

## TRANSPORTATION

### *LOCAL & COUNTY TRANSPORTATION SERVICES*

The transportation system of St. Croix County is a major factor in promoting, sustaining and directing the growth and development occurring in the county. It can have intended and unintended consequences on the manner in which a community grows; consequently, it should be addressed through planning. Planning can help manage transportation impacts by guiding and accommodating desired growth. Decisions about transportation improvements can affect land uses and land values. Similarly, economic, housing and land use decisions can increase or modify demands on transportation systems including highways, air, rail, pedestrian, bike and other modes. The Town of Richmond is heavily influenced by the easy access to the transportation system. A trend analysis of this evolving transportation system provides insight into the impacts and future transportation needs of the town.

### *ROAD SYSTEM*

The local, county and state road system in the Town of Richmond is shown on the Transportation System map below. The connectivity of the road system is impacted by the Willow River which runs parallel to CTH A and splits off the northwest corner of the town. There are a limited number of river crossings available. The rest of the town has easy access to STHs 65 and 64 and CTHs A, E, G, GG and K.

Richmond works with the County Highway Department and Wisconsin Department of Transportation (WisDOT) on street and road maintenance and improvements utilizing two state programs for assistance, these are described below. There are also several state and federal programs which offer financial assistance for road improvements and reconstruction, further information is available on the WisDOT website.

- The Wisconsin Department of Transportation (WisDOT) has developed two systems to assist local governments in collecting information, monitoring, maintaining, upgrading and replacing local roads and budgeting for those activities. According to the WisDOT website, the Wisconsin Information System for Local Roads (WISLR) is an Internet-accessible system that helps local governments and WisDOT manage local road data to improve decision-making, and to meet state statute requirements. With Geographic Information System technology, WISLR combines local road data with interactive mapping functionality. The result is an innovative system that allows local communities to display their data in a tabular format, on a map, or both. WISLR is a receptacle for local road information, such as width, surface type, surface year, shoulder, curb, road category, functional classification, and pavement condition ratings.
- WISLR can be used with another WisDOT program, the Pavement Surface Evaluation and Rating System (PASER). PASER provides a uniform way of determining and recording the physical condition of pavement. PASER rates paved roadways surfaces on a scale of 1 to 10, and gravel roads on a scale of 1 to 5. A rating of 10 for a paved roadway and a rating of 5 for unpaved roadway are considered new roadways, while a rating of 1 for both will require total reconstruction. Local communities are required to evaluate and report local road pavement conditions every two years to WisDOT using PASER.

- WISLR and PASER can be used together by local communities to develop and budget for planned maintenance and reconstruction schedules for local roads. Both programs are internet accessible and free to local communities.
- The Local Roads Improvement Program (LRIP) was established in 1991 by WisDOT to assist local units of governments in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages. LRIP is a reimbursement program, which pays up to 50 percent of total eligible costs with local governments providing the balance. Projects must be built to appropriate road standards and adhere to applicable program requirements. There are three subprograms within LRIP, the Town Road Improvement Program (TRIP) to assist towns, the Municipal Street Improvement Program (MSIP) to assist cities and villages, and the County Highway Improvement Program (CHIP).

### *TRUCKING & WATER TRANSPORT*

Trucking transportation services were not dealt with separately in the Town of Richmond, as they are covered by the town, county and state road systems.

There are no significant passenger or freight water transportation services in the Town of Richmond or in St. Croix County. The nearest is the barge traffic on the Mississippi river. Water transportation within the county is primarily recreational in nature (e.g., canoeing, fishing, water-skiing) occurring throughout the county on its many rivers and lakes, with some larger recreational boats and sailboats on Lake St. Croix. Paddlewheel and other riverboat excursions are also available along the St. Croix River for sight-seeing and dinner cruises.

### *AIR*

- St. Croix County has one publicly owned airport located in the City of New Richmond. The New Richmond Regional Airport (NRRRA) opened in 1964. It is the fifth largest in the State of Wisconsin by number of aircraft, with two runways, averaging 122 flights per day. Over 175 aircraft are based in privately-owned hangars. There is a seaplane access with 23 seaplanes in use. There is no scheduled passenger service at this facility; however, there is private charter service available.
- This airport is one of the fastest growing in the Midwest. In 2004 a corporate hangar area was added and in 2005 the hangar area was expanded. In 2007 the airport expanded the runway by 1,500 feet, for a new total of 5,507 feet. Also a lighted taxiway, parallel to the runway was constructed.
- NRRRA is home to 11 aviation-related businesses and several business aircraft. The airport contributes over nine million dollars per year to the New Richmond area economy.
- State statutes allow the City of New Richmond to utilize its zoning ordinance and building code authority to regulate land use, construction standards and structure height in areas within a three-nautical-mile radius from the NRRRA. The Town of Richmond is impacted by the regulation of airspace surrounding the airport. See Transportation System map below.
- In April 2008 the City of New Richmond adopted a height limitation zoning ordinance and general building standards. The height limitations are elevations permissible above mean sea level in feet. Specific information on the height limitation in each zone and the

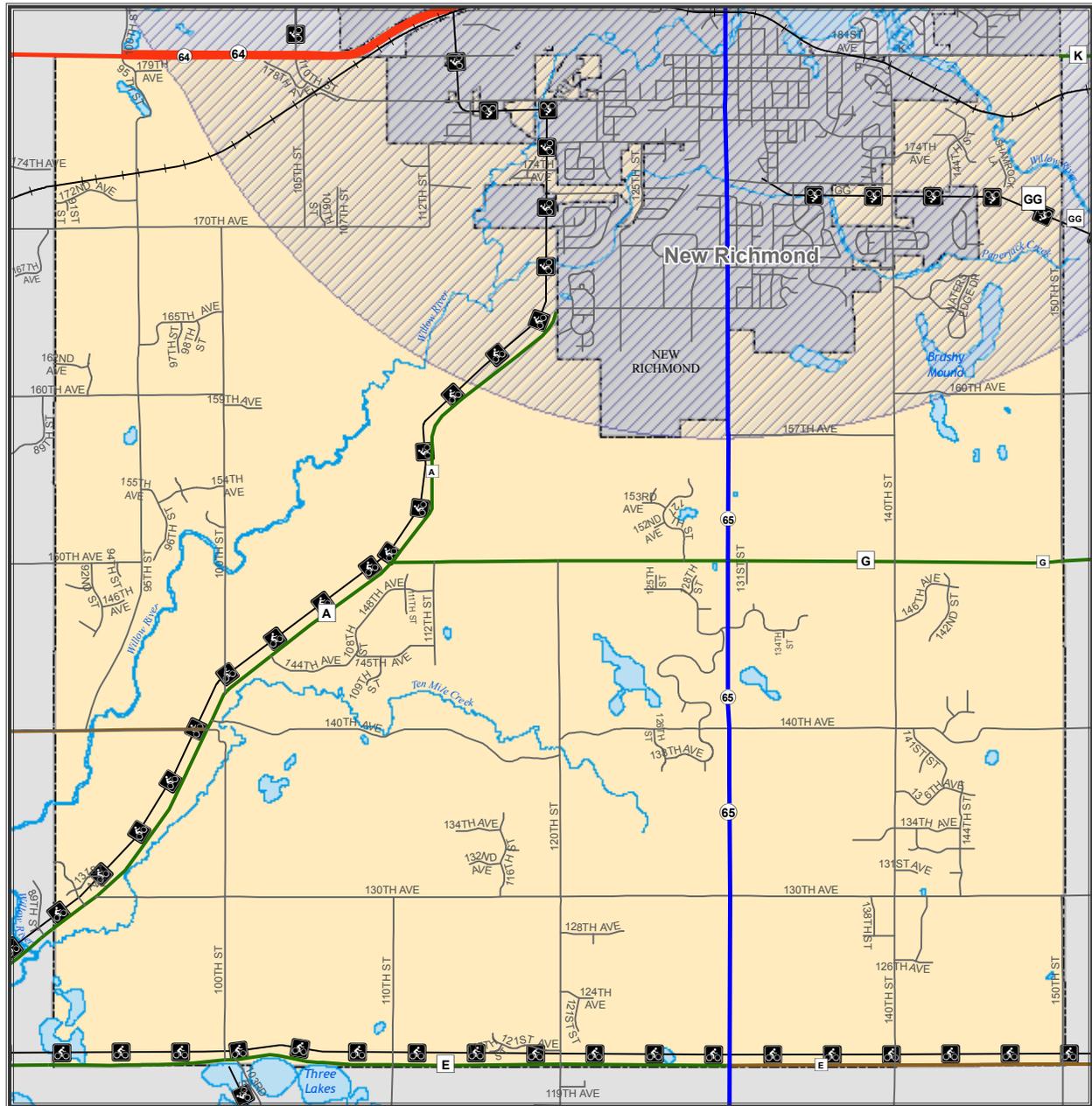
building and construction standards can be found on the NRRRA's website, [www.nrrairport.com/buildingcode.htm](http://www.nrrairport.com/buildingcode.htm).

- The New Richmond Regional Airport (NRRRA) governing board was expanded in 2007 to add a representative from the Town of Star Prairie. A town resident has been appointed by the Star Prairie Town Board to represent those people who live within the influence of the airport on the NRRRA board. This representation could be expanded to include the towns of Stanton, Richmond and Erin Prairie that also have residents and property influenced by the airport.
- A number of projects for the New Richmond Regional Airport are included in the WisDOT Airport Improvement Plan 2008-2012. The 2010 through 2012 construction projects include constructing a new building, installing water and sewer mains and constructing a helicopter landing and hangar area.
- The Minneapolis-St. Paul International Airport, which is approximately 25 miles from the west St. Croix County line and 39 miles from the Roberts exit to Interstate 94, provides scheduled commercial air service.
- The Minneapolis-St. Paul International Airport will continue to provide the primary scheduled passenger air service for St. Croix County and the Town of Richmond.
- There are no privately owned airstrips in the Town of Richmond.

## *RAIL*

- St. Croix County is served by two railroads with east-west routes, the Union Pacific (UP) and Canadian Pacific (CP).
- The UP Railroad operates the former Chicago-Northwestern (CNW) mainline between Minneapolis-St. Paul and Chicago. This line travels through the towns of Springfield, Baldwin, Hammond, Warren and Hudson and serves the communities of Hudson, Roberts, Baldwin, Hammond, Woodville and Wilson.
- The CP Railroad operates the former Milwaukee Road/Soo Line, a branch line that provides shipper connections in Minnesota and to the east for the communities of Somerset and New Richmond. The CP traverses the towns of Glenwood, Emerald, Cylon, Erin Prairie, Star Prairie, Richmond, Somerset. Utilizing a railroad spur, the train makes one stop in Cylon at the Precision Ag fertilizer plant for freight deliveries on a request basis.
- The Canadian Pacific line goes through the Town of Richmond in Sections 1, 5 and 6. There are no scheduled stops at this time.
- The mainline connections of the UP route between Minneapolis-St. Paul and Chicago will continue to ensure rail service to communities along this route.
- The availability of service provided by the regional CP rail line is dependent upon the level of shipping generated by individual communities along this route and by access to larger rail systems to the west and east.
- No passenger rail service is currently available. However, a group of local governments and business leaders are working together as the West Central Wisconsin Rail Coalition to promote passenger rail service between Minneapolis/St. Paul and Chicago with a route through West Central Wisconsin.

# Richmond Transportation System



Principal Arterials	Railroad
Minor Arterials	Bike Route
Major Collectors	Airport Zone
Minor Collectors	Richmond Boundary
Local Roads	

0.5 0 0.5 1 Miles

Source: 2008 Functional Road Classification System, Wisconsin Department of Transportation, St. Croix County

***PUBLIC TRANSIT & SPECIALIZED TRANSPORTATION***

- There are several specialized transportation services for the elderly and disabled available in St. Croix County that are supported by public funding and some that are supported through private pay.
- The St. Croix County Aging and Disability Resource Center (ADRC) coordinates several demand-responsive specialized transportation services utilizing their site transportation vans and using volunteers to provide transport.
- There are programs in St. Croix County that provide subsidized transportation services to medical appointments. The Volunteer Medical Transportation program provides door-to-door trips to medical appointments for people age 60 and over. In 2008 there were 520 one-way trips, in 2005 there were 542.
- Interfaith Volunteers of St. Croix County, a private, non-profit organization, collaborates with the ADRC to provide transportation to long-term medical appointments such as dialysis, radiation or chemotherapy, other therapies and long-distance medical appointments. Volunteers also help those over age 60, who want to continue to live in their own homes, to complete daily needs such as grocery shopping. Each month volunteers serve an average of 25 people on 65 one-way trips for about 4,500 miles. Destinations include Amery, Stillwater, Menomonie, Maplewood, St. Paul and local communities.
- The ADRC is participating in a multi-county collaborative effort working with the New Freedom Transportation Program administered by the Center for Independent Living in Western Wisconsin based in Menomonie. The program provides volunteer-based, transportation to people with disabilities of all ages. Forty-eight hour advance notice is required but wheel-chair accessible vans are not available. In 2008, 678 one-way trips were provided.
- The Specialized Van Transportation program provides transportation to people age 60 and older and to those with disabilities or the spouses of either. The general public may ride on a space-available basis. The vans provide transportation to local senior centers/nutrition sites, medical, employment, shopping and social destinations within each community. The vans in four communities are handicapped accessible. Days and times of van service vary by community. Requests for service are made by contacting the senior center in each community that the van is located. Requests must be made 24-48 hours in advance.
- The 2008 total number of one-way trips to nutrition sites/senior centers by the Specialized Van Transportation program was 16,908. This is down from 22,280 in 2005. The decrease is reflective of the changing demographics of seniors. More senior citizens are receiving home-delivered meals than are traveling to nutrition sites due to health concerns. This trend is occurring state-wide. The trips per community nutrition site, break down as shown in the following chart.

**Van Transportation Services to Nutrition Sites -- 2005 & 2008  
St. Croix County**

COMMUNITY	FLEET VEHICLE	ONE-WAY TRIPS	
		2005	2008
Cities/Villages		2005	2008
Glenwood City	Mini-bus: 14, Mini-van: 4 +1 wheelchair	2134	2108
Hudson	Bus: 12 + 1 wheelchair	3796	4300
New Richmond	Bus: 12 + 1 wheelchair	9068	3668
Baldwin	Mini-bus: 8 + 1 wheelchair	1774	1564
Deer Park	2 Mini-vans: 7 each	14	283
Hammond/Roberts	Mini-van: 6	450	993
Somerset	Mini-van: 14	2260	1042
Woodville	Mini-van: 7	2784	2950
<b>Total</b>	<b>10</b>	<b>22,280</b>	<b>16,908</b>

Source: St. Croix County Aging and Disability Resource Center

- St. Croix County contributes to the support of two shared ride taxi services that are subsidized by state and federal funding. Both have lift-equipped vans and provide door-to-door service. The River Falls Shared-Ride Taxi Service provides rides within the city limits. It is a combination of public and private pay and is available to elderly and disabled consumers. In 2008, 10,304 one-way trips were given to St. Croix County residents. In 2005 annual, one-way rides were approximately 7,869 in St. Croix County.
- The City of New Richmond sponsors a shared-ride taxi service that operates within and up to 1 ½ miles outside of the city limits, which includes portions of the towns of Richmond, Erin Prairie, Stanton and Star Prairie. It is available for elderly and disabled consumers through a combination of public and private pay. The service used to travel up to five miles outside the city, but the distance was reduced in 2006 to improve service and manage costs. The taxi service provided the following number of passenger trips: 9,747 in 2004, 11,011 in 2005, 11,327 in 2006, 12,763 in 2007 and 11,835 in 2008.
- Another service available in St. Croix County is the New Richmond Transport Service that provides non-emergency transport between local communities such as Baldwin, Hudson, New Richmond, River Falls, Twin Cities and neighboring counties. The service is for both disabled and nondisabled people to medical and any other trip destinations on a scheduled basis only. This service is available to anyone for private pay and through other funding options, such as Medicaid. The number of trips is limited due to the number of vans and the number of calls in an area.
- The growing elderly population in St. Croix County will continue to place increasing demands on specialized transportation services.
- Other private transit services for specific purposes or populations do exist in the county. St. Croix Industries provides fixed route and special event transportation for their program participants. Hudson Hospital offers demand responsive service to clients within 15 minutes of the hospital. Baldwin Care Center and Park View Home in Woodville also offer transportation for their residents.

**COMMUTER SERVICES**

- Metro Transit maintains a database of individuals who work in the region and have expressed a desire to commute to work or events via carpool or vanpool. This commuter database uses a person’s home address, work address and work hours to find others who live and work near them and who have similar schedules or interests. Their website is: [www.metrotransit.org/rideshare/](http://www.metrotransit.org/rideshare/).
- Great Rivers Transit is a private subscription bus service that provides a daily bus commuter service to and from Hudson and River Falls park and ride lots to Minneapolis and St. Paul. Great Rivers is designed to be used via their website, [www.greatriverstransit.com](http://www.greatriverstransit.com). Subscribers choose the route they prefer, pay for service online and start riding either daily or occasionally.
- A new intercity bus service began on July 17, 2008, between Minneapolis/St. Paul, Minnesota and Milwaukee, Wisconsin, with intermediate stops in Hudson, Menomonee, Eau Claire, Chippewa Falls, Stanley, Abbotsford, Wausau, Wittenberg, Shawano, Green Bay, Manitowoc, and Sheboygan. The service runs once in each direction daily, and allows for connections with Greyhound Lines from Eau Claire to Tomah and Madison, and from Green Bay to Appleton, Oshkosh, and Fond du Lac. The service is initially being funded by a federal grant through the Supplemental Transportation Rural Assistance Program (STRAP), received by the City of Stanley
- Existing park and ride lots for cars and van pools are located to provide connections for commuter transit to the Minneapolis-St. Paul Metropolitan Area. The continued growth of the St. Croix County commuting work force warrants investigation of whether additional park and ride lots are needed and where they should be located.
- Park and ride lots serving the Town of Richmond are described in the following chart. All lots maintained by the Wisconsin Department of Transportation have security lights and telephones. The City of New Richmond maintains a parking lot east of the airport entrance on STH 65, at the north end of the city. The lot has a security light.

***Car and Van Pool Lots – 2009  
St. Croix County***

LOT	# PAVED STALLS
STH 65/Airport (New Richmond)	30
I-94 Carmichael Road Interchange (Hudson)	168
Hanley Road /Old Hwy. 35 (Hudson)	74
STH 35/65 (River Falls)	124
I-94/STH 65 Interchange (Roberts)	48
I-94/USH 63 Interchange (Baldwin)	36
USH 63/STH 64 East Intersection (4-Corners)	24
<b>Total</b>	<b>504</b>

Source: Wisconsin Department of Transportation

## COMMUTING PATTERNS

### Commuting Patterns of St. Croix County Residents – 1990 to 2000 By Place of Work

PLACE OF WORK	1990	% OF TOTAL	2000	% OF TOTAL	CHANGE 1990- 2000
<b>Minnesota Counties:</b>					
Dakota	549	2.17%	1,025	2.99%	476
Hennepin	1,590	6.27%	2,869	8.38%	1,279
Ramsey	4,261	16.81%	5,173	15.11%	912
Washington	3,302	13.03%	5,245	15.32%	1,943
All Others	238	0.94%	649	1.90%	411
<b>Wisconsin Counties</b>					
Dunn	238	0.94%	306	0.89%	68
Pierce	857	3.38%	1,272	3.71%	415
Polk	359	1.42%	658	1.92%	299
All Others	244	0.96%	368	1.07%	124
Other States	103	0.41%	102	0.30%	-1
<b>Subtotal Outgoing Commuters</b>	<b>11,741</b>	<b>46.28%</b>	<b>17,667</b>	<b>51.59%</b>	<b>5,926</b>
<b>St. Croix County</b>	<b>13,606</b>	<b>53.68%</b>	<b>16,579</b>	<b>48.41%</b>	<b>2,973</b>
<b>Total</b>	<b>25,347</b>	<b>100.00%</b>	<b>34,246</b>	<b>100.00%</b>	<b>8,899</b>

Source: 1990, 2000 U.S. Census.

### Commuters to St. Croix County – 1990 to 2000 By Place of Residence

PLACE OF RESIDENCE	1990	% OF TOTAL	2000	% OF TOTAL	CHANGE 1990-2000
<b>Minnesota Counties:</b>					
Dakota	75	0.40%	244	0.94%	169
Hennepin	124	0.67%	424	1.63%	300
Ramsey	310	1.66%	524	2.02%	214
Washington	590	3.17%	958	3.68%	368
All Others	179	0.96%	581	2.23%	402
<b>Wisconsin Counties</b>					
Dunn	697	3.74%	1,347	5.18%	650
Pierce	1,836	9.86%	3,154	12.13%	1,318
Polk	842	4.52%	1,542	5.93%	700
All Others	300	1.61%	539	2.07%	239
Other States	68	0.37%	107	0.41%	39
<b>Subtotal Incoming Commuters</b>	<b>5,021</b>	<b>26.96%</b>	<b>9,420</b>	<b>36.23%</b>	<b>4,399</b>
<b>St. Croix County</b>	<b>13,606</b>	<b>73.04%</b>	<b>16,579</b>	<b>63.77%</b>	<b>2,973</b>
<b>Total</b>	<b>18,627</b>	<b>100.0%</b>	<b>25,999</b>	<b>100.0%</b>	<b>7,372</b>

Source: 1990, 2000 U.S. Census

- St. Croix County residents are commuting to jobs outside the county in steadily increasing numbers.
- The number of residents commuting to the Twin Cities Metropolitan Area increased by slightly over 5,900 residents since 1990.

- In 2000, there were more residents working outside St. Croix County than inside.
- From 1990 to 2000, St. Croix County added over 7,000 new jobs within the county. However, county residents fill less than half of those jobs. Workers from outside St. Croix County fill over 4,000 of those jobs.

***Commuting By Place of Work -- 1990 to 2000  
Town of Richmond & Neighboring Communities***

TOWN/COMMUNITY	YEAR	ST. CROIX COUNTY	% OF TOTAL	OTHER WISCONSIN COUNTIES	% OF TOTAL	WORKED OUTSIDE WISCONSIN	% OF TOTAL	TOTAL
<b>Richmond</b>	<b>1990</b>	<b>525</b>	<b>68.0</b>	<b>23</b>	<b>3.0</b>	<b>224</b>	<b>29.0</b>	<b>772</b>
<b>Richmond</b>	<b>2000</b>	<b>474</b>	<b>53.7</b>	<b>82</b>	<b>9.3</b>	<b>326</b>	<b>37.0</b>	<b>882</b>
Erin Prairie	1990	242	74.2	10	3.1	74	22.7	326
Erin Prairie	2000	242	62.5	14	3.6	131	33.9	387
St. Joseph	1990	427	29.7	21	1.5	992	68.9	1440
St. Joseph	2000	616	32.7	34	1.8	1233	65.5	1883
Somerset	1990	330	33.1	47	4.7	621	62.2	998
Somerset	2000	545	36.3	77	5.1	878	58.5	1500
Star Prairie	1990	517	54.9	51	5.4	373	39.6	941
Star Prairie	2000	752	47.7	102	6.5	721	45.8	1575
Warren	1990	300	55.5	18	3.3	223	41.2	541
Warren	2000	358	46.9	42	5.5	363	47.6	763
C. New Richmond	1990	1655	69.7	83	3.5	638	26.9	2376
C. New Richmond	2000	1779	56.2	234	7.4	1151	36.4	3164
V. Somerset	1990	231	41.5	31	5.6	294	52.9	556
V. Somerset	2000	306	39.5	39	5.0	430	55.5	775
V. Star Prairie	1990	142	63.4	7	3.1	75	33.5	224
V. Star Prairie	2000	136	49.1	39	14.1	102	36.8	277
<b>St. Croix County</b>	<b>1990</b>	<b>13,606</b>	<b>53.7</b>	<b>1677</b>	<b>6.6</b>	<b>10,043</b>	<b>39.7</b>	<b>25,326</b>
<b>St. Croix County</b>	<b>2000</b>	<b>16,759</b>	<b>48.7</b>	<b>2604</b>	<b>7.6</b>	<b>15,065</b>	<b>43.8</b>	<b>34,428</b>

Source: 1990, 2000 U.S. Census

- From 1990 to 2000, the number of Richmond residents commuting to jobs in St. Croix County decreased by about 15 percent from 525 to 474, this probably reflects a continuing decline in farm workers.
- The percentage of residents commuting to jobs in St. Croix County is very close to the percentage for the county as a whole.
- From 1990 to 2000, the number of Richmond residents commuting to jobs in other Wisconsin counties increased by about 6 percent.
- From 1990 to 2000, the number of Richmond residents commuting to jobs outside Wisconsin increased by about 8 percent. This was largely due to the increased in new housing and influx of buyers who work in the Twin Cities but live in Wisconsin.

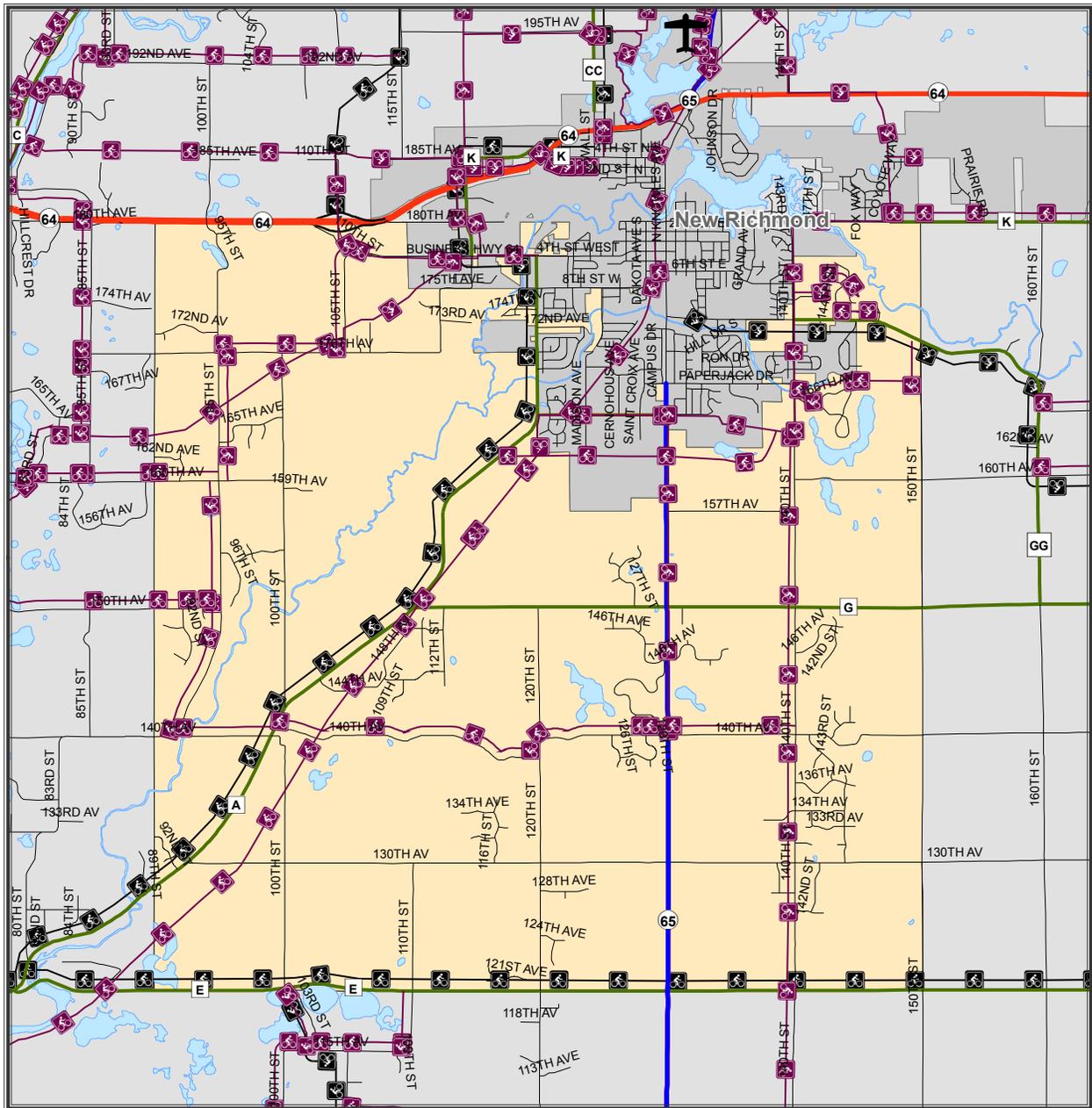
## ***BIKEWAY SYSTEM***

- The 2006 St. Croix County Outdoor Recreation Plan identifies the existing bicycle route system in St. Croix County.
- In the Town of Richmond the route includes shared roadway along county roads E, K and GG and part of A and paved shoulder along the remainder of CTH A. They are designated and marked by the St. Croix County Highway Department in conjunction with the town board. Please see the Transportation System map.
- The Outdoor Recreation Plan also recommended that a county-wide trail plan for a multi-jurisdictional trail system be developed to link local, county, state and federal parks, facilities, trails and natural areas with municipalities, school, other trails and connection points and to meet the needs of commuters, recreation and tourism.
- In 1995, the St. Croix County Highway Department developed a bicycle transportation plan that addressed use of the bicycle as a transportation alternative. Bicycle traffic is allowed on most roads in St. Croix County, but some routes are recommended as the most direct routes between locations. These routes are either shared roadways or paved shoulders based on traffic levels, pavement condition and width and shoulder width.
- St. Croix County, working with cities, villages, towns, special interest groups, the County Highway Department and the West Central Wisconsin Regional Planning Commission developed and adopted the St. Croix County Parks and Recreation Bicycle and Pedestrian Plan in March, 2008 to implement the Outdoor Recreation Plan recommendation and update the bicycle transportation plan for the Highway Department.
- The 2008 plan recommended keeping the current bicycle route system and adding 15 miles of gravel roads by paving for shared roadway facilities, 50 miles of shoulder paving and approximately 65 miles of separate bicycle trail facilities.
- The Town of Richmond participated and supported the county in developing the Bicycle and Pedestrian Plan and recommended adding additional segments to the bike route system. These recommendations were incorporated into the county-wide plan.
- Based on the 2008 plan, the town may want to encourage the county to provide signed, paved shoulders when ever county roads are upgraded and where existing facilities can accommodate them to improve safety and functionality of routes.
- Recommended bicycle route upgrades are shown on the Future Bike Routes map below. Generally the recommended improvements are off-road bike paths or paved shoulder with bike route designation. Additional shared roadways that don't require any improvements are also shown.
- County and state road improvements for bicycles include widening the existing paved shoulder on portions of CTH A, developing off-road bike paths on STHs 64 and 65 in conjunction with WisDOT when possible, and developing off-road bike paths on former or existing railroad grades when opportunities occur.
- An off-road bike path should be incorporated into planning for the road upgrades from the future diamond interchange at STH 64 southeast into the City of New Richmond.
- Town road improvements include constructing an off-road bike path on 140<sup>th</sup> Street from CTH E to CTH K and the New Richmond city limits, connecting town residents to New

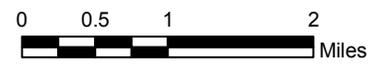
Richmond schools by developing off-road paths along extensions of West Richmond Way and 165<sup>th</sup> Avenue.

- The Bicycle and Pedestrian Plan also recommends additional town roads be designated and signed as bicycle routes on shared roadways in the future. The Town roads that should be designated include: 105<sup>th</sup> Street south from STH 64 to 170<sup>th</sup> Avenue, 170<sup>th</sup> Avenue west to 95<sup>th</sup> Street, 95<sup>th</sup> Street south to 140<sup>th</sup> Avenue, 150<sup>th</sup> and 160<sup>th</sup> Avenues west from 95<sup>th</sup> Street to the town border, 140<sup>th</sup> Avenue east from 95<sup>th</sup> Street to 140<sup>th</sup> Street. Also as these roads become connected, 174<sup>th</sup> Avenue, 176<sup>th</sup> Avenue and Shamrock Lane, from 140<sup>th</sup> Street to CTH GG should be bicycle routes to provide access for the Willow River Meadows and Willow Valley subdivisions and any others that are developed. Finally, 150<sup>th</sup> Street south from CTH GG to 166<sup>th</sup> Avenue and 166<sup>th</sup> Avenue west from 150<sup>th</sup> Street to 140<sup>th</sup> Street should be designated as shared roadway bike routes.
- The County Bicycle and Pedestrian Plan also recommends developing off-road bike paths on former or existing railroad grades when opportunities occur with willing property owners.

# Richmond Future Bike System



	Principle Arterials		Existing Bike Route
	Minor Arterials		Future Paved Shoulder or Off Road Bike Path
	Major Collectors		Richmond Boundary
	Minor Collectors		
	Local Roads		



Source: 2008 Functional Road Classification System, Wisconsin Department of Transportation, St. Croix County

**COUNTY, STATE & REGIONAL TRANSPORTATION PLANNING**

**FUNCTIONAL/JURISDICTIONAL STATUS**

The functional and jurisdictional status of the roadways in the Town of Richmond are shown on the Transportation System map above. The WisDOT determines arterial and major and minor collector road status.

- Principal arterials include State Highway 64 and Business 64.
- Minor arterials include State Highway 65.
- Major collectors include County Highways A, G, and CTH E west of STH 65.
- Minor collectors include County Highways E east of STH 65 and GG.
- All other county and town roads have local functional status regardless of which municipality has jurisdictional status.

**AVERAGE DAILY TRAFFIC**

Annual Average Daily Traffic counts, from the Wisconsin Department of Transportation, for federal, state and county roadways within or next to the Town of Richmond are shown in the chart below. These traffic counts are taken from the Wisconsin Department of Transportation’s 2007 Wisconsin Highway Traffic Volume Data, published October 2008. The data was collected from the years 1994, 1997, 2000, 2001 and 2004. In St. Croix County the data is from 2000.

**AADT By Roadway Segment -- 1994 to 2004  
Town of Richmond**

ROADWAY	ANNUAL AVERAGE DAILY TRAFFIC			
	1994	1997	2000	2004
STH 64, Richmond	8800	6900	5900	6700
STH 65, Richmond	9200	6600	8100	10,200
CTH A, Richmond	3100	3000	3800	4700
CTH GG, New Richmond	N/A	1500	2400	2700
CTH E, Richmond	520	560	640	810
CTH G, Richmond	1900	2300	2800	3100
CTH K, Richmond	1200	1100	1100	790
CTH K, New Richmond	N/A	2200	2600	3300

Source: 1994, 1997, 2000, 2004 Wisconsin Highway Traffic Volume Data.

- The Annual Average Daily Traffic (AADT) counts for the Town of Richmond have generally remained consistent or increased from 1994 to 2004.
- The exception to this is the counts for year 2000. These counts are misleading because during 2000 State Trunk Highway 65 was being resurfaced which caused drivers to seek alternate routes to avoid the construction. In some instances driver choices resulted in higher traffic counts but in others it resulted in lower traffic counts.
- The most heavily traveled route in the Town of Richmond is State Trunk Highway 65, with about 10,200 cars per day in 2004, an increase of about 26 percent over 2000.

- AADT on STH 64 decreases about 2,300 vehicles after going through the City of New Richmond. Some of the decrease may have been due to road construction in 2004.
- Traffic on STH 64 is busy with an average of 6,700 AADT. That count has not been updated since 2001, probably due to the planned road construction.
- The most heavily traveled county roads are A, G, K west of New Richmond and GG.

### *HIGHWAY INVESTMENTS*

Highway projects that are currently programmed by State and County Highway Departments to address highway improvement needs reflect a substantial investment in the highway infrastructure in St. Croix County and the Town of Richmond.

- WisDOT resurfaced and made short-term improvements to the STH 64 corridor from New Richmond to USH 63 in 2009. This project included improvements to the STH 64 and CTH T intersection.
- Conversion of STH 35/64 to a four-lane expressway was completed fall of 2006 including the Stillwater Bridge approach to Somerset and to New Richmond. 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.
- The WisDOT's long-term plan is to convert STH 64 to a four-lane freeway with very limited access. There will be three accesses, in Somerset, New Richmond and at 110<sup>th</sup> Street in Richmond and Star Prairie. Additional frontage roads will be needed to reroute local traffic that previously had direct access to STH 64.
- WisDOT's short-term projects include constructing a round-about intersection at CTH G and STH 65 south of New Richmond. This is part of the WIS 65 Intersection Improvement Project, which is proposed to make safety improvements to four intersections along STH 65 from Roberts to New Richmond. The estimated construction time frame is 2012.
- The St. Croix County Highway Department's six-year highway improvement program identified about \$9.5 million for countywide highway work to be performed between 2004 and 2010. These projects included widening, minor reconstruction, major reconstruction and simple base improvements. County trunk highway projects identified within Richmond included CTH K from New Richmond to CTH T. An update to the six-year plan is underway.

### *REGIONAL TRANSPORTATION SYSTEMS*

All state and regional transportation system plans have been taken into account and evaluated by the Town of Richmond. The town has also evaluated the impacts of the City of New Richmond's area transportation planning. The city has identified an urban growth boundary and a transportation system that could serve that area. The city has also adopted an official map that includes the transportation system within the city limits and within the city's urban growth boundary. The Town of Richmond will continue to provide comments to the city regarding future transportation system planning and how that could coordinate with the City of New Richmond's planning and official map.

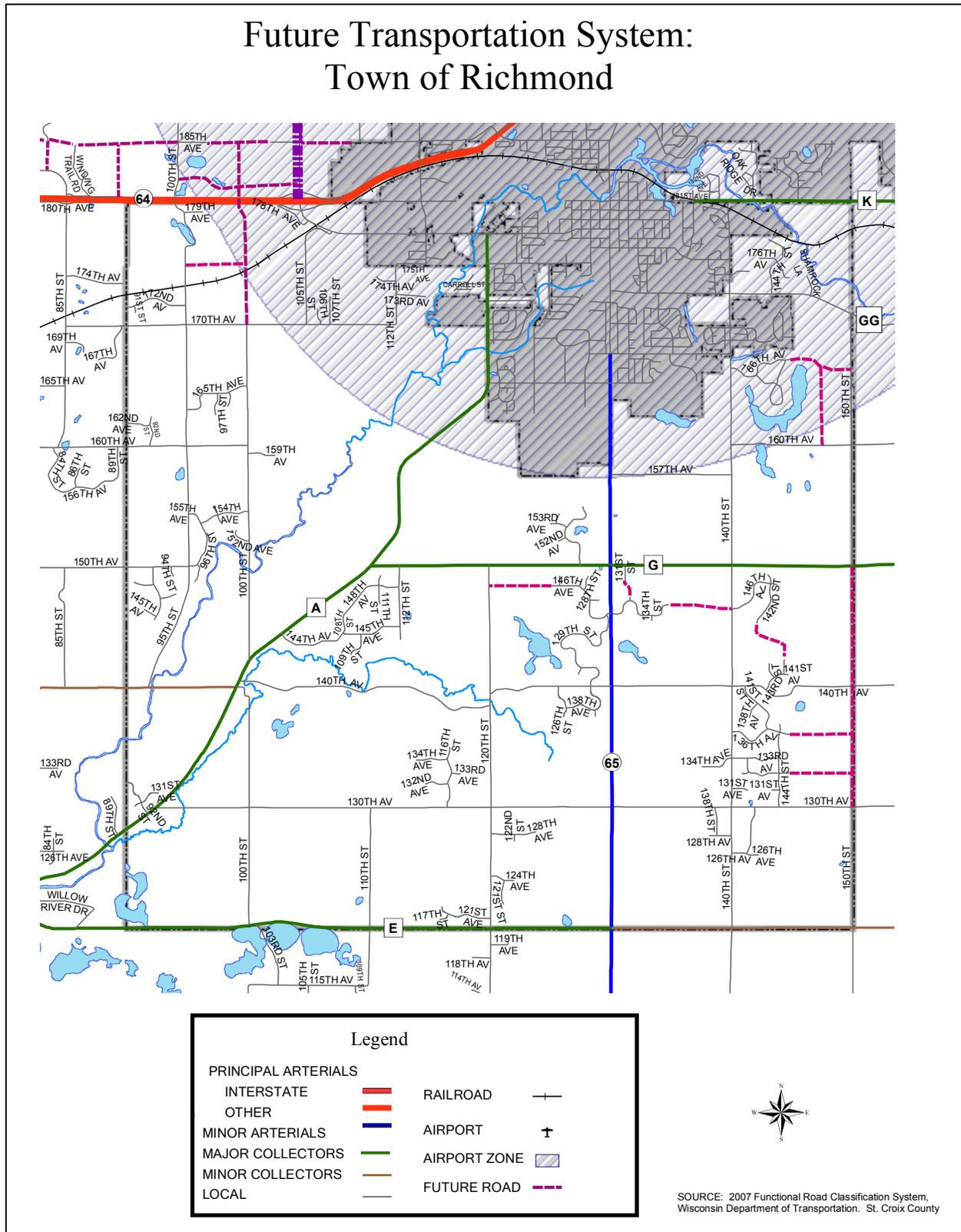
## *FUTURE TRANSPORTATION SYSTEM*

The future Transportation System map below identifies future roads and the connections they will accomplish within the Town of Richmond. The town anticipates that the functional classification of some roads will change over time as the traffic levels increase and road improvements are made.

The Richmond Plan Commission has worked with Wisconsin Department of Transportation and the towns of Star Prairie and Somerset to plan for future frontage roads that will be needed when WisDOT upgrades STH 64 from an expressway to a freeway. At that time all at-grade access to STH 64 will be removed and residents will need alternative access to the interchanges. This change is not anticipated for about 15 to 20 years. However, WisDOT is planning for the future upgrade and as part of that planning process has worked with local communities to identify future connections and linkages for existing homes. WisDOT also hopes local communities will adopt official maps to prevent development in future local and state roadway corridors. A frontage road to provide access for local residents to the 110<sup>th</sup> Street/STH 64 diamond interchange expansion would be created by extension of 179<sup>th</sup> /180<sup>th</sup> avenues. An overpass over STH 64 at 100<sup>th</sup> Street would eventually connect to 170<sup>th</sup> Ave. and may involve moving the railroad bridge that is at 95<sup>th</sup> Street.

Future connections for local access are planned around the CTH G and STH 65 intersection: 146<sup>th</sup> Avenue would be extended to 120<sup>th</sup> Street to the west and to the east, 131<sup>st</sup> Street would connect to 146<sup>th</sup> Avenue and 142<sup>nd</sup> Street would connect to 141<sup>st</sup> Street. Extensions to serve residential development include: 166<sup>th</sup> Avenue to 150<sup>th</sup> Street and a new road from 160<sup>th</sup> Avenue to 166<sup>th</sup> Avenue extended, extension of 150<sup>th</sup> Street from CTH G to 130<sup>th</sup> Avenue and connection of 136<sup>th</sup> Avenue and 133<sup>rd</sup> Avenue to extended 150<sup>th</sup> Street. These changes will be an important component of the town's future road system.

# Future Transportation System: Town of Richmond



## *TRANSPORTATION GOALS, OBJECTIVES & POLICIES*

**Goal:** The Town of Richmond’s transportation system should provide for the efficient and safe movement of people and goods; serve the planned land use pattern; minimize negative impacts such as congestion, noise and air pollution and meet the needs of multiple users and transportation modes.

### **Objectives:**

1. Ensure that transportation system improvements are coordinated with land development desires.
2. Coordinate multi-jurisdictional (town, village, city, county, state) transportation system improvements and maintenance in the Richmond area.
3. Provide for safe and adequate road capacities and road conditions.
4. Support and encourage the development of transportation system improvements for biking, hiking, and other transportation modes.
5. Preserve the scenic value along certain roadways to protect and enhance the Town of Richmond’s rural character.
6. Maintain a cost effective level of service.
7. Continue to support agricultural use of the transportation system.

### **Policies:**

1. Work with the county to update and implement Town Road Improvement Programs (TRIPs) to provide for the appropriate upgrading of town roads.
2. Continue to update and implement the WISLR and PASER programs to provide for the upgrading and maintenance of town roads.
3. Work, both as a town and with St. Croix County, to properly place and maintain road signs in the town so that these signs are in compliance with the Federal Manual on Uniform Traffic Control Devices.
4. Work with the county, state and private landowners in ensuring that road right-of-ways are clear of obstacles, particularly at road intersections. Road right-of-ways should be properly mowed and cleared.



Road improvements including widening and resurfacing on 140<sup>th</sup> Street. Photo by Shawn Demulling.

- 5. Post weight restrictions on existing town roads as necessary and consider the weight limits on local roads when reviewing development proposals.



Richmond is working on future plans with WisDOT and the railroad to improve or relocate this railroad overpass on 95<sup>th</sup> Street. The town may adopt an official map to facilitate relocation. Photo by Shawn Demulling.

- 6. Plan for the extension of existing town roads and a network of interconnected new roads to control highway access, preserve rural character, minimize extensive road construction, decrease road maintenance costs, provide for appropriate routes for trucks and emergency vehicles and serve planned development areas as shown on the future road plan map above.

- 7. As development pressure increases, develop and adopt an official map for the Town of Richmond to assist in planning for, designating and protecting roadway corridors for planned road extensions.
- 8. Communicate and work with the Wisconsin Department of Transportation, St. Croix County, landowners and private developers on corridor preservation projects: limit development and access along State Trunk Highways 64 and 65 to help preserve them as throughways and scenic image corridors. Do not limit access over or under those highways.

- 9. As new development occurs, discourage new private roads and explore options to make existing private roads public to improve access for emergency services, improve maintenance and decrease conflicts.



This tree-lined driveway leads to the Casey Farmstead in the Town of Richmond. Photo by Shawn Demulling.

- 10. Protect the visual quality of scenic roadways through site planning, driveway location, landscaping, signage,

and other standards, such as placing driveways along property lines, fencerows, or existing vegetation wherever possible. Decrease conflicts between agricultural uses and non-farm uses by directing traffic to alternative routes.

11. Discourage large amounts of “side of the road” residential and commercial development on State and county highways and arterial town roads to prevent congestion and preserve rural character and safety.
12. Evaluate and implement town impact fees on new development projects to offset additional expenses to the town for roads.
13. Designate specific town and county roadways for bicycle traffic and improve designated bicycle routes with shared roadways, wide, signed shoulders or off-road bike paths if opportunities occur, based on the Future Bike System map shown above. These changes would provide a coordinated system of bike routes to access the City of New Richmond, villages of Somerset and Roberts and park and school system serving town residents. It would provide better, safer connections for residents.



The rail line in the northwest corner of Richmond does not have a stop in Richmond. Photo by Shawn Demulling.

14. Work with the City of New Richmond and the Multi-Purpose Pathway Committee to coordinate and sign bicycle/pedestrian routes into and out of the City of New Richmond.
15. Consider working with the City of New Richmond and the New Richmond Airport Commission to obtain a seat on the Commission for a resident from the Town of Richmond who lives within the Airport’s zone of influence and can represent the interests of those residents and property-owners.
16. Monitor activities by the Airport Commission that could affect town residents, such as ordinances that would require height limitations and building construction standards for insulation and sound reduction. Property sites within the three-nautical mile airport zone may be required to have deed restrictions acknowledging

the airport and its related noise impacts.

17. Encourage St. Croix County to continue to provide transportation services for elderly and disabled residents.