

1 **C. TRANSPORTATION**

2
3 **TOWN DATA, ALL ROADS: APRIL, 2012.**

4 The Town contains 67.4 miles of town roads. There are 23.6 miles of county roads and
5 18.1 miles of federal and state roads, including 3.7 miles of Interstate Highway, 4.9 miles
6 of US highway, 9.5 miles of state trunk highway. (See Maps 1 and 2.)

7
8 The Land Use Plan Commission estimates the current roads, with proper upkeep, will
9 meet the needs of citizens in the next 10 to 20 years.

10
11 **State and Federal Highways**

12
13 The major highways in the Town of Menomonie are US Interstate 94, US Highway 12
14 West, State Highway 29 West, and State Highway 25 North and South. Highways 12,
15 29, and 25 serve both local and long-distance traffic. (See Map 1) No new access roads
16 to I-94 through the Town are planned.

17
18 The Wisconsin Department of Transportation (WDOT) does not intend to expand
19 Highway 29 west of Menomonie in the near future. The same holds true for Highways
20 12 and 25.

21
22 **County Highways**

23
24 The major County Trunk Highways (CTH) are CTH BB, between state highways 12 and
25 25 and east of 25; CTH P southwest of the City of Menomonie; CTH D west of 25; CTH
26 K along the north and southwest border of the Town; and CTH Y southeast of the City.
27 County highways P, D, and Y are feeders to the City. (See Maps 1, 2, and 8)

28
29 Commercial zoning is anticipated along parts of the major State and County highways.
30 See Map 8, zoning.

31
32 **Main Town Roads**

33
34 Rudiger Road (390th Street) between State Highways 12 and 29 is the most heavily used
35 Town road. 483rd Avenue is the heavily used entrance to the largest subdivision in the
36 Town (Woodland Terrace). It is also a feeder to the city from other nearby subdivision.
37 Beaver Trail Road (370th Ave.) lies on the boundary with the Town of Dunn. It cuts
38 across from County Highway Y to State Highway 25. Bongey Drive (440th Street) runs
39 from the southern part of the City to County Highway D and has heavy local traffic.
40 Midway Road (550th Street) runs all the way to County Highway K. Heller Road (620th
41 Ave.) is a feeder to the City via Rudiger road. Stewart Road (650th Avenue), Northline
42 Road (700th Avenue), Paradise Valley Road (410th Street), Elaine Road (4430th Street), and
43 Cedar Falls Road (530th Street), are all main Town roads with moderate to heavy traffic.
44 (See Maps 1 and 2.)

45
46 The main Town roads need to have major repairs every twenty years on average. With
47 the increased use of larger farm machinery and possible industrial sand truck traffic this
48 time frame may become shorter. Rudiger Road (390th Street) between State Highways 12
49 and 29 is very heavily used. The Town may want to work toward returning it to a

50 county trunk highway designation. The south portion of Rudiger Road was
51 reconstructed in 2011. The reconstruction of the north portion of Rudiger Road has a
52 designated completion date of 2016. Because the entrance to Woodland Terrace (483rd
53 ave.) is so heavily used, the Town should promote adding bike lanes and/or sidewalks
54 in that area.

55
56 The Town has designated “alternate routes” which all have eighty foot “right-of-ways.
57 These roads are: 390th Street (Rudiger Road), County Highway “D” west from State
58 Highway 25 to Irvington, Country Highway “BB” from US Highway 12 to State
59 Highway 25, Country Highway “BB” east from State Highway 25 to the Town of Red
60 Cedar.

61
62 **Town General Transportation Information**

63
64 The Town has adopted an orderly system of development for roads, including access
65 management, driveway permits, and vision corners at intersections. Bike routes have
66 been designated. (See Map 14.) Whenever possible, Town road shoulders have been
67 widened to accommodate bicycle traffic. Pedestrian traffic has been provided for when
68 possible. The Town should place high priority on maintaining proper visibility along all
69 roadways and areas where safety is a concern.

70 Whenever possible, dead-end roads should be avoided because they hinder the
71 progress of emergency vehicles. Developers shall provide roads in new suburbs or
72 developments. Whenever possible, Town road shoulders should be widened to
73 accommodate bicycle and pedestrian traffic. Since concentrated animal feeding
74 operations (CAFO), industrial sand operations, and some other businesses employ
75 extensive trucking operations, their establishment should be discouraged when Town
76 roads may be damaged. The Town should continue to develop appropriate ordinances
77 and codes concerning transportation.

78
79 The State "Rustic Roads" Program helps to highlight the quality of our rural roads and
80 make them attractive to both residents and tourists. The Town’s first Rustic Road is
81 410th Street (Paradise Valley Road) from the City Limits to County Road D in Irvington
82 and 420th Street to the Town of Dunn Line.
83 Irving Creek Road, 440th avenue, should be considered as a candidate for “Rustic
84 Roads.”

85
86 School bus traffic is addressed by the Menomonie School District. The Town provides
87 appropriate warning signs when requested by the school district.

88
89 **STATE AND REGIONAL TRANSPORTATION INFORMATION**

90
91 **Air Transportation**
92 **Wisconsin State Airport System Plan-2030**

93
94 The Wisconsin State Airport System Plan 2030 (SASP 2030) provides a framework for
95 the preservation and enhancement of a system of public-use airports adequate to meet
96 current and future aviation needs of Wisconsin.

97

98 Two light aircraft airports are nearby: Menomonie and Boyceville. The City of
99 Menomonie has a Master plan for the Municipal Airport. Chippewa Valley Airport is
100 located on the north side of Eau Claire, just off USH 53. The major airport in the region
101 is the Minneapolis/St. Paul International Airport. There is also a private light aircraft
102 airport south of US 12 at the State 79 and US 12 intersection.
103

104 A heliport for medical evacuation purposes is located at the Mayo Systems Hospital in
105 the City of Menomonie. While there are no public use airports in the Town, it is
106 important to recognize the value of these small airports and to support them as
107 possible.
108

109 **Rail Transportation**

110
111 Two rail lines, the Union Pacific (UP) and the Canadian National Railway Companies
112 (CN), cross the county. The Union Pacific runs through the Town along US 12. Railway
113 corridors are an important part of the Town and should be protected. There have been
114 state level discussions about passenger train service through western Wisconsin and the
115 Land Use Plan Commission should keep up to date on the progress of such talks. No
116 new rail crossings in the Town are planned. For that reason the present crossings must
117 be maintained properly. Industrial sand mining may significantly increase the traffic on
118 the UP line.
119

120 Although the Town has no jurisdiction in this area it should monitor this closely and
121 adjust planning as needed.
122

123 **Bicycle/Walking Trails (DNR) and Recreational Vehicles**

124
125 The Red Cedar State Trail begins at the Menomonie Depot off SH 29, runs near the Red
126 Cedar River for 14 1/2 miles, and connects to the Chippewa River State Trail. The trail
127 continues north into the City. The trail accommodates walking, bicycling, and cross-
128 country skiing (skiing only on non-City trail). The City has acquired the railroad bridge
129 over I-94 and intends to expand the trail north. See Maps 10 and 14. The use of "All
130 Terrain" vehicles has grown in popularity and there are designated roads for their use
131 in the Town. See Map 10.
132

133 The Town should continue to monitor the use of recreational vehicles on Town roads
134 and make adjustments on road use as growth occurs.
135

136 **Special Transit Facilities**

137
138 Jefferson Line bus service is available in Menomonie. DET, (Disabled and Elderly
139 Transportation), is a private non-profit organization. DET's specialized service is
140 available to elderly and disabled individuals throughout Dunn County who require
141 transportation. Eau Claire Passenger Service provides transportation to the Minneapolis
142 St. Paul airport and other locations near there.
143
144
145
146

147 **Review of Existing State of Wisconsin Transportation Plans**-Wisconsin DOT Website

148
149 *Connections 2030* is the long-range transportation plan for the state. This plan addresses
150 all forms of transportation over a 20-year planning horizon: highways, local roads, air,
151 water, rail, bicycle, pedestrian and transit. The Wisconsin Department of Transportation
152 officially adopted *Connections 2030* in October 2009.

153
154 *Translinks 21* is a Wisconsin Department of Transportation program begun in 1994 that
155 provides policy level guidance for the preparation of individual plans for highways,
156 airports, railroads, bikeways, and transit. It suggests goals and actions to move into the
157 21st century through 2020. The state plans no major changes to roads in the Town in the
158 next 10 to 20 years. The continued growth of trucking and freight train traffic due to
159 industrial sand mining may have an effect on the state plans so the Town should
160 monitor the state plans closely.

161
162 **Midwest Regional Rail System**

163
164 The Midwest Regional Rail System is a plan to improve the passenger rail network in
165 the Midwest. Passenger service would be available in Eau Claire and Minneapolis/St.
166 Paul in this plan. The Town should continue to keep abreast of any possible passenger
167 rail networks.

168
169 **State Recreational Trails Network Plan**

170
171 The State Trails Network Plan (DNR) encourages communities to develop additional
172 trails linking to the statewide trail system. Planners could work with the DNR and the
173 DOT's Bicycle Transportation Plan to establish and/or extend such trails.

174
175 **SUMMARY**

176
177 The transportation network in the Town appears to be adequate for at least the next ten
178 years. A working plan is in place to keep the roads in good condition. Because of heavy
179 use the maintenance and control of Rudiger Road should be taken over by the County.
180 Local sections of state and federal highways are not scheduled for any major changes.
181 The Town is continuing to work to have safer bike routes. Road usage by sand mining
182 traffic and large farm equipment may present a challenge in the near future.

183
184 **Goals**

- 185 1. Supply adequate transportation systems for the Town, while preserving natural
186 resources and preventing undue strain on the environment.
- 187 2. Discourage development and non-agricultural operations that can cause undue
188 damage to Town roads.
- 189 3. Support local airports.
- 190 4. Irving Creek Road, 440th, should be designated as a "Rustic Road."
- 191 5. Rudiger Road, 390th Street, should be taken over by the county.
- 192 6. Plan for a multimodal transportation system in the Town.

196 **Objectives**

197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214

1. Developers shall provide roads in new developments.
2. Dead-end roads shall be discouraged, but when necessary they shall have an appropriate size turn-around at the end.
3. Continue to provide routine maintenance according to plan.
4. Maintain, update, and enforce the non-metallic mining ordinance.
5. In the future the Town may want to research ways to transfer Rudiger Road, 390th Street, back to the county.
6. Evaluate and construct roads, whenever possible, that safely accommodate bicycle, pedestrian, ATV's, and other traffic.
7. Work with the state to designate Irving Creek Road as a "Rustic Road".
8. Use the IOH (implement of husbandry) guidelines in developing weight limits/ordinances for heavy machinery to enhance public safety. As of 9/11/2014 the Town has chosen to opt out of IOH length and weight limits. See websites below for more information.

Town "Opt Out Ordinance" www.townofmenomonie.org/ordinances.php
IOH definition: <http://fyi.uwex.edu/ioh/ioh/>