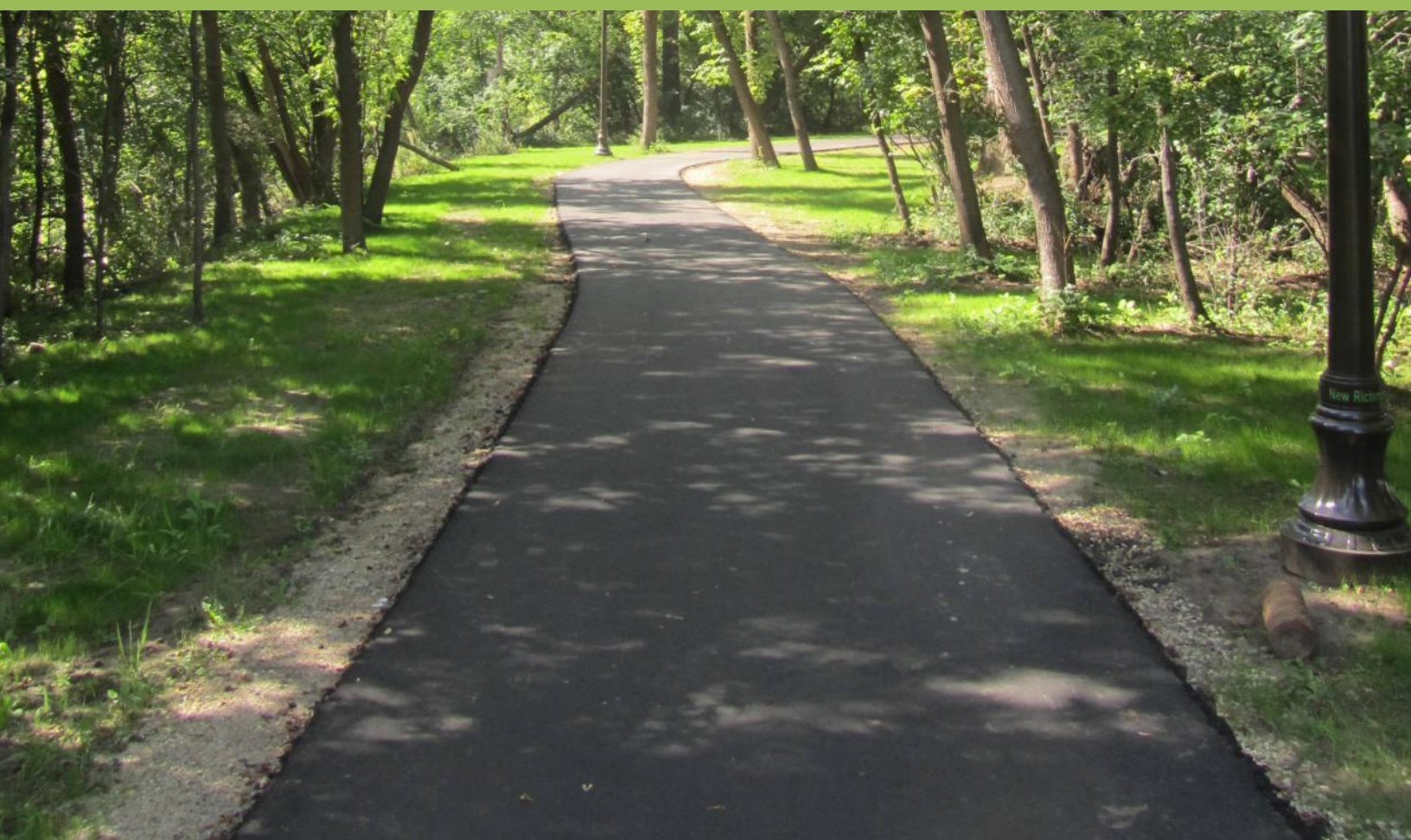




# **BICYCLE & PEDESTRIAN MASTER PLAN**

**2016**

**City of New Richmond, WI**



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# Acknowledgements

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## **Stakeholder Meeting Participants**

- Vicki Gjovik, New Richmond School District
- Rachel Greenwold, Plan Commission
- Jon Hailey, Park Board
- Aaron Halle, Westfields Hospital & Clinic
- Jane Hansen, New Richmond City Council
- Rod Hawkins, Big Ring Flyers
- Greg Kier, New Richmond School District
- Frank Norton, New Richmond School District
- Russ Patten, Big Ring Flyers
- Jim Remington, Pathway Committee
- Brian Schroeder, New Richmond Area Centre
- Jonathan Timm, JET's Coffee Bistro
- Tara Van Eperen, New Richmond School District
- Marty Wold, Big Ring Flyers
- Jim Zajkowski, New Richmond City Council

## **Boards & Commissions**

- Park Board
- Plan Commission
- City Council

## **City of New Richmond Staff**

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# **Background**

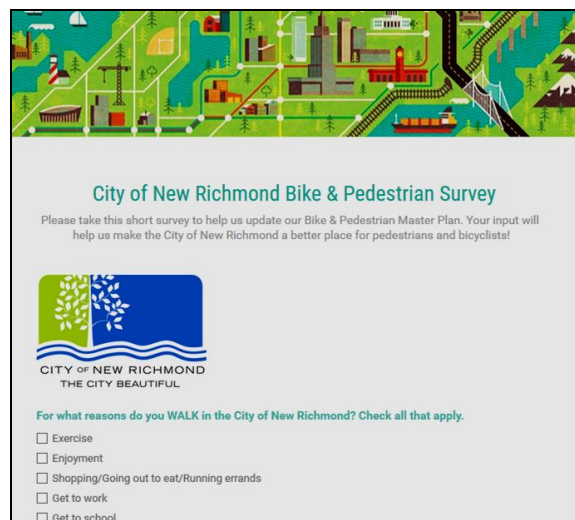
The City of New Richmond's Bicycle and Pedestrian Master Plan was last updated in June of 2003 by the consulting firm Vierbicher Associates, which is headquartered in Reedsburg, WI. Since then, the City of New Richmond and the surrounding community have changed in many ways. The City of New Richmond's population has increased 25 percent since 2003. Voters in the New Richmond School District have since passed a \$92 million referendum for new and remodeled school facilities. After many years of debate, the St. Croix River Crossing Bridge Project was approved and is scheduled to be completed in 2017. New housing subdivisions have been developed, traffic rates have increased, new parks and trails have been created, and there is a new emphasis across the nation on both personal health and environmental sustainability.



Other local governing bodies are also making bicycle and pedestrian accommodations a priority. For example, the New Richmond School District developed its first-ever Safe Routes to School Plan in November of 2015. Also, St. Croix County is in the early stages of updating its Comprehensive Bicycle and Pedestrian Facilities Plan through a federal grant, and will conclude its process in the late fall of 2016.

# Process

In the fall of 2015, City of New Richmond staff developed a short survey that was shared on social media. About 100 people took the survey in just two days, and the results provided an extremely valuable snapshot of public opinion. Survey respondents shared their thoughts related to destinations, frequently used trails, dangerous streets and intersections, and suggestions for improvements.



A small group of 10-15 stakeholders met on two occasions - once in November, and again in early December. Members represented many influential organizations in the community and offered a variety of opinions and perspectives. The small group viewed the results of the community survey and discussed other improvements and initiatives they would like to see in the future related to bicyclists and pedestrians.

City staff reviewed the recommendations from the 2003 Bicycle and Pedestrian Master Plan, as well as plans from the cities of Minneapolis, La Crosse, Madison, and Waukesha. After reviewing these documents, City staff took the feedback from the community survey and two small stakeholder group meetings and developed a first draft of a revised edition of the Bicycle and Pedestrian Master Plan. A presentation of the draft recommendations was made to the Plan Commission and Park Board in February of 2016 for additional input. The draft document then advanced to the City Council for comments and final approval in March.

# Guiding Principles

The purpose of the Bicycle and Pedestrian Master Plan is to serve as a guide to making the City of New Richmond more friendly for bicyclists and pedestrians of all ages and abilities, from young children to senior citizens, and from beginning to experienced and competitive athletes.

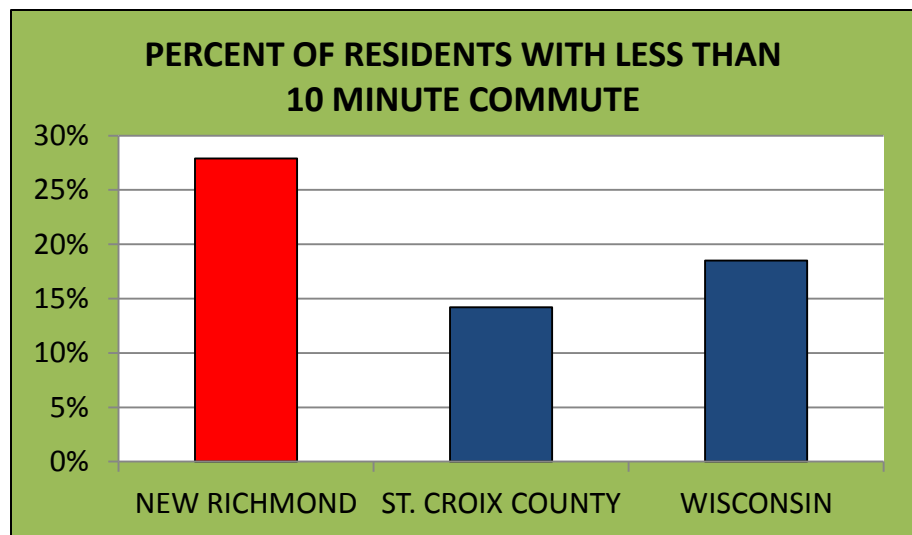


The City Beautiful has a great trail system and wonderful parks. The Bicycle and Pedestrian Master Plan can serve as a guide to improving these existing amenities, while also offering recommendations for new pathways in the future. A community that encourages exercising - whether it's running long distances, walking the dog, rollerblading, or bicycling - is a community that not only promotes physical wellbeing, but also recognizes the related social, economic and environmental benefits. Providing connections to destinations throughout the city and to neighboring communities can make the City of New Richmond an even better place to live, work, and play for generations to come.

# Existing Conditions

NEW RICHMOND COMMUTING STATISTICS - 2013			
MEANS OF TRANSPORTATION	2013	2011	2009
DROVE ALONE	87.40%	89.40%	85.90%
CARPOOLED	7.20%	8.10%	11.50%
PUBLIC TRANSPORTATION	0.00%	0.00%	0.20%
WALKED	1.50%	1.10%	1.10%
BICYCLE	0.40%	0.00%	0.30%
OTHER	0.00%	0.00%	0.30%
WORKED AT HOME	3.50%	1.30%	0.60%

**Commuting:** According to data from the 2013 American Community Survey, more than 87 percent of New Richmond residents drive alone to work. This is more than the averages for St. Croix County (82%) and Wisconsin (80.2%). Only 1.9 percent of New Richmond residents walk or bike to work, as compared to 2.4 percent average for St. Croix County and 4.1 percent average for the state of Wisconsin. This is despite the fact that nearly 28 percent of New Richmond residents travel less than ten minutes to work, which is much greater than the county (14.2%) and state (18.5%) averages.



**Traffic:** The data below shows the most recent traffic counts from the Wisconsin Department of Transportation.

North of Railroad Tracks	Traffic Count
STH 65 North of STH 64	5,600
CTH CC	3,900
STH 64 Between CTH CC & STH 65	5,700
N 4th Street	1,600
CTH CC South of STH 64	1,900
STH 65 Between N 4th & N Shore Dr	10,600
STH 65 Between N 4th & High St	13,100

South of Paperjack Drive	Traffic Count
W Richmond Way West of STH 65	4,100
STH 65 Between 12 St & Paperjack Dr	11,700
Bilmar Ave Between Paperjack Dr & 11th St	1,500
CTH GG Between Knowles Ave. & Starr	4,300
CTH GG Between Bilmar & 140th	2,400
Bilmar Avenue Between Paperjack & CTH GG	1,500
CTH GG Between Riley & Bilmar Aves	3,900

Downtown	Traffic Count
STH 65 Between E Sixth & CTH GG	15,300
E Sixth St Between STH 65 & Arch Ave	4,600
Dakota Ave Between W Eighth St & W Sixth St	3,000
Arch Ave S Between E Sixth & E Fourth	2,900
E Fourth Between S Knowles & S Arch	2,500
W 4th St Between Minnesota & Knowles	8,300
STH 65 Between W First St & W Second St	13,600
E First St Between N Arch & Knowles Ave	3,000

East or West of Downtown	Traffic Count
CTH K Between 140th & Grand	2,100
CTH A South of W Fourth St	5,000
Old 64 Between CTH K & CTH A	7,600



**Public Health:** According to data from the Wisconsin Department of Health Services, about eighteen percent of total deaths in St. Croix County in 2013 were due to an underlying cause of heart disease. An additional four percent of total deaths were due to diabetes. Also, hospitalizations for coronary heart disease and diabetes in St. Croix County cost \$11 million and \$1.5 million, respectively. Physical activity protects against a multitude of chronic health problems including both diabetes and many forms cardiovascular disease.



**Trails:** The City of New Richmond currently maintains 19 public trails totaling 14 miles. This includes a mixture of paved trails, signed bike routes, nature trails, and street shoulders. A map of this trail system is included in the appendices.

**Sidewalks:** Another important component of the City of New Richmond's transportation infrastructure is its sidewalks. Recognizing the need for sidewalk improvements and the importance of having well-connected, walkable communities, the City's FY2016 Budget allocates \$30,000 for sidewalk repair and/or replacement. At its December 14, 2015 monthly meeting, the City Council repealed and recreated Section 70-3 "*Sidewalk construction and repair*" of the City's Code of Ordinances. The City of New Richmond will bear the costs of new sidewalk construction in a location where a street exists but no sidewalk currently exists. Fifty percent of the cost of repairs or replacements of existing sidewalks will be borne by the City. Minor repairs, the cost of which does not exceed \$100, will also be a cost of the City of New Richmond. A sidewalk survey showing the conditions of all sidewalks within the city and identifying hazards was completed in 2014. A map is included in the appendices.

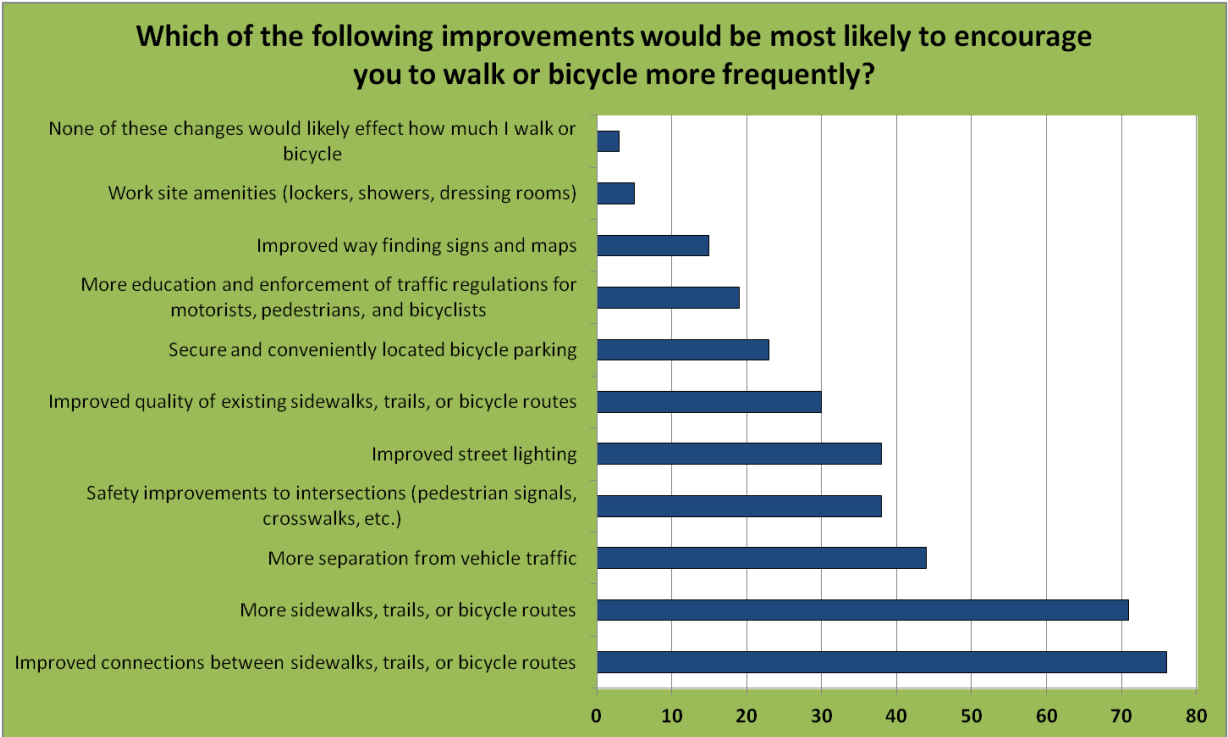
## Survey Results

About 100 people completed an online survey that was developed by City staff and shared on social media. Many of the questions asked were open-ended and allowed respondents to provide written feedback.



All along Knowles, especially 4th St near Family Fresh, is especially dangerous. I've lived in cities with a population of 10 million and not seen a street where more cars ignore pedestrian right of way than the walkways that lead to Family Fresh and the library, two crucial spots for families to access.

Having no lights or very few lights on 140th is dangerous in the dark both morning and night. When vehicle headlights are shining at you you cannot see. Many kids walk this route to school in the morning in the darkness.



Paperjack drive has no sidewalks for our family to walk or bike on. This is a huge safety concern for my children.

People need to be provided a safe place to walk/bike but motorists in New Richmond also need to be re-educated on what pedestrian and bicycle laws are.

The north end of Knowles (past the railroad tracks) does not have enough pedestrian crossings.

### What are some of your most frequent destinations when you walk or bicycle?

New Richmond Area Centre	Downtown (JET's, Mill Pond)
Family Fresh	Paperjack Park
Friday Memorial Library	Westfields Hospital
Kwik Trip	Post Office
Wal-Mart	Churches

I live on West 7th out by the golf course. My son has to bike to the high school in the summer months for sports and Tiger Strength. There is no good way for him to get from our house to the high school. I also feel that the speed limit on 4th street leaving town out by the golf course needs to be reduced due to kids that have to bike on the side of the road since the bike path does not extend out past the bridge at the bottom of the hill. It makes me nervous!

**What do you feel are the most dangerous streets or intersections in the City of New Richmond for bicyclists and pedestrians?**

Knowles Avenue	North Shore Drive
Paperjack Drive	First Street/CTH K
140th Street	North Fourth Street
CTH GG	Paperjack Drive
Business Hwy 64	125th Street

We live in the Woodland Development off of County Road A, and the only route to get to the school by bike or walk is by going on County Road A (which has no walking or biking option). We would love a bridge/path from our development to the walking paths in the development just to the north east of us.

We live in the Fox Run neighborhood that has many families with school aged children. We are within a short enough distance to walk or bike to school, however there is not a bike/walking path along first street that connects our neighborhood. We have biked the route as a family many times but it is dangerous and not enough shoulder on the road. Cars going 45MPH have to cross into the oncoming lane to move around us. There is only about a half mile length that needs a side walk. Please please please consider!

**Are there any destinations in the City of New Richmond that you would like to travel to by walking or bicycling that you are currently unable to because of safety concerns or inadequate pathways?**

140th Street	Doar Prairie Restoration
Hatfield Park & Freedom Park	North Fourth Street
Friday Memorial Library	Hillside Elementary School
Nature Center	Downtown
Wal-Mart	County Road CC

The trails that we have are not accommodating to road bicycles. A lot of the bicyclist in town are athletes and reach speeds anywhere from 15 to 20 miles per hour. That is not safe on a sidewalk or legal. And as you can imagine that is really hard on the bike wheels when you're going up and down curbs and intersections. Take for instance Richmond Way sidewalk. That is great for runners however for bicyclist it would be better served to have a painted white line on the Street.

The most dangerous street is Knowles Ave at the River, it is a bottle neck and the only river crossing in town. For exercise cycling at 15-20mph I will not use sidewalks due to pedestians and poor quality. We must be on the road.

# Recommendations

The recommendations that follow are placed in five categories, otherwise known as the "Five Es." These categories are recognized by the League of American Bicyclists and are used by communities across the United States as a guide in developing comprehensive bicycle and pedestrian plans.

## **Education**

***Giving people of all ages and abilities the skills and confidence to ride and walk.***



## **Encouragement**

***Creating a strong culture that welcomes and celebrates bicycling and walking.***



# Engineering

*Creating safe and convenient places to walk or bicycle.*



# Enforcement

*Ensuring safe roads for all users.*



# Evaluation

*Help decision makers plan, create, implement, and prioritize programs and policies.*



# Education

**Recommendation 1.** Provide a bicycle safety class to local youth. This could potentially be a collaboration between the New Richmond Area Centre, New Richmond School District, and the New Richmond Police Department. Also, the Bike Federation of Wisconsin offers a two-week-long Safe Routes to School program curriculum package that includes instructors, bicycles, helmets, homework assignments, and pre- and post-testing.



**Recommendation 2.** Create a public awareness campaign about driving safely near bicyclists and pedestrians, and distracted driving.



# Encouragement

**Recommendation 1.** Organize activities for "National Bike to Work Week" and "National Bike Month." Possible events could include a community-wide bike ride featuring local celebrities, a proclamation from the City Council, a community "bike swap" or tune-up event, and a social media campaign that encourages people to submit photos of themselves bicycling to work.



**Recommendation 2.** Add signage and wayfinding maps near all trails and strategic locations, such as the downtown, the Heritage Center, and Paperjack Park. Trail signs should have consistent branding that includes the name of each trail and its length. Wayfinding signs should be explored that show distances in the number of minutes it takes to walk or bicycle to a destination, rather than miles.



**Recommendation 3.** Add bicycle parking in the downtown and at key destinations, including the Civic Center, Friday Memorial Library, local businesses, and parks. The bicycling parking racks could be artistically designed or be constructed in a partnership with students from WITC or New Richmond High School.





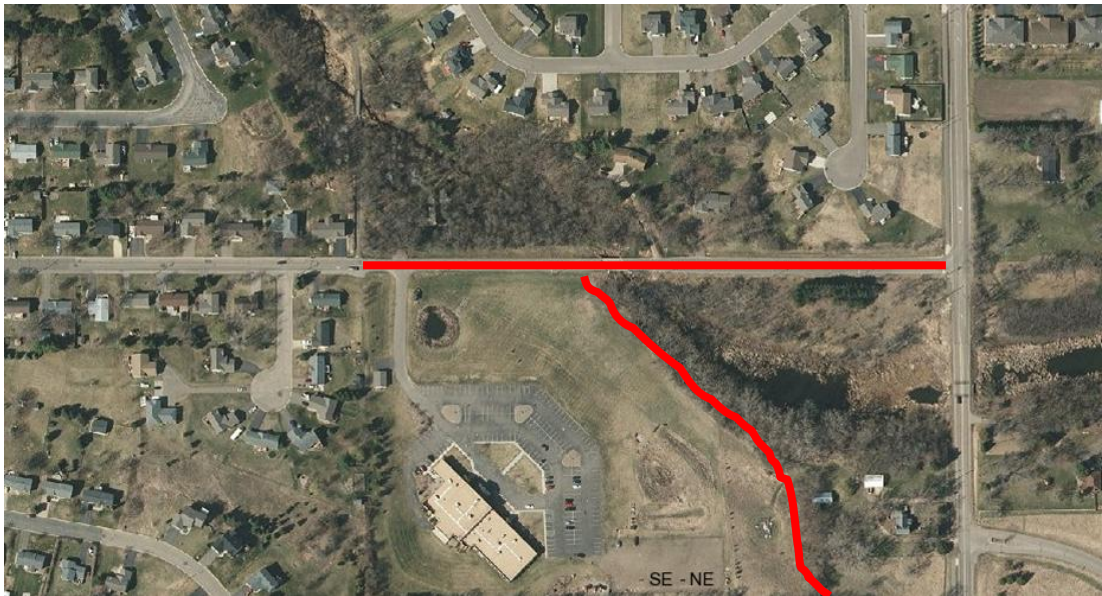
# Engineering

**Recommendation 1.** Extend the Doughboy Trail to Hatfield Park using the old railroad route.

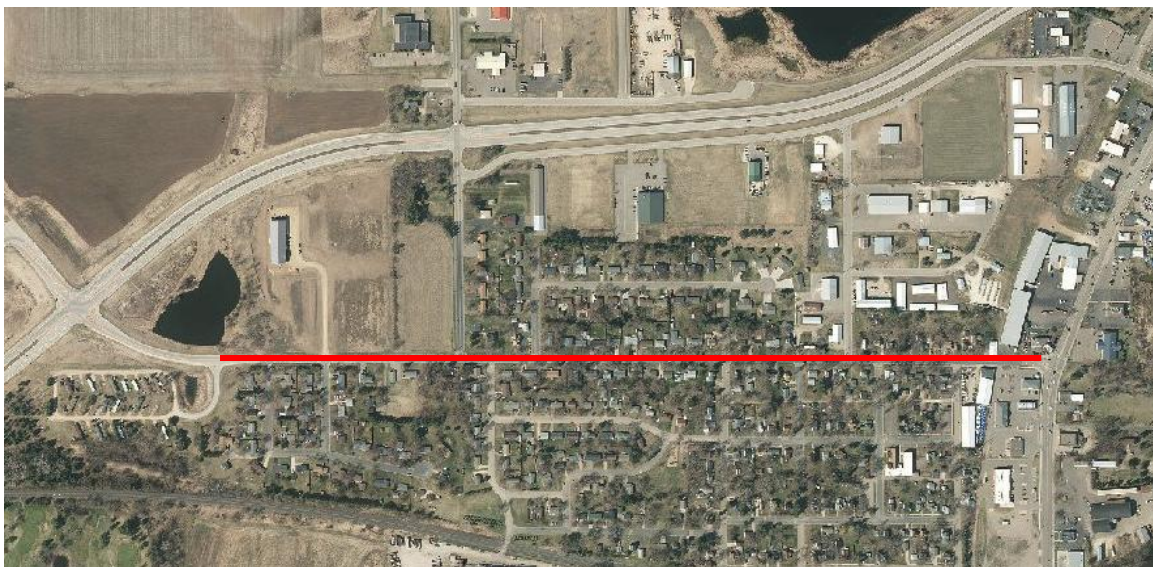


**Recommendation 2.** Add street lighting to 140th Street along the Drumstick Trail from CTH K south to E Richmond Way. With new residential development on the eastern limits of the City and the traffic associated with events at New Richmond High School, the need for street lighting along 140th Street will only continue to increase in the future.

**Recommendation 3.** Add bicyclist and pedestrian accommodations from the eastern extent of Paperjack Drive to 140th Street



**Recommendation 4.** Add bicyclist and pedestrian accommodations to North Fourth Street as part of the planned street reconstruction in 2017.



**Recommendation 5.** Add bicyclist and pedestrian accommodations to 125th Street, connecting to the existing Rail Bridge Trail to the south.



**Recommendation 6.** Connect the Doar Prairie Restoration to the Nature Center. Due to steep terrain near the river, such access may be needed along private property.



**Recommendation 7.** Explore the addition of traffic calming measures to Knowles Avenue, including textured sidewalks, landscaping, parklets, bump outs, and improved pedestrian crossing signage.



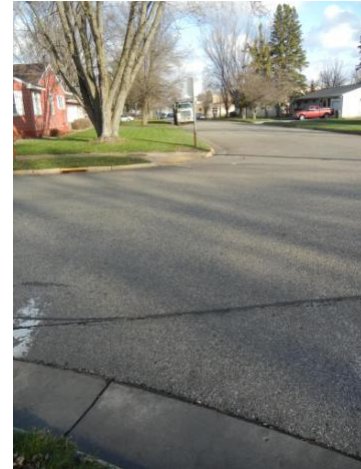
**Recommendation 8.** Collaborate with St. Croix County and the Town of Richmond to improve the safety of East First Street/CTH K. This is especially important for residents who live in Fox Run and Whispering Prairie developments and want to travel to the downtown or schools.



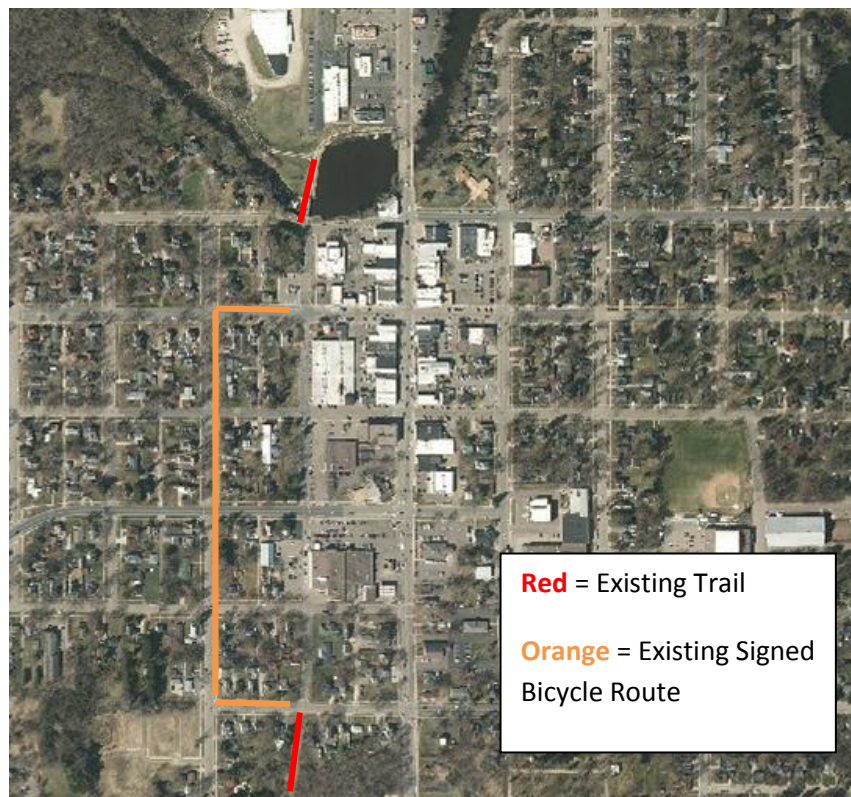
**Recommendation 9.** Consider adopting a local Complete Streets ordinance which would require that all local street improvement projects be designed and constructed to efficiently serve all users, including pedestrians, bicyclists, and motorists.

**Recommendation 10.** Improve the safety of key intersections identified in the Safe Routes to School Plan, including the following:

- STH 65/6th Street
- Grand Avenue/6<sup>th</sup> Street
- Starr Avenue/8<sup>th</sup> Street
- Green Avenue/1<sup>st</sup> Street
- Paperjack Drive/Bilmar Avenue
- Paperjack Drive/Hallewood Blvd
- Bilmar Avenue/11<sup>th</sup> Street



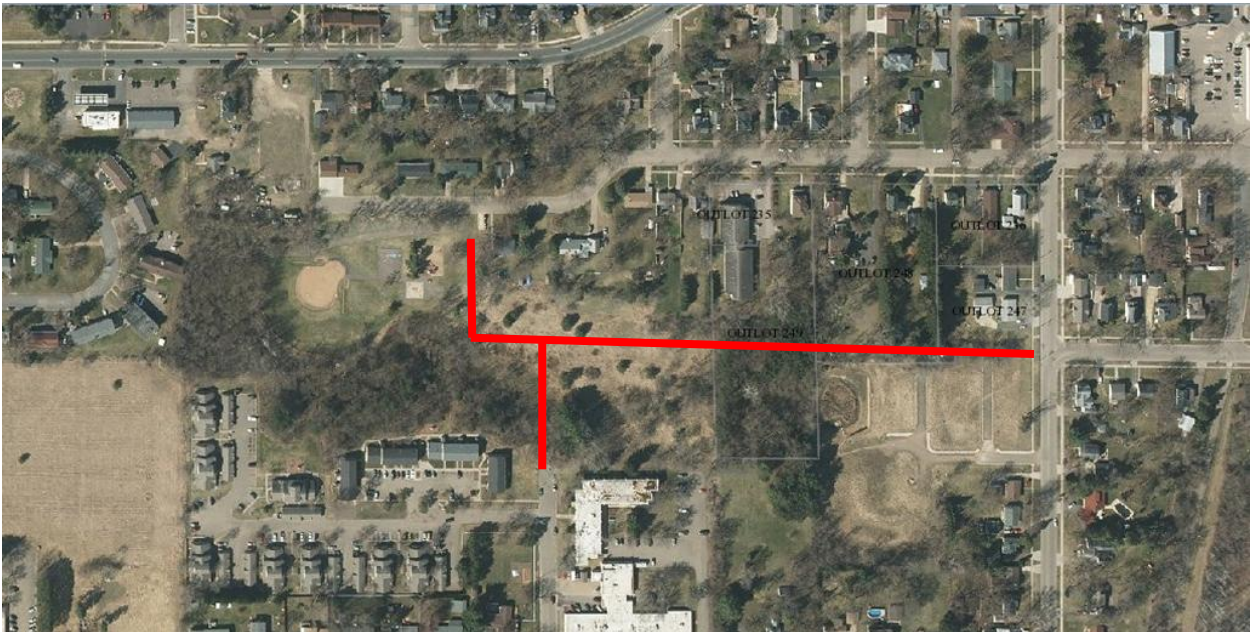
**Recommendation 11.** Explore ways to improve the connection from the Rail Bridge Trail to the Mill Pond Trail (currently a signed bike route) such as with a bike lane or a bicycle boulevard.



**Recommendation 12.** Explore creating a short-cut bike path from Monette Park Trail to Marshall/Jefferson Road.



**Recommendation 13.** Explore creating a short-cut bike path from Monette Avenue to 5th Street through Monette Park, and extend the Monette Park Trail to the east to the Rail Bridge Trail.



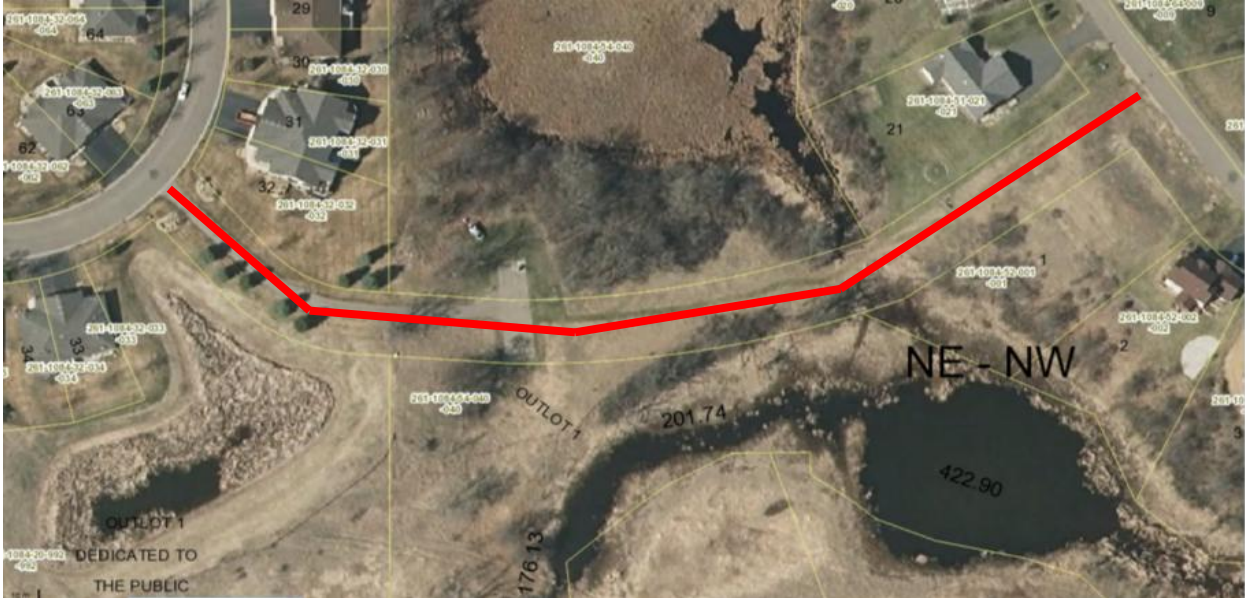
**Recommendation 14.** Explore creating a short-cut bike path from the north end of Williams Avenue to Mary Park.



**Recommendation 15.** Create a permanent pathway across the Mill Pond Dam/Willow River. The wooden ramp constructed in 2015 is a nice but temporary improvement.



**Recommendation 16.** Create a trail connecting the Peninsula Heights subdivision to the Paperjack Place subdivision using an existing easement.



**Recommendation 17.** Connect the existing North Shore Trail to the east to Oak Ridge Estates and the Fox Run Development.





**Recommendation 18.** Connect so-called "orphan trails" to the larger City of New Richmond trails system. Orphan trails do not connect to other sidewalks or mixed use trails, and were constructed as part of residential developments. Orphan trails identified include North Shore Trail, Willowind Trail, Monette Park Trail, and Woodland Creek Trail.



**Recommendation 19.** Explore the creation of a new trail, or extension of the existing Doughboy Trail, on City-owned land along the Willow River. Such a trail could help create a downtown that is scenic, economically vibrant, and a destination for people of all ages.



# Enforcement

**Recommendation 1.** City staff and the City Council should review local ordinances to ensure that bicyclist and pedestrian safety is promoted and that ordinances are being enforced. This includes ordinances relating to bicycling on sidewalks, yielding to pedestrians in crosswalks, and wearing lighting or reflective clothing at night when bicycling.

**Recommendation 2.** City staff should review the bicycle registration process in an effort to simplify the process for residents and get the most bicycles registered as possible in order to help recover lost or stolen bicycles.



**Recommendation 3.** The New Richmond Police Department should explore the possibility of adding a police bicycle patrol during the summer months. Bicycle patrols can offer many benefits, including improved community relations due to increased contacts with the public and discouragement of illegal activity in the City's trail system.



# Evaluation

**Recommendation 1.** The City Council should review the Bicycle and Pedestrian Master Plan annually to identify goals and action steps, with input from the Park Board and the Plan Commission.

**Recommendation 2.** The City of New Richmond should join other progressive communities in Wisconsin in pursuing designation as a gold level Bicycle Friendly Community and Walk Friendly Community.



**Recommendation 3.** City staff should apply for private, state, and federal funding on an annual basis that would help fund the many recommendations identified in this document.

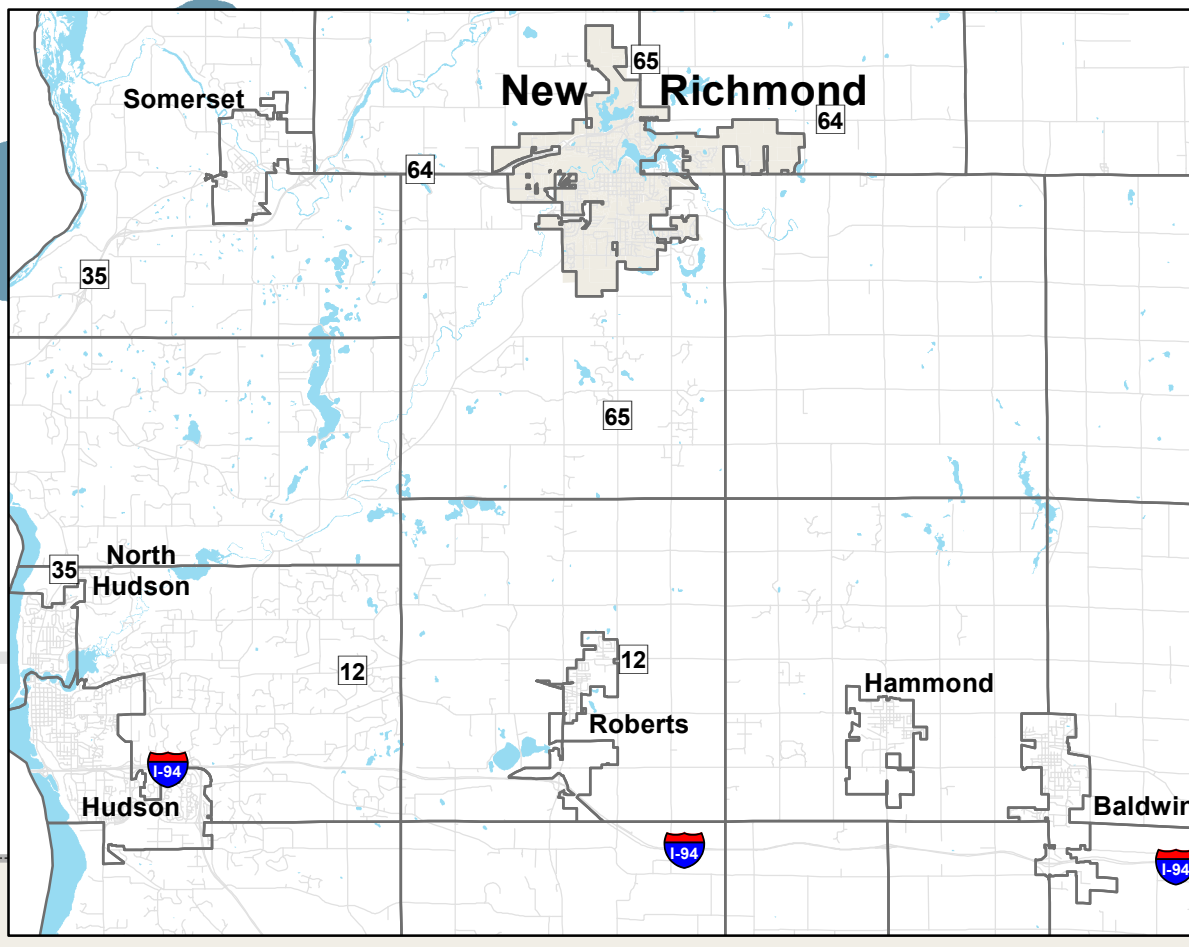
**Recommendation 4.** City staff should acquire data regarding sidewalk and trail use in New Richmond through manual counts twice each year.



# **Appendices**



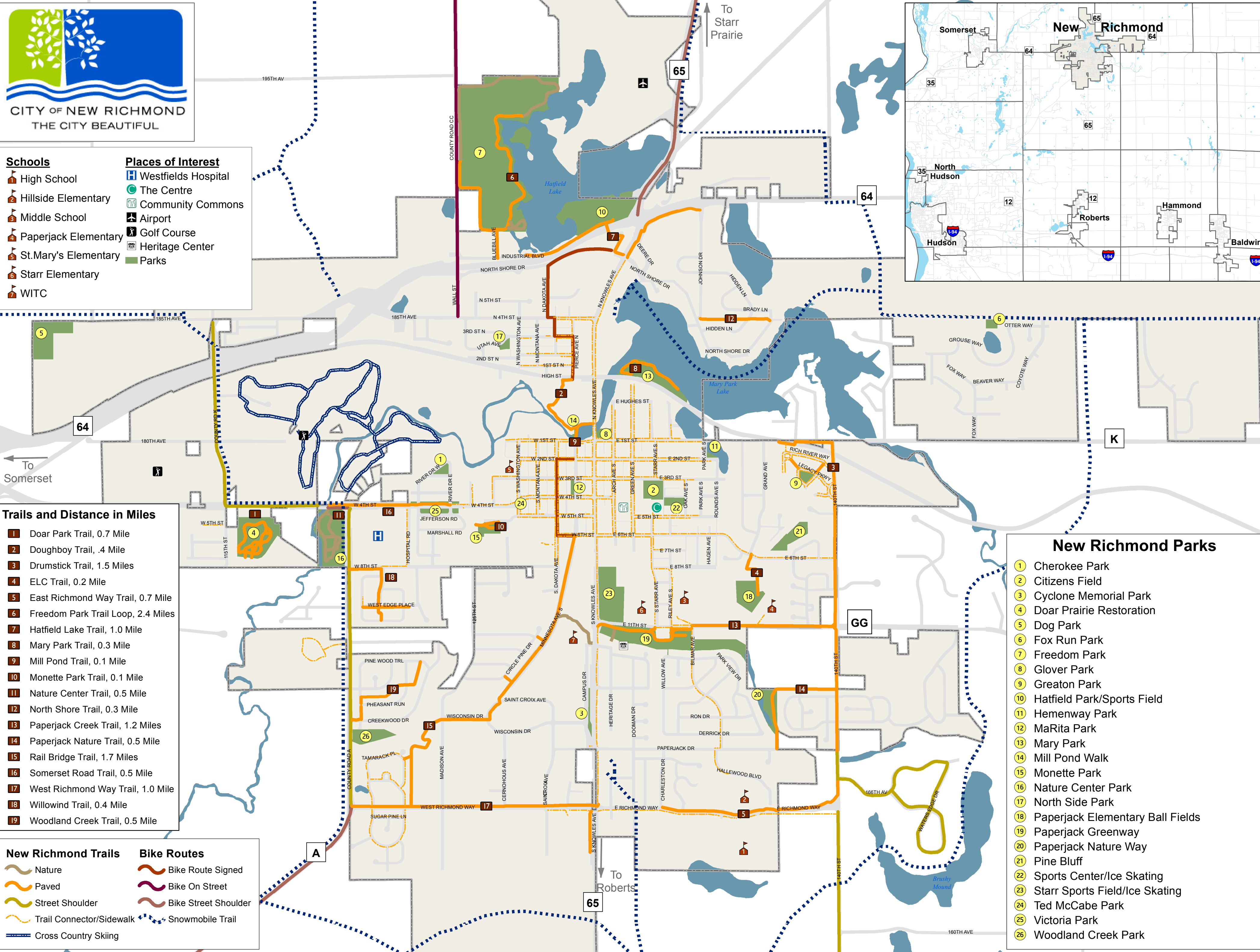
- Schools**
- 1 High School
  - 2 Hillside Elementary
  - 3 Middle School
  - 4 Paperjack Elementary
  - 5 St. Mary's Elementary
  - 6 Starr Elementary
  - 7 WITC
- Places of Interest**
- H Westfields Hospital
  - C The Centre
  - Community Commons
  - Airport
  - Golf Course
  - Heritage Center
  - Parks



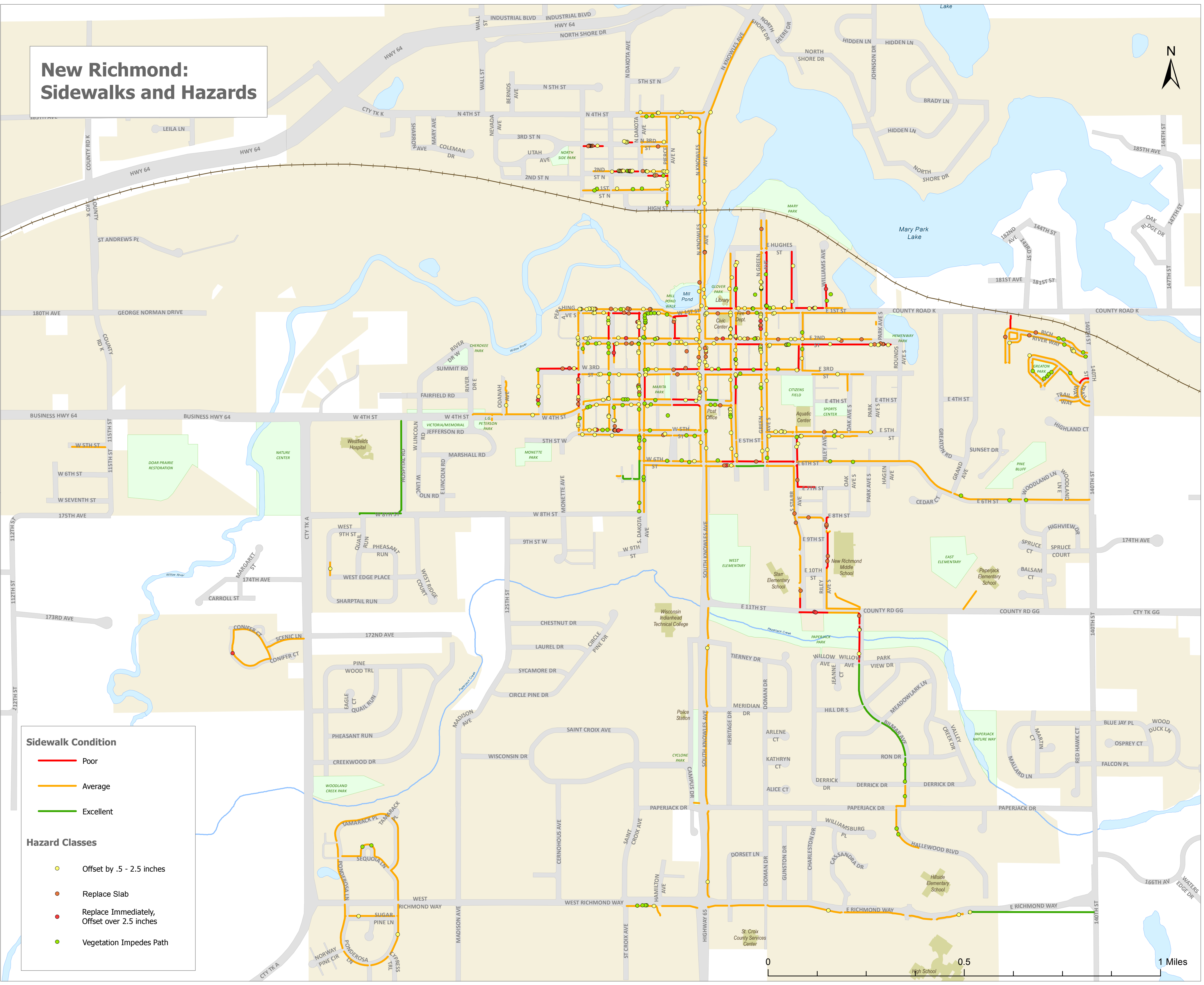
- Trails and Distance in Miles**
- 1 Doar Park Trail, 0.7 Mile
  - 2 Doughboy Trail, .4 Mile
  - 3 Drumstick Trail, 1.5 Miles
  - 4 ELC Trail, 0.2 Mile
  - 5 East Richmond Way Trail, 0.7 Mile
  - 6 Freedom Park Trail Loop, 2.4 Miles
  - 7 Hatfield Lake Trail, 1.0 Mile
  - 8 Mary Park Trail, 0.3 Mile
  - 9 Mill Pond Trail, 0.1 Mile
  - 10 Monette Park Trail, 0.1 Mile
  - 11 Nature Center Trail, 0.5 Mile
  - 12 North Shore Trail, 0.3 Mile
  - 13 Paperjack Creek Trail, 1.2 Miles
  - 14 Paperjack Nature Trail, 0.5 Mile
  - 15 Rail Bridge Trail, 1.7 Miles
  - 16 Somerset Road Trail, 0.5 Mile
  - 17 West Richmond Way Trail, 1.0 Mile
  - 18 Willowind Trail, 0.4 Mile
  - 19 Woodland Creek Trail, 0.5 Mile

- New Richmond Trails**
- Nature
  - Paved
  - Street Shoulder
  - Trail Connector/Sidewalk
  - Cross Country Skiing
- Bike Routes**
- Bike Route Signed
  - Bike On Street
  - Bike Street Shoulder
  - Snowmobile Trail

- New Richmond Parks**
- 1 Cherokee Park
  - 2 Citizens Field
  - 3 Cyclone Memorial Park
  - 4 Doar Prairie Restoration
  - 5 Dog Park
  - 6 Fox Run Park
  - 7 Freedom Park
  - 8 Glover Park
  - 9 Greaton Park
  - 10 Hatfield Park/Sports Field
  - 11 Hemenway Park
  - 12 MaRita Park
  - 13 Mary Park
  - 14 Mill Pond Walk
  - 15 Monette Park
  - 16 Nature Center Park
  - 17 North Side Park
  - 18 Paperjack Elementary Ball Fields
  - 19 Paperjack Greenway
  - 20 Paperjack Nature Way
  - 21 Pine Bluff
  - 22 Sports Center/Ice Skating
  - 23 Starr Sports Field/Ice Skating
  - 24 Ted McCabe Park
  - 25 Victoria Park
  - 26 Woodland Creek Park



# New Richmond: Sidewalks and Hazards



**Sidewalk Condition**

- Poor
- Average
- Excellent

**Hazard Classes**

- Offset by .5 - 2.5 inches
- Replace Slab
- Replace Immediately, Offset over 2.5 inches
- Vegetation Impedes Path

