i></p> <ul style="list-style-type: none"> • Public Transportation • Senior Transportation • Affordable • Light Rail • Alternative Transportation Local & Regional <p><i>Non-Vehicular</i></p> <ul style="list-style-type: none"> • Pedestrian/Bicycle Safety Transportation • Bike path and sidewalk as alternative to road/street construction • Road paths from schools to residential

Interviews

In addition to the public participation sessions, a series of telephone interviews were conducted with key City staff. Specific findings to the Transportation Element came from the City's Police Department. Of note from his comments was:

- 6th St. and S. Knowles Ave. is the worst intersection in the city. Stop lights are planned.
- W. 4th and S. Knowles Ave. (intersection of STHs 64 and 65)
- N. 4th and N. Knowles Ave. – improved due to installation of stop lights but still problematic, particularly in the winter. When slippery, cars hit and knock down light poles so they've had to replace them relatively frequently.
- North junction of STHs 64 and 65. 65 goes north from here and 64 continues east. Speed limit is 45. Accidents are more serious here. Stop lights needed but the sentiment is that DOT is resisting because of highway reconstruction. Area business owners have contacted representatives to request stop lights.



Conclusions

Conclusions

The New Richmond Plan Commission undertook an intensive planning process to review the existing conditions, inventory, public comments and existing plans and policies with respect to the city's transportation system. From this effort several specific items have risen to the forefront based on the discussions undertaken during the planning program. These "action" based items call out specific transportation related efforts desired to be undertaken in the short term in order to ensure long term success. By combining these items with the policies, goals and objectives that follow, the City of New Richmond will continue to meet its transportation needs long into the future.

Action Items

1. Hatfield Lake Trail -

Recommendations – Next Steps

- A comprehensive wetland delineation is required prior to trail engineering.
- Preliminary project evaluation with WDNR and COE staff is recommended prior to permit application.
- An alternatives analysis will be required with the permit application and may include the need to identify potential wetland mitigation opportunities within the Hatfield Lake watershed and/or wetland banking options.
- Detailed engineering will be required for bidding and construction including bridge and boardwalk design.
- Grants should be considered for every aspect of the trail engineering and development.

Conclusions

2. **Transportation Beltway System** – The City recognizes that as growth and development continue to ring the outer edges of the City an efficient transportation system in the form of an arterial beltway loop needs to be created in order to allow for the long term efficient and safe movement of traffic. The Beltway System is defined and shown on the Transportation Plan and maps as a Principle Arterial-Parkway.

* **Official map beltway location, intersections, and connecting roads.**

3. **Hwy 65 Thru Town** – Maintain long term functionality of Hwy as viewed by WDOT thru town to maintain access to downtown business district. Consider changes north of the bridge to the Hwy design to enhance business and pedestrian accessibility such as a twiddle lane with both single lanes in each direction as well as double lanes in each direction. Require all development and redevelopment abutting Hwy 65 on the north to enable width expansion by allowing only non essential use of necessary property.

4. **Gateway Locations** – As growth continues to occur in the region it is in the City's best interest to establish points of entry into the community. These points of entry, or gateway areas, let travelers know when they reach New Richmond and can be utilized for a variety of additional purposes including promotion and the provision of directions to area locations.

* **Establish land areas to accommodate point of entry markers with Highway projects and or with subdivision platting.**

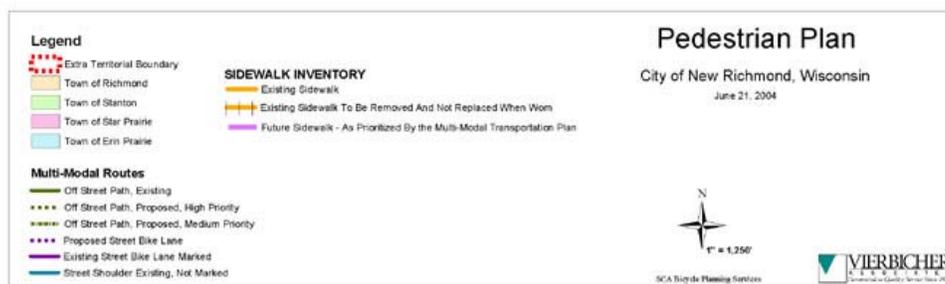
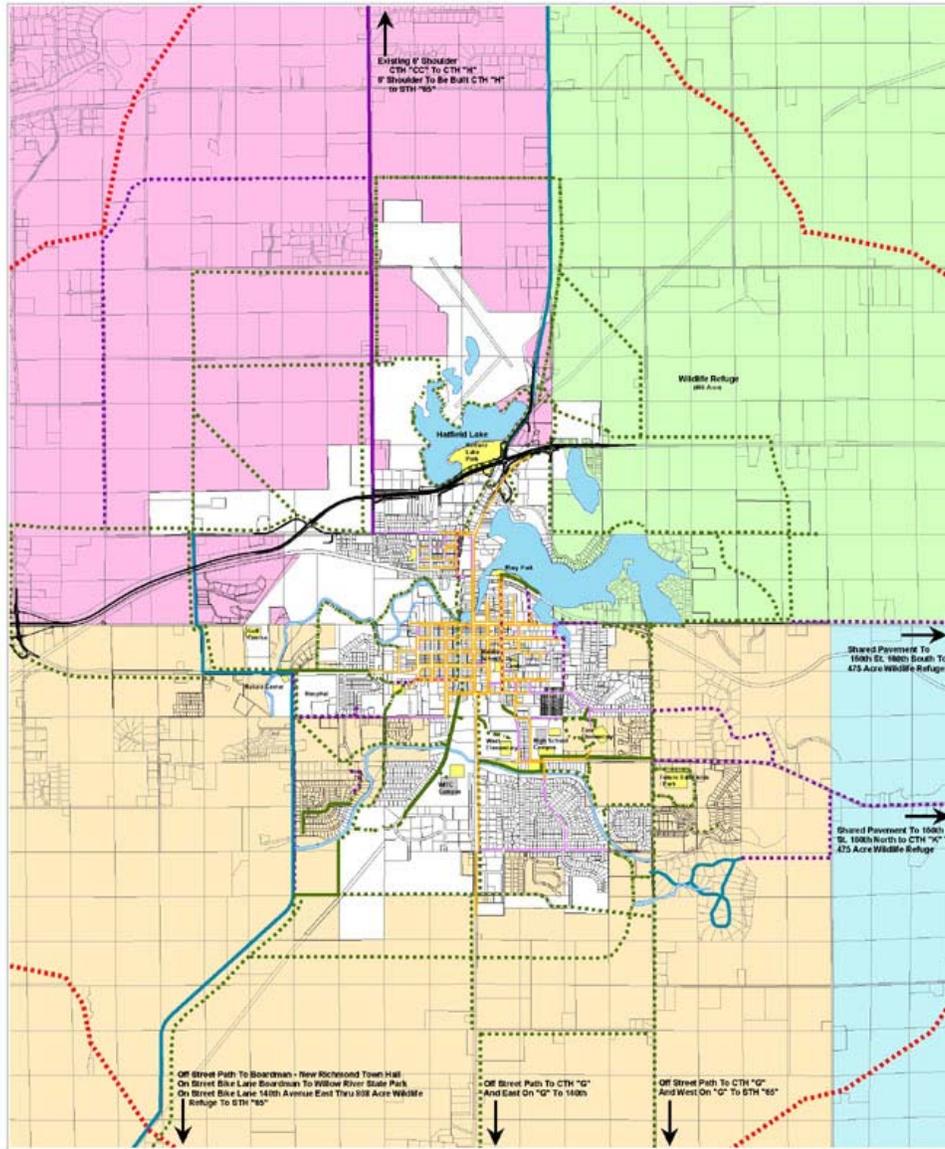
5. **Ride Share Parking Lots** – As was noted in this plan element, many New Richmond residents commute great distances alone in order to get to and from work. To alleviate some of the traffic volume on area roadways and to encourage ride sharing to promote a healthier environment the City of New Richmond should establish several of these facilities within the community where feasible.

6. **Encourage and support the future development of passenger rail service between New Richmond and the Twin Cities.**

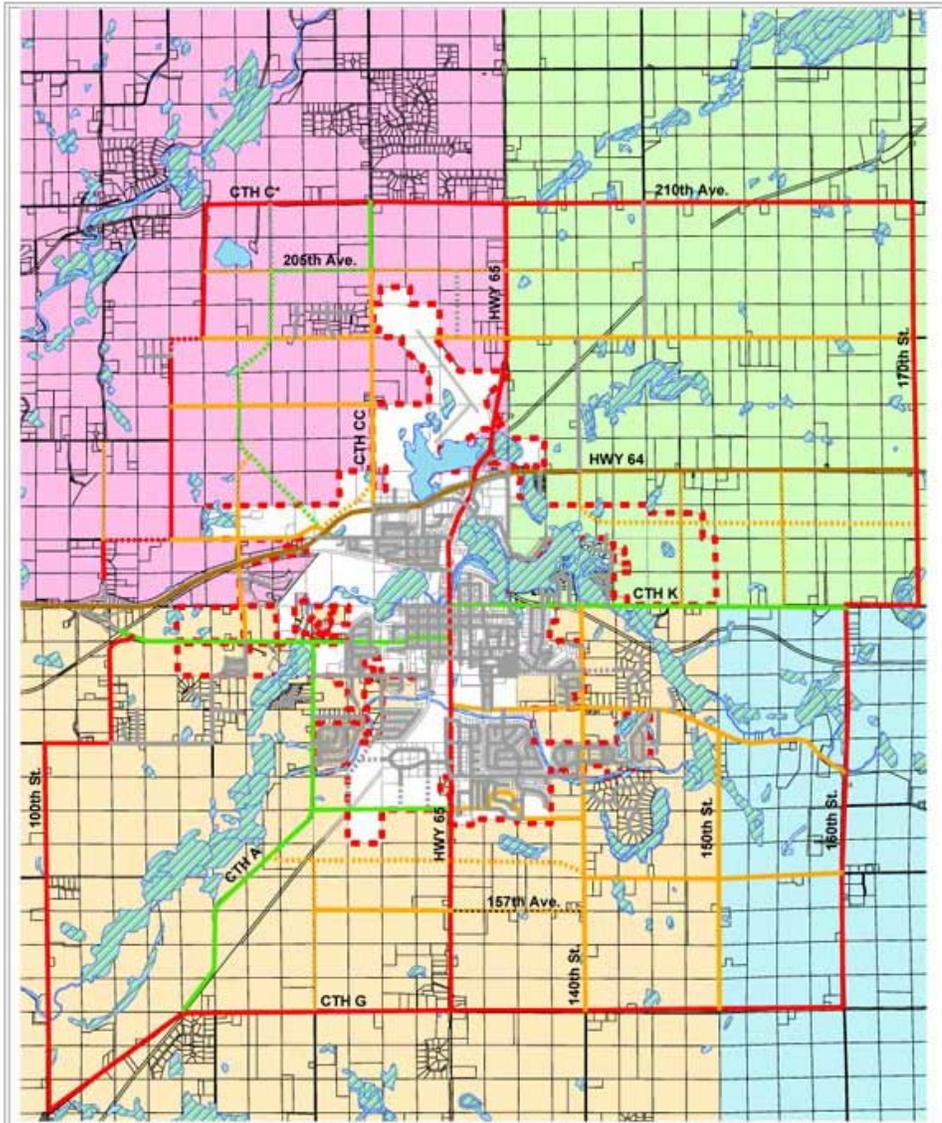
7. **Implement the City's Bike & Pedestrian Plan** – A number of proposed implementation goals and objectives have been put forth with the content of this planning effort. The City will strive to implement these recommendations as conditions permit in the coming years.

8. **Future Roadway Extensions** – The City recognizes the value of planning ahead for future roadway extensions. In order to preserve and protect these key locations the City will prepare and ETA map illustrating their location and file this Official Map with the County Register of Deeds in order to ensure their protection as afforded for under state law.

Conclusions



Conclusions



Future Road Extensions and Classifications
City of New Richmond, Wisconsin
February 17, 2005

Legend

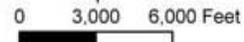
- Principal Arterial - Expressway (PA-EX)
- Principal Arterial - Parkway (PA-PKWY)
- Minor Arterial (MA)
- Collector
- Local Streets

NOTE: Proposed roads shown with dashed line.
Existing roads shown with solid line.

- City Limits
- Wetlands
- Surface Water



0 3,000 6,000 Feet



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Policies, Goals and Objectives

Policies, Goals and Objectives

The overall goal for the City's transportation program is to achieve a safe, efficient, and environmentally sound transportation system that provides personal mobility for all segments of the population and supports the economy of the region.

To attain this goal, the following guidance goals have been defined:

- **Integrated planning** – To integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect or relate activity locations.
- **Maximum system effectiveness for all residents** – To plan for the travel needs of the City's population through consideration of the capabilities and preferences of all population subgroups and in so doing determine the relative effectiveness of various system alternatives.
- **An efficient street and highway system** – To provide a street and highway system which, together with other transportation facilities, will meet the short and long range needs, interests, and objectives of the City's citizens in a cost-effective manner.
- **Safety** – To reduce the potential for traffic accidents and provide for safe transportation throughout the city.
- **Minimum environmental disruption** – To encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.
- **Compatibility with land use patterns** – To develop a transportation system compatible with existing and future land use patterns.
- **Conservation of energy** – To provide a transportation system that recognizes energy supply uncertainties and promotes the conservation of energy resources.
- **Multimodal interaction** – To provide an integrated transportation system that enables best use of the capabilities of individual modes and modal combinations, including rail and trucking facilities, public transportation, bicycle and pedestrian travel and air transportation.

Policies, Goals and Objectives

GOAL: Integrated Planning; To integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect or relate land use or activity locations.

Policies

- The existing transportation system should be continually evaluated, deficiencies identified and solutions proposed in keeping with comprehensive planning goals and objectives.
- The transportation system should be planned in support of current land use and desired patterns of future development.
- All proposals and changes considered in the comprehensive planning program should be constructively reviewed in terms of their impact on the transportation system.
- Local citizens should be formally involved in the transportation planning process.
- Compatibility should be promoted among local, regional and state transportation policies and plans.
- Compatibility should be promoted between public and private transportation services.

GOAL: Maximum System Effectiveness for all Residents; To plan for the travel needs of the area and City's population through consideration of the capabilities and preferences of all population subgroups and in so doing determine the relative effectiveness of various system alternatives.

Policies

- At least a minimum level of transportation should be provided to all residents residing in the City of New Richmond.
- Methodologies should be employed to compare the effectiveness of investments in alternative networks and modes within the City of New Richmond.
- Subsidy programs should be considered to meet the needs of the economically disadvantaged.

Policies, Goals and Objectives

GOAL: An efficient street and highway system; To provide a street and highway system which, together with other transportation facilities, will meet the short and long range needs, interests, and objectives of the City's citizens in a cost-effective manner.

Policies

- The roadway system should be designed to adequately accommodate projected future highway travel growth and the potential modal choices necessary for the efficient movement of goods and people.
- Development of new or expanded roadway corridors should only be considered after a determination that alternative transportation modes cannot address the need to:
 - a. Alleviate significant safety hazards
 - b. Relieve neighborhoods with heavy through traffic burdens
 - c. Alleviate areas with traffic congestion
 - d. Conserve energy in roadway use
 - e. Stimulate economic development
 - f. Provide a framework for future planned land use.
- Street and roadway design standards in the City of New Richmond are based on functional classification criteria set forth in WisDOT's Design Manual.
- Development regulations allowing private streets should be amended to require right-of-way and design standards consistent with WisDOT's Design Manual for local streets.
- Adequate financial resources for upkeep and renewal of existing roadways to prevent accelerated deterioration is a high priority in the City of New Richmond's budgetary process.
- Low-cost improvements such as channelization, signalization, removal of parking, etc. should be the first measure considered to maintain an adequate level of service on roadway facilities.
- Regulations concerning the use of roadways should be strictly enforced, including those, which prevent the deterioration of structures and the roadway surface.
- Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials and collectors.

Policies, Goals and Objectives

Objectives

- Create a city-wide system of parkway streets: Highly landscaped streets with decorative lighting and new streets (e.g., Knowles Ave) and retrofitted older streets (e.g., mason)
- Create neighborhood streets that provide for all modes of transportation, enhance livability, and neighborhood quality.
- Provide for the accommodation of parking that is an efficient and cost-effective, which focuses on customer and visitor convenience, yet contributes to creating, a pleasant, safe and comfortable pedestrian environment, and an economically vital and socially vibrant community.
- Locate park & ride facilities in appropriate locations throughout the city to encourage carpooling amongst the commuting public. Gateway areas along state highways 64 and 65 are specifically appropriate for these new facilities.

GOAL: Safety; To reduce the potential for traffic accidents and provide for safe transportation throughout the city.

Policies

- The level of access control should be appropriate to the function of the roadway.
- Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- Accident-producing facility deficiencies should be accorded a high priority for correction.
- Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- Appropriate marking, signing, and protection devices should be installed where justified, under a “warrant” study, by the design speed and accident exposure rate.
- Safe speed limits and laws dealing with drunk driving should be strictly enforced and new strategies for dealing with these problems should be explored.
- The strictest possible safety regulations should be employed within and around transportation related construction sites.
- Driver education programs should be expanded not only to train new drivers but also to improve the techniques of present drivers.

Policies, Goals and Objectives

- Educational programs should be expanded to include pedestrian, motorcycle and bicycle safety and the safe use of public transportation systems.
- Railway and roadway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.
- To ensure safe movement of hazardous materials, infrastructure improvements should conform to the guidelines set by local emergency services and state and federal regulations.

Objectives

- Follow access management guidelines -- driveway and intersection spacing
- Complete minor intersection and similar improvements to reduce congestion and improve safety.
- Make more use of transportation system management by installing advanced signal systems, computers and information technology devices
- Apply traffic calming measures on some neighborhood streets

GOAL: Minimum environmental disruption; To encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.

Policies

- Required federal and state environmental impact statements and assessments for transportation facilities should be carefully reviewed on the local and regional levels.
- Care should be taken to protect historic or visually pleasing buildings and scenic, historic, scientific and cultural sites when constructing new or improving existing transportation facilities.
- The location of roadways through environmentally sensitive areas should be minimized.

Policies, Goals and Objectives

- Transportation facilities should be designed to be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms and attractive landscaping on major arterials in the city and minimizing unsightly views such as junkyards, billboards.
- Natural vegetation or the use of “zero-scaping” practices should be encouraged along roadsides to protect wildlife, reduce the use of herbicides, and cut down on maintenance costs.
- Transportation facilities should be located and designed to minimize exposure of people to harmful and/or annoying air, water, or noise pollution levels.
- Air pollution should be minimized through efficient traffic control measures and through the encouragement of transit, bicycle, and pedestrian travel.
- All transport related sewerage, runoff and other facilities should be constructed and maintained so that their contribution to water pollution will be minimized and will meet appropriate water quality and runoff standards.
- National noise standards should be used to ensure that residential areas, schools, or other places with high concentrations of people are not exposed to harmful levels of noise from transportation facilities.

GOAL: Compatibility with land use patterns; To develop a transportation system compatible with existing and future land use patterns.

Policies

- The proper use of land for and adjacent to highways should be maximized by coordinating street and highway planning with land development.
- The relative accessibility provided by the roadway system should be adapted to the comprehensive plan by providing a higher level of accessibility to areas where development is to be encouraged.
- The total amount of land used for roadways should be minimized and multiple use of right-of-ways should be encouraged.
- The disruption or dislocation of neighborhoods, households, businesses, industries and public and institutional buildings by construction of new or reconstruction of existing transportation facilities should be minimized.

Policies, Goals and Objectives

- Penetration of neighborhood units by arterial streets and highways should be avoided except where it can be demonstrated that the proposed location and design will improve the ability of the area to function effectively.
- Location of new or relocation of existing transportation facilities in or through recreational facilities and historic, scenic, or cultural sites should be avoided wherever possible.
- When constructing or improving roadways, prime farmland should be preserved wherever possible.
- Transportation facilities should be designed to promote compact development.
- Right-of-ways for proposed transportation facilities should be reserved to minimize disruption of future development.

GOAL: Multimodal interaction; To provide an integrated transportation system that enables best use of the capabilities of individual modes and modal combinations, including rail and trucking facilities, public transportation, bicycle and pedestrian travel and air transportation.

FREIGHT TRANSPORTATION; To ensure that appropriate types and levels of freight transportation service are provided to the City of New Richmond and its region

Policies

- Common-carrier truck service should be provided to all areas of the city.
- Efficient truck routing should be oriented to the freeway and high-level arterial network to facilitate truck traffic and to reduce conflicts with autos.
- Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.
- The location of truck and rail terminals should be determined cooperatively by public and private interests.
- Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan and those that encourage passenger rail service in New Richmond.

Policies, Goals and Objectives

- Air freight service, passenger service and private pilot use should continue to be provided at the New Richmond City Airport.

Objectives

- Maintain a viable railroad industry while minimizing negative impacts.
- Ensure safe and efficient truck access through the city and to major truck destinations.

PUBLIC TRANSPORTATION: To develop public transportation into a viable alternative mode of transportation.

Policies

- The City of New Richmond recognizes that public transportation is a basic public service.
- Public transportation should be provided using delivery systems appropriate to the level of the city's development and density. Delivery systems to be considered include both fixed-route and demand responsive services employing various sized buses, vans, and taxis.
- The City of New Richmond promotes land use patterns and site design standards that can be efficiently served by public transportation.
- Public transportation systems in the City of New Richmond will be related in design to travel patterns within the city.
- At a minimum the City of New Richmond will consider public transportation options to meet the needs of the transit dependent.
- All public transportation services employed by the City of New Richmond will provide a level of service that is safe, convenient, comfortable and affordable.
- Funding and organizational mechanisms for public transportation should be based on principals of equity and reflect the interconnectivity of jurisdictions within the City of New Richmond region.
- Transportation service will be coordinated to increase efficiency and avoid overlap and duplication of service. Coordination will encompass public and private transportation services and include such travel demand management programs as ride-sharing, employee van pools, park and ride lots, etc.

Policies, Goals and Objectives

BICYCLE AND PEDESTRIAN TRAVEL: To create a physical and cultural environment which encourages travel by foot or bicycle by making these modes of transportation safe, convenient, and attractive alternatives to motorized travel through the provision of adequate accommodations, education and enforcement, and more compact land use patterns.

Policies

- A network of suitable on – and off – road routes will be developed which provide linkage between important origins and destinations and interconnect with other modes of transportation.
- Bicycle and pedestrian related improvements will be integrated into the planning, budgeting, design and construction of all appropriate highway and street improvement projects. Implementation of New Richmond’s Bicycle and pedestrian plan will occur through this process.
- Facilities and amenities, which compliment and make bicycling and walking more attractive alternatives to motor vehicle travel, should be provided at destination locations.
- Actions, activities, and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.
- Efforts to increase community awareness of bicycle and pedestrian facilities, accommodations, use and safety will be undertaken.
- Enforcement of “rules of the road” which pertain to safe bicycling and walking should be increased.
- Efforts and signage to alert motorists to the presence of bicyclists and pedestrians on designate routes should be undertaken.
- Compact land use, especially in areas with high density residential development and mixed uses, should be encouraged to increase opportunities for bicycling and walking.
- New development will be encouraged to integrate the bicycle and pedestrian modes of transportation.
- The City of New Richmond will adopt maintenance practices to preserve bikeways and trails in a smooth, clean and safe condition.
- The City of New Richmond will establish uniform signage and marking of all bicycling and walkways throughout the city.

Policies, Goals and Objectives

Objectives

- Connect sidewalks and improve pedestrian connections to create a continuous and seamless pedestrian system, and enhance the pedestrian environment to create a more walkable community.

GOAL I

Identify and be responsive to the needs of pedestrians and bicyclists on an on-going basis

Objectives:

- Support the continuation of the New Richmond Multi-Purpose Pathway Committee and/or trailway steering committee to ensure plan implementation.

GOAL: Increase the level of safety and convenience for bicyclists and pedestrians

Objectives:

- All arterials and collectors should accommodate bicycles through 1) wide curb lanes (14 foot minimum) or 2) marked on-street bike lanes; or 3) off-street paths.
- Where arterials exist that presently cannot safely accommodate cyclists and where improvements are cost-prohibitive, adjacent streets should be found as alternatives.
- Changes to better accommodate bicyclists should be part of any new road improvement or construction plans.
- Sidewalks should be required along one side of all streets located in urban areas zoned residential or commercial. Rural residential streets should be able to accommodate a bike safely with wider pavement bike lanes created on collector streets unless a separated path is constructed. Replace any unsafe drainage grates with bicycle-safe grates. (None identified).
- Improve safety using signs and markings where needed.
- Provide short-cuts to bicyclists and pedestrians where possible, through continuing paths from dead end roads, or across railroad tracks and other barriers.

Policies, Goals and Objectives

GOAL: Increase the use of bicycles in the New Richmond Area

Objectives:

- Develop and distribute maps and brochures.
- Provide sufficient bike parking at all public buildings.
- Consider special incentives for biking for public employees.
- Encourage employers to adopt incentives.
- Mark bike lanes on at least one east/west and one north/south corridor.
- Support the national "Bike to work day". Promote it locally.

GOAL : Reduce the rate of bicycle and pedestrian crashes and minimize the severity of injuries.

Objectives:

- Enforce bicycle traffic ordinances.
- Develop or encourage safety education programs in the public schools.
- Target enforcement at motorists to protect cyclists and pedestrians.
- Implement a "Recommended routes to school program"
- Support a helmet promotion program through Hospital and/or public agencies.
- Collect and analyze accident data through hospital and police.
- Construct safe facilities using State and AASHTO standards.

GOAL: Construct facilities that will enhance the image and quality of life in the New Richmond area and expand recreational opportunities for area residents

Objectives:

- Develop a trail corridor to and around the Hatfield Lake area
- Develop trail linkages with the Casey rail-trail west of WITC.
- Name, map and promote new and existing trail facilities.
- Support efforts for the development of the Paperjack Creek Trail
- Work with county and township officials to ensure continuity and connectivity.

Policies, Goals and Objectives

GOAL: Improve conditions for bicyclists and pedestrians in a cost-effective manner.

Objectives:

- Acquire rights of way and require construction of facilities in developing and redeveloping areas as part of the annexation and/or building permit process.
- Consider City rights of way, utility easements, rail rights of way, etc. for possible use as bikeway/walkway corridors.
- Consider and design for multi-use facilities where use rates are not expected to create user conflicts.
- Institutionalize safe access for bicyclists and pedestrians through design standards and new policies.

GOAL: Ensure destination points are as accessible to pedestrians and bicyclists as they are to motorists.

Objectives:

- All roads should remain legally accessible to bicyclists and pedestrians.
- Provide bike-activated signals at intersections where the light must be triggered.
- Provide safe travel corridors for non-motorists to all schools, parks and shopping centers in the New Richmond Area.

AIR TRANSPORTATION: To provide and maintain a safe air transportation system to serve area development patterns and to meet travel and freight service demands of the area.

Policies

- The New Richmond airport system will be maintained to provide an adequate level of service to existing and anticipated patterns of development, especially areas of population concentration and activities which generate significant travel demands throughout the greater New Richmond area.
- The New Richmond Airport shall be maintained in conformity to the standards set forth in the Wisconsin Airport System Plan and shall provide the type of service indicated within its classification.
- A New Richmond Airport Master Plan shall be prepared adopted and kept up to date to ensure continued compatible uses with adjoining and adjacent property.
- Land proposed for consideration for an airport expansion of any kind should be reserved as soon as possible.

Policies, Goals and Objectives

- Adequate parking area will be maintained at the New Richmond Airport.
- The New Richmond area Airport will be integrated in its planning and operation with all other transportation modes.

Objectives

- Coordinate with the New Richmond Airport and its commission to aid in providing the community with economically viable air transportation.

TRANSPORTATION

GOAL Build new or improved arterial roads.

Follow guidelines for neighborhood streets:

- Interconnected
- Narrower than the present standard of 36 feet
- Sidewalks
- Continue to build a bicycling network along the greenways and on-street.
- Extend bus Service.

Objective 1 -- Land Use and Smart Growth. Connect Smart Growth Land Use decisions with transportation goals and objectives.

Objective 2 -- Balanced and Efficient Transportation System. Create a balanced and efficient transportation network that provides viable alternatives to driving and maximizes use of existing investments.

Objective 3 -- Thoroughfare System. Work with WisDOT, St. Croix County, and the MPO to maintain a thoroughfare system that ensures:

- Safe and efficient movement of people and goods
- Efficient and cost-effective use of public resources
- Minimal negative impacts to adjacent land uses and the community
- Consistent, predictable and comfortable driving environments

Objective 4 -- Traffic Congestion. Mitigate traffic congestion when and where necessary to maintain traffic flow and minimize travel delays.

Objective 5 -- Neighborhood Streets.

Objective 6 -- Pedestrian Environment.

Objective 7 -- Transit Ridership. Create an environment in which transit can

Policies, Goals and Objectives

compete as a viable and competitive transportation choice and increase choice ridership, which will benefit transit dependents as well as reduce auto trips and parking infrastructure needs.

Objective 8 -- Bicycle Network. Create a connected bicycle network that provides for transportation as well as recreational bicycling.

Objective 9 -- Parking Management.

Objective 10 -- Passenger Rail. Consider opportunities to bring passenger rail service to Twin Cities.

Objective 11 -- Railroads.

Objective 12 -- Airport.

Objective 13 -- Trucking.

Objective 14 -- Intricate Bus. Maintain viable intercity bus access to the community.

Improve areas/intersections causing the highest level of pedestrian/vehicle conflict and/or congestion.

Increase the number of transportation options available in the City by creating a system to connect bicycle, pedestrian, automobile and transit routes with popular destinations and attractions within and around the City.

Explore opportunities to improve/develop alternative transportation routes to and from the City.

Urban Area Recommended Functional Classification System

New Richmond Urban Area
Recommended Functional Classification System
January 2005

