

Chapter 4: Transportation

Introduction

A quality transportation system is essential to the expansion of the Village of Spring Valley. An excellent road network makes the Village a desirable place to live because it allows residents to have access to other communities, commodities, and job opportunities. High traffic areas, such as highways, provide good locations for industry and businesses. Air and rail transportation can provide the movement of large people and wares to and from the area. Trail systems provide recreation opportunities for people throughout the area and add to the livability and attractiveness of the Village.

The Transportation Element will inventory and evaluate local modes of transportation and identify possibilities for future development and improvement.

Survey Results

The Village of Spring Valley handed out demographic surveys to voting residents during the November 2008 national election. Approximately 75% of voters filled out and returned the survey. Some of the survey questions relate to the Transportation Chapter and those responses are discussed below:

How would you rate the general condition of local roads in the Village of Spring Valley?

Category	Number	Percent
Fine/well maintained	72	15.0%
Good/some maintenance needed	345	71.7%
Poor/need immediate attention	63	13.1%
No opinion	1	0.2%
Total	481	100.0%

When asked how residents view the general condition of the local roads, most (71.7%) responded favorably saying roads are good/some maintenance needed.

The Village of Spring Valley should support increased development of these forms of recreational trails.

Category	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Biking Trails	199	194	55	21	5
Hiking Trails	209	193	53	17	5
Snowmobile Trails	62	111	171	82	37
ATV Trails	76	115	150	72	50
Cross Country Skiing Trails	100	192	141	23	6
Horseback Riding Trails	62	153	189	40	15

Residents were also asked whether they would support increased development of certain multi-modal forms of transportation. The two most popular forms were hiking and biking trails. All forms were supported on some level, but the trail type with the most opposition was ATV trails.

The Village should support transportation related options for traveling within the Village or commuting.

Category	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Biking Lanes/Paths	162	165	69	28	2
Sidewalks to key areas	152	184	59	26	2
Area Car Pooling/"Park & Ride"	90	158	139	33	6
Designate certain Village streets for ATVs, golf carts, etc.	69	109	114	83	51

When asked whether the Village should support transportation options for traveling within the Village or commuting, the majority of respondents were in favor of all the options provided. The opportunities with the most favorable responses were bike lanes/paths and sidewalks to key areas. Again, all forms were supported on some level, but the opportunity with the most opposition was designating certain Village streets for ATVs, golf carts, etc.

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 Village of Spring Valley (and nearly all communities) is the automobile and for that reason the majority of the Transportation Element will focus on local streets and highways.

Functional Road Classification and Jurisdiction

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. The Village of Spring Valley falls in the Rural Functional Road Classification System (Map 4-1).

The Wisconsin Department of Transportation (WisDOT) uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification. Classifications are updated every 10 years after census information becomes available. The Village can request a review of their classifications but would be required to collect the data needed.

Functional Road Classification System (Rural <5000 Population)

Principal Arterials: Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principal arterials are further subdivided into:

- Interstate highways.
- Other principal arterials.

Minor Arterials: In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.

Major Collectors: 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: Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.

Local Roads: Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Commuter Patterns

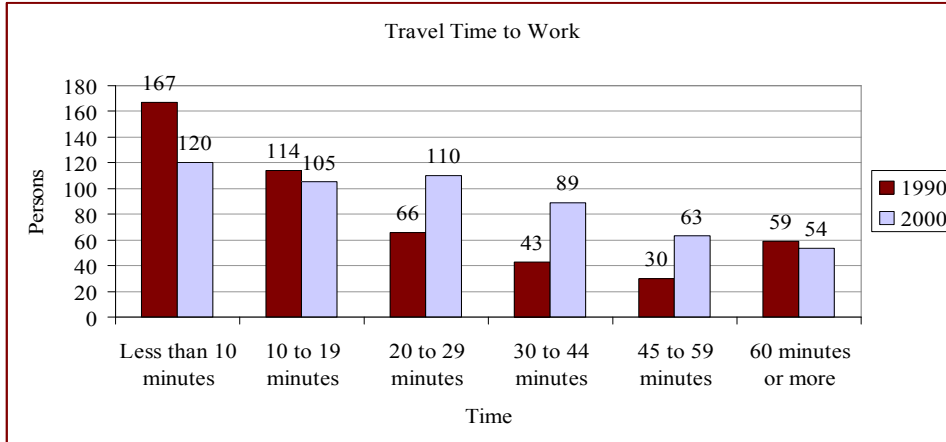
The road network in and surrounding the Village of Spring Valley is a major factor in the Village’s commuting habits. The Village is serviced by State Highway (S.T.H.) 29 and County Trunks B, NN, and I. As stated in the Housing Chapter, nearly 90% of Spring Valley residents commute to and from work. Thirty-eight percent of residents commute thirty minutes or more to work (*see Table 4-1*).

Table 4-1 - Travel Time to Work Workers Who did not Work at Home

Travel Time	2000	% Total
Total	541	100.0%
Less than 10 minutes	120	22.2%
10 to 19 minutes	105	19.4%
20 to 29 minutes	110	20.3%
30 to 44 minutes	89	16.5%
45 to 59 minutes	63	11.6%
60 minutes or more	54	10.0%

Source: 2000 U.S. Census

Figure 4-1 - Travel Time to Work



Car Pooling

There are eight Wisconsin Department of Transportation regulated van and carpool lots located in Pierce County and St. Croix County. The closest van and carpool lot to the Village is located at the intersection of Interstate 94 and U.S. Highway 63 in Baldwin, this and other van and carpool lots benefit residents of the Village and surrounding area by providing the opportunity to carpool to and from work daily.

Pierce County currently has two park and ride lots. One is at the intersection of State Highway 10 and County Highway CC and the other one is at the intersection of State Highway 10 and State Highway 29/35.

Figure 4-1 indicates that more residents are driving farther to work. In general, the overall number of residents traveling 20 minutes or more has increased. In 2000, the number of people commuting 45 to 59 minutes or more has experienced the largest increase as a percentage. This increase may indicate that many residents are commuting to jobs in western Wisconsin or the Twin Cities Metropolitan area.

Average Daily Traffic

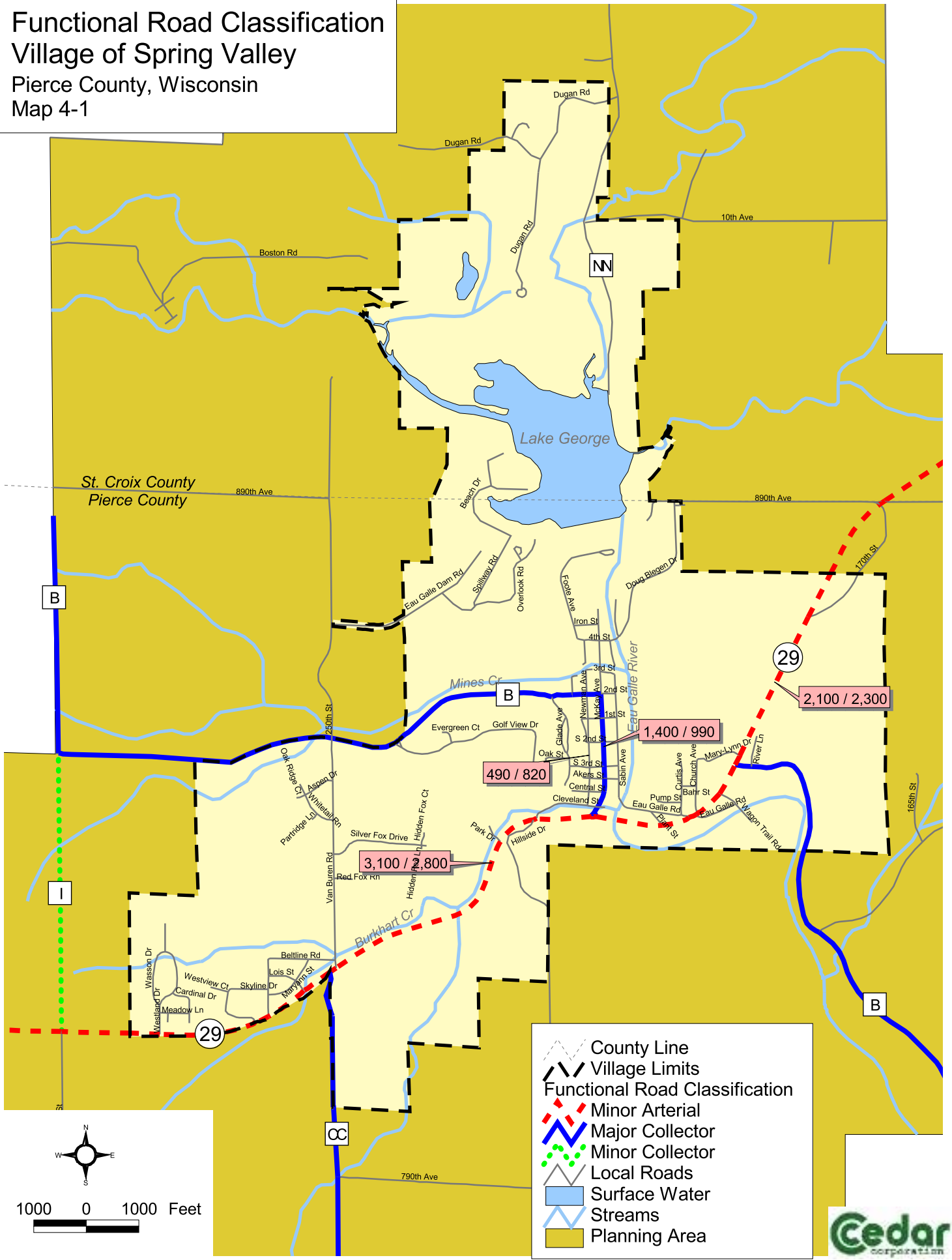
The Wisconsin Department of Transportation takes Annual Average Daily Traffic (AADT) counts in specific locations throughout the State. In the Village of Spring Valley, the AADT is counted along two points of State Highway 29, along McKay Avenue, and Newman Avenue (*see Map 4-1*). Table 8-2 identifies the AADT for 2000 and 2006/2004 at these locations. The table shows that traffic has increased or stayed the same along S.T.H. 29, decreased along Main Street, and increased along Newman Avenue during that period.

Table 4-2 - Village of Spring Valley Annual Average Daily Traffic (AADT)

Year	S.T.H. 29 East	S.T.H. 29 West	McKay Ave	Newman Ave
2000	2,100	3,100	1,400	490
2006/2004	2,300	2,800	990	820

Source: Wisconsin Department of Transportation

Functional Road Classification Village of Spring Valley Pierce County, Wisconsin Map 4-1



- County Line
- Village Limits
- Functional Road Classification**
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local Roads
- Surface Water
- Streams
- Planning Area



1000 0 1000 Feet

Air Transportation

The Minneapolis-St. Paul International Airport provides major commercial air service for Western Wisconsin and Village of Spring Valley residents. The airport consists of the Humphrey and Lindberg Terminals. This airport will continue to be the main provider of passenger and commercial service in the area.

The Menomonie Municipal airport and the Village of Boyceville Municipal airport are the closest public use airports to the Village.

Menomonie Municipal Airport is located in the City of Menomonie, approximately 17 miles east of the Village of Spring Valley. The airport has two runways and available fuel. Runway 09-27 is 4,900'x75' and has an asphalt surface. Runway 18-36 is 3,470'x75' and has an asphalt surface.

The Boyceville Municipal airport is located in the Village of Boyceville, approximately 22 miles northeast of the Village. The airport operates an average of 22 aircrafts per day. There are currently 18 aircrafts on site. The airport has one runway. Runway 08-26 is 3,300'x 60' and has an asphalt surface.

Sidewalks and Trails

Sidewalks provide a safe alternative route for people move throughout the community. They connect residential areas to traffic generators such as parks, schools, downtown, churches, and other community facilities. Currently, the Village of Spring Valley does have a core sidewalk system (*see Map 4-2*).

The Village has developed multiple trails and designated routes within its limits, and other trails systems exist within the Eau Galle Recreation area. The trail along S.T.H. 29 is 4280' long and 10' wide, starting at Cleveland Street and ending at 250th Street; it provides a connection from Spring Valley's downtown area to its recent development along the west portion of the Village. ATV and snowmobile routes also meander through the Village, including its downtown area.

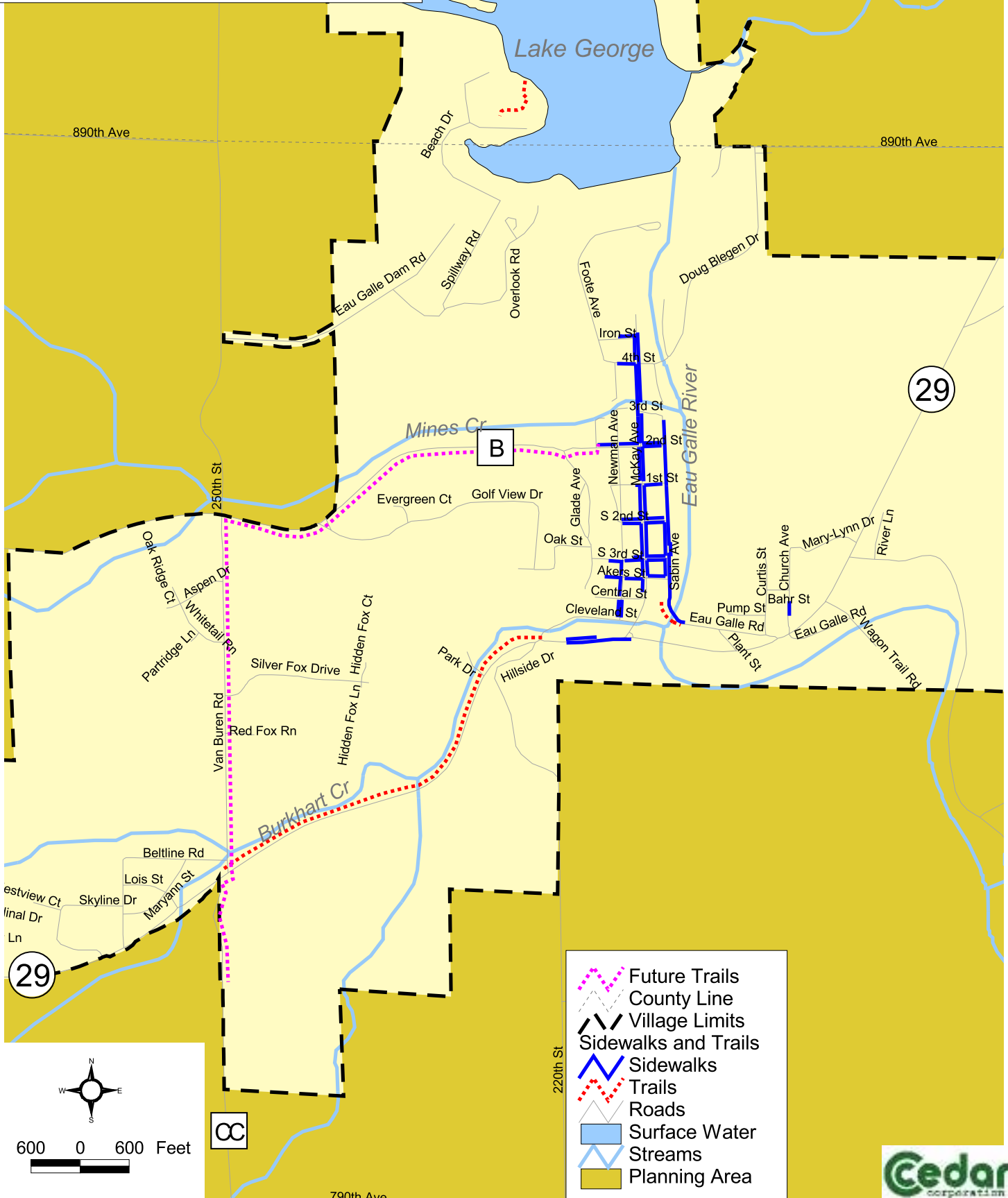
Railroad

There are no rail services in the Village of Spring Valley. The closest freight rail line passes through the Villages of Wilson and Woodville, approximately ten miles north. Passenger rail service is available from Amtrak in Red Wing and St. Paul, Minnesota. There is little to no potential for the development of passenger rail service within the Village, although, the West Central Wisconsin Rail Coalition is coordinating the development of passenger rail service through West Central Wisconsin as part of a regional strategy to ensure a balanced transportation system for long-term sustainable economic growth. The development of passenger rail service in the area could influence land use demand and development in the County.

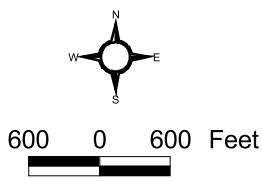
Sidewalks and Trails

Village of Spring Valley

Pierce County, Wisconsin
Map 4-2



- Future Trails
- County Line
- Village Limits
- Sidewalks and Trails
- Sidewalks
- Trails
- Roads
- Surface Water
- Streams
- Planning Area



Transit

At the present time, transit service is not available to many residents. There is an interest from area residents for Western Wisconsin to explore local and regional transit systems.

Transportation Facilities for the Disabled

The need for some form of transit services is projected to increase, as the baby boom generation grows older. In 2000, according to U.S. Census Data, 13% of Pierce County's population was age 60-plus. By 2010, it is expected that 15% of the county's population will be age 60-plus. The needs of this age cohort will become more important – at both the local and state level – during the 20-year window of this plan. The state's Section 85.21 program currently provides some funding to counties for Elderly/Disabled Transportation Programs (source: Pierce County Comp Plan).

Trucking

The Village of Spring Valley is fortunate to have primary designated truck routes on State Highway 29 and County Highway B, running through it. At this time, there are no plans for expanding the current truck routes in the Village.

Other Modes of Transportation

The Village of Spring Valley does not have any other transit services or facilities and it is unlikely that others will be developed in the next 20 years. The Village does have extensive ATV routes running through the Village allowing residents to ride their ATVs from their home to get on rural routes in the adjacent Townships.

State and Regional Plans

The Wisconsin Department of Transportation has several State, County, and regional transportation plans that were reviewed to ensure consistency. The plans reviewed are:

- Connections 2030
- West Central Regional Freeway System
- Wisconsin Rail Issues and Opportunities Report
- 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
- WisDOT's 2004-09 Six Year Highway Improvement Program

There are no State or Regional roadway plans effecting the Village of Spring Valley in the near future. However, below is a list of some projects that were recently completed that have had an impact on the Village:

Project Title	Description	Year
River Falls-Spring Valley (USH 63-CTH CC)	Mill to remove old roadway surface and replace with new asphaltic pavement	2005
River Falls-Spring Valley (Van Buren Rd-Cleveland St.)	Construct paved pedestrian/bike path adjacent to STH 29	2006
Spring Valley – Menomonie Road	Resurfacing project on STH 29, improvement will mill existing surface and relay with asphalt overlay, beam guard, repair and rehabilitate cross drains as necessary within proposed limits.	2008

Future Considerations

There are a number of things to consider when planning future roads and improvements to the transportation network. When reviewing existing infrastructure and future site plans, the Village should ask the following questions:

- Are there existing dead ends and stub roads that proposed roads could be connected to?
- Is there a need for a “park and ride” facility?
- Can a proposed road increase/improve east-west, north-south corridors?
- Do proposed roads follow and preserve the natural features and topography of the land?
- Are there dangerous intersections that could be made safer?
- Are there existing regulations that cost/policy prohibitive for future road and trail network projects?

Future Improvements

As the Village grows, the transportation infrastructure will need to be upgraded and expanded. Below are descriptions of some of the possible future upgrade and expansion projects of the transportation system. Map 4-3 identifies the locations of hazardous intersections and future sidewalk and trail corridors.

Intersections

Most automobile accidents occur at intersections. If there are visibility speed issues at an intersection, there may be higher accident rates at that location. Steps can be taken to reduce the factors contributing to some of the accidents.

At this time, Van Buren Road has a dangerous intersection at both ends. The intersection at C.T.H. B has limited visibility due to the topography in the area; vehicles traveling on Van Buren Road do not anticipate the stop sign and often run through the sign. It is suggested that a ‘Stop Ahead’ sign or other traffic signs are used to warn drivers of the approaching stop.

Additionally, the intersection of Van Buren Road and S.T.H. 29 is dangerous due to the fast moving traffic along S.T.H. 29. Visibility needed to cross the intersection or move into the flow of traffic is limited due to the curving nature of S.T.H. 29. It has been suggested that the Village work with the Department of Transportation to install additional signage or other methods to warn drivers of the dangerous intersection.

McKay Avenue also has continuous issues with visibility due to parking close to intersections. This problem cannot be fixed with simple signage. There is already limited parking along McKay Avenue and business owners and the Village are not eager to reduce the number of parking spaces at this time. Long range planning efforts will need to be made to address this issue.

Roads

Future roads will depend greatly on future development. Future roads provide transportation to areas likely to be developed as well as provide connectivity to the existing road network. At this time, the existing road network is sufficient for the existing and future needs of the community.

Sidewalks and Trails

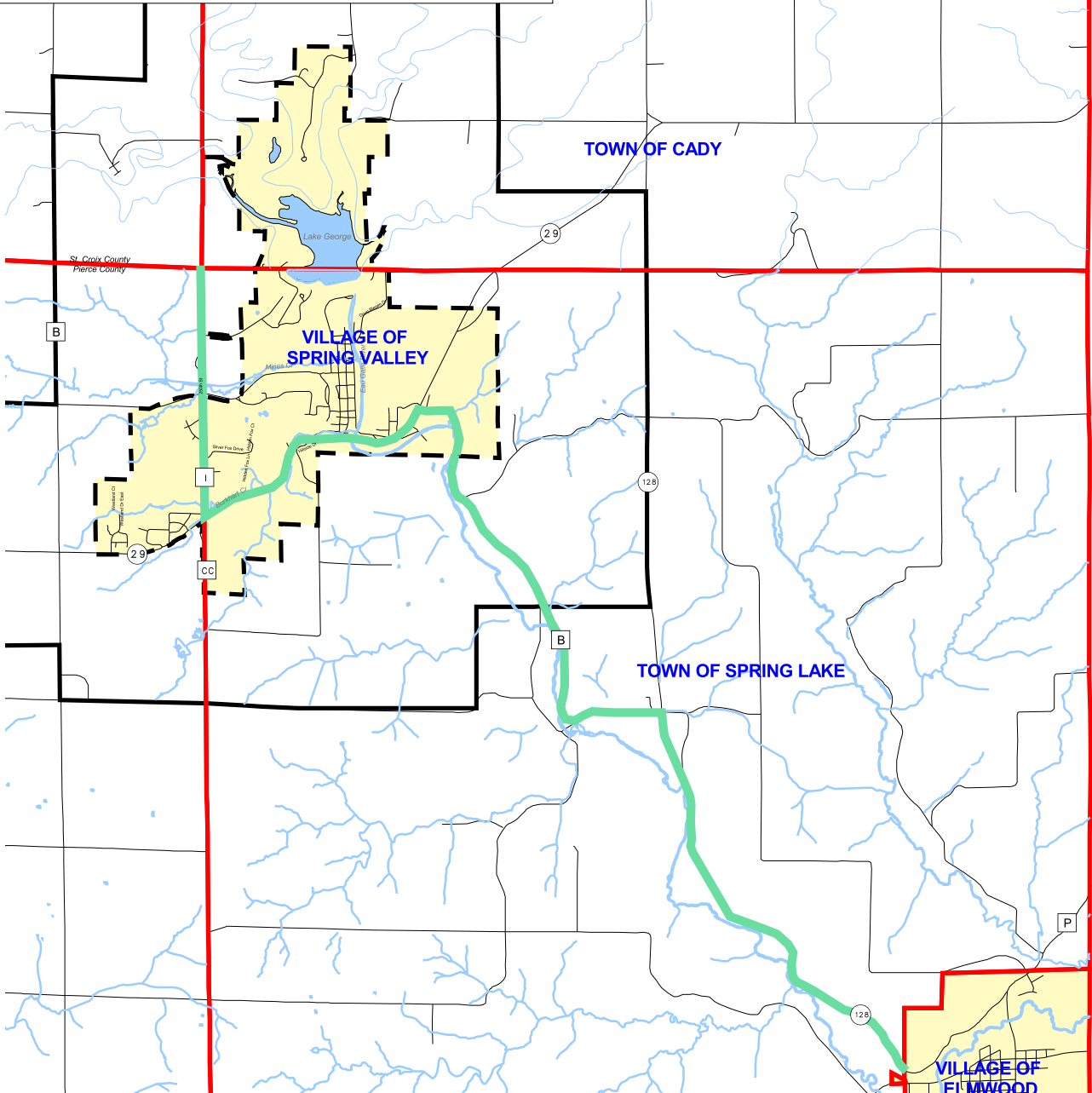
There are a couple of areas that the Village would like to connect to the existing sidewalk network. One suggested trail extensions would be to continue the existing trails, that runs along State Highway 29, up Van Buren Road and then along County Highway B back into the downtown, where the trail would connect to the existing sidewalks. This trail would provide a continuous route from residents and provide an access route to the downtown area for residents living in the Mine's Creek development.

The development of a safe crosswalk over S.T.H. 29, between Van Buren Road and C.T.H. CC is needed. Future planning and work with the Wisconsin DOT will be necessary if such a project is to be completed.

Additionally, the Village is working on a five year plan for a multipurpose trail that would connect the Wildwood Trail north of the Village in St. Croix County to a future trail on the east side of the Village that will go to the Village of Elmwood. The Village will be responsible to develop the portion of the trail that runs through the Village.

The route is expected to go from the Wildwood Trail, then along Van Buren, connecting to the existing trail along State Highway 29 and any other existing trails or sidewalks along the way. From there, the trail would connect and go through Handy Andy Park and then out to the east side of the Village connecting with the future trail on County Highway B. This future trail route is identified on Map 4-3.

Trail to Spring Valley to Elmwood
 Village of Spring Valley
 Pierce County, Wisconsin
 Map 4-3



- Wildwood - Elmwood Trail Corridor
- Adjacent Towns
- Village Limits
- Planning Area
- County Line
- Surface Water
- Village Limits

Wildwood - Elmwood Trail Corridor depicts a potential route for the trail and is not meant to imply the actual location of a future trail.



2000 0 2000 Feet

Road Maintenance 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 are by using the Pavement Surface Evaluation and Rating or PASER program and devising long-range public works plans. The Village of Spring Valley does both.

Pavement ratings can be used for planning maintenance and budgets for local roadways. Since 2001, municipalities and counties have been required to assess the physical pavement condition of their local roads using the PASER program. PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning.

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

The Village has been actively expanding Westland Drive, within the Industrial Park to accommodate future businesses.

Possible Funding Sources

Local funding sources:

- State Shared Revenue
- Local General Funds
- Community Development Block Grants
- DNR Stewardship Grants
- Enhancement Grants
- Private Foundations
- Corporate Foundations
- Local Volunteer Groups
- Local Organizations (Boy/Girl Scouts)

WisDOT also administers a variety of state and federal programs, including:

- Airport Improvement Program (AIP)
- Connecting Highway Aids
- County Elderly and Disabled Transportation Assistance
- Federal Discretionary Capital Assistance
- Freight Rail Infrastructure Improvement Program (FRIIP)
- Freight Rail Preservation Program (FRPP)
- General Transportation Aids (GTA)
- Highways and Bridges Assistance
- Local Bridge Improvement Assistance
- Local Roads Improvement Program (LRIP)
- Local Transportation Enhancements (TE)
- Railroad Crossing Improvements
- Rural and Small Urban Public Transportation Assistance

- Rural Transportation Assistance Program (RTAP)
- Rustic Roads Program
- Surface Transportation Discretionary Program (STP-D)
- Surface Transportation Program – Rural (STP-R) & Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
- Transportation Economic Assistance (TEA)

Goals, Objectives, Policies, Programs, & Actions

Goal 1: Create and maintain a safe pedestrian and bicycle network within the Village of Spring Valley.

Objectives

1. Provide opportunities for residents to move throughout the Village by means other than automobiles or trucks.
2. Encourage walking and biking as ways of experiencing one's neighborhood and community.
3. Reduce the use of fossil fuels.
4. Promote the health benefits of walking and biking.
5. Provide safe routes for people to enjoy the Village's parks.

Policies

1. Consider requiring a Bike/Pedestrian Plan in new subdivisions and redevelopment to concentrate on connectivity.
2. Visit and evaluate accident concentration sites for signage and visibility.
3. Utilize signs and striping to ensure safe crosswalks for residents.
4. Coordinate with surrounding municipalities, including the Towns of Gilman, Spring Lake, Cady and Eau Galle in developing a biking and walking trail network.
5. Continue to pursue the extension of the Wildwood Trail into the Village connecting with the trail going to Elmwood.

Goal 2: Support the development of public transportation in the area.

Objectives

1. Reduce vehicle traffic.
2. Provide safe conditions for pedestrians and bicyclists.
3. Reduce the use of fossil fuels.
4. Provide transportation options for the elderly and disabled.

Policies

1. Support local transportation options such as bus and carpooling.
2. Participate in local and regional transit planning with surrounding communities, the WisDOT and Pierce County.
3. Work with Pierce County to support Elderly/Disabled Transportation Programs to assist with their transportation needs.

Goal 3: Provide cost effective maintenance and safe transportation network.

Objectives

1. Reduce the tax burden of Village residents.
2. Maintain safe roads in and around the Village.

Policies

1. Research and apply for grants to offset the costs of sidewalks, trails, and road reconstructions.
2. Utilize the PASER pavement evaluation system to efficiently plan future infrastructure expenditures.
3. Continue to use a Capital Improvements Plan to plan and budget for future road maintenance.
4. Consider working with regional groups on potential transit opportunities.
5. Discourage future truck routes from going through residential areas.

Goal 4: Promote a road system that provides connectivity where possible.

Objectives

1. Create transportation that promotes the smooth flow of traffic and preserves road corridors.

Policies

1. Review site plans to ensure future right-of-way space is preserved to extend roads to existing roads if possible in the future.
2. Provide multiple access points to subdivisions where possible.