

4.0 Transportation Element

4.1 Introduction

4.2 Background Data/Existing Conditions

4.3 Relationship to State and Regional Transportation Plans

4.4 Assessment of Future Needs

4.5 Goals, Objectives and Policies

*Wis. Stats. 66.1001(2)(c)
(c) Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.*

4.1 Introduction

Transportation can be used as a tool to help guide and accommodate the growth which a community envisions. Like the other elements in this Plan, transportation is interconnected, especially with land use. Transportation decisions such as construction of new roadways or upgrading of existing roads can impact accessibility, land values, and land use development.

Chippewa County's transportation system is largely focused on vehicular modes. Recently, however, there has been more emphasis given towards pedestrian, bicycle, and transit facilities. The County also has good rail transportation infrastructure in place.

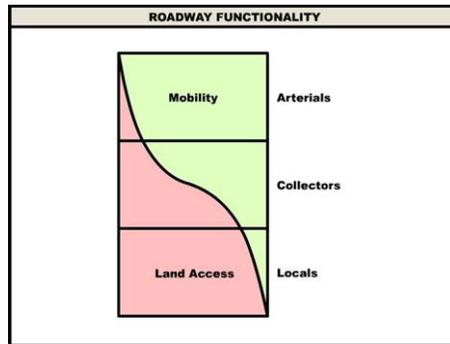
Background information and graphics were provided for this element by the West Central Wisconsin Regional Planning Commission, the Chippewa County Planning and Zoning Department, and the Chippewa County Highway Department.

4.2 Background Data/Existing Conditions

Highways

Roads can be generally classified into three categories – arterials, collectors, and local roads. A road's classification is determined by the type of service it provides. Typically arterials provide the least amount of access and highest level of mobility, while local streets provide the most access and lowest level of mobility. Collector roads provide a combination of access and mobility. The function of the various road types is summarized in Figure 4-1, Roadway Functionality. This illustrates that as land access through curb cuts and intersections increases, the flow of traffic becomes more cumbersome.

**Figure 4-1
Roadway Functionality**



Source: SEH

Chippewa County is served by over 2,000 miles of roads under state, county, and local jurisdiction. Major north/south highways include US 53, State Highways 27 and 178. State Highways 29 and 64 are major east/west highways.

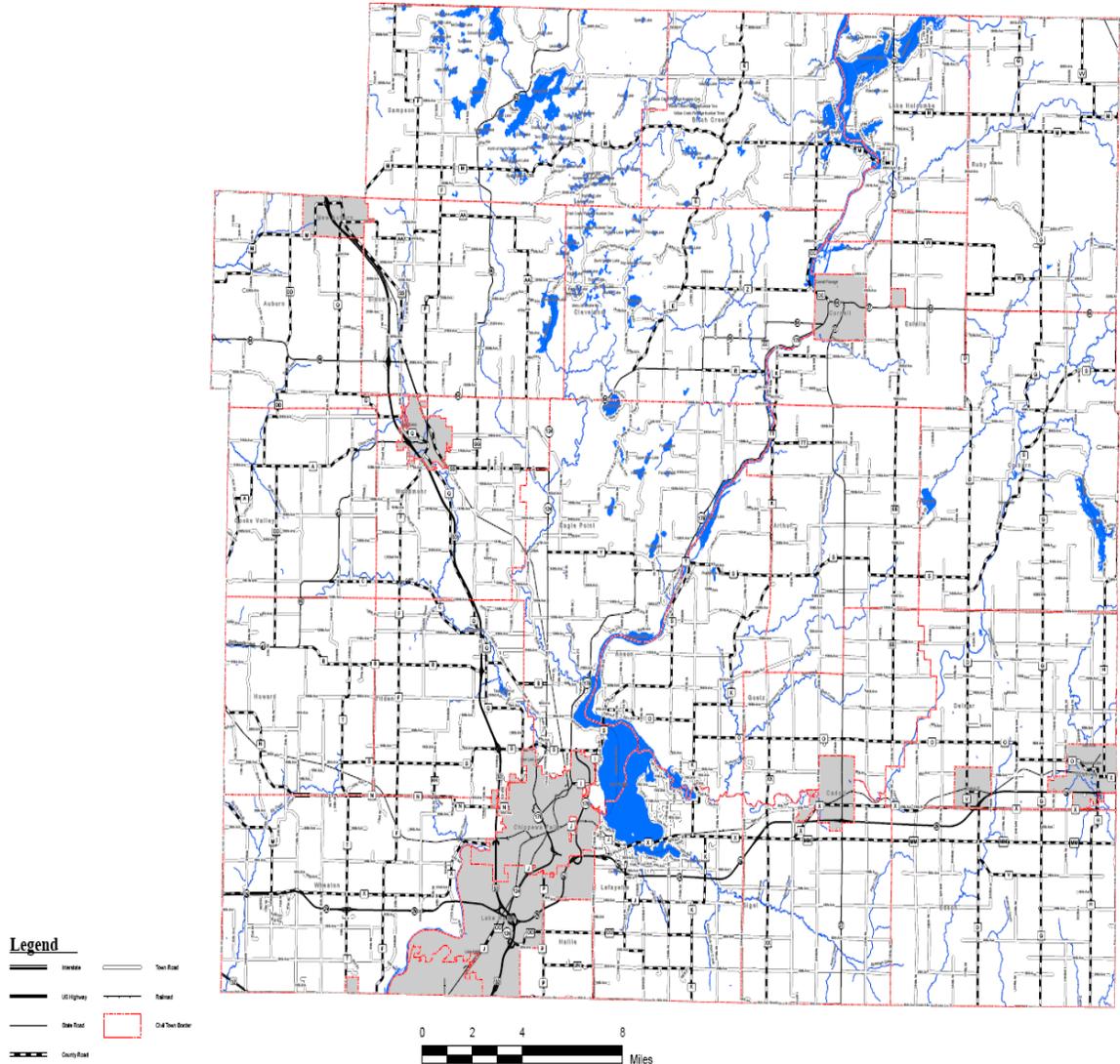
Table 4-1 shows the amount of Chippewa County roads that are owned by jurisdictions within the County. Figure 4-2 on the following page, indicates where these roads are located throughout the County. Chippewa County is responsible for the maintenance and upkeep of approximately 23 percent of the roads in the County.

**Table 4-1
Road Mileage by Jurisdiction - 2008**

Jurisdiction	Miles	Percent of Total
State	210.4	10.1
County	489.6	23.5
Towns	1,126.1	54.0
Villages	102.9	4.9
Cities	155.6	7.5
TOTAL	2,084.6	100.0

Source: Wisconsin Department of Transportation

**Figure 4-2
Chippewa County Road Ownership**



Source: Wisconsin Department of Transportation

Table 4-2 shows the functional classification of the roads in municipalities throughout Chippewa County. The majority (78 percent) of Chippewa County roads are classified as local. Collector roads comprise another 20 percent of Chippewa County roads, while arterials just less than two percent of Chippewa County roads.

**Table 4-2
Municipal Jurisdiction and Roadway Classification - January 2008**

Municipality	Gross Road Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
T. Anson	81.54	26.86	54.68		19.10	7.76		4.18	50.50
T. Arthur	61.03	19.08	41.95		6.55	12.53			41.95
T. Auburn	44.94	17.25	27.69		8.24	9.01			27.69
T. Birch Creek	60.80	19.07	41.73		18.86	0.21			41.73
T. Bloomer	68.89	23.07	45.82		17.49	5.58			45.82
T. Cleveland	53.17	17.09	36.08		11.41	5.68			36.08
T. Colburn	99.90	35.35	64.55		25.41	9.94		1.24	63.31
T. Cooks Valley	52.40	16.23	36.17		8.16	8.07			36.17
T. Delmar	85.04	25.04	60.00		24.54	0.50		1.78	58.22
T. Eagle Point	109.70	8.84	100.86	1.55	7.29		0.02	3.69	97.15
T. Edson	89.38	34.99	54.39		17.25	17.74		0.06	54.33
T. Estella	34.15	11.14	23.01		1.29	9.85			23.01
T. Goetz	48.78	12.70	36.08		6.68	6.02			36.08
T. Hallie	10.79	7.23	3.56		5.23	2.00		1.00	2.56
T. Howard	58.25	16.25	42.00		13.49	2.76			42.00
T. Lafayette	112.51	27.17	85.34	6.79	13.48	6.90	0.30	8.42	76.62
T. Lake Holcombe	50.50	3.61	46.89		3.61				46.89
T. Ruby	59.45	24.72	34.73		15.44	9.28			34.73
T. Sampson	91.20	19.12	72.08		19.06	0.06		4.23	67.85
T. Sigel	62.28	14.84	47.44		9.77	5.07			47.44
T. Tilden	72.98	30.85	42.13	1.53	20.81	8.51			42.13
T. Wheaton	115.43	34.54	80.89	2.17	23.19	9.18		3.37	77.52
T. Woodmohr	66.60	18.61	47.99		13.92	4.69			47.99
V. Boyd	9.75	3.02	6.73		2.52	0.50			6.73
V. Cadott	15.01	1.46	13.55		1.46			0.68	12.87
V. Lake Hallie	82.06	4.84	77.22	1.92	2.92		3.36	5.94	67.92
V. New Auburn	10.69	5.25	5.44		3.66	1.59			5.44
C. Bloomer	29.63	3.97	25.66		3.97			1.19	24.47
C. Chippewa Falls	97.58	0.99	96.59	0.76		0.23	14.69	11.55	70.35
C. Cornell	18.63	0.60	18.03		0.60			1.04	16.99
C. Eau Claire	22.18	1.39	20.79	0.96		0.43	3.13	4.42	13.24
C. Stanley	24.65	4.44	20.21		4.44			0.72	19.49
TOTALS	1,899.89	489.61	1,410.28	15.68	329.84	144.09	21.50	53.51	1,335.27

Source: Wisconsin Department of Transportation

The functional classifications of the rural areas of the County are shown in Figure 4-3 on the following page. Principal arterials consist of US 53 and State Highway 29. Minor arterials include State Highways 124, 64, 40, and 27. Most County Trunk roads are classified as collectors.

Figure 4-3
Chippewa County Rural Roadway Functional Classification

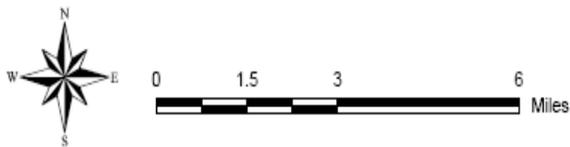
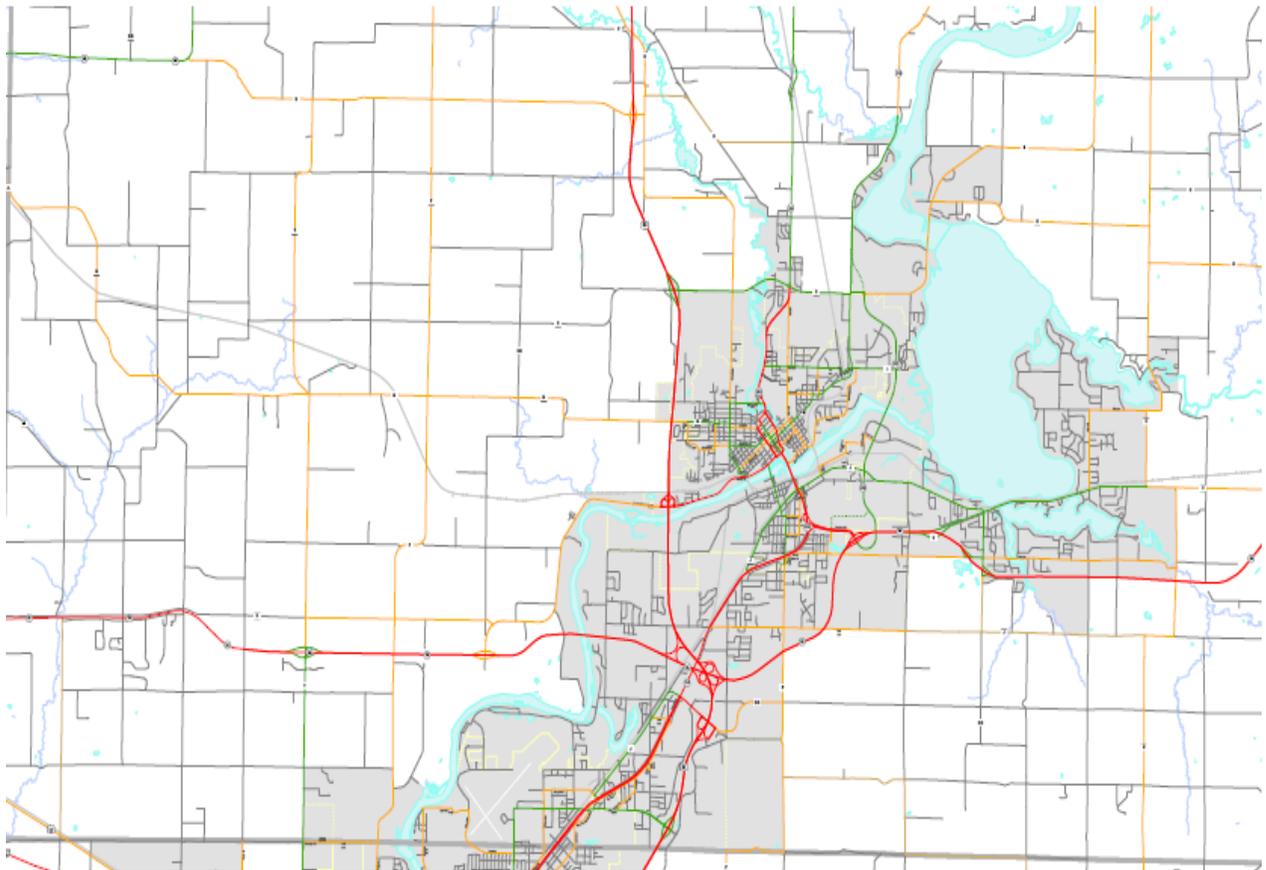


Source: West Central Regional Planning Commission

A portion of Chippewa County is part of the Chippewa-Eau Claire Urbanized Area. The functional classification of this area is shown in Figure 4-4. Within this area, some county roads are classified as minor arterials, including J, X, OO, and S.

Figure 4-4
Functional Classification of Chippewa-Eau Claire Urbanized Area

Functional Classification **PENDING**



Legend	
Existing Planned*	Other
— Principal Arterial	— Railroads
— Minor Arterial	— Lakes, Rivers, Streams
— Collector	— City and Village Boundary
— Local	— Urbanized Area
	— Other surrounding urbanized areas
	— Rural Area
	— County Boundary

*NOTE: All planned route locations are approximations only.

Source: West Central Wisconsin Regional Planning Commission

The Wisconsin Department of Transportation (WisDOT) Corridors 2020 Plan classifies US 53 and State Highway 29 as backbone routes. The backbone and connector routes, which connect Wisconsin's economic and tourism centers, are functionally classified as arterials. They are designed to provide a high level of mobility between communities. Arterials generally support higher levels of traffic at higher speeds than collectors.

The State Highway Plan 2020 identified US 53, from north of Highway 29, south to the Chippewa County line, as a facility that would see heavy congestion by 2020 without any expansion. However, there has since been a US 53 bypass constructed around Eau Claire that has alleviated this potential problem.

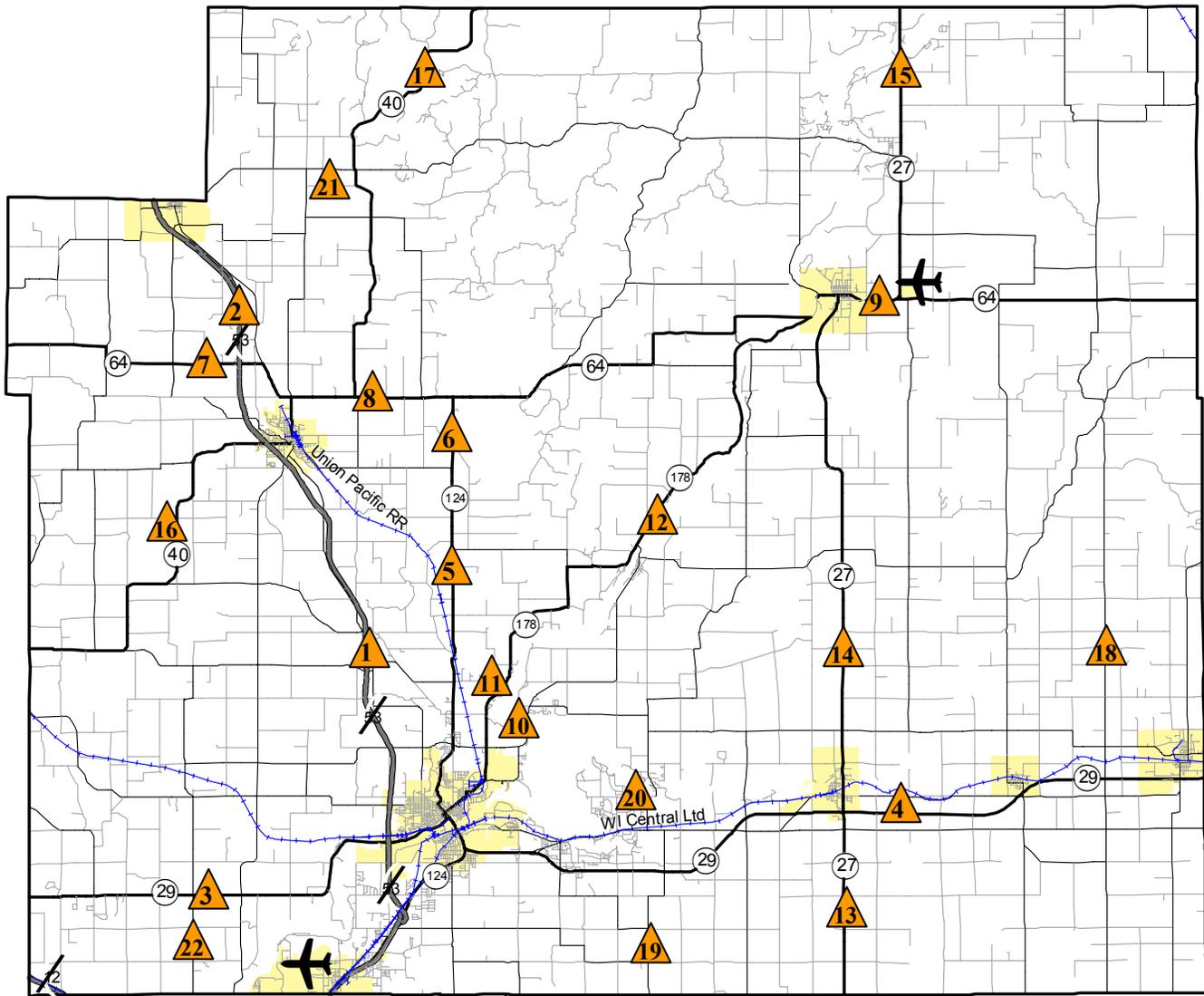
Table 4-3 shows traffic counts at locations throughout the County. Overall, there has been nearly a 40 percent increase in traffic from 1993 to 2003 at the 21 locations included in this table. The only location to see a decrease in traffic over this ten year span was on County K south of County O.

Table 4-3
Traffic Volume History (1993-2003)

Map ID (Figure 4-5)	Location	1993	1998	2001	2003	Percent Change (2001-2003)	Percent Change (1993-2003)
1	US 53 south of County C)	9900	11200	15300	13400	-14.2	26.1
2	US 53 (north of WIS 64)	7500	9200	11400	11100	-2.7	32.4
3	WIS 29 (east of County T)	8400	6700	7600	10500	27.6	20.0
4	WIS 29 (east of WIS 27)	6400	10000	10300	12200	15.6	47.5
5	WIS 124 (south of County Y)	2600	2300	2200	3900	43.6	33.3
6	WIS 124 (south of WIS 64)	1600	1300	1500	1700	11.8	5.9
7	WIS 64 (west of US 53)	1100	1200	1400	1600	12.5	31.3
8	WIS 64 (east of WIS 40)	1900	2400	2200	2600	15.4	26.9
9	WIS 64/WIS27 (west of County EE)	4100	4500	4200	4500	6.7	8.9
10	County S (south of County O)	3700	4300	3800	3900	2.6	5.1
11	WIS 178 (south of 105th Ave.)	2900	3400	2900	3800	23.7	23.7
12	WIS 178 (north of County Y)	1500	1600	1600	2200	27.3	31.8
13	WIS 27 (south of County MM)	1400	2000	1600	1900	15.8	26.3
14	WIS 27 (south of County S)	2600	3000	2900	3200	9.4	18.8
15	WIS 27 (north of County M)	2800	3500	3500	3700	5.4	24.3
16	WIS 40 (north of County C)	730	990	1300	1000	-30.0	27.0
17	WIS 40 (north of County M)	1200	840	1200	1200	0.0	0.0
18	County G (north of County O)	480	510	580	500	-16.0	4.0
19	County K (north of County OO)	440	700	680	900	24.4	51.1
20	County K (south of County O)	2300	2000	1600	1800	11.1	-27.8
21	County M (west of WIS 40)	1200	1400	1300	1600	18.8	25.0
22	County T (south of WIS 29)	1800	2700	3900	5300	26.4	66.0
TOTAL TRAFFIC COUNT - ALL LOCATIONS		66550	75740	82960	92500	11.5	39.0

Source: Wisconsin Department of Transportation and West Central Regional Planning Commission

Figure 4-5
Traffic Count Locations



- Rail
- County
- Local
- State
- US
- Airport
- Traffic Count Location

Chippewa County

Source: West Central Wisconsin Regional Planning Commission

Although traffic volume has risen significantly in Chippewa County over the past several years, crashes that are being reported have declined. As shown in Table 4-4, reported crashes peaked in 2003, but 2007's numbers were below those of 1998.

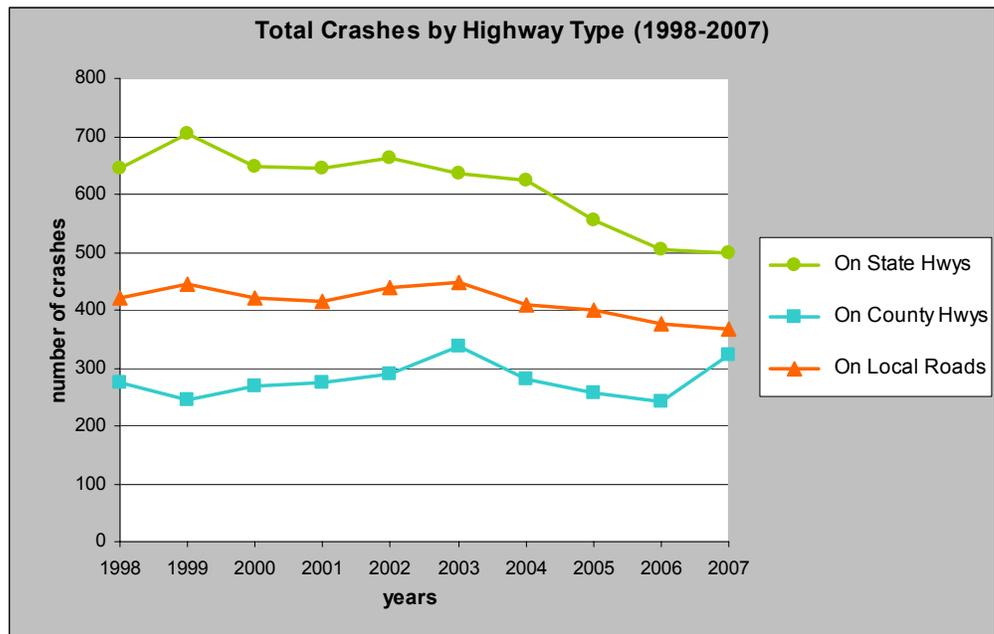
Table 4-4
Chippewa County Crash Data

Data Item	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
All Crashes	1341	1395	1338	1335	1394	1419	1312	1212	1124	1188
On State Hwys	644	704	649	645	664	635	624	555	505	499
On County Hwys	275	245	269	275	290	336	280	258	242	323
On Local Roads	422	446	420	415	440	448	408	399	377	366
Total Injuries	605	581	622	513	554	506	476	529	401	474
Total Fatalities	10	6	13	6	3	7	9	13	9	8
Bicycle crashes	5	10	2	6	7	2	9	8	6	7
Pedestrian crashes	14	11	9	8	5	6	2	6	7	7

Source: Wisconsin Traffic Operation and Safety Laboratory

Figure 4-6 illustrates what type of roadway crashes are occurring on from 1998 through 2007. There has been a decrease of crashes on state highways, a small decrease in crashes on local roads, but a small increase in crashes occurring on county highways.

Figure 4-6
Chippewa County Crashes by Highway Type



Source: Wisconsin Traffic Operation and Safety Laboratory

Table 4-5 shows crash data for specific Chippewa County municipalities. Overall, from 2003 to 2007, Chippewa County crashes have decreased by nearly 300, or 20 percent. However, crashes in the Village of Lake Hallie nearly tripled from 2003 to 2007. The City of Bloomer also had an increase of 21 crashes from 2003 to 2007. Municipalities that saw the largest numerical decrease in crashes were the Towns of Hallie (114), Eagle Point (38) and Lafayette (38), as well as the City of Chippewa Falls (80).

**Table 4-5
Chippewa County Highway Crashes by Municipality**

Municipality	2003	2004	2005	2006	2007	Change 2003-2007	
						Number	Percent
T. Anson	36	30	21	26	21	-15	-41.7%
T. Arthur	26	26	21	27	13	-13	-50.0%
T. Auburn	15	8	11	15	21	6	40.0%
T. Birch Creek	11	13	13	15	7	-4	-36.4%
T. Bloomer	50	26	34	29	32	-18	-36.0%
T. Cleveland	27	30	30	25	30	3	11.1%
T. Colburn	23	13	20	15	16	-7	-30.4%
T. Cooks Valley	18	12	10	3	5	-13	-72.2%
T. Delmar	37	27	21	35	24	-13	-35.1%
T. Eagle Point	89	94	70	53	51	-38	-42.7%
T. Edson	35	33	32	26	24	-11	-31.4%
T. Estella	18	16	13	11	13	-5	-27.8%
T. Goetz	19	8	14	21	17	-2	-10.5%
T. Hallie	125	20	7	10	11	-114	-91.2%
T. Howard	12	8	6	8	12	0	0.0%
T. Lafayette	113	90	88	62	75	-38	-33.6%
T. Lake Holcombe	21	25	15	17	28	7	33.3%
T. Ruby	13	14	11	9	14	1	7.7%
T. Sampson	26	28	30	20	19	-7	-26.9%
T. Sigel	54	49	36	54	40	-14	-25.9%
T. Tilden	62	43	47	31	40	-22	-35.5%
T. Wheaton	73	83	98	73	91	18	24.7%
T. Woodmohr	25	37	30	34	25	0	0.0%
V. Boyd	4	5	3	8	1	-3	-75.0%
V. Cadott	16	19	15	17	22	6	37.5%
V. Lake Hallie	30	107	120	136	117	87	290.0%
V. New Auburn	7	4	3	4	1	-6	-85.7%
C. Bloomer	30	33	31	39	51	21	70.0%
C. Chippewa Falls	321	321	280	226	241	-80	-24.9%
C. Cornell	22	21	19	25	19	-3	-13.6%
C. Eau Claire (Chippewa County portion only)	36	41	35	21	17	-19	-52.8%
C. Stanley	25	28	28	28	31	6	24.0%
Chippewa County TOTAL	1419	1312	1212	1123	1129	-290	-20.4%

Source: Wisconsin Traffic Operations and Safety Laboratory

It is difficult to assess what is responsible for this decrease in reported crashes, because the overall traffic volume that was measured at 22 locations throughout Chippewa County indicated that traffic volumes have risen from 1993 to 2003.

Commuting Patterns

Chippewa County residents have been experiencing increasing travel times to and from their places of employment. Table 4-6 shows that from 1990 to 2000, the percentage of Chippewa County residents traveling more than 20 minutes to work has increased, while the percentage of residents working at home has decreased. Nearly 2,000 additional individuals were traveling 30 to 44 minutes to work in 2000 than 1990, a 5.5 percent increase. Overall, the majority of Chippewa County commuters travel between 10 and 19 minutes to work. Over 75 percent of the population travels less than 30 minutes to work daily.

**Table 4-6
Chippewa County Commute Times**

	1990		2000	
	Number	Percent	Number	Percent
Worked at home	2,203	9.3	1,559	5.7
Less than 5 minutes	1,670	7.1	1,655	6.1
5 to 9 minutes	4,188	17.7	3,728	13.7
10 to 19 minutes	7,716	32.7	8,234	30.2
20 to 29 minutes	4,021	17.0	5,694	20.9
30 to 44 minutes	2,384	10.1	4,252	15.6
45 to 59 minutes	654	2.8	1,048	3.8
60 minutes or longer	773	3.3	1,124	4.1
TOTAL	23,609	100.0	27,294	100.0

Source: U.S. Census

Table 4-7, shows where the commuting Chippewa County resident's place of employment is located. In 1990, over 74 percent of workers were employed in Chippewa County. Together, Chippewa and Eau Claire Counties captured over 92 percent of the employees residing in Chippewa County. By 2000, this number had declined slightly. Less than 66 percent of the County's workforce was employed in Chippewa County in 2000. Chippewa and Eau Claire Counties combined in 2000 for 90.3 percent of the Chippewa County workforce. While this is still a significant percentage, it has declined, indicating the need for workers to commute to other counties for their employers.

**Table 4-7
Chippewa County Place of Work**

	1990		2000	
	Number	Percent	Number	Percent
City of Chippewa Falls	8,556	36.2	8,435	30.9
Eau Claire city (Chippewa Co.)	385	1.6	909	3.3
Remainder of Chippewa County	8,668	36.7	8,658	31.7
Eau Claire city (Eau Claire Co.)	3,421	14.5	5,645	20.7
City of Altoona (Eau Claire Co.)	152	0.6	223	0.8
Remainder of Eau Claire County	625	2.6	792	2.9
Dunn County	343	1.5	793	2.9
Rusk County	224	0.9	387	1.4
Barron County	253	1.1	318	1.2
Clark County	182	0.8	258	0.9
Taylor County	70	0.3	111	0.4
Ramsey County, MN	N/A		51	0.2
Jackson County	21	0.1	49	0.2
Wood County	16	0.1	47	0.2
St. Croix County	38	0.2	45	0.2
Washington County, MN	N/A		41	0.2
Ashland County	N/A		39	0.1
Hennepin Co, MN	N/A		36	0.1
Trempealeau County	34	0.1	34	0.1
All other locations (worked elsewhere)	721	2.6	395	1.4
TOTAL	23,609	100.0	27,294	100.0

Source: U.S. Census

Bridges

The Wisconsin DOT generally defines a bridge as any structure spanning 20 feet or more that carries motor vehicle traffic.

There are a total of 358 bridges in Chippewa County. Of these bridges, 135 are state owned, 97 are County owned, and 126 are locally owned by the municipality in which they exist.

State and local bridges are inspected at least once every two years. WisDOT is responsible for inspections of all bridges along the state highway system. Municipalities complete the inspections for bridges along the local roadway.

Bridges are rated and categorized in terms of their functional and structural condition. A functionally obsolete bridge is typically older and no longer meets geometric standards, such as having narrow lanes or shoulders. However, this classification does not mean the bridge is unsafe. A structurally deficient bridge generally has an element that needs attention, such as potholes or rust. Once again, however, this does not mean that it is unsafe to travel on. There are 34 bridges in Chippewa County that have been classified as either functionally obsolete or structurally deficient. Structurally deficient and functionally obsolete bridges are shown in Table 4-8 on the following page.

**Table 4-8
Chippewa County Functionally Obsolete and Structurally Deficient Bridges**

State Bridge I.D.	Owner	Location	Bridge On	Bridge Over	Year Built	Deficiency
B090002	State	T. Lake Holcombe	STH 27	Holcombe Flowage	1948	S.D. AND F.O.
B090008	County	T. Lafayette	CTH X	Lake Wissota	1955	F.O.
B090010	State	T. Eagle Point	STH 178	Oneil Creek	1956	F.O.
B090011	State	C. Chippewa Falls	CTH X	STH 124-Bridge St.	1957	S.D. AND F.O.
B090020	State	T. Sigel	STH 29 EB	X	1962	F.O.
B090035	State	T. Lafayette	STH 29 WB	190th St.	1966	F.O.
B090094	State	C. Chippewa Falls	STH 29 EB-STH 124 SB	Park St.	1994	F.O.
B090097	City	C. Chippewa Falls	Bridgewater Ave.	Duncan Creek	1934	F.O.
B090099	State	C. Chippewa Falls	Main St.	Chippewa River	1976	F.O.
B090169	State	C. Chippewa Falls	STH 29 WB-STH 124 NB	Park St.	1992	F.O.
B090170	State	C. Chippewa Falls	STH 29 WB-STH 124 NB	Bike Trail - Duncan Creek	1992	F.O.
B090174	State	T. Lafayette	STH 29 EB	190th St.	1993	F.O.
B090177	State	T. Sigel	STH 29 WB	X	1993	F.O.
B090213	State	T. Hallie	STH 29WB	UP Railroad	2004	F.O.
B090214	State	T. Hallie	STH 29 EB	UP Railroad	2004	F.O.
B090227	State	T. Hallie	CTH OO	USH 53	2002	F.O.
B090242	State	T. Wheaton	90TH St.	STH 29	2001	F.O.
B090244	State	T. Bloomer	STH 29	103rd St.	2005	F.O.
B090277	Town	T. Sigel	250th Street	Paint Creek	2006	F.O.
B090279	Town	T. Wheaton	95th Street	Trout Creek	2006	F.O.
B090379	County	T. Colburn	CTH G	Yellow River	1939	S.D. AND F.O.
B090481	City	C. Bloomer	STH 40 / Main St.	Duncan Creek	1942	F.O.
B090497	County	T. Anson	CTH K	Yellow River	1942	F.O.
B090685	State	T. Woodmohr	STH 64	McCann Creek	1941	S.D. AND F.O.
B090965	County	T. Arthur	CTH TT	Chippewa River	1917	S.D. AND F.O.
P090058	County	T. Lafayette	CTH J	Stillson Creek	1939	S.D. AND F.O.
P090103	Town	T. Auburn	30th Street	Sand Creek	1930	S.D. AND F.O.
P090104	Town	T. Bloomer	230th Avenue	Duncan Creek	1925	F.O.
P090133	Town	T. Howard	40th Street	CMSTPP Railroad	1929	F.O.
P090144	Town	T. Anson	120th Avenue	Little Drywood Creek	1930	F.O.
P090703	County	C. Stanley	CTH O/Fourth Ave.	Wolf River	1935	S.D. AND F.O.
P090711	City	C. Chippewa Falls	Spring St.	Duncan Creek	1916	F.O.
P090715	City	C. Chippewa Falls	Central St.	Duncan Creek	1934	F.O.
P090936	Town	T. Wheaton	65th Avenue	Trout Creek	1930	S.D. AND F.O.

Source: Wisconsin Department of Transportation

Transit

Chippewa Falls operates a Shared Ride Taxi system, which is the only available public transit service in Chippewa County. This service provides door-to-door service for trips within the city limits. The service operates Monday through Friday from 5am until 7pm, and weekends and holidays from 6:30am to 4:30pm. This service is able to accommodate persons with disabilities.

The Chippewa County Human Services Department provides demand responsive services to the physically, mentally, and developmentally disabled and the elderly in outlying areas of Chippewa County. They operate 12 vehicles, nine of which have wheelchair access. Scheduled trips to work facilities are provided, and trips are prioritized based on employment, nutrition, and medical purposes.

The Department of Aging and Disability Resource Center conducts a volunteer driver program throughout the County. It provides demand response service on weekdays to residents over 60 years old. Volunteers own the vehicles and are not handicapped accessible. Additionally, there is Triniteam Caregivers, Patients Express, and Tender Care Support that provide medical transportation services. There are two airport passenger services providing transportation to the Chippewa Valley Airport.

A new intercity bus service began in mid-July 2008, offering trips between the Twin Cities area and Milwaukee, Wisconsin. There are several stops in between to pick-up and drop-off riders. The service runs once per day, and is being funded by a federal grant through the Supplemental Transportation Rural Assistance Program (STRAP), received by the City of Stanley.

There are several options for taxi service in Chippewa County. Cab 4 U, Courtesy Cab, and Shared Ride all provide taxi services.

Bicycle Facilities

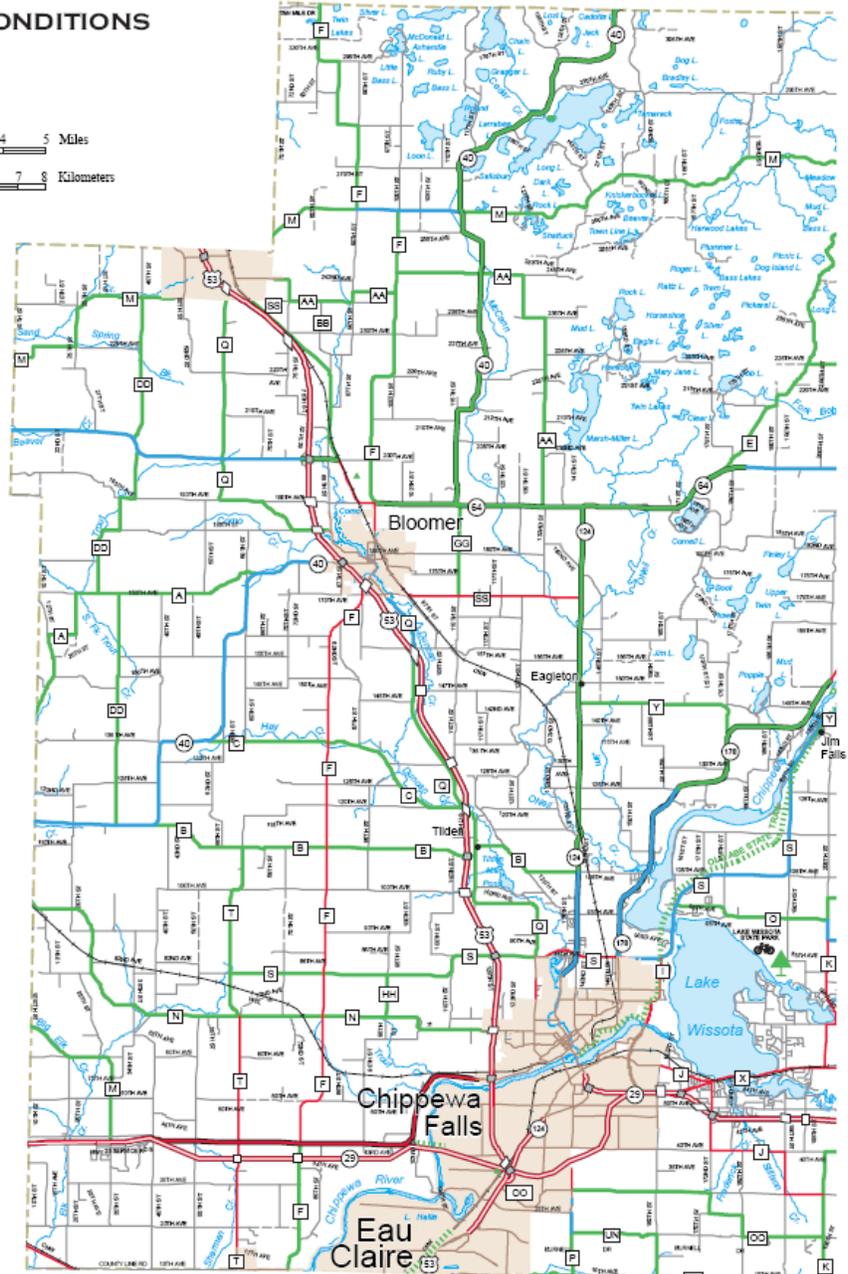
The Old Abe State Trail, shown in Figure 4-7, is the only trail in Chippewa County that is intended for bicycle use. This trail consists of over 19 miles of abandoned railroad grade that connects two State Parks from Chippewa Falls to Cornell. The old railroad grade has been developed into a multi-use trail for bicycling, snowmobiling, hiking, inline skating, and horseback riding. This trail is the northern portion of a 70-mile trail system from the Menomonie (Red Cedar Trail) through Eau Claire (Chippewa River Trail). Some areas have yet to be improved in the Eau Claire portion.

Several communities in the County have established trail systems (or portions of), including Chippewa Falls and Stanley.

There are also several portions of roadway that have been deemed suitable for bicycling. The Wisconsin DOT conducts these assessments. As seen in Figures 4-8 and 4-9, many county highways have been designated as being good bicycling facilities, and although town roads were not evaluated, it is anticipated that many of these facilities would also be usable by bicycles, as the level of traffic is generally lower on these local roads.

Figure 4-8
Western Chippewa County Bicycling Conditions

CHIPPEWA COUNTY (WEST)
BICYCLING CONDITIONS

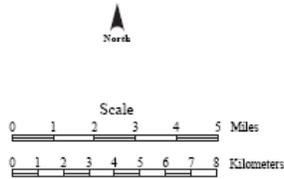


- | | | |
|--------------------------------|-----------------------------------|---------------------------------------|
| Interstate | Wayside | Higher Volume, Wider Paved Shoulders |
| U.S. Highway | Mountain Bike Trail | High Volume, Undesirable Conditions |
| State Highway | Highway Interchange | Bicyclists Prohibited |
| County Highway | Bridge | Bicycle Touring Trails |
| State Park | Town Roads | Urban Escape Routes |
| Public Campground | Best Conditions for Bicycling | Major Urban Streets |
| County Park with Facilities | Moderate Conditions for Bicycling | Local Road with Higher Traffic Volume |
| County Park without Facilities | | |
- Note: paved shoulder information is provided for state highways only.

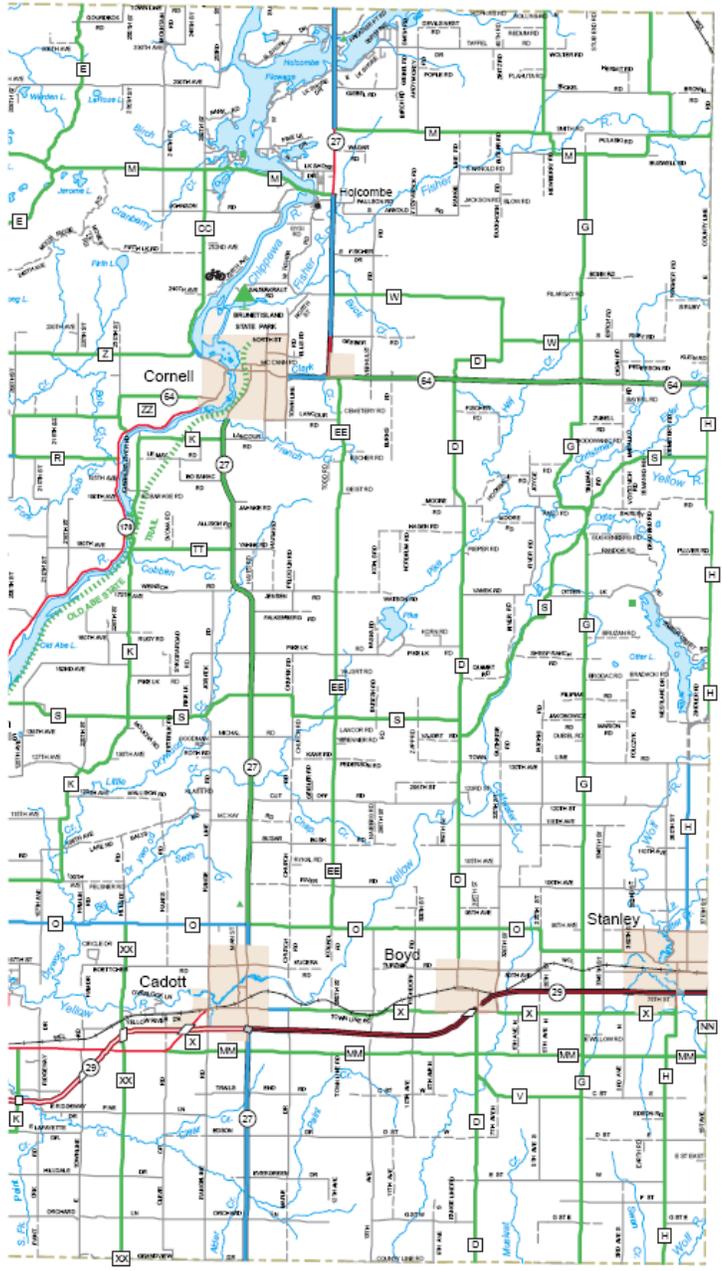
Source: Wisconsin Department of Transportation

Figure 4-9
Eastern Chippewa County Bicycling Conditions

CHIPPEWA COUNTY (EAST)
BICYCLING CONDITIONS



- Interstate
 - U.S. Highway
 - State Highway
 - County Highway
 - State Park
 - Public Campground
 - County Park with Facilities
 - County Park without Facilities
 - Wayside
 - Mountain Bike Trail
 - Highway Interchange
 - Bridge
 - Town Roads
 - Best Conditions for Bicycling
 - Moderate Conditions for Bicycling
 - Higher Volume, Wider Paved Shoulders
 - High Volume, Undesirable Conditions
 - Bicyclists Prohibited
 - Bicycle Touring Trails
 - Urban Escape Routes
 - Major Urban Streets
 - Local Road with Higher Traffic Volume
- Note: paved shoulder information is provided for state highways only.*



Source: Wisconsin Department of Transportation

Pedestrian Facilities

Pedestrian facilities are not uniformly present in all communities throughout the County. They primarily exist within incorporated communities, and often only in the downtown portion of those communities.

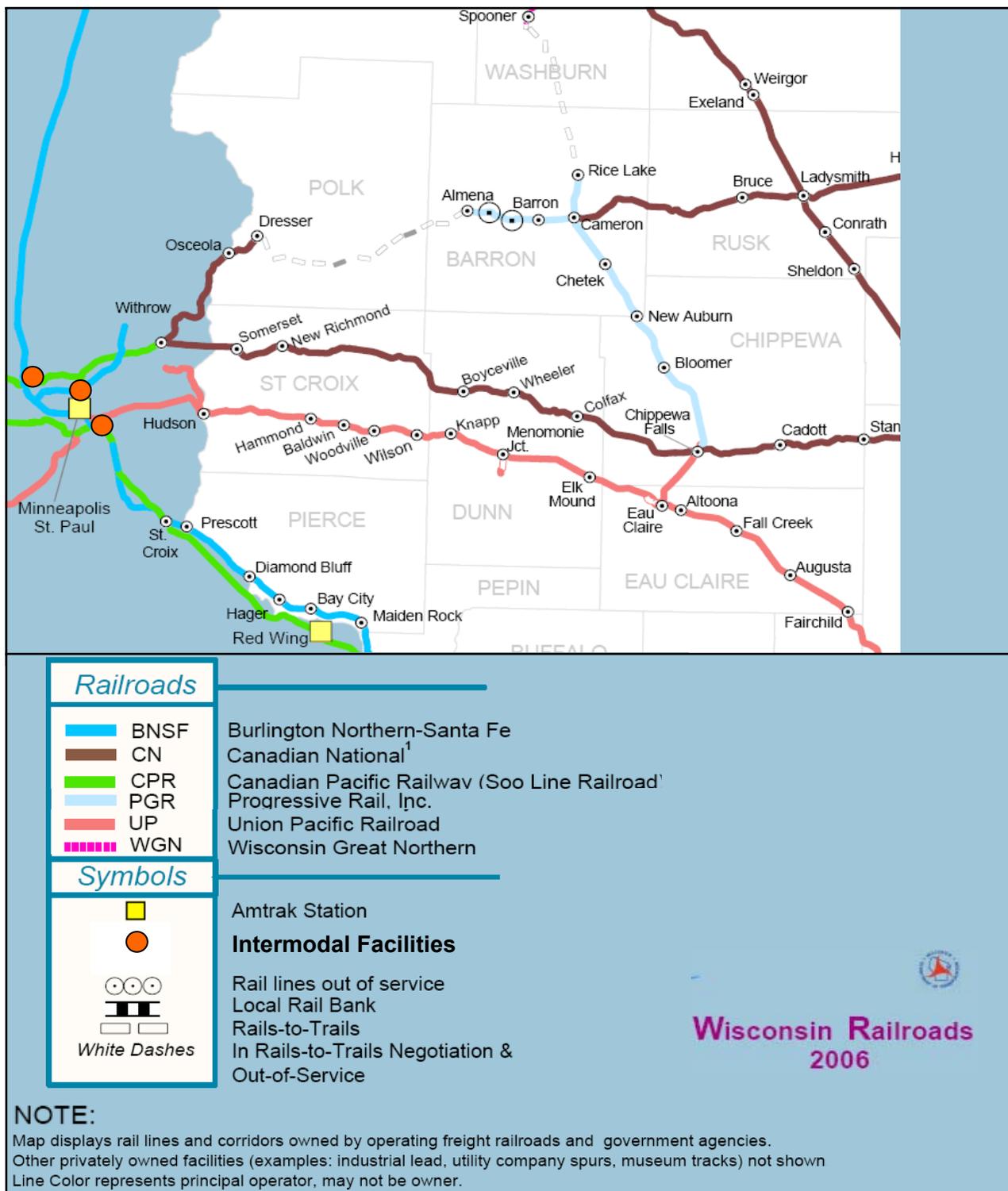
One of the biggest issues communities must address is school locations and ensuring that children are able to safely get to the facilities. As new schools are being constructed on the outskirts of communities, those children needing to walk often have to travel further, along stretches without sidewalks. The Cities of Cornell and Bloomer are bisected by two state highways, which also contribute to the difficulty of safe pedestrian travel.

Railroads

Rail service can be a large community attribute in terms of economic markets. Many industries prefer to have access to rail service. Chippewa County is served by three railroads. The Union Pacific line parallels US 53 from Eau Claire and Chippewa Falls. It connects to a Union Pacific main cross-country line in Eau Claire. This line, north of Chippewa Falls, was purchased by Barron and Chippewa Counties and is currently operated by a short line operator, Progressive Rail. This line runs north to Cameron, and because the line is being kept in service, it can contribute to future area economic development opportunities. Canadian National operates an east-west line through Chippewa County. The north-south and east-west lines intersect in Chippewa Falls. The lines running through Chippewa County are shown on Figure 4-10.

Chippewa and Barron Counties combined to coordinate the Wisconsin West Rail Transit Authority (WWRTA) (established in 2001). Together with grants and other sources of funding, purchased and rehabilitated what is now the Progressive Rail line in 2006. The WWRTA was awarded a grant from the Wisconsin Department of Transportation to help in rehabilitating the lines, after the WisDOT committed to purchasing the land. Lines from Cameron to Rice Lake, Cameron to Barron, Chetek to Barron, Bloomer to Chetek, and Norma to Bloomer are included in the rehabilitation efforts.

**Figure 4-10
Chippewa County Railroads**



Source: Wisconsin Department of Transportation

Air Transportation

Chippewa County has two publicly-owned airports, Chippewa Valley Regional Airport and Cornell Airport. Cornell Airport is a Basic Utility-A (BU-A) airport, designed to accommodate aircraft of less than 12,500 pounds, with approach speeds of less than 121 knots and wingspans of less than 49 feet.

The Chippewa Valley Regional Airport, located within the city limits of Eau Claire, provides scheduled passenger and freight air transit. This airport is rated as an Air Carrier/Cargo (AC/C), which means it is designed to accommodate virtually all aircraft, up to an including wide body jets and large military transports. Daily arrivals and departures from Rhinelander, Wisconsin and Minneapolis, Minnesota are available on Northwest Airlines.

According to the Wisconsin State Airport System Plan 2020, the Chippewa Valley Regional Airport is scheduled to receive approximately \$12 million of improvements from 2008 to 2012, including runway expansions and terminal improvements.

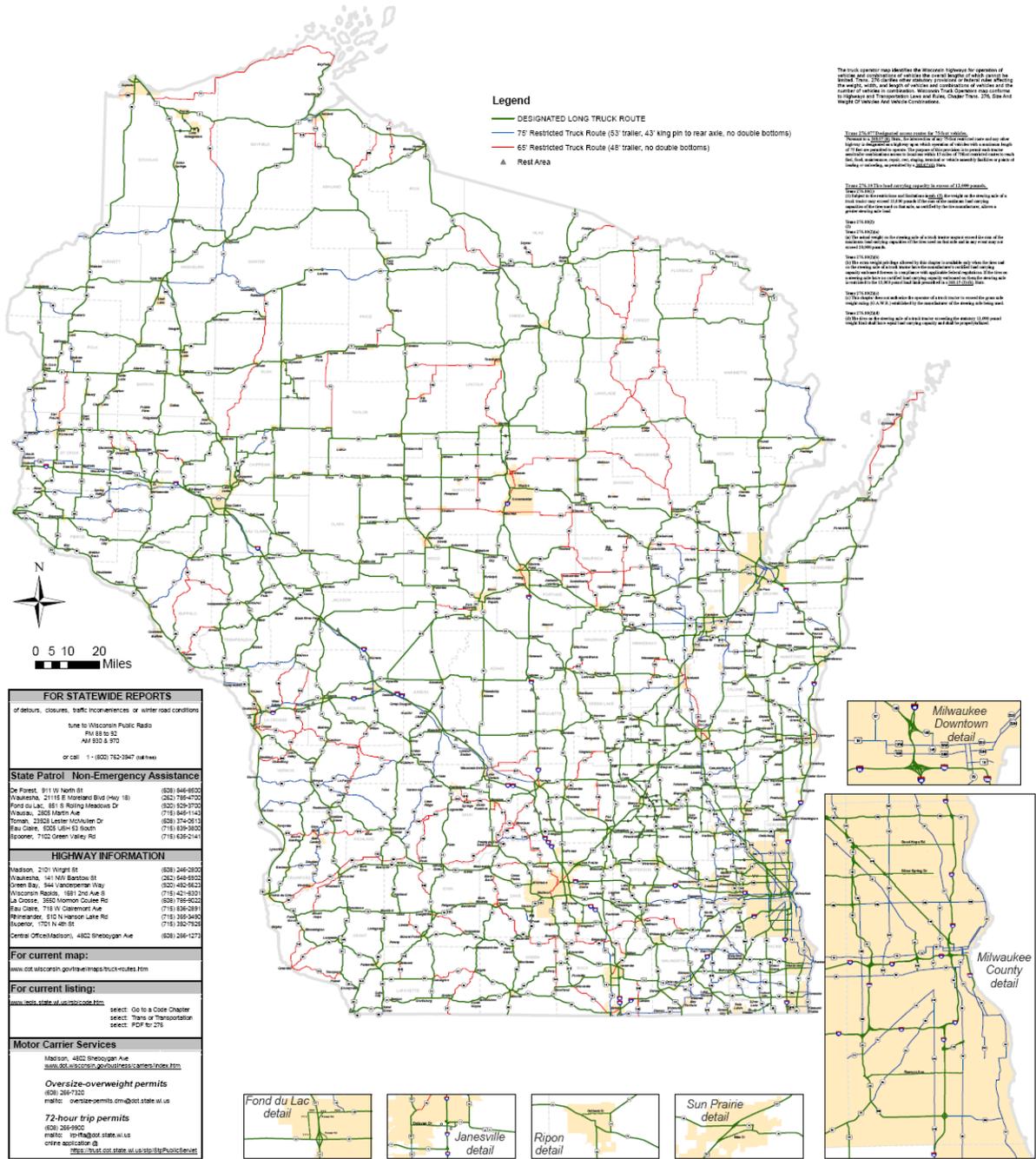
Trucking

Truck routes are designed to accommodate semi-trucks and include roadside accommodations at rest areas for temporary parking. Long truck routes also often include private truck parking and fueling stations. US 53 and State Highways 27, 29, 40, 64, 124, and 178 have been designated as long truck routes by the Wisconsin DOT. County S between Highways 124 and 178, and between Highway 178 and 27, as well as County Y from Highways 124 to 178 are also designated truck routes. These roadways are shown in Figure 4-11 on the following page.

Figure 4-11
Wisconsin Long Truck Operators Map

WISCONSIN LONG TRUCK OPERATORS MAP

06/04/2008



Water Transportation

The nearest multi-modal ports are in Superior, Wisconsin (Lake Superior – 135 miles) and La Crosse, Wisconsin (Mississippi River – 100 miles).

4.3 Relationship to State and Regional Transportation Plans

“The planning, design, and construction of road and highways as well as other transportation modes affect existing land uses and plans and proposals for future development. Safe and efficient travel, whether by walking, taking a care, an airplane or a bike is also influenced by the types and patterns of land use” (Wisconsin Department of Transportation).

Several state, regional and Chippewa County organizations and agencies have developed plans and programs for the management and systematic update of transportation facilities in the area. Based on a review of these plans and programs, no land use conflicts or policy differences were identified.

Wisconsin State Highway Plan 2020

The Wisconsin State Highway Plan 2020 prioritizes highway construction and improvement needs and investments. It was adopted by the Wisconsin Department of Transportation in February 2000. Wisconsin’s State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system’s current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin’s preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

Wisconsin State Airport System Plan 2020

Airports, aviation and aviation-related industries play a significant role in the economic success of Wisconsin communities. The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. Wisconsin also has a five-year airport improvement program. The Chippewa Valley Regional Airport is scheduled to receive approximately \$12 million of improvements from 2008 to 2012, including runway expansions and terminal improvements.

Wisconsin Pedestrian Policy Plan 2020

The WisDOT developed the Wisconsin Pedestrian Policy Plan 2020 to provide a long-range vision addressing Wisconsin pedestrian needs. The Pedestrian Plan is one of several plans recommended in Translinks 21, WisDOT’s comprehensive transportation plan released in 1994.

The Pedestrian Plan provides a basic description of existing and emerging pedestrian needs over the next 20 years, with a set of recommendations to meet those needs. WisDOT’s efforts ensure that this plan complements both existing and future long-range transportation plans.

Wisconsin Bicycle Transportation Plan 2020

WisDOT encourages planning for bicyclists at the local level, and is responsible for developing long-range, statewide bicycle plans. Guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built, are available and their use is encouraged.

The development of WisDOT's statewide long-range bicycle plan, Wisconsin Bicycle Transportation Plan 2020, involved many people, including an advisory committee. This bicycle planning document is intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin.

Wisconsin Rail Issues and Opportunities Report

The Wisconsin Rail Issues and Opportunities Report summarizes critical rail transportation issues, suggests opportunities for public sector involvement, and points out areas where additional research is needed. This report reflects input and guidance from a variety of sources including a State Rail Advisory Committee and a Rail Industry and Shippers' Advisory Group

Connections 2030

WisDOT is currently developing a long-range transportation plan for the state, called Connections 2030. This plan will address all forms of transportation over a 25-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

Connections 2030 will be the statewide long-range transportation plan through the year 2030. The plan will address all forms of transportation: highways, local roads, air, water, rail, bicycle, pedestrian, and transit – and ways to make the individual modes work better as an integrated transportation system.

Connections 2030 will differ from WisDOT's previous planning efforts. Beginning with the release of Translinks 21 in the mid 1990s, the department has prepared a series of needs-based plans for various transportation modes.

Connections 2030 will be a policy-based plan. The policies will be tied to "tiers" of potential financing levels. One set of policy recommendations will focus on priorities that can be accomplished under current funding levels. Another will identify policy priorities that can be achieved if funding levels increase. Finally, WisDOT may also identify critical priorities that we must maintain if funding were to decrease over the planning horizon of the plan.

While the final plan will include statewide policy recommendations, some of these recommendations may differ by specific corridors in the state.

In addition to policies related to each transportation mode, Connections 2030 will also include recommendations on cross-cutting issues such as economic development, land use, transportation, finance, and the environment.

The department's goal is to provide a plan that can aid policy-makers in future transportation decisions. Connection 2030 will be the statewide blueprint for the future.

Chippewa – Eau Claire Metropolitan Planning Organization

The West Central Regional Planning Commission (WCWRPC) operates the Chippewa – Eau Claire Metropolitan Planning Commission (MPO). The MPO's primary focus is on the region's transportation system and infrastructure. The MPO has a few traffic projections and upcoming projects mapped out in the metropolitan planning area.

Chippewa County Highway Department's Five Year Plan

The Chippewa County Highway Department has a five-year plan, currently extending through 2011 that identifies upcoming road maintenance and construction projects. These projects are specifically for County roads and County park areas.

4.4 Assessment of Future Needs

Overall, Chippewa County's transportation is efficient and currently fits the needs of most daily users. As the County grows, more residents will need to commute to and from the economic center of the region, the Cities of Chippewa Falls and Eau Claire. Traffic counts on the main roadways to these areas will continue to rise. For this reason, traffic patterns on these roadways should be monitored and evaluated to ensure that there is enough capacity to handle additional development in Chippewa County.

The aging population also requires attention when planning for transportation facilities. Most of these individuals have driven all of their lives, and for several reasons are often resistive to discontinue driving their personal vehicles. There are a couple of reasons for this, including maintaining independence, staying connected to the outside world and local community, and immediate access to medical and social services. However, as individuals age, their senses become weaker and reaction times become longer, leading to increased potential for accidents. Having forms of public transportation and facilities that can fulfill the needs of the aging population can lead to safer roads for all.

It is important that Chippewa County continue to maintain working relationships with the owners of the multiple transportation systems throughout the County. Having a good transportation infrastructure in place improves the quality of life of residents and increases the attractiveness of the area to businesses. By maintaining cooperative relationships with the railroad companies, transit operators, and roadway owners, the County can work to maintain a successful transportation network for the future.

4.5 Goals, Objectives and Policies

Goal: Improve bike and pedestrian trail accessibility.

Objective:

- 1) Modify County highway design in recreational areas to accommodate bike and pedestrian travel.

Goal: Ensure adequate freight rail service and possible passenger rail service within Chippewa County.

Objectives:

- 1) Maintain and enhance acceptable rail service for new and existing users.
- 2) Improve Rail bridges.

Goal: Create a Highway Corridor Preservation program to allow future expansion of county highways. Program will utilize zoning setbacks, access control, and official mapping.

Objective:

- 1) Work with Planning and Zoning Department during comprehensive zoning rewrite to create and further clarify Highway Corridor Preservation Program.

Goal: Create more inter-change access to major communities.

Objective:

- 1) Increase accessibility to major communities.

Goal: Meet current demands of trucking industry to ensure efficient travel on county roads.

Objectives:

- 1) All new construction of county roads will be based on current standards.
- 2) Increase load ratings on new construction of bridges.

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