

## **CHAPTER 4**

# ***Transportation***

### **Introduction**

The automobile is usually the most prevalent mode of transportation catered to by a transportation system. But a transportation system encompasses much more than just the automobile. It also takes into account jurisdictional control, different modes of transportation, maintenance, and future transportation corridors.

A well-planned transportation system provides for the efficient and safe movement of people and goods through various means and lays the foundation for growth and economic success while improving the livability of the City of Menomonie. Though the best possible multi-modal transportation system is desired, it does not come without a price.

Construction of new roads, bridges, and trails, is expensive and often has negative environmental impacts. And after these are built, they have to be maintained on a regular basis.

As a guide for the design and construction of future transportation facilities, the transportation planning element will examine existing transportation corridors with respect to land use, environmental concerns, and economy while examining alternative forms of transportation. This will ensure the adequacy of the network to support future growth, while minimizing costs and protecting environmental resources and increasing the quality of life for the citizens of the City of Menomonie and the surrounding area.

### **Modes of Transportation**

The movement of people and goods is accomplished through a variety of transportation modes. These modes include car, truck, rail, public transportation, ship, air, bicycle and pedestrian. For the most part, each mode fits a particular need. Automobiles function as the dominant mode for the movement of people. Trucking provides for the rapid movement of goods and products over the highway network. Air travel helps to move people and lightweight products quickly over long distances. The railroad functions primarily for the movement of bulk commodities over long distances while bicycle paths and sidewalks provide for the movement of people. The most dominant mode of transportation in the City of Menomonie (and nearly all communities) is the automobile and for that reason the majority of the Transportation Element will focus on local streets and highways.

### **Local Streets and Highways**

The City of Menomonie is served by an extensive network of streets and highways under state and local jurisdiction. There are approximately 104 miles of road

system within the City. Major state routes passing east/west through the City include Interstate 94, USH 12 and STH 29, while STH 25 provides the primary north/south access to the community.

The roads are functionally classified according to the level of service they are intended to provide, ranging from arterials that provide a high degree of travel mobility to local roads that serve land access functions. Map 4-1 depicts the functional classification of the streets and highways in the City. A primary purpose of the functional classification system is to qualify higher functioning roads (collectors and arterials) for state and federal funding assistance for their maintenance and improvement. The City has approximately 37 miles of functionally classified roads, or 35 percent of the total mileage, that are eligible for federal and state transportation improvement funds.

Although having a number of highways converge on a municipality that split up the City isn't unusual, Menomonie has the unique distinction of having Lake Menomin, and varying topography to deal with when trying to set up the transportation network. The City is deprived of parallel connectors because of the physical landscape of the area. Parallel connectors would provide for various ways to bypass the City for those just passing through rather than have that traffic flow through the city and add to the congestion.

Another issue to contend with for the City of Menomonie is the issue of Interstate 94 being the only east/west thoroughfare north of Lake Menomin. When construction occurs, or if an accident happens on Interstate 94 in the Menomonie area, the shortest way around the problem areas is to travel through the City of Menomonie. This adds considerable amounts of traffic volume to the principal arterials of Menomonie.

### **Functional Road Classification System (Urban > 5,000 Population)**

The road system is composed of four levels of government jurisdiction. These levels include the local road system, and county, state, and federal highways. Each roadway within the county can also be classified by function. The function that the road serves in relation to existing traffic patterns, the adjacent land use, land access needs, and the average daily traffic volumes determine its functional classification. There are both urban and rural classification systems, both of which are detailed below.

- Principal Arterials Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principle arterials are further subdivided into 1) interstate highways and 2) other principle arterials.
- Minor Arterials-Rural, serve traffic generators providing intra-regional and inter-area traffic movements. These routes provide for trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.

- Minor Arterials-Urban, serve important economic activity centers, have moderate traffic volumes, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.
- Major Collectors-Rural, provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.
- Minor Collectors-Rural, provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system.
- Collectors-Urban, provides direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low traffic volumes and inter-regional trips. These routes collect and distribute traffic between local streets and arterials.
- Local Streets comprise all facilities not on one of the higher systems. They 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 this system is usually discouraged.

### **Arterials, Collectors, and Local Roads**

The City of Menomonie is served by primary access points Interstate 94, State Highways 29, and 25, and U.S. Highway 12. Access is also provided through a network of County Highways, local roads and streets. Proposed future highway improvements will add additional access points to the City, and strengthen the transportation network.

Interstate 94 is listed as a principal arterial and is the largest traffic carrier in the area. State Highways 29 and 25 traveling through the City of Menomonie are principal arterials. Both would fall under WisDOT jurisdiction. U.S. Highway 12 is also a principal arterial. County Highway J becomes 14<sup>th</sup> Avenue which is a minor arterial-urban. County Highway Y which becomes 9<sup>th</sup> Street becomes a minor arterial-urban.

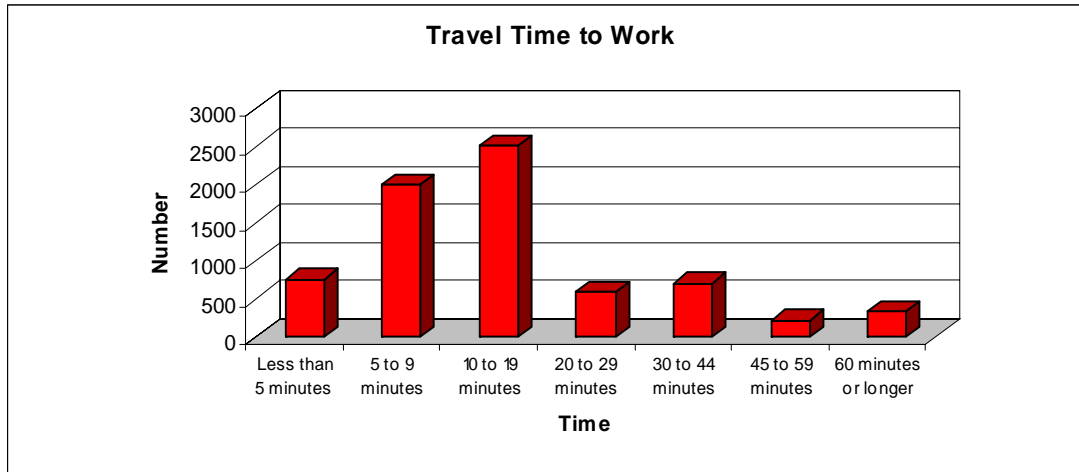
Funding by the Wisconsin Department of Transportation for various road projects is tied to these functional road classifications. Because of this, each municipality has a limit as to the number of roads that are placed into each classification.

### **Commuting Patterns**

Commuting patterns in the City of Menomonie model commuting patterns for much of Dunn County. A quarter of Menomonie's working residents commutes 20 minutes or more to work (*See Figure 4-1*). The average travel time to work has

increased since 1980. In 1980 it took an average of 10.4 minutes to get to work. By 2000 that number rose to 16.7, for an increase of nearly 61%.

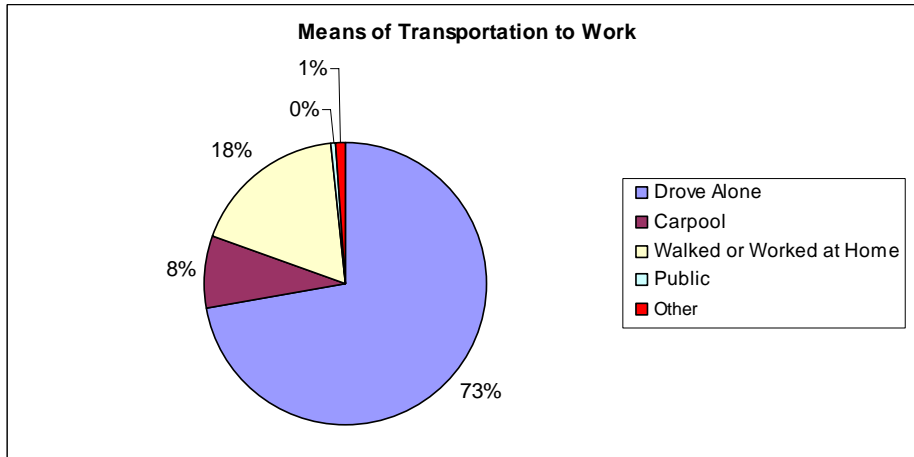
FIGURE 4-1: TRAVEL TIME TO WORK



Source: U.S. Census Bureau 2000

Transportation choices reflect access to services, distances traveled, and personal preference. Single-occupant vehicles are the dominant mode of transit, with few residents using multi-occupant modes such as carpooling (Figure 4-2 and Figure 4-3).

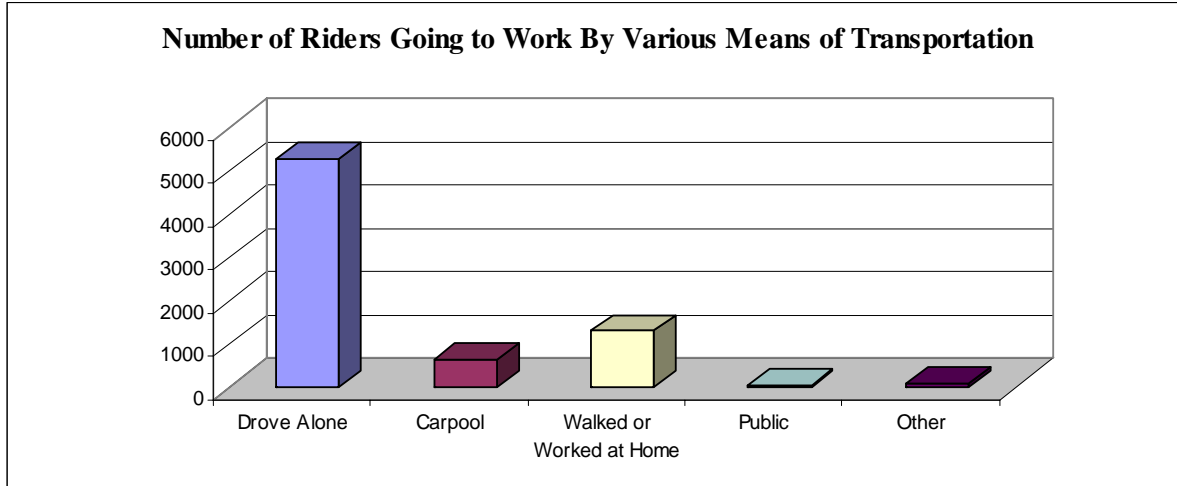
FIGURE 4-2: MEANS OF TRANSPORTATION TO WORK BY PERCENTAGE



Source: U.S. Census Bureau 2000

Future transportation choices should reflect this type of commuting pattern. Also, as residential and commercial development patterns are influenced by improved access to neighboring communities, traffic concerns must be anticipated and adjusted accordingly.

FIGURE 4-3: MEANS OF TRANSPORTATION BY NUMBER OF RIDERS



Source: U.S. Census Bureau 2000

### **Traffic Volumes**

Growing population brings increased traffic. Traffic volumes within the planning area are determined by the Wisconsin Department of Transportation (See Table 4-1). This data is collected every few years based on a specific location. These data represent 1992 - 2002 Annual Average Daily Traffic for the specified roadway. Traffic on State Highway 25 north of the City of Menomonie has seen the biggest volume increase. Map 4-2 shows traffic volumes throughout the City.

### **Vehicle Registrations**

The number of vehicles registered by the WisDOT Division of Motor Vehicles in the City of Menomonie has steadily increased over the years. Table 4-2 presents vehicle registration data for the City to indicate the growth in vehicle registrations in the City in recent years.

As indicated in Table 4-2, vehicle registrations increased by just over 10% percent between 2000 and 2005, reaching over 12,000 vehicles in 2005. A substantial increase in the number of semi-trailers and other trailers requiring registration appear to be a major contributor to the overall increase in registered vehicles. Automobile, school buses, and recreational vehicles are the only three categories that showed a decrease in registered vehicles. while truck registrations have increased by over 25 percent. This can be attributed to a combination of the popularity of light duty trucks for personal transportation and the growth of the local economy, and the expansion of employment opportunities requiring the use of light and medium duty trucks. The other major increases in the vehicle registration types in the City of Menomonie were semi-tractors (111.11%), trailers (74.3%), and mobile homes (73.26%).

City of Menomonie 2007 Comprehensive Plan

Map Location	1992	1996	2000	2002	AAGR**%
A - STH 25 North	5,410	7,200	7,100	11,500	11.26%
B - N. Broadway	12,990	16,700	19,900	20,800	6.01%
C - N. Broadway	16,860	22,000	19,000	18,700	1.09%
D - N. Broadway	17,060	18,000	19,000	22,000	2.90%
E - 21st Street*	NA	2,100	1,900	2,000	-0.48%
F - S. Broadway	10,630	10,600	11,700	15,600	4.68%
G - S. Broadway	12,850	13,300	14,000	14,200	1.05%
H - S. Broadway	13,960	16,200	14,900	13,700	-0.19%
I - S. Broadway	11,420	11,800	10,600	12,400	0.86%
J - STH 25 South	7,490	8,400	8,800	12,200	6.29%
K - USH 12 West	6,030	6,400	6,200	7,500	2.44%
L - STH 29 West	3,160	4,100	4,200	4,800	5.19%
M - CTH P West	1,390	1,500	690	1,500	0.79%
N - 9th Street East	5,340	7,900	6,500	6,900	2.92%
O - Crescent Street	9,400	9,300	10,000	10,600	1.28%
P - Main Street	10,380	8,400	6,700	6,500	-3.74%
Q - Main Street	15,940	15,300	15,500	17,600	1.04%
R - Stout Road	11,280	10,700	9,400	11,700	0.37%
S - CTH J	870	1,100	1,800	2,400	17.59%
T - Stokke Parkway Road	2,290	2,100	2,000	2,400	0.48%
U - Stout Road	14,150	13,200	12,000	12,800	-0.95%
V - Wilson Road	1,200	3,400	3,000	2,400	10.00%
W - 21st Avenue	3,360	4,000	4,000	5,500	6.37%
X - 21st Avenue	4,170	4,200	4,200	5,500	3.19%
Y - Bongey Drive	1,390	1,400	1,400	1,500	0.79%
Z - 9th Street	8,450	8,000	6,800	7,700	-0.89%

Source: Highway Traffic Volumes, 1992-2003, WisDOT

\*Only Calculated for 1996-2002

\*\*Average Annual Growth Rate

Types	2000	2001	2002	2003	2004	2005	% Change 2000- 2005
Automobile	5,737	5,731	5,626	5,634	5,640	5,586	-2.63%
Trucks	4,073	4,362	4,509	4,653	4,874	5,120	25.71%
Trailers	143	140	153	172	193	249	74.13%
Semi-Tractors	9	12	9	14	12	19	111.11%
Semi-Trailers	310	309	310	309	302	310	0.00%
Buses	12	13	13	16	14	16	33.33%
School Buses	43	45	43	44	41	35	-18.60%
Motorcycles	367	329	413	418	490	452	23.16%
Mopeds	31	30	43	42	49	45	45.16%
Mobile Homes	86	103	107	105	133	149	73.26%
Recreational Vehicles	80	83	80	67	67	71	-11.25%
Totals	10,891	11,157	11,306	11,474	11,815	12,052	10.66%

Source: Wisconsin Department of Transportation

**Accidents**

The location and frequency of vehicular accidents on the City's street system provides an indication of how well that system is serving the mobility needs of the motoring public. Identifying the location and number of accidents is the first step in the evaluation of a potential safety problem and the development of alternative strategies to correct the safety deficiency. Table 4-3 represents the results of an analysis of the City of Menomonie's recorded accident data for the City's street system for the years 2002 through 2005. The intersection locations in Table 4-3 represent those highest accident locations with 10 or more reported accidents during the three-year period. The number of accidents at specific locations is also graphically depicted on Map 4-3.

Three distinct problem areas can be identified on Map 4-3 from an analysis of the accident data. The first problem area is the North Broadway intersections with Pine Avenue, Oak Avenue, and Cedar Falls Road. This stretch of North Broadway is bordered by fairly extensive commercial development that generates a considerable amount of traffic, as well as serving as the primary entrance to the City from Interstate 94. There were a total of 168 accidents recorded at these three intersections during the reporting period.

TABLE 4-3: INTERSECTION LOCATIONS WITH HIGHEST NUMBER OF ACCIDENTS							
2002-2006		Number of Accidents					
Rank	Intersection Location	2002	2003	2004	2005	2006 *	Totals
1	N. Broadway/Pine Avenue	13	13	28	22	15	91
2	S. Broadway/Main Street	17	14	22	25	18	96
3	N. Broadway/Cedar Falls Rd.	11	12	12	6	5	46
4	S. Broadway/6th Avenue	11	4	10	7	9	41
5	6th Street/Main Street	10	7	6	8	6	37
6	N. Broadway/Oak Avenue	6	5	7	9	4	31
7	S. Broadway/11th Avenue	9	3	7	2	0	21
8	S. Broadway/4th Avenue	4	3	5	12	3	27
9	S. Broadway/13th Avenue	6	10	1	2	3	22
10	S. Broadway/21st Avenue	3	8	6	4	8	29
11	Main Street/4th Street	5	5	4	2	3	19
12	Stout Road/17th Street	3	3	8	4	1	19
13	13th Avenue/6th Street	3	4	5	**	**	12
14	Stout Road/21 Street	2	3	3	6	5	19
15	Main Street/3rd Street	3	5	4	1	2	15
16	13th Avenue/3rd Street	1	2	5	**	**	8
17	Stout Road/19th Street	3	3	2	1	2	11
18	N. Broadway/Wolske Bay Rd.	**	**	**	10	3	13

Source: City of Menomonie's Police Department, \*As of September 29, 2006; \*\*no information provided.

The second problem area is in the central business district and the bordering University area. Physical constraints and limited traffic routing options through the downtown and University areas, combined with heavy traffic volumes in these areas, contribute to growing traffic congestion problems and an increasing frequency of accidents. The segments of South Broadway, Main Street, 13<sup>th</sup> Avenue and 6<sup>th</sup> Street that border this area recorded a total of 210 accidents during the reporting period.

A third problem area is emerging on Stout Road between 17<sup>th</sup> and 21<sup>st</sup> Streets. Heavy traffic volumes on Stout Road are increasing the difficulty in getting into and out of residential neighborhoods to the north. In addition, 21<sup>st</sup> Street serves as one of two direct access points to Stout Road for an increasing mix of single and multi-family residential development, as well as commercial, government and institutional land uses. The Stout Road intersections with 17<sup>th</sup>, 19<sup>th</sup> and 21<sup>st</sup> Streets recorded a total of 35 accidents between 2002 and 2005.

### **Major Traffic Generators**

Certain activities, facilities and functions tend to generate more traffic than others. For example, commercial and industrial land uses create more traffic than low density residential land use (*See Map 4-4*). Traffic volumes also vary weekly and daily with the type of land use. Industries generate a lot of traffic before and after designated working hours, Monday through Friday, while generating little traffic on the weekends. Conversely, parks are heavily used on the weekends and weekday evenings. Parks generally receive greater usage in the summer as opposed to the winter. Churches generate considerable traffic on Sunday morning and little the rest of the week. The following list identifies the major generators of traffic activity in the City of Menomonie:

- Downtown
- UW-Stout
- Red Cedar Clinic and Hospital
- Industrial Parks
- Commercial Areas
- Parks
- Schools

The planned street pedestrian, and bicycle transportation system must take into account these traffic generators, as well as any future generators.

### **Criteria for Future Road Corridors**

To ensure smooth traffic flow through the City of Menomonie, these factors will be considered when planning future road corridors:

- Connect existing dead ends and stub roads where possible.
- Multiple access points for certain developments.
- Increase/improve east-west, north-south corridors.
- Follow natural features and topography of the land.
- Explore possibilities within the City before expanding outward.



Future streets have already been planned (See Map 4-5) including an East Connecting Route or bypass around the City to the east. Other future projects such as extending Oak Avenue to U.S.H. 12 are planned to improve connectivity throughout the City and connect streets and corridors that are currently fragmented.

### **State, Regional, and other Transportation Plans**

The Wisconsin Department of Transportation has several state and regional transportation plans that were reviewed to ensure consistency. Overall goals in these plans are consistent with the City's overall transportation goals. The plans reviewed are:

- ✓ Connections 2030
- ✓ West Central Regional Freeway System
- ✓ Midwest Regional Rail System
- ✓ Wisconsin State Highway Plan 2020
- ✓ Wisconsin State Airport System Plan 2020
- ✓ Wisconsin Bicycle Transportation Plan 2020
- ✓ Wisconsin Statewide Pedestrian Policy Plan 2020

The WDOT is in the initial stages of collecting information for a potential bypass of Menomonie north of Interstate 94. Currently, when the interstate is closed down due to an accident or road construction, traffic is rerouted through downtown Menomonie which leads to heavy congestion. A bypass to the north would alleviate much of that congestion. The City of Menomonie will be working with the WDOT in later planning stages.

The WDOT does not have any projects scheduled in their 5-Year Plan City of Menomonie. However, as new plans are developed, the City of Menomonie will incorporate the applicable goals, objectives and policies of the WDOT plans.

### **Planned Major Street Improvements**

A series of planned improvements to the Menomonie street system is shown on Map 4-6. These improvements include both planned and potential projects that may be anticipated during the 20-year planning period.

The identified improvements are proposed in response to the community's growth and development plans. Many of the proposed projects are for the improvement of traffic circulation in the currently developed area in the City of Menomonie. Exceptions to this include the proposed 21<sup>st</sup> Avenue extension to CTH "J" on the east side of the community, extension of a commercial frontage road south of USH 12/STH 29, and some additional streets in the Menomonie Junction area which will accommodate future development.

The projects are grouped in three general categories of priority. Immediate priority means that the project has the highest priority based on existing conditions.

Development of plans, purchasing right-of-way, and construction should commence in the first five years. Immediate priority is a project that is anticipated to be needed in six to ten years. A long-range project is one that may or may not be needed depending on how fast and in what direction the community grows.

### **Road Expenditure Planning**

With infrastructure comes maintenance. A sound transportation plan should be able to foresee and responsibly plan for upcoming expenses. Two ways of doing this is by participating in the PASER program and devising long-range public works plans. The City of Menomonie does both.

Pavement ratings can be used for planning maintenance and budgets for local roadways. In 2001, a state statute was passed that requires municipalities and counties to assess the physical pavement condition of their local roads. A common method of doing this is referred to as Pavement Surface Evaluation and Rating or PASER (*See Map 4-7*). PASER rates roadways from Failed (needs total reconstruction) to Excellent (no visible stress). PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning. The City of Menomonie had their first PASER rating completed in 2001.

The City also develops a Public Works Five-Year Plan that lists possible projects as well as their estimated costs. This list is continually updated.

### **Planned Walkways/Bikeways**

Today, more people are interested in physical fitness than ever before. Besides basic transportation, biking and walking are increasingly popular ways to exercise regardless of age. Besides health benefits, sidewalks provide a safe way for pedestrians to move throughout the City while bike trails can offer an aesthetic and relaxing way to enjoy Menomonie while bringing in financial benefits to local businesses as well. The City of Menomonie has an extensive sidewalk and trail system throughout the City (*See Map 4-8*).

A significant number of locations within the City remain without sidewalks and a number of existing sidewalks are showing signs of deterioration. A survey of the sidewalk needs was conducted to determine where planned improvements should occur. Map 4-8 depicts areas where existing sidewalks are in need of repair or replacement and streets that should be served by sidewalks/walkways within the City. In selected locations, only limited sections of sidewalks are identified for needed repairs and may be addressed through the City's on-going maintenance program. However, where more extensive sidewalk repair and/or installation are identified, the cost of these improvements may be more efficiently addressed when combined with the construction or reconstruction of the adjoining street.

In 2000, the City Council adopted a sidewalk location policy. The policy was designed to guide the City in locating, constructing, and repairing sidewalks and

pedestrian corridors within the City. The City reviewed traffic volume, traffic generators, and circulation when creating the policy. The following classifications were created:

- **Primary Pedestrian Corridor**  
Streets with traffic counts over 5,000 vehicles per day would require sidewalks on both sides, unless the abutting property is undeveloped.
- **Secondary Pedestrian Corridor**  
Streets with traffic counts between 1,000 vehicles per day to 5,000 vehicles per day would require sidewalk on one side, unless the abutting property is undeveloped.
- **Local Pedestrian Corridor**  
Streets with traffic counts under 1,000 vehicles per day but serve a location that generates pedestrian traffic or that would loop a Primary and/or Secondary Pedestrian Corridor would require sidewalk on one side.

Bicycle facility improvements within the City of Menomonie have been identified in the City's *Bicycle Facilities Plan*, originally completed in 1993. The focus of the plan was on bicycle facility improvements that provide for a designated internal circulation network for bicyclists, along with a connection to the Red Cedar Trail. Since that time, modifications to that plan have been made to address changing conditions. The proposed bikeway system recommended in this plan incorporates the bicycle facility improvements contained in the *Bicycle Facilities Plan*, along with the identified modifications, and the addition of route extensions to provide connectivity to areas outside of the City. Map 4-9 depicts the planned bikeway and walkway system for the City of Menomonie.

The future sidewalk/bike trail plan will take these factors into consideration:

- Providing safe passage to generators of traffic including parks, schools, public buildings, restaurants, and retail stores.
- Locate sidewalks along roads with heavy traffic such as arterials and collectors.
- Build sidewalks that provide connectivity to other sidewalks.
- Provide adequate road width and shoulder space for safe sharing of road space with bicycles and vehicles.
- Establish trails that link park and conservancy areas and provide parking for non-resident use.

### **Air Service**

The recently completed improvements to Menomonie's Municipal Airport have increased the accessibility to the City by air travel. The airport improvement project included the construction of a new primary east/west runway 5040 feet in length by 75 feet in width. The project also included the upgrading of navigational aids with the installation of new medium intensity runway lights (MIRLS), runway end identifier lights (REILS), and a visual approach decent indicator (VADI/PAPI).

The improvements enable the community to better accommodate business travel on corporate owned aircraft, as well as personal travel on privately owned aircraft. However, Menomonie's location in proximity to the general air passenger transportation provided at the Minneapolis-St. Paul International and Chippewa Valley Regional Airports will continue to be an obstacle to attracting a regional common carrier air passenger service. The City of Menomonie should continue to promote and support the use of its Municipal Airport for corporate and private aviation travel.

The Chippewa Valley Regional Airport in Eau Claire is approximately 27 miles away. Its main connection is to the Minneapolis/St. Paul International Airport. Northwest Airlink Airlines, through Mesaba Airlines, provides eight round trip flights per weekday with connecting service to over 220 domestic and international destinations. Mesaba provides both scheduled passenger and air cargo/package express service from this airport.

Access to commercial air service is provided through the Minneapolis-St. Paul International Airport (MSP). MSP provides direct access to 175 domestic destinations, as well as many international access points and furnishes the primary air transportation needs for the City of Menomonie. Minneapolis/St. Paul International Airport is approximately 70 miles away.

## **Rail**

The City of Menomonie's location along an east/west mainline of the Union Pacific Railroad ensures the community of rail access for industrial shipping needs. Rail freight service is currently provided via spur line connections to the Cardinal Glass manufacturing plant, Banks Hardwoods, Ambassador Steel, Quality Liquid Feed, and Lehmann & Larson. Additionally, the City has industrial land for sale that sides on the rail line. Rail service provides opportunities for various industries that may be interested in locating to the area.

The existing rail infrastructure could also be potentially used for passenger rail lines. A future passenger service route along U.S.H. 12 could connect the City of Menomonie to the Twin Cities and the City of Eau Claire. This would provide opportunities for additional economic development employment in Menomonie.

## **Transit**

The City of Menomonie has a taxi cab service. Klassic Cab LLC, located at 2233 S. Broadway, was started in June of 2005, and is in operation 24 hours per day, seven days per week. Klassic Cab has one car and a fifteen passenger van that they operate during the late evening hours.

Specialized transportation services are provided by Disabled and Elderly Transportation, Inc. (DET), a private non-profit transportation provider serving the elderly and disabled residents of the City. DET operates a fleet of seven vehicles that are lift-equipped buses/vans. DET provides rides to the disabled and elderly

along a designated route in Dunn County. The general public living along this route is also able to use this service for a \$5 fee. In addition to contracted transportation services for Dunn County Human Service program participants, DET serves various other local groups and service organizations with its vehicles for special individual transportation needs.

DET services also include the Doorstop Bus, a lift-equipped vehicle which operates Monday through Friday from 8:30 a.m. to 3:30 p.m. on a demand-response. The fare for this service is \$2 per ride and is available to the public. The Doorstop Bus also provides service on the first Saturday of the month from 8:00 a.m. to 2:00 p.m., as well as each Saturday between Thanksgiving and Christmas. The Doorstop Bus Service provides approximately 60 rides per day to local residents for various trip purposes.

In addition to DET, the Dunn County Office on Aging provides paratransit service to ambulatory elderly passengers through a volunteer driver program. While this service is provided to elderly residents throughout Dunn County, a significant portion of these rides are provided to Menomonie area residents.

While the City has contributed to the operation of the Doorstop Bus service to try to address the needs of those requiring specialized transportation services, there has been no detailed evaluation of the overall transit needs of City residents or the benefit of reducing traffic in heavily congested areas. As the University continues to expand its parking facilities to accommodate increased student parking needs, and increasing employment opportunities follow development to the perimeter of the City, the capacity of the local road system will be taxed even further to provide an adequate level of service. In light of these issues, the City and the University may wish to further evaluate the potential for increased transit service.

There is no passenger bus service in the City of Menomonie though, with the possible development of passenger rail service in the area, passenger bus service connecting locations in the City with the rail depot would be realistic.

### **Trucking**

Menomonie has a number of industries and businesses that rely on trucking for transportation of inventory, raw materials, and products. In order for these businesses to remain viable, the transportation network must provide adequate truck access for those industries and businesses.

### **Water Transportation**

Currently, the surface waters in and around the City of Menomonie do not provide conventional means of transportation. However, they can be used for recreation for boating and fishing. The City of Menomonie does not have a need to utilize the existing surface waters for conventional transportation.

## **Transportation Goals, Objectives, and Policies**

Once an inventory has been taken of the existing transportation systems, the next logical step is to look at what the community hopes to achieve in the near future regarding transportation infrastructure as well as modes of transportation.

### **Goals**

1. Provide for the ease of movement within and through the City of Menomonie.
2. Provide for safe pedestrian bicycle movement.
3. Promote transportation alternatives.
4. Promote environmentally and fiscally responsible road design.

### **Goal 1: Provide for the ease of movement within and through the City of Menomonie.**

#### *Objectives*

- Increase connectivity of roads to encourage dispersing of traffic.
- Limit access points on major traffic carriers.
- Limit dead ends and cul-de-sacs.

#### *Programs, Policies, and Actions*

- Review development plans to ensure there are adequate access points.
- Encourage developers to design subdivisions that fit into the City's future transportation plan.
- Update bicycle and pedestrian plans as needed.
- Map current truck routes and identify areas where those routes could be altered or new routes added to improve traffic flow and access.
- Continue to provide four traffic lanes to service the industrial park as it expands.

### **Goal 2: Provide for safe pedestrian and bicycle movement.**

#### *Objectives*

- Develop designated bike routes.
- Clearly mark bike and pedestrian crossings.
- Identify major traffic generators and make them accessible to bikes and pedestrians.

#### *Programs, Policies, and Actions*

- Require new developments to design sidewalks that connect to the future sidewalk and bike trail plan.
- Provide safe road crossings for pedestrians and bicyclists by utilizing signs, lights, striping and eliminating view obstructions.
- Follow and improve on future sidewalk and bike trails.
- Increase safe pedestrian/bicycle corridors.
- Improve visibility of crosswalk and bike lanes.
- Establish a citizen pedestrian/bike committee to recommend improvements in existing routes and future policies.
- Use traffic calming techniques to create safe pedestrian and biking corridors.

- Widen sidewalks along arterials and collectors in areas where bike lanes are not feasible.
- Review required street widths.
- Form a campaign to fund signs and maps for the local bike system.

**Goal 3: Promote transportation alternatives.**

*Objectives*

- Encourage pedestrian and bicycle use as viable means of commuting and recreation.
- Develop an official park-and-ride lot for commuters.
- Encourage the development of a passenger rail service.

*Programs, Policies, and Actions*

- Provide the infrastructure that allows for alternative means of transportation outside of the automobile.
- Explore funding sources and volunteer opportunities to meet the transportation needs for the elderly and disabled citizens of Menomonie.
- Continue to encourage and support efforts to maintain and improve rail freight service to Menomonie shippers in cooperation with the Union Pacific Railroad.
- Work with the local schools, medical facilities, and bikes shops to promote and establish a walk, bike, carpool to work week each month.
- Support the WDOT and West Central Wisconsin Rail Coalition to promote rail passenger service and development.
- Create a Rail Committee to explore potential passenger rail depot sites, potential passenger bus routes, and surrounding long-term development plans.
- Establish park and ride lots near both I-94 interchanges.
- Explore mass transit/public transportation options.

**Goal 4: Promote environmentally and fiscally responsible road and trail design.**

*Objectives*

- Coordinate street and highway improvement work with municipal utility needs.
- Take into consideration topography and natural features.

*Programs, Policies, and Actions*

- Seek out transportation options that minimize the need for tree removal and earth movement.
- Pursue available grant monies to help offset the cost of infrastructure upgrades.
- Identify all future transportation projects that coincide with utility needs so they can be prioritized and done at the same time to minimize costs.
- Work with the surrounding Towns to develop an official road, bike, trail map, etc.
- Review sidewalk code and update if/when necessary.

- Require new development to include sidewalks/trails and connect to existing corridors.