

Section C: Transportation

Village of Ridgeway 2018 Comprehensive Plan

SUMMARY:

Section pertaining to all things transportation, with the intent of providing information to better guide future development in roads, bicycle trails, walking trails, and other modes of transit, as required by *Wisconsin State Statute 66.1001(2)(c)*.

GUIDING POLICIES:

- Explore intergovernmental interest in creating a Park-and-Ride facility.
- Explore possibility of having a LIFT van stationed in the village.
- Coordinate development with WISDOT along 18/151 corridor.
- Make use of outside assistance (state/federal) and funding to subsidize routine street maintenance costs (See *Maintenance and Improvements* section below for possible programs available to the village).

VILLAGE CONCERNS:

In 2003 the village's planning & development committee was asked to identify primary issues and concerns.

Most satisfactory:

- Access to USH 18/151

Least satisfactory

- Poor roads and sidewalks
- A dearth of public transportation

Desired improvements

- Interchange access to USH 18/151
- Development of public commuter transportation to Madison and Dodgeville
- Improvements to village roads & sidewalks

The following continue to be issues of importance to be dealt with:

10 years:

- Routine repair and maintenance (W. Farwell, Weaver, North, Level, & South Streets)
- New residential streets

20 years:

- **Routine repair and maintenance**
- **New residential streets**
- **Interchange access to USH 18/151**

Additionally, in 2004 there was a transportation survey which was completed by village residents. Base on the opinions gathered, the previous plan commission ranked the following as the highest priority issues, in order of decreasing importance:

- **Connectivity with the larger transport system**
- **Transportation safety**
- **Freight mobility**
- **Tourism (including preservation of rural views)**
- **Recreational transportation uses**
- **Transportation needs of the elderly and disabled**
- **Transportation to support economic development**
- **Agricultural-vehicle mobility**

Transportation decisions will have wide-reaching consequences to the rest of the development plan, as it impacts people of all ages & economic profiles, as well as economic development, community connectivity, etc. In addition, due to the nature of roads, it's assumed a lot of inter-municipal agreements will have to be made, and assistance/guidance from the state will most likely be required at various points.

LOCAL TRANSPORTATION INFRASTRUCTURE & ISSUES:

Survey Responses

Based on survey from 2004:

- **90% agreed or strongly agreed that Iowa County's overall road network met the needs of its citizens**
- **78% percent agreed or strongly agreed that local roads and street conditions in the Village of Ridgeway are adequate for intended uses**
- **Villagers used various means of transportation, including but not limited to trucks, cars (carpooling, paratransit), as well as bikes, ATVs for recreational travel, and tractors, etc. for agricultural use**

Existing Streets

- **1.87 miles of County Trunk Highways**
- **4.5 miles of Local Streets**

LOCAL ECONOMIC DEVELOPMENT:

Roads are enormously important in attracting business to an area, as businesses are interested in transporting goods & ease of access for potential clients & employees. The Village of Ridgeway

would do well in continuing to think about road & street maintenance & in improving access/visibility from Highway 18/151.

ENVIRONMENT:

Any site improvements have the potential to adversely affect the surrounding environment. Due to the village's location among farmland and woodland habitat—and its importance to the local economy, efforts to protect and grow/restore the following during site improvements should be encouraged:

- **Storm water management**
- **De-icing procedures and salt reduction**
- **Erosion control**
- **Prairie restoration**
- **Nesting boxes**

TRANSIT, ACCESSIBILITY, & SPECIAL NEEDS USERS:

Iowa County doesn't have a lot of options for these folks. Currently, SWCAP runs the LIFT program, a community-driven, intergovernmental transit program supplying rides for those that need them. A recent grant has allowed them to increase their driver count, expand their fleet to include two new rear entry vans, and improve vehicle ramps. Based on the first point in the "Guiding Policies" section above, it may be wise to try to have a LIFT van stationed in the village. Likewise, it was suggested in the previous plan that the village look into setting up a Park-and-Ride facility with other Iowa County communities to simplify transit to Madison.

LAND USE:

Regional land use dictates population/traffic densities. The village is encouraged to do a high-level review of its zoning ordinance in order to determine if our roads will "funnel" traffic flow accordingly and not overwhelm the village streets. This may be especially wise given the new access to 18/151 that's being built.

ENHANCING & IMPROVING CONNECTIVITY:

Currently, the village doesn't have a lot of through-traffic; most travelers don't think twice about driving into town while traveling along highway 18/151. As such, there's an imbalance between traffic bypassing the village & those coming in. Village businesses should seriously consider purchasing directional and informational signs along the highway frontage. The village may want to purchase one noting the depot's location. Further, as the new highway access point gets installed, perhaps anchor business can be attracted to pull drivers into the village proper.

EFFICIENCY & SAFETY:

The main risk factor to this would be the at-grade access points to the village off of Hwy 18/151. This is currently being addressed with the new overpass being constructed. Other points to be considered are street conditions & lighting, as well as clear sightlines at intersections.

MAINTENANCE & IMPROVEMENTS:

The village is encouraged to seek funding in order to repair village sidewalks and install curb & gutters where needed. The village should also request Iowa County to tidy up Main Street's condition (paint, etc.).

PROJECT COSTS:

The village is encouraged to seek as much federal/state/county aid as it can qualify for in order to fund its maintenance expenditures. It would also be wise to eliminate the current TID and create a new one—and leverage the revenue generated to fund further work.