

## CHAPTER 3 - TRANSPORTATION

As required by Wisconsin Statutes Sec 66.1001(2)(c), this element of the comprehensive plan will address objectives, policies, goals, maps, and programs to guide the future development of various modes of transportation within the Region.

The transportation systems examined will include highways, public transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element will compare objectives, policies, goals, and programs of local, regional, and state transportation plans. The element will inventory highways within the local governmental unit by function. This element will incorporate local, regional, and state transportation plans, such as 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.



### TRANSPORTATION INVENTORY

The efficient movement of people and goods is the goal of transportation planning. To provide and maintain an efficient transportation system social, economic, and environmental concerns all need to be considered. To help analyze these concerns and improve the efficiency of transportation, this chapter of the plan inventories all the various modes of transportation that exist in the region and identifies goals and strategies relating to transportation.

#### Public Roads Functional Classification System

The region's road system can be defined by way of a functional hierarchy which takes into consideration traffic volume and a road's function, pertaining to how it is utilized by the majority of the public. A purpose of classifying roads is to assist decision makers in making investment decisions when it comes to maintaining or extending roads. The more often a road is used the more important it is to the region. A higher used road having the same deterioration problems as a lower used road should receive reconstruction repair prior to the lower used road. The following is a breakdown of how the roads in the region are categorized.

**Arterial Roads** - arterials provide intra-community links and interconnect urban arterial systems and connections to rural collectors.

**Collector Roads** – provide traffic circulation in residential neighborhoods, commercial and industrial areas. Collectors also focus traffic from local roads onto the arterial system. In general average daily traffic counts and speed on these roads would be in the medium range.

**Local Roads** – provide the lowest level of mobility and provide direct access to collectors and arterials. The main purpose of local roads is to provide access to adjacent land (homes, businesses, etc.).

#### Road Inventory

All municipalities in the region participate in the State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program. The WISLR program maintains a complete listing of local public roads in the region by jurisdiction, classification and number of miles. A summary of the region's road system mileage by county is shown in Table 3.1. Map 3.01 illustrates the Region's State Highways, U.S. Highway's, and Interstate Highway system.

#### US Highways and Interstates

Within the region there are two interstates (Interstate 90 and Interstate 94) and seven U.S. Highways totaling 433.46 miles. The Region's interstate highways, I-90 and I-94, run concurrently in the eastern part of Monroe County, and then split at Tomah. I-94 continues northwest through Jackson and Trempealeau counties toward Eau Claire. I-90 continues west through Monroe County and La Crosse County toward the City of La Crosse and on into Minnesota. Jackson County has the most miles of Interstate and U.S. Highway miles at 83.2 and Buffalo County has the least U.S Highway miles at 13.06.

State Highways

There are a total of twenty-seven State Highways in the region totaling 1,045 miles. Vernon County has the most State Highway miles at 173.07 followed by Monroe County at 162.49 miles. Pepin County has the least amount of State Highway miles in the region at 30.06 miles.

Connecting Highways

Connection Highways are a system of marking and signing to provide continuous routes for State Highway System traffic over streets and highways in any municipality for which the municipality will be responsible for maintenance and traffic control and the maintenance and operation of any swing or lift bridge. Connecting Highways are not part of the State Trunk Highway System but are connections between the termini of that system, which are usually established at or near the corporate limits of municipalities. There are 38.64 miles of connecting highways in the region.

County Roads

Each County in the region maintains a significant amount of County Road miles. There are a total of 2,300.91 County Road miles in the Region. Monroe County maintains the most county road miles at 344.35 miles. Buffalo County has the second most amount of county road miles at 317.95 miles. Crawford County has the least amount of county road miles in the region at 132.7 miles.

Town Roads

Town roads are public roads maintained by individual towns in the region. There are a total of 6,297.54 Town Road miles in the Region. The towns in Vernon County maintain the largest amount of town road miles at 1,051.91 miles in the region, while the towns in Pepin County maintain the least town road miles in the region at 233.55.

Village Streets

Village Streets are public roads maintained by individual villages in the region. There are a total of 349.06 Village Street miles in the Region. La Crosse County has the most amount of village street miles in the region at 74.18 miles as it has a couple of the most populous villages, West Salem and Holmen. Buffalo County has the least amount of village streets with 6.66 miles.

City Streets

City Streets are public roads maintained by individual cities in the region. There are a total of 732.99 City street miles in the Region. La Crosse County has the most amount of city streets in the region at 278.31 as it is home to the City of La Crosse. Pepin County has the least amount of city streets with 14.49 miles as it is the smallest county in the region and has only one city (Durand).

**Table 3.1 U.S., State, County, Town, Village, City Road Inventory**

	Interstate Hwy Miles <sup>(1)</sup>	US Hwy Miles <sup>(1)</sup>	State Trunk Hwy miles <sup>(1)</sup>	Connect Miles <sup>(1)</sup>	County Miles <sup>(2)</sup>	Town Miles <sup>(2)</sup>	Village Miles <sup>(2)</sup>	City Miles <sup>(2)</sup>	Totals
Buffalo	0	13.06	134.96	0	317.95	509.87	6.66	55.94	1,038.44
Crawford	0	30.3	148.97	3.4	132.7	652.8	66.28	47.87	1082.32
Jackson	40.95	42.25	100.37	2.4	239.92	982.87	23.82	28.68	1461.26
La Crosse	20.28	26.55	90.24	22.06	285.33	398.87	74.18	278.31	1195.82
Monroe	46.85	23.53	162.49	5.39	344.35	918.81	36.42	105.75	1643.59
Pepin	0	18.46	30.06	0	154.72	233.55	11.19	14.49	462.47
Pierce	0	62.31	100.57	1.31	248.65	767.81	54.03	70.84	1305.52
Trempealeau	4.31	67.73	104.27	0	292.08	781.05	33.91	73.31	1356.66
Vernon	0	36.88	173.07	4.08	285.21	1,051.91	42.57	57.8	1,651.52
<b>Total Miles</b>	<b>112.39</b>	<b>321.07</b>	<b>1,045.00</b>	<b>38.64</b>	<b>2,300.91</b>	<b>6,297.54</b>	<b>349.06</b>	<b>732.99</b>	<b>11,197.60</b>

Source: (1) WIS-DOT STN Mileage Summary-2013, (Tabulation of YE Overlap File by system with muni and county and region-centerline mileages for mainline routes only); (2) WISLER- Year End County Mileage Summary (Annual) 2014

## Traffic Counts

Table 3.2 illustrates traffic counts on selected sites along the Interstate system in the region (Map 3.02). The traffic count data shows that traffic volume on the interstate system in the region generally decreased from 2001 to 2010-2012. The only exception being a location on I-94 south of Black River Falls that showed an increase. The economic downturn in 2008 more than likely accounts for the decrease in interstate travel as a less freight was moved throughout the region as well as less tourism travel.

**Table 3.2 Traffic Counts at Selected Interstate Locations**

County	Location	2001	2010-2012
Jackson*	I-94 South of Black River Falls	23,800	24,300
LaCrosse**	I90 near MN State Border	11,500	10,800
LaCrosse**	I90 between La Crosse & Bangor	23,900	21,300
Monroe**	I90-94 South of Tomah	26,000	24,900
Monroe**	I90-94 at STH 131 Interchange	17,300	14,000
Monroe**	I90-94 South of Oakdale	38,000	31,400
Trempealeau***	I94 near Eau Claire County Line	30,000	21,300

Source: Wisconsin Department of Transportation Traffic Count Maps <http://www.dot.wisconsin.gov/travel/counts/> Note: \* Count done in 2010, \*\* 2011, \*\*\* 2012

Table 3.3 shows annual vehicle miles travelled by county from 1999-2013. Annual vehicle miles travelled in the region peaked in 2005, decreased in 2007 and 2009, and began an upward trend in 2011. Similar to Interstate traffic counts the decrease in vehicle miles travelled can be in part attributed to the economic downturn in 2008. Not surprisingly, La Crosse County throughout the 10-year period had the highest annual number vehicle miles in the years listed and Pepin County had the least.

**Table 3.3 Annual Vehicle Miles of Travel by County 1999-2013**

	1999	2001	2003	2005	2007	2009	2011	2013	% Chge 1999-2013
Buffalo	183,668,000	<b>177,062,000</b>	185,000,000	179,461,000	170,200,000	<b>176,000,000</b>	204,452,560	233,932,880	27.4
Crawford	<b>232,797,000</b>	231,556,000	224,000,000	<b>220,826,000</b>	<b>213,400,000</b>	197,500,000	209,881,205	<b>247,315,240</b>	6.2
Jackson	534,433,000	536,623,000	<b>519,000,000</b>	554,192,000	<b>559,400,000</b>	544,900,000	577,631,845	<b>624,531,425</b>	16.9
La Crosse	<b>958,673,000</b>	961,556,000	1,188,000,000	<b>1,014,113,000</b>	1,006,000,000	987,700,000	<b>929,133,415</b>	903,884,175	-5.7
Monroe	720,948,000	706,531,000	<b>609,000,000</b>	751,791,000	739,700,000	721,300,000	<b>738,457,780</b>	779,099,435	8.1
Pepin	73,548,000	70,080,000	74,000,000	75,305,000	73,300,000	<b>73,100,000</b>	94,069,625	108,339,300	47.3
Pierce	296,891,000	284,372,000	303,000,000	310,730,000	314,500,000	<b>306,100,000</b>	351,423,095	381,735,980	28.6
Trempealeau	356,569,000	<b>365,146,000</b>	420,000,000	380,057,000	371,100,000	<b>360,100,000</b>	395,992,150	452,128,055	26.8
Vernon	294,774,000	<b>289,007,000</b>	298,000,000	302,264,000	<b>296,800,000</b>	276,300,000	290,107,840	<b>344,788,125</b>	17.0
<b>MRRPC Region</b>	<b>3,652,301,000</b>	<b>3,621,933,000</b>	<b>3,820,000,000</b>	<b>3,788,739,000</b>	<b>3,744,400,000</b>	<b>3,643,000,000</b>	<b>3,791,149,515</b>	<b>4,075,754,615</b>	<b>11.6</b>
<b>State of Wis.</b>	<b>56,960,000,000</b>	<b>57,265,962,000</b>	<b>59,617,000,000</b>	<b>60,018,272,000</b>	<b>59,492,700,000</b>	<b>58,156,500,000</b>	<b>58,553,414,610</b>	<b>59,486,569,595</b>	<b>4.4</b>

Source: Wisconsin Department of Transportation Vehicle Miles of Travel by County

Note: Traffic Counts taken when in bold print. County-level VMT estimates most accurate for those counties actually counted in year (as highlighted).

## Transportation Services

Table 3.4 details transportation services in the region (Map 3.03). The region has seven public shared ride taxi systems, one municipal bus system and two intercity bus services. Every county in the region has access to at least one freight rail service location. Two counties, Monroe and La Crosse are served by Amtrak passenger rail. There is one commercial airport located in the region. A more detailed description of transportation services follows the chart.

Table 3.4 Transportation Services

	Shared Ride Taxi Systems	Municipal Bus Systems	Intercity Bus Service	Shuttle/Commuter Service <sup>(1)</sup>	Freight Rail Service <sup>(2)</sup>	Passenger Rail Service	Airports <sup>(3)</sup>	Water Transportation <sup>(4)</sup>	Trucking <sup>(5)</sup>
Buffalo					BNSF				STH 25, 35, 37, 88, 95, 121; USH 10
Crawford	Prairie du Chien SRT			S.M.R.T. Reg. Transit	BNSF, WSOR		Prairie du Chien Municipal**	Prairie du Chien	STH 27, 35, 60, 82, 131, 171, 179; USH 18, 61
Jackson	Black River Falls SRT				CN, UP		Black River Falls**		STH 27, 54, 95, 121; USH 10 & 12; I-94
La Crosse	Onalaska/Holmen/West Salem SRT	La Crosse Area Transit	Jefferson Lines	S.M.R.T. Reg. Transit	BNSF, CP	Amtrak-Empire Builder	La Crosse Municipal***	La Crosse	STH 16, 33, 35, 108, 162; USH 14, 53; I-90
Monroe	Tomah SRT		Jefferson Lines & Greyhound		CP, UP	Amtrak-Empire Builder	Sparta**, Tomah*		STH 16, 21, 27, 33, 71, 131; USH 12; I-90, I-94
Pepin					BNSF				STH 25, 35, 85; USH 10
Pierce	River Falls SRT				BNSF		Prescott (Meiers)*, **Redwing Reg. Airport-owned by MN		STH 29, 35, 65, 72, 75, 128; USH 10, 63
Trempealeau					BNSF, CN				STH 35, 54, 93, 95, 121; USH 10, 53; I-94
Vernon	Viroqua Area, Westby SRT			S.M.R.T. Reg. Transit	BNSF		Hillsboro*, Viroqua*		STH 27, 33, 35, 56, 82, 131, 162; USH 14, 61

Source: Wisconsin Department of Transportation

(1) Scenic Mississippi Regional Transit (S.M.R.T.) Bus Service serving Crawford, La Crosse and Vernon Counties in Southwest Wisconsin

(2) Burlington Northern Santa Fe (BNSF); Wisconsin and Southern Railroad (WSOR); Canadian National (CN); Union Pacific (UP); Canadian Pacific (CP)

(3) \*small general aviation, \*\* medium general aviation, \*\*\* commercial service

(4) Commercial Port Locations

(5) Truck Routes – Many truck routes have restrictions than can be found at <http://www.dot.wisconsin.gov/travel/maps/truck-routes.htm>

## PUBLIC BUS/SHARED RIDE TAXI TRANSPORTATION

### Intercity Bus Service

#### Scenic Mississippi Region Transit “SMRT BUS”

In a coordinated transportation project the MRRPC, the Crawford County Transportation Coordinating Committee and the City of Prairie du Chien developed a tri-county commuter bus service operating in Crawford, Vernon and La Crosse Counties. The Scenic Mississippi Regional Transit SMRT bus service began operating on December 3, 2012 serving commuters, elderly and disabled residents, the general public and potential tourism related travel. Funding for the bus service is provided by a rural transportation grant from the Wisconsin Department of Transportation, fare box revenue, local unit of government and business contributions.



Tri-County “SMRT” Bus serves Crawford, Vernon and La Crosse County

The service operates three routes with buses running four round trips a day, five days a week with stops at several locations in the cities of Prairie du Chien, Viroqua and La Crosse. The service also makes stops in Stoddard, Genoa, Coon Valley, Westby, Desoto, Ferryville, and Lynxville. Primary travel routes for the buses are on US Hwy 14/61, State Highways 27 and 35.

Buses are handicapped accessible and will be equipped with bike carriers. Cost for a one way trip is \$3 with discount punch cards available. “Wi Fi is also available on the busses and there is a “Guaranteed Ride Home Service” ensuring access to a ride home in case of an emergency for users.

#### Jefferson Lines and Greyhound

Additional intercity bus service within the Region is provided by Jefferson Lines and Greyhound bus services. Jefferson Lines provides daily service between La Crosse and Madison, with connection to various other points. This Minneapolis -La Crosse-Madison service consists of a daily route via I-90/94. Greyhound provides bus service between Madison-Eau Claire and the Twin Cities with a regional stop in Tomah.

### **Municipal Fixed Route Bus Service**

La Crosse MTU. In the City of La Crosse, a municipal mass transit bus system serves key points in the city, and agreements with the City of Onalaska, City of La Crescent, Minnesota, and the Town of Campbell result in the urban bus system serving parts of those nearby communities. Buses operate seven days a week serving fixed route stops every ½ hour.

### **Shared Ride Taxi Services**

Shared ride taxi cab services are available in several communities in the Region. The shared ride taxi cab services are subsidized by State funding allowing for public transportation service in rural communities. Shared ride taxi service operate locally in Onalaska, Holmen, River Falls, Prairie du Chien, Viroqua, Westby, and Black River Falls.

### **County Mini-Bus Services**

All counties in the region either sponsor/operate a minibus that provides service to elderly and disabled residents. The majority of funding for the operation of the mini-buses comes through State of Wisconsin 85.21 funding. The mini-bus services are primarily operated by County Aging Units or Senior Services Offices. Mini-buses provide door to door service for medical appointments, shopping, and social activities.

## **WATER TRANSPORTATION**

The region is served by two commercial ports, the Port of La Crosse and the Port of Prairie du Chien. A report entitled “Economic Impact of Wisconsin’s Commercial Ports” published by WIS-DOT Bureau of Planning and Development in January 2014 provided the following information about two commercial ports located in the MRRPC Region. The Port of La Crosse handles nearly one-half million tons of commodities annually that include liquids, cement, grain and general bulk products. The port is located near major roads (I-90, USH 14/61, WIS 53, and WIS 35) and rail yards (Canadian Pacific Railway Ltd. and Burlington Northern-Santa Fe Railway). The port has 100,000 square feet of covered warehouse space and 60 acres of uncovered space and cargo handling equipment with up to 150 tons of lift capacity, pneumatic unloaders, conveyor loading equipment and other barge, rail, and truck loading and unloading equipment. The second port, Port of Prairie du Chien has rail access through Burlington Northern-Santa Fe and Wisconsin Southern Railroads. The types of cargo handled at the port include cement, coal, fertilizer, grain, salt, sand, scrap metal and silicon carbide. The City of Prairie du Chien owns docks that can accommodate paddlewheel cruise boats and small excursion boats. Privately owned dock and storage facilities handle bulk cargo. Between 2007-2011 estimated annual cargo tonnage handled at the Port of Prairie du Chien was 505,221 tons. It’s located near US 18 and WIS 35 and has approximately 20 square feet of covered warehouse space, 25 acres open, and fleet capacity of 30 barges on site.



## **RAIL TRANSPORTATION**

### **Freight Rail**

The main lines of two major rail carriers: the Burlington Northern and Santa Fe (BNSF) and the Canadian Pacific Railroad (CP) serve the region. The BNSF, one of the nation’s four biggest railroads, operates along the Mississippi River from Prescott to Prairie du Chien, and has a crew change center in La Crosse. The CP Railroad operates through the region from Tomah to La Crosse. Both the CP and the BNSF link Chicago and the Twin Cities, and many other western and southern points on their systems. The Union Pacific (UP) Railroad operates in the region on the CP via a trackage agreement between Wyeville, in Monroe County, and La Crosse. The UP links Chicago, Milwaukee and the Twin Cities and serves Tomah, Warrens, Black River Falls, and northern Jackson County. The Canadian National (CN) railroad, formerly known as the Green Bay and Western Railroad (GB&W) provides service to Trempealeau County and a connection with the BNSF at Winona in Minnesota. It also intersects with the UP at Merrillan in Jackson County. An intermodal terminal at Arcadia benefits Ashley Furniture and other area industries. The Wisconsin and Southern Railroad, a Wisconsin based short-line, operates the state-owned rail line between Madison and Prairie du Chien, as well as other lines in southern Wisconsin. This provides a line for Prairie du Chien and the BNSF to access Madison, Milwaukee, the Fox Valley, and northwest Chicago suburban points, and other railroads at Chicago via belt line connections.



According to WisDOT in *Connections 2030*, freight rail shipments out of the state are expected to grow by 79% between 2002 and 2035; during that same period, freight rail shipments into the state are expected to grow by 114%. This translates into 54% and 67% increases, respectively, in dollar value of shipments. Trucking is expected to see similar increases during this period, meaning that it will continue to dominate the shipping industry. Rail will remain a smaller part of the transportation picture, but a mode growing in importance, due to the necessity of some bulk goods and commodities regularly carried by rail, such as oil and coal.

Mines and quarries in the MRRPC Region yield various types of crushed rock, sand, and gravel. Foundry-sand mining is a long-established industry in the Region, in places like Taylor and Maiden Rock. Other materials, often used for road fill and other construction purposes, are mined and quarried throughout the Region. Beginning in the late 2000s, land owners began examining their options with regard to a mineral resource that suddenly became a powerful economic commodity: “frac sand.” This is sand used in the oil and gas industry in the process known as hydraulic fracturing, or “fracking.” The farmlands of Western Wisconsin happen to sit atop reserves of extraordinarily high-quality sand for fracking. The density, small size, hardness, and shape of the grains make it a resource highly prized in the exploration for oil and gas. No such fossil fuels exist under the farms of Western Wisconsin, but the sand would have to be extracted through a large, often noisy, and otherwise disruptive industrial process. While some landowners could command very high prices from the sand mining companies for the rights to extract this resource, others in the Region have expressed worries that these decades-long industrial mining operations would ruin the rural character of the Region, and possibly alter its terrain irrevocably. The controversy over frac sand mining in the MRRPC Region is not settled, but high petroleum prices, which show no signs of abating in the long-term, will continue to make the practice economically viable, and so the pressure to mine the frac sand will continue. Some frac sand mines already exist, and more are planned. As of July 2012, according to Wisconsin Watch, there was at least one frac sand mine in every county in the Region, except Crawford County. Twenty-nine were listed as “operational” or “active”; 19 were “in development”; and 7 were “proposed.” The scale of the mining, and the bulk nature of the product, lends itself to rail transport. The more this industry grows, the more rail traffic it will stimulate in the MRRPC Region.

Related to the shipment of frac sand is the oil and gas extracted through fracking. The high price of petroleum has made it profitable to extract oil and gas from certain shale deposits through fracking. Among other places in North America, one place rich in these shale deposits is the Bakken formation in the Northern Plains which produces one million barrels of oil each day. This area spreads across parts of Montana, North Dakota, and the Canadian provinces of Manitoba and Saskatchewan. The crude oil produced from this area is shipped to refineries in various parts of the United States, increasingly by rail. According to the Congressional Research Service since 2008 the volume of U.S. crude oil shipments have grown from 9,500 carloads per year to over 400,000 car loads per year and continue to increase. Approximately 40 tanker trains pass through the City of La Crosse and the region each week and as State emergency management officials estimate that equates to approximately 20 million gallons of oil passing through the region daily.

Rail safety and rail capacity/infrastructure have become two major issues resulting from increased oil production in the Bakken oil fields. To address rail safety issues the U.S. Department of Transportation is proposing new rules relating to new tanker car standards, better classification for liquid petroleum products, route risk assessment planning for railroads, and reduced speed limits for oil trains. Bridge safety is also an issue as shipments increase. Railroads are required to inspect bridges each year and reports and improvement plans are reviewed by the Federal Railroad Administration, but in most cases are not made public. With regard to rail capacity, the increase in oil shipments have affected farmers ability to ship commodities and rural electric cooperatives coal shipments. In an effort to address rail capacity in the region, the railroads are in the process of developing plans to construct a second line of railroad tracks through the City of La Crosse. Currently a single railroad track goes through La Crosse and with increased rail shipments this has created a “bottleneck” impacting all products shipped by rail and passenger train service.

The following is a listing of freight railroads by class in the region. Table 3.5 lists roads that provide access between intermodal facilities serving the ports and railroads in the region.

## Freight

### Class I

Canadian National - Jackson, Trempealeau, Buffalo Counties; Canadian Pacific Rail - Monroe and La Crosse Counties; Burlington Northern & Santa Fe – Crawford, Vernon, La Crosse, Trempealeau, Buffalo, Pepin, and Pierce Counties; Union Pacific – Monroe and Jackson Counties

### Class II & III

Wisconsin & Southern Railroad – Crawford County

**Table 3.5 Intermodal Connector Listing**

FACILITY	TYPE	CONNECTOR NO.	CONNECTOR DESCRIPTION	CONNECTOR LENGTH
Port of Operators of La Crosse #1	Port Terminal	1	Front St between Cass St and the Port Facility	0.1
Port of Operators of La Crosse #1	Port Terminal	2	King St between Front St and 3rd St (US 53)	0.2
Port of Operators of Prairie du Chien #2	Port Terminal	1	Main St, Blackhawk Ave, Villa Louis St between US 18 and the Port Facility - Ext. of Connection to Prairie du Chien #1	0.9
Port Operators of La Crosse #2	Port Terminal	1	Clinton St, Bainbridge St between Rose Ave and the Port Facility	1.2
Port Operators of Prairie du Chien #1	Port Terminal	1	Main St and Blackhawk Ave between US 18 and the Port Facility	0.5

US-DOT Federal Highway Administration Official NHS Intermodal Connector Listing

## Passenger Rail

Rail passenger service for the region consists of one daily Amtrak Empire Builder train in each direction between Chicago-Milwaukee, the Twin Cities, and the Pacific Northwest, with stops serving the Region at Tomah, and La Crosse, and the Minnesota cities of Winona, Red Wing, and St. Paul, Map 3.03. A challenge for passenger rail, identified by the state DOT, is that freight and passenger rail use the same tracks, so coordination between freight and passenger rail operations must be constant. Nonetheless, the general trend for passenger ridership in the Region is upward. WisDOT reported a 59% increase between 2002 and 2007 in ridership to and from Wisconsin railway stations along the Empire Builder route. An aging population wishing to rely less on private cars, and a desire to escape increasing automobile congestion and fuel prices help explain this increase. Since the population is aging inexorably, and congestion and fuel-price increases are unlikely to reverse, the trend toward higher rail ridership can be expected to continue.

## AIR TRANSPORTATION

Scheduled commercial air passenger and air freight service is available within the region at La Crosse. Other cities nearby that have scheduled air service are Eau Claire, Rochester, Dubuque, Minneapolis/St. Paul, and Madison. Two commercial air carriers at La Crosse serving both passengers and freight are American and Delta airlines, which provide connections primarily through their hubs at Chicago O'Hare and the Twin Cities. General aviation capability of differing levels offering professional piloted charter, fly-yourself rentals, package express delivery, and scenic rides are available at several smaller airports throughout the region. The air service operator at La Crosse provides the above-mentioned services plus engine and air frame repair and maintenance on virtually any size aircraft for the general aviation community. According to an economic impact report conducted by the Wisconsin Department of Transportation Bureau of Aeronautics and released by the La Crosse Airport in 2011 the La Crosse Airport provided \$38.3 million in economic output, supported 416 jobs, and contributed \$17.61 million in wage income to the local and state economy in 2011.



Throughout the region there are additional small (low level of service) public airports that do not provide scheduled commercial passenger or air freight service. They are in Tomah (Bloyer Field), Sparta (Sparta/Fort McCoy), Viroqua (Viroqua Municipal), Prescott (Meier's), Prairie du Chien (Prairie du Chien Municipal), Hillsboro (Joshua Sanford Field), and Black River Falls (Black River Falls Area), Table 3.6.

**Table 3.6 Airport Inventory (available for public use)**

Airport Name	Number of Runways	Classification/Role*	Services Provided
Prairie du Chien Municipal	2	Medium GA	Fuel: 100LL, Jet A 24 HR Self-Serve
Black River Falls Area	1	Medium GA	Fuel: 100LL, Jet A 24 HR Self-Serve
La Crosse Municipal Airport	3	Commercial	Offered Services: Advertising, conference room, FBO (Colgan Air Service), food and beverages, free Wi-Fi. Fuel: 100LL, Jet A
Sparta/Fort McCoy	2	Medium GA	Fuel: 100LL, 24 HR Self-Serve
Meier's (Prescott)	1		Fuel: None
Joshua Sanford Field (Hillsboro)	1	Small GA	Fuel: None
Bloyer Field (Tomah)	1	Small GA	Fuel: 100LL, 24 HR Self-Serve
Viroqua Municipal	2	Medium GA	Fuel: 100LL, 24 HR Self-Serve

\*Commercial service airports support regularly-scheduled year-round commercial airline service supporting a full range of GA activity and international destinations. Medium GA airports support most single and multi-engine GA aircraft including those aircraft commonly used by businesses. Small GA airports primarily support single-engine GA aircraft but may also accommodate small twin-engine GA aircraft and occasional business aircraft activity.

## BICYCLING/PEDESTRIAN TRANSPORTATION

Multiple dedicated bike trails in the region offer over 110 miles of uninterrupted bicycling throughout the MRRPC region (Map 3.04). Biking in the region is becoming increasingly popular as a recreational outlet and a functional means of transportation. The City of La Crosse and surrounding communities have designated bike routes for safety that take cyclists around the urbanized area, allowing people to travel to work and other destinations via their bicycle. Recreational biking in the region has become increasingly popular with the development of a regional trail system. The trail system comprised of the Great River State Trail, the La Crosse River State Trail, the Elroy-Sparta State Trail, and the 400 State Trail provides about 100 miles of uninterrupted bicycling, most of it on abandoned railroad beds. This trail system is mostly level and surfaced with crushed limestone, encouraging leisurely bicyclists, walkers, and runners, as well as experienced athletes.

The bicycle trails in the Region provide excellent recreational opportunities and will continue to stimulate tourism in western Wisconsin. Recreational, and especially bicycle, trails provide economic benefits to regions that have them. Iowa Department of Transportation, in "Implementing Trail-Based Economic Development Programs," states that in the absence of other evidence, one can assume that the economic multiplier for trails can be estimated at between 0.3 and 0.5 (i.e., for every dollar spent by a trail user will circulate in the local economy and eventually generate an additional 30 to 50 cents in local tax revenue). In "Valuing Bicycling's Economic and Health Impacts in Wisconsin," a report prepared for Representative Spencer Black, UW-Madison researchers Maggie Grabow, Micah Hahn, and Melissa Whited estimate that riders on Wisconsin bike trails spent an average of \$17.99 (Wisconsin residents) or \$33.95 (non-resident) per day, with the ridership being about equally divided between Wisconsin residents and non-residents.

Additionally, the City of La Crosse, as well as the Cities of Viroqua and Westby in Vernon County, have developed Safe Routes to School plans, with the goal of increasing the number of elementary-school students who walk or bicycle to school. The Villages of Gays Mills and La Farge are developing recreational trails that will enhance the quality of life in those communities. The Kickapoo Valley Reserve Economic Development Initiative (KVREDI) is a collaborative effort on the part of communities in the Kickapoo Valley, including Gays Mills and La Farge. The KVREDI has investigated the possibility of constructing a recreational trail linking the Sparta-Elroy Trail in the north, at Wilton, to the Wisconsin River in the South, at Wauzeka, utilizing abandoned railroad bed wherever possible along the way. The KVREDI concluded that this long-term project would be best accomplished by linking the municipal trails that communities build along the Kickapoo River.

WisDOT's *Connections 2030* organizes the state's transportation systems into corridors for planning purposes (see "Corridor Descriptions," Page 3-11). These corridors include physical infrastructure as well as consideration of physical impacts of transportation, such as environmental effects. Other impacts of transportation are part of corridor planning, such as the effects on the culture and economy of a place. The infrastructure planned for a corridor does not include only the paved surface of a road, but also a variable width on either side of the road that encompasses bicycle and pedestrian infrastructure. WisDOT has identified bicycle and pedestrian projects in its plans for the coming decades, such as increasing the number of connecting points between various trails and improving surface conditions for pedestrians and bicyclists along state highways. These projects would "support accommodations and linkages to create a connected network that provides accessibility along and across facilities."



While bicycling is growing in popularity as a form of exercise and transportation, walking is even more common, Table 3.7. According to U.S. Census Bureau, 2008-2012 American Community Survey Estimates, 5.42% of all commutes to work in the MRRPC Region occurred on foot or by bicycle as compared to 4.1% for the state and 3.4% for the nation. As WisDOT points out in *Connections 2030*, the Census and ACS data reflect responses to questions asked about people's situations on April 1, a time when bicycling and walking to work in Wisconsin can be discouraged by lingering harsh winter weather. The Federal Highway Administration requires that federally funded infrastructure projects include bicycle and pedestrian facilities, unless a lack of need can be demonstrated. Similarly, the state DOT has committed to considering bicycle and pedestrian facilities in road designs.

**Table 3.7 Commuting to Work**

	Walked	Bicycle
Buffalo	5.2%	0.0%
Crawford	4.4%	0.3%
Jackson	3.5%	0.4%
La Crosse	4.7%	1.3%
Monroe	3.1%	0.3%
Pepin	5.2%	0.2%
Pierce	6.2%	0.8%
Trempealeau	4.7%	0.3%
Vernon	4.6%	1.0%
State of Wis.	3.3%	0.8%
U.S.	2.8%	0.6%

Source: 2008-2012 ACS Estimates

**Table 3.8 MRRPC Region Dedicated Bike/Pedestrian Trails**

Trail Name	Length	Location
La Crosse River State Trail	21.5 mi	Trail extends from La Crosse to Sparta
Great River State Trail	24 mi	Trail extends from Onalaska to Trempealeau
Elroy-Sparta State Trail*	32.5 mi	Trail extends from Sparta to Elroy
Hillsboro State Trail	4.3 mi	Hillsboro to Union Center
Chippewa River State Trail	30 mi	Durand to Eau Claire
Red Cedar Trail (Located in Dunn County)	14.5	Connection on Chippewa River State Trail to Menomonie
Black River Falls Foundation Trail	4.1 mi	Paved trail circles City of Black River Falls
Coon Prairie (Viroqua Westby Multi-Use) Trail	5 mi	Trail extends Airport Road, Viroqua to South Ave. Westby
Buffalo River State Trail	36 mi	Mondovi to Fairchild
Town of River Falls Trail	3 mi	Town of River Falls, Pierce County
City River Falls/UW-River Falls Trail System		River Falls
<b>Mountain Biking</b>		
La Crosse Human Powered Trails	12 mi	La Crosse area
Perrot State Park	9 mi	Perrot State Park
Black River State Forest	24 mi	Black River State Forest
Wazee Park (Jackson County)	9 mi	Follows old Jackson County iron mine sites
Kickapoo Reserve	24 mi	Kickapoo Reserve
Jersey Valley Mtn. Bike Trails (Vernon County)		Jersey Valley County Park (Vernon County)
Sidie Hollow Mtn. Bike Trails (Vernon County)	6 mi	Sidie Hollow County Park (Vernon County)
<b>Total Miles</b>	<b>258.9</b>	

\*The Sparta-Elroy Trail, in Monroe County, was one of the first bicycle trails in the nation to be built from abandoned railroad right-of-way. The Trail has been a major recreation attraction in the Region for four decades.

The MRRPC Region also has many designated hiking and pedestrian trails at public recreational facilities within the region. Table 3.9 and Map 3.05 illustrate the location and management/ownership of the trail locations and facilities. Within the region there are over 254 miles of marked hiking/pedestrian trails and over 69,000 acres which are open for users to hike freely.

Table 3.9 MRRPC Region Dedicated Hiking/Pedestrian Trails

County	Facility Where Trail is Located	Facility Acres	Trail Miles	Location	Management/Ownership
Buffalo	Merrick State Park	322	2	S. of Fountain City	State Park
Buffalo	Tiffany Bottoms Wildlife Area (1/6 in Pepin Co)	13,000		Buffalo/Pepin Counties	State Wildlife area
Buffalo	Foelsch Riverside Nature Park	10	1	Buffalo City	City Park - Buffalo City
Buffalo	Joseph Peterson Arboretum	10		C. Mondovi	City Park - Mondovi
Buffalo	Mississippi Valley Conservancy - Angel Bluff	20		Buffalo Twnship	MVC Conservancy
Crawford	Effigy Mounds Nat'l Monument	2,526	14	Harpers Ferry, IA	U.S. Nat'l Park Service
Crawford	Yellow River State Forest	8,503	30	Marquette, IA	State Forest (Iowa)
Crawford	Pikes Peak State Park	970	11.5	McGregor, IA	State Park (Iowa)
Crawford	Wyalusing State Park	2,628	14	10 miles S PDC	State Park
Crawford	Kickapoo Bottoms	85		T. Utica, next to Crd Co. Fairgrounds	MVC Conservancy
Crawford	Sugar Creek SNA	276		Freeman Twnship	MVC Conservancy
Crawford	LaRiviere Park	300		C. Prairie du Chien	City Park - Prairie du Chien
Jackson	Black River State Forest		24+	Jackson County	State Forest
Jackson	Wazee Lake Recreation Area	1,300	13.7	T. Brockway	County Recreation Area (Jackson)
Jackson	East Arbutus County Park		1.6	Located on Lake Arbutus	County Park (Jackson)
Jackson	Black River Falls Foundation Trail	NA	4.1	C. Black River Falls	City Trail - Black River Falls
Jackson	Waters Edge Woods	20		NE of Black River Falls	MVC Conservancy
La Crosse	MVC - North Blufflands (Lenox, Skemp Trust, Mathy, Beck, Gerrard, Fitzpatrick tracts)	620		La Crosse Blufflands	MVC Conservancy
La Crosse	MVC - South Blufflands (Hass, Welch, Juniper Partners, and Frank Tracts)	168		La Crosse Blufflands	MVC Conservancy
La Crosse	MVC - Apple Valley Bluff	20		T. Onalaska, E of CTH SN	MVC Conservancy
La Crosse	MVC - Greens Coulee	81		T. & C. Onalaska	MVC Conservancy
La Crosse	MVC - Holland Sand Prairie	61		CTH MN, Holmen	MVC Conservancy
La Crosse	MVC -LaCrosse River Conservancy	215		E of STH 16 & I 90 Along La Crosse River State Tr	MVC Conservancy
La Crosse	Myrick-Eco Park Trail	NA		C. La Crosse	City Park - La Crosse
La Crosse	Hixon Forest Trails	NA		C. La Crosse	City Forest - La Crosse
Monroe	Mill Bluff State Park	1,337	2	Juneau/Monroe County	State Park
Monroe	Mc Mullen County Park	NA	0.75	Monroe County	County Park (Monroe)
Monroe	Tomah Recreation Trail	NA		C. Tomah-trail connects Winnebago, Lake, Butts, and Veterans Parks.	City Trail - Tomah
Monroe	Sparta - Beaver Creek City Hiking Trails		1.1	C. Tomah	City Trail - Sparta
Monroe	Fort McCoy - Pineview Campground		2	Fort McCoy	U.S. Military Installation
Pepin	Tiffany Wildlife Area	13,000		Buffalo/Pepin Counties	State Wildlife area
Pierce	Kinnickinnic State Park	1,242	6.5	Between Prescott-River Falls	State Park
Pierce	Nugget Lake County Park	752	5.6	Plum City	County Park (Pierce)
Pierce	Martell County Forest	28	1.2	Martell, USH 63	County Forest (Pierce)
Pierce	Lee-Kay Educational Co. Forest	40	0.6	3 miles W Spring Valley	County Forest (Pierce)
Pierce	Trimble Recreation Area	32	0.25	5 miles W Ellsworth	County Recreation Area (Pierce)
Pierce	Eau Galle Recreation Area	150		25 miles E of River Falls	Federal Recreation Area
Trempealeau	Perrot State Park	1,270	12.5	V. Trempealeau	State Park
Trempealeau	Trempealeau Wildlife Refuge	6,226			Federal Wildlife Refuge
Trempealeau	Memorial Park	54		C. of Arcadia	City Park - Arcadia
Trempealeau	Pietrick County Park	100		Between Arcadia & Independence	County Park (Trempealeau)
Trempealeau	Trempealeau Lakes Property	55	NA	T. Trempealeau	MVC Conservancy

**Table 3.9 MRRPC Region Dedicated Hiking/Pedestrian Trails**

County	Facility Where Trail is Located	Facility Acres	Trail Miles	Location	Management/Ownership
Vernon	Wildcat Mountain State Park	3,603	25.8	V. Ontario	State Park
Vernon	Duck Egg - County Forest	707	10	9 miles W Viroqua	County Forest (Vernon)
Vernon	Jersey Valley County Park	371	3.1	4 miles NE Westby	County Park (Vernon)
Vernon	Esofea Rentz Memorial Park & Forest	135	3	6 miles NW Viroqua	County Park (Vernon)
Vernon	Sidie Hollow County Park	521	2	3 miles SW Viroqua	County Park (Vernon)
Vernon	Kooyumjian-Lost Creek Forest County Forest	120	1.5	Between LaFarge-Hillsboro	County Forest (Vernon)
Vernon	Norskedalen	400	6	V. Coon Valley	Nature and Heritage Center (Vernon)
Vernon	Eagle Eye State Natural Area	70	NA	T. Harmony	PTP MVC, Mississippi Valley Archeological Ctr, Archeological Conservancy & WI Knowles Stewardship Prg.
Vernon	Romance Woods	35	NA	T. Harmony	MVC Conservancy
Vernon	Kickapoo Valley Reserve	8,569	55	V. LaFarge	State of Wis./Ho Chunk Nation
<b>Total</b>		<b>69,952</b>	<b>254.8</b>		

Additionally, there are 136 miles of ATV trails in the MRRPC Region; Jackson County (100+ miles) and the Buffalo River State Trail between Mondovi and Fairchild (36 miles). Equestrian trails in the Region are available at WildCat Mountain State Park (15 miles), Black River/Hoeth Forest/Miller Mile Camp (5 miles), Kickapoo Valley Reserve (37 Miles), and La Riviere Park in Prairie du Chien (50+ miles).

## STATE AND REGIONAL TRANSPORTATION PLAN AND COORDINATION

### State Transportation Plans

The following transportation plans were reviewed as part of the regional planning process. The plans were reviewed to ensure consistency with other governing jurisdictions with regard to the future transportation improvements.

### **Connections 2030 State of Wisconsin Department of Transportation Multi-Modal transportation Plan**

The most important state transportation plan is the “Connections 2030” plan that was adopted by the Wisconsin Department of Transportation in 2009. The plan develops an overall vision for transportation systems for the State of Wisconsin for a 20 year period. Multi-modal transportation opportunities are stressed in the plan. The plan addresses 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 is a policy-based plan. The policies are tied to “tiers” of potential financing levels. The Connections 2030 plan identified multi-modal corridors throughout the State. In each corridor principal highways have been identified and potential multi-modal projects identified. In the MRRPC region nine multi-modal corridors have been identified and are listed below:

Mississippi River Corridor	Trempealeau River Corridor	Frank Lloyd Wright Corridor
Chippewa Valley Corridor	Coulee Country Corridor	French Fur Trade Corridor
Badger State Corridor	Cranberry Country Corridor	La Crosse Metropolitan Planning Area

When completed, the multimodal corridors will accomplish these key goals:

- Portray key *Connections 2030* recommendations;
- Prioritize investments; and
- Assist WisDOT Transportation Regions in identifying future segments for more detailed corridor plans.

## Corridor Descriptions

### Mississippi River Corridor

The Mississippi River Corridor encompasses seven counties in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 275-mile corridor is a major rail freight corridor containing parts of two Class I railroad mainlines linking the Twin Cities, MN, Chicago, IL and locations beyond. This corridor includes one of the main rail freight connections to Canada. It also includes the major waterborne freight corridor of the Upper Mississippi River Waterway System. The highways in this corridor are economic lifelines and tourism routes. This corridor contains Wisconsin's only National Scenic Byway, the Great River Road (primarily WIS 35), as well as the Governor Nelson Dewey Memorial Highway (WIS 81 from Cassville to Beetown), the Laura Ingalls Wilder Historic Highway (WIS 25 from Nelson to Pepin) and the Great River Road (Mississippi River) Trail. The corridor includes the urban and urbanized areas of La Crosse and Dubuque, IA, as well as Platteville and Prairie du Chien."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision by mode includes:

Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports.

Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 61, WIS 35, and WIS 93 by implementing the State Access Management Plan and consider passing lanes on US. 61 and WIS 93.

Public Transit: Increased regional coordination and continued service.

Rail Freight: Continued freight rail service and corridor preservation.

Intercity Passenger Rail: Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR with a stop in La Crosse. New intercity passenger rail service: Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service.

Intercity Bus: New service between Madison and La Crosse, via I-90, and between Madison and Dubuque, IA. Also new service between La Crosse and Wausau.

Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (La Crosse, Prairie du Chien).

Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### Chippewa Valley Corridor

The Chippewa Valley Corridor encompasses a portion of Pierce County in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 80-mile corridor is part of a major passenger and freight corridor linking the Twin Cities, southern Wisconsin and Chicago, IL. It also provides critical economic links for the growing west central Wisconsin region, as well as Green Bay and the Fox Valley, to the fast growing Twin Cities metro area. St. Croix County is one of the fastest growing counties in the state as it becomes part of the extended Twin Cities metro area. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Hudson, River Falls, Menomonie and Eau Claire."*

Only a small portion of the corridor is located in Pierce County and Connections 2030 identifies the potential of passing lanes being added on U.S. 63 and a capacity study being completed for State Highway 35 in Pierce County.

### Badger State Corridor

The Badger State Corridor encompasses Jackson, Monroe and a small portion of Trempealeau County in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 180-mile corridor is part of a major interstate passenger and freight corridor linking the Twin Cities, MN, northwestern U.S., Canada, southern Wisconsin, Madison, Chicago, IL and locations beyond. It links tourism areas of northwestern Wisconsin, the Baraboo-Wisconsin Dells area and Madison. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line) and the Iron Brigade Memorial Highway (US 12 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Eau Claire, Black River Falls, Sparta, Tomah, Baraboo, Prairie du Sac, Reedsburg and Madison. The corridor also serves the Ho-Chunk Nation."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision as it pertains to Jackson, Monroe and Trempealeau counties by mode includes:

Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94 and US 12 by implementing the State Access Management Plan.

Public Transit: Increased regional coordination and continued service

Rail Freight: Continued freight rail service and corridor preservation

Intercity Passenger Rail: Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR with stops in Portage, Wisconsin Dells and Tomah. New intercity service to Madison-Milwaukee-Chicago, IL and Minneapolis/St. Paul, MN-Madison-Milwaukee-Chicago, IL

Intercity Bus: Continue existing services and consider new service between Madison and La Crosse via I-90, with stops in Wisconsin Dells, Mauston and Tomah; between Madison and Dubuque, IA; between Madison and Sheboygan; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Eau Claire and Tomah passenger rail station, with a stop in Black River Falls.

Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### **Trempealeau River Corridor**

The Trempealeau River Corridor encompasses La Crosse and Trempealeau County's in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 80-mile corridor is a primary link between the metro areas of La Crosse and Eau Claire. It also serves the furniture manufacturing industry in Arcadia. The corridor includes the urban areas of Eau Claire and La Crosse."*

Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along WIS 93 by implementing the State Access Management Plan and consider passing lanes on WIS 93.

Public Transit: Increased regional coordination and continued service

Rail Freight: Continued freight rail service and corridor preservation

Intercity Passenger Rail: Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with a stop in La Crosse. New service Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service.

Intercity Bus: Continued existing services and consider new service between Madison and La Crosse, via I-90, and between Eau Claire and Tomah passenger rail station and service between La Crosse and Wausau

Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (La Crosse).

Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### **Coulee Country Corridor**

The Coulee Country Corridor is comprised of two counties, La Crosse and Monroe, both located in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 40-mile corridor is part of an Interstate passenger and freight corridor linking La Crosse and locations west with Madison, Milwaukee, the Fox Valley, Chicago and locations further south and east. The corridor also provides an important economic link to western Wisconsin and is a key route to Fort McCoy. It includes the Wisconsin Veterans Memorial Highway (I-90 from the Illinois state line to the Minnesota state line). The corridor serves the urban and urbanized areas of La Crosse, Sparta and Tomah. This corridor also serves the Ho-Chunk Nation."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision by mode includes:

Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports.

Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-90, WIS 16, and WIS 21 by implementing the State Access Management Plan. Consider passing lanes on WIS 21 and enumerate a major project for construction (La Crosse).

Public Transit: Increased regional coordination and continued service.

Rail Freight: Continued freight rail service and corridor preservation.



**Intercity Passenger Rail:** Continue Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with stops in Tomah and La Crosse. New service Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail.

**Intercity Bus:** Continued existing service and consider new service between La Crosse and Madison via I-90, with stops in Tomah and Sparta; and between Eau Claire and Tomah passenger rail station and a new service between La Crosse and Wausau, with stops in Sparta and Tomah.

**Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (La Crosse).

**Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### **Cranberry Country Corridor**

The Cranberry Country Corridor encompasses a portion of Monroe County in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 100-mile corridor is part of a passenger and freight corridor that links the Fox Valley and I-94 to locations west in southern Minnesota, South Dakota and beyond. The corridor also serves the Wisconsin River flowage, Waushara County and Winnebago County tourism/recreation areas. It includes the urban and urbanized areas of Tomah, Berlin and Oshkosh and serves the Ho-Chunk Nation."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision by mode includes:

**Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along WIS 21 by implementing the State Access Management Plan and consider passing lanes on WIS 21.

**Rail Freight:** Continued freight rail service and corridor preservation.

**Intercity Passenger Rail:** Continue Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with a stop in Tomah.

**Intercity Bus:** Continued existing services and consider a new service between Madison and La Crosse, via I-90, with a stop in Tomah; between Eau Claire and Tomah passenger rail station and between La Crosse and Wausau, with a stop in Tomah.

**Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### **Frank Lloyd Wright Corridor**

The Frank Lloyd Wright Corridor encompasses La Crosse, Vernon and a small portion of Crawford County in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 140-mile corridor links La Crosse to Madison and locations south and east. The corridor serves an agricultural region of the state, and provides one of the few Wisconsin River crossings in southern Wisconsin. The corridor is named after the memorial highway honoring the architectural accomplishments of Frank Lloyd Wright. The entire Frank Lloyd Wright Memorial Highway extends along US 14 from Richland Center to Madison. US 14 is also designated as the Purple Heart Memorial Highway from Richland Center to the Minnesota state line. The corridor's topography provides some of the most scenic hill and valley landscapes in the state. The corridor serves the urban and urbanized areas of La Crosse, Madison and Richland Center."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision by mode includes:

**Airports:** Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports.

**Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improving traffic movement, along US 14 by implementing the State Access Management Plan and consider passing lanes on US 14. Enumerate major project at Viroqua and Westby.

**Public Transit:** Increased regional coordination and continued service.

**Rail Freight:** Continued freight rail service and corridor preservation.

**Intercity Bus:** Continued existing services and consider new service Between La Crosse and Madison, via I-90; between Madison and Dubuque, IA and between La Crosse and Wausau.

**Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (La Crosse).

**Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities.

### **French Fur Trade Corridor**

The French Fur Trade Corridor encompasses a portion of Crawford County in the MRRPC region. Connections 2030 description of the corridor is as follows:

*"This 60-mile corridor is part of an important link between northern Iowa, Madison and points east. It serves an agricultural area of southwestern Wisconsin and important tourism/recreation areas along the lower Wisconsin and Mississippi Rivers, as well as the historic river town of Prairie du Chien. During the 18th and 19th centuries, Prairie du Chien was a major center of the French fur trade. In 1835, the U.S. Army built the Military Ridge Road to connect Fort Crawford (Prairie du Chien) and Green Bay. The current French Fur Trade Corridor runs parallel to part of this historic road alignment. The corridor serves the urban areas of Prairie du Chien and Dodgeville."*

Connections 2030 includes a future vision of the corridor by transportation mode. A summary of the vision by mode includes: A small portion of the corridor is located in Crawford County and Connections 2030 identifies the enumeration of a major project (US 18 relocation in Prairie du Chien) and the preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 18 by implementing the State Access Management Plan.

### **Wisconsin State Highway Plan – February 2000**

The plan created by the Wisconsin Department of Transportation focuses on improving Wisconsin's State Highway system over the next 20 years. The plan focuses on three areas; traffic movement, safety, and pavement preservation. The plan is updated every six years and is the basis for the Wisconsin State Highway Plan (Six Year Highway Improvement Plan) – February 2014. This Wisconsin State Highway Plan Six Year Highway Improvement plan details all road construction projects/programs in the State between 2014 and 2019. A partial listing of significant projects in the region have been identified Map 3.06. A full listing of projects can be viewed or downloaded at [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov).

### **Wisconsin Bicycle Transportation Plan 2020 – December 1998**

The Wisconsin Department of Transportation's "Wisconsin Bicycle Transportation Plan 2020" recommends strategies and actions for the Wisconsin Department of Transportation and local governments to take to enhance biking in the State of Wisconsin. The plan explores ways to increase ridership and create more biking trail opportunities. The plan identified the following objectives:

1. Plan and design new and improved transportation facilities to accommodate bicyclists and encourage their use.
2. Expand and improve a statewide network of safe and convenient routes for bicycle transportation and touring, including safe and convenient access to and through the state's urban areas.
3. Provide consistent safety messages and training to all roadway users by expanding the range of education activities through driver licensing and training, bicycle safety education, increasing understanding of traffic laws, and provision of public service information.
4. Improve the enforcement of laws to prevent dangerous and illegal behavior by motorists and bicyclists.
5. Encourage more trips by bicycles by promoting the acceptance and usefulness of this transportation mode.

### **Bicycle Routes and Wisconsin's Great River Road Bicycle Suitability Report– May 2001**

This report was prepared by the Mississippi River Regional Planning Commission under contract with the Wisconsin Department of Transportation. It identifies specific deficiencies regarding shoulder widths on the marked Great River Road in the region. This plan illustrates that there are extensive areas on State Highway 35 that have shoulder widths of less than 5 feet making this highway less attractive for bicycling than it would be if 5 foot paved shoulders could be developed. Accordingly the State has this need identified in the Wisconsin Bicycle Transportation Plan 2020 as mentioned above along with other State and U.S. highway linkage projects in the region.

### **Great River Road (Mississippi River Trail) Bicycle Map**

The Great River Road Bikeway/ Mississippi River Trail (GRRB/MRT) in Wisconsin is located primarily on the Great River Road or WIS 35 between Prescott and Prairie du Chien. The GRRB/MRT Bicycle Map is mapped for 250 miles and shows conditions for bicycling on the trail and nearby roadways. Cyclists ride on highways with light to heavy traffic except when riding on the Great River State Trail. Most of the higher volume highways have three or five foot paved shoulders. The trail also extends into Grant County on a series of state, county and town roads and not always on the Great River Road. Table 3.10 provides a description of Sections 1-8 of the GRRB/MRT Trail in the MRRPC Region.

**Table 3.10 Great River Road (GRR) Mississippi River Trail (MRT)**

Name	Description	Route Travel Conditions
Section 1-Prescott	20 miles from Prescott to Hager City. 5 miles from Hager City to Bay City	2-lane hwy with wider paved shoulders. Conditions are rated in the "Best" category for bicycling.
Section 2 - Pepin	8 miles from Bay City to Maiden Rock. 6 miles from Maiden Rock to Stockholm. 6 miles from Stockholm to Pepin. 8 miles from Pepin to Nelson.	2-lane hwy with relatively low traffic volumes & wider paved shoulders. Overall, rated in the "Best" category for bicycling.
Section 3 - Alma	9 miles between Nelson and Alma. 6 miles between Alma and Cochrane. 4 miles between Cochrane and Czechville.	Mixed conditions: WIS 35 N of Alma is moderately good for cycling; Within Alma WIS 35 is narrow and busy; STH 35 S of Alma is in "best" category for bicycling.
Section 4 - Fountain City	5 miles from Czechville to Fountain City. 7 miles from Fountain City to Bluff Siding. 3 miles from Bluff siding to Marshland (beginning of the Great River off-road trail). 7 miles from Marshland to Trempealeau on Great River Trail.	Traffic is fairly heavy, esp. south of Ftn City. WIS 35-54 between Bluff Siding & Marshland has very wide paved shoulders but remaining segments have 5 ft paved shoulders. GRR trail is crushed limestone.
Section 5 - La Crosse	Trempealeau to Onalaska on Great River Trail. Travel City streets to River Marsh Trail, City Streets to S. La Crosse.	GRR Trail is surfaced with limestone; alternative Rte WIS 35 is rated as having moderate and best conditions. The section has mixture of trails, higher volume streets, & lower volume residential streets in Onalaska & La Crosse.
Section 6 - Genoa	11 miles from La Crosse to Stoddard. 7 miles from Stoddard to Genoa.	WIS 35 from La Crosse to Stoddard has heavy traffic but 5 ft or wider paved shoulders. Wider shoulders are present from Genoa to Victory making conditions moderately good.
Section 7 - Lynxville	7 miles from De Soto to Ferryville. 8 miles from Ferryville to Lynxville. 15 miles from Lynxville to Prairie du Chien.	Traffic volumes are moderate to low. Half of route is rated best for bicycling; conditions S of Lynxville are mixed. S bound cyclists will have 3-4 ft shoulder, and N bound cyclists will have 2-3 ft shoulder.
Section 8 - Prairie du Chien	15 miles from Lynxville to Prairie du Chien. 6 miles from Prairie du Chien to Bridgeport (Wisconsin River Bridge). 8 miles from Bridgeport to Wyalusing. 4 miles from Wyalusing to Bagley.	Traffic volumes increase to moderate to moderate-high just N of Prairie du Chien. Traffic is heavy between Prairie du Chien and Bridgeport. This segment is considered to be in the moderate category for cycling. Conditions S of the Wis. River are favorable for cycling with low traffic volumes, but roads are narrow county hwy's.

Source: Great River Road - Mississippi River Trail Bicycle Map

### Wisconsin Pedestrian Policy Plan 2020 – March 2002

Vision Statement: To establish pedestrian travel as a viable, convenient and safe transportation choice throughout Wisconsin. The Wisconsin Pedestrian Policy Plan 2020", developed by the Wisconsin Department of Transportation attempts to improve pedestrian travel opportunities in conjunction with public roads. The plan details ways how local governments can encourage more pedestrian travel in road planning. This is a policy plan that encourages pedestrian needs when any mode or facet of transportation planning is being considered as it can reduce road congestion, reduce carbon emissions, improve health, improve the environment, and save public and private transportation funds.

**Table 3.11 Wisconsin Pedestrian Policy Plan 2020 – Goals and Actions**

GOALS and ACTIONS	
<ol style="list-style-type: none"> <li>1. Increase the number and improve the quality of walking trips in Wisconsin.</li> <li>2. Reduce number of pedestrian crashes and fatalities.</li> <li>3. Increase the availability of pedestrian planning and design guidance and other general information for state, local officials and citizens.</li> </ol>	
<b>Objective 1 - State Trunk Highways</b>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• WIS-DOT recognizes its responsibilities for pedestrians on STHs</li> <li>• WIS -DOT will evaluate pedestrian needs on STH projects</li> <li>• WIS -DOT will minimize the barrier effect in STH designs</li> <li>• WIS -DOT will promote state-of-the-art design practices</li> <li>• WIS -DOT will report on its level of effort of pedestrian investment</li> <li>• WIS-DOT will promote stand-alone sidewalk projects on STHs</li> </ul>
<b>Objective 2 – Engineering and Planning</b>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• Locals should consider pedestrian transportation in their land use plans</li> <li>• WIS -DOT will include local pedestrian facility designs in Facilities Development Manual (FDM)</li> <li>• WIS -DOT will develop the Best Practices Resource Guide (BPRG) to help locals meet pedestrian needs</li> <li>• WIS -DOT will encourage MPO and RPCs to consider pedestrian needs in their planning processes</li> <li>• Locals should utilize federal funding programs to meet local pedestrian needs</li> </ul>

**Table 3.11 Wisconsin Pedestrian Policy Plan 2020 – Goals and Actions**

<b>GOALS and ACTIONS</b>	
<b>Objective 3 – Education</b>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• WIS -DOT will provide broad based professional training opportunities</li> <li>• Locals should provide training for planning and design staff</li> <li>• WIS -DOT will review programs and manuals</li> </ul>
	<ul style="list-style-type: none"> <li>• WIS -DOT will continue assistance for pedestrian safety education</li> <li>• Locals should continue to provide pedestrian education efforts</li> <li>• WIS -DOT will conduct pedestrian related research</li> </ul>
<b>Objective 4 – Enforcement</b>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• WIS -DOT will continue partnerships with local law enforcement</li> <li>• Locals should increase enforcement efforts</li> <li>• WIS -DOT will review pedestrian related laws</li> </ul>
	<ul style="list-style-type: none"> <li>• WIS -DOT will look for opportunities to enhance crossing guard programs</li> <li>• WIS -DOT will promote education and enforcement of 25 mph speed zones</li> </ul>
<b>Objective 5 – Encouragement</b>	
<b>Actions</b>	<ul style="list-style-type: none"> <li>• To the extent possible, DOT will share its expertise with locals</li> <li>• WIS -DOT will promote walking as part of a multi-modal transportation system</li> </ul>
	<ul style="list-style-type: none"> <li>• WIS -DOT reaffirms efforts to address pedestrians with special needs</li> </ul>

Source: Wisconsin Pedestrian Policy Plan 2020 – March 2002

### **La Crosse Metropolitan Planning Organization**

The La Crosse Area Planning Committee (LAPC) has been designated by the governors of Wisconsin and Minnesota as the Metropolitan Planning Organization (MPO) to perform transportation planning activities for the La Crosse and La Crescent Area in accordance with Federal regulations.

The La Crosse and La Crescent Metropolitan Planning Area includes the Cities of La Crosse and Onalaska, the Villages of Holmen and West Salem, the Towns of Campbell, Medary, Barre, Holland, Greenfield, Onalaska, Shelby and part of the Town of Hamilton in Wisconsin. In Minnesota the Planning Area includes the City of La Crescent and the Townships of La Crescent and Dresbach.

The main objectives of the LAPC are to develop and maintain a long-range *Metropolitan Transportation Plan* (25 year planning horizon) for the planning area and a short-range (4 year) *Transportation Improvement Program* of state and federally-funded and other regionally significant projects. Additional information on the La Crosse MPO and the status of planning projects can be viewed at <http://www.lapc.org/>.

There are three standing committees that provide technical advice to the LAPC and assist with specialized planning. These are the Bicycle and Pedestrian Advisory Committee (BPAC), the Transit Coordinating Council (TCC) and the Technical Advisory Committee (TAC).

### **Locally Developed Coordinated Public Transit-Human Services Transportation Plans**

In 2008, the Mississippi River Regional Planning Commission (MRRPC) facilitated a transportation coordination planning process in the MRRPC region. From the planning process 2008-2013 Coordinated Public Transit-Human Services Transportation Plans were developed for each county. Federal transit law, as amended by SAFETEA-LU (2005), and continued in MAP-21 (2012), requires that projects selected for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The transportation coordination plans included assessments of available services, gaps in service and service needs for individuals with disabilities, older adults, and people with low incomes. From the assessment data, a transportation coordination plan with implementation strategies was developed for the counties/region. In 2013 the five year 2008-2013 Coordinated Public Transit-Human Services Transportation Plans were updated by the MRRPC and a Regional Coordinated Public Transit-Human Services Transportation Plan for the MRRPC Region 2014-2018 was completed. The goals of the Regional Coordinated Public Transit-Human Services Transportation Plan and the Regional Strategies, Activities and/or Projects Work Plan to address the goals are included below:

### Regional Coordinated Public Transit-Human Services Transportation Plan Goals

- 1) Increase transportation options for the transportation disadvantaged.
- 2) Develop/expand/continue transportation services.
- 3) Strive to increase transportation funding to create sustainable transportation services.
- 4) Develop and improve access to information and increase awareness of transportation services (marketing/educational outreach).
- 5) Maximize the efficiency of transportation services through technology, innovation and coordination.

### Regional Strategies, Activities and/or Projects Work Plan

Priority of Goal	Strategy/Goal to support 5 year coordinated plan	Activities	Person(s) Responsible	Timeline/Deadline	Roadblocks to Implementation
2	Increase transportation options for the transportation disadvantaged.	<ul style="list-style-type: none"> <li>Explore one call regional ride scheduling and coordination of vehicle routes</li> <li>Evaluate the expansion to the SMRT bus (fixed route bus service) to more counties in the region.</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Transportation Coordinating Committee will be responsible for the coordination and completion of the activities</li> </ul>	<ul style="list-style-type: none"> <li>Year 1 and 2</li> </ul>	<ul style="list-style-type: none"> <li>Cost of a centralized ride scheduling system</li> <li>Requires cooperation of counties and transportation agencies</li> <li>Requires coordination of transportation services</li> <li>Funding</li> </ul>
1	Develop/expand/continue transportation services.	<ul style="list-style-type: none"> <li>Continue SMRT Bus Service in the Region</li> <li>Continue to facilitate the coordination of elderly disabled transportation services (shared volunteer drivers, etc.)</li> <li>Identify opportunities to maintain and expand the number of vehicles in the region providing transportation services</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Transportation Coordinating Committee will be responsible for the coordination and completion of the activities</li> </ul>	<ul style="list-style-type: none"> <li>On going through 5 year plan period</li> </ul>	<ul style="list-style-type: none"> <li>Cost of not having full bus</li> <li>Complexity of rules</li> <li>Cooperation among all agencies</li> <li>Difficulty in prioritizing services, needs for vehicles</li> <li>Funding</li> </ul>
5	Develop and improve access to information and increase awareness of transportation services (marketing/educational outreach).	<ul style="list-style-type: none"> <li>Work with counties and explore shared marketing approaches to reach consumers</li> <li>Assist counties in getting more information on the internet and the coordination of information services</li> <li>Continue to increase regional awareness of the La Crosse County sponsored "Find a Ride"</li> <li>Increase awareness of state sponsored "Rideshare" website for carpooling purposes</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Transportation Coordinating Committee will be responsible for the coordination and completion of the activities</li> </ul>	<ul style="list-style-type: none"> <li>Initiate Year 1 and 2 then on going through 5 year plan period</li> </ul>	<ul style="list-style-type: none"> <li>Cost</li> <li>Web access (providers and consumers)</li> <li>Consumer literacy</li> </ul>
4	Maximize the efficiency of transportation services through technology, innovation and coordination.	<ul style="list-style-type: none"> <li>Facilitate the sharing locally developed transportation technology (tracking, accounting programs, SAMS reporting)</li> <li>Work with counties in identifying and evaluating local/regional routing software</li> <li>Explore new media outlets (Facebook, Twitter, etc.) to communicate with users</li> <li>Continue to work cooperatively with neighboring counties (Juneau, Richland, Eau Claire, etc.) and neighboring region</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Transportation Coordinating Committee will be responsible for the coordination and completion of the activities</li> </ul>	<ul style="list-style-type: none"> <li>On going through 5 year plan period</li> </ul>	<ul style="list-style-type: none"> <li>Computer literacy</li> <li>Software interface</li> <li>Personnel to develop</li> <li>Data maintenance</li> <li>Cost of technology</li> </ul>
3	Strive to increase transportation funding to create sustainable transportation services.	<ul style="list-style-type: none"> <li>Coordinate Local, State, and Federal elected officials outreach</li> <li>Assist counties in pursuing state and federal transportation funding</li> <li>Maintain/increase existing funding levels</li> <li>Work with counties in pursuing grant funding through collaborative efforts</li> <li>Expand employee and business support for rides</li> <li>Gain medical centers support(local hospitals)</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Transportation Coordinating Committee will be responsible for the coordination and completion of the activities</li> </ul>	<ul style="list-style-type: none"> <li>On going through 5 year plan period</li> </ul>	<ul style="list-style-type: none"> <li>Political support for funding</li> <li>Competitiveness among local providers</li> <li>Complicated processes (grants)</li> <li>Need grant writers</li> </ul>



### **Regional Transportation Coordinating Committee**

In 2008, the Mississippi River Regional Planning Commission (MRRPC) received a multi-jurisdictional Supplemental Transportation Rural Assistance Program Grant (STRAP) from the Wisconsin Department of Transportation. The purpose of the planning grant was to formalize the structure of a Regional Transportation Coordinating Committee and conduct regional transportation coordination planning activities in the eight county (Buffalo, Crawford, Vernon, Juneau, Trempealeau, La Crosse, Monroe, Jackson) La Crosse, Wisconsin transportation service area. The need for a Regional Transportation Coordinating Committee and a regional approach to transportation issues originated in 2006 when the MRRPC was designated by the Wisconsin Department of Transportation to facilitate and prepare SAFETEA-LU “Locally Developed Coordinated Public Transit Human Services Transportation Plans” for the counties that comprise the MRRPC Region. At the meetings, the counties, non-profit organizations, private carriers, consumers, etc. stressed the desire and need for regional thinking and regional alternatives based on transportation service area versus the traditional, less efficient political boundary formula. Within the eight county area numerous transportation providers daily or weekly have vehicles traveling (“fixed route” or “on demand”) to the greater La Crosse area. La Crosse is the largest urbanized area in the region and is home to regional healthcare facilities, a regional mall, and numerous other services not available in the less populated communities in the region. Based on this recognition of La Crosse being a transportation destination for consumers; counties, non-profit organizations, private carriers, consumers, etc. thought it would be beneficial to look at transportation from a regional perspective based on the La Crosse transportation service area. They also concluded that it is important to remain cognizant that there are numerous transportation sub-areas (smaller communities in the region that are consumer destinations) within the region that the planning process must remain sensitive to and maintain or enhance transportation services.

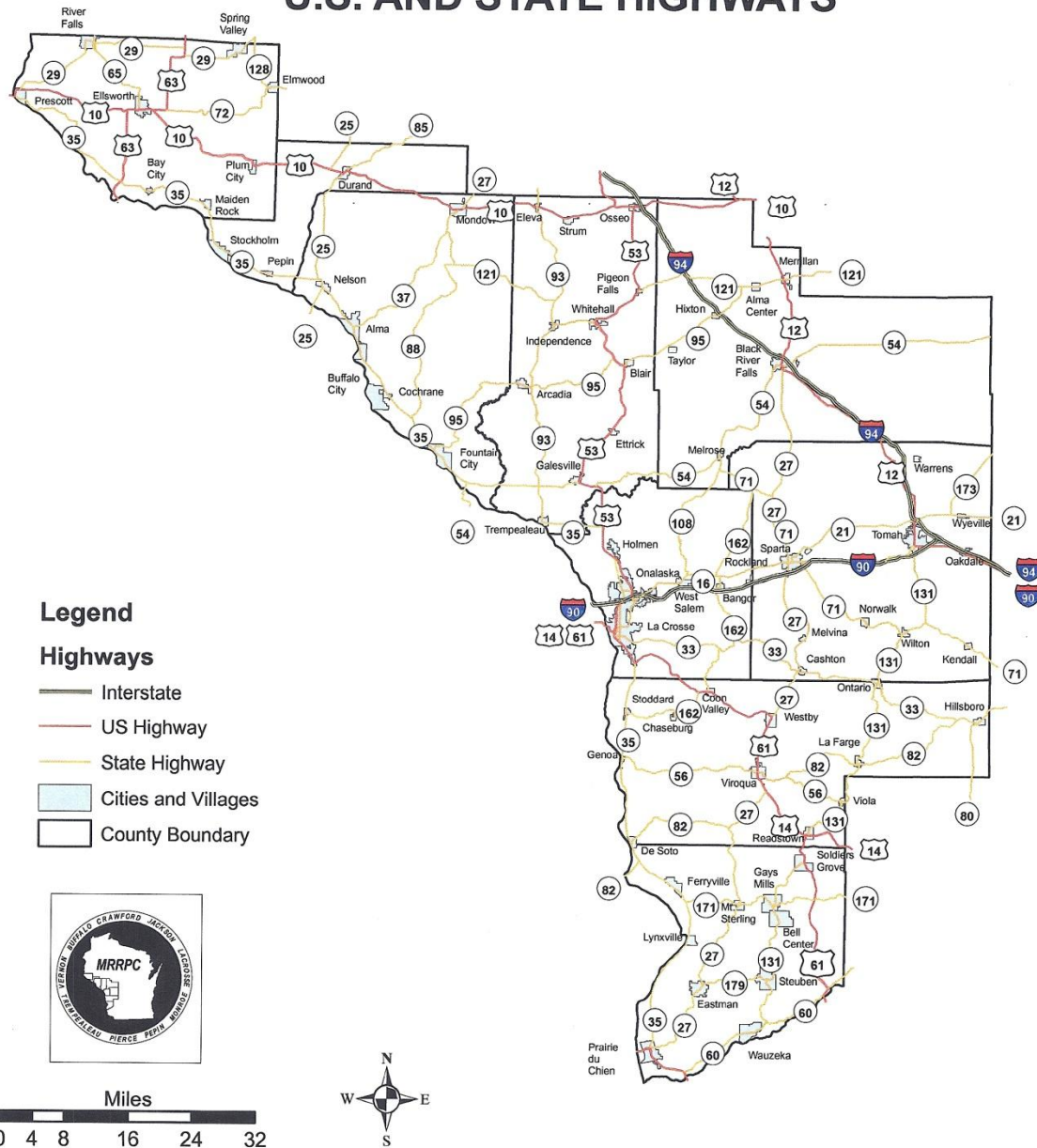
The first step in implementing the STRAP grant and developing a regional coordinated transportation system was to formally develop a regional oversight/advisory committee. A Regional Transportation Coordinating Committee was formed and meets quarterly. The primary purpose of the committee is to:

- Facilitate regional transportation coordination by creating a forum for communication and sharing of ideas of regional transportation providers/users.
- Work to represent the interests of all individuals in the region to provide coordinated and efficient transportation services.
- Identify regional transportation coordination opportunities and funding alternatives.
- Work in conjunction/cooperation with County TCC's in implementing regional coordination activities.
- Oversee a Regional Transportation Data Depository – regional and county data collection, data provider, and data maintenance (MRRPC or designee to house data – interim).
- Assist in facilitating consumer/agency recognition of local and regional transportation programs and services.
- Identify barriers to local and regional transportation coordination and facilitate awareness of the barriers to local, state, and federal elected representatives.
- Evaluate existing programs and services (identify possible duplication and/or underutilization) in an effort to increase transportation efficiency.

### **Regional Transportation Goals and Recommendations**

Regional transportation goals and recommendations are listed in Chapter 9 – Implementation.

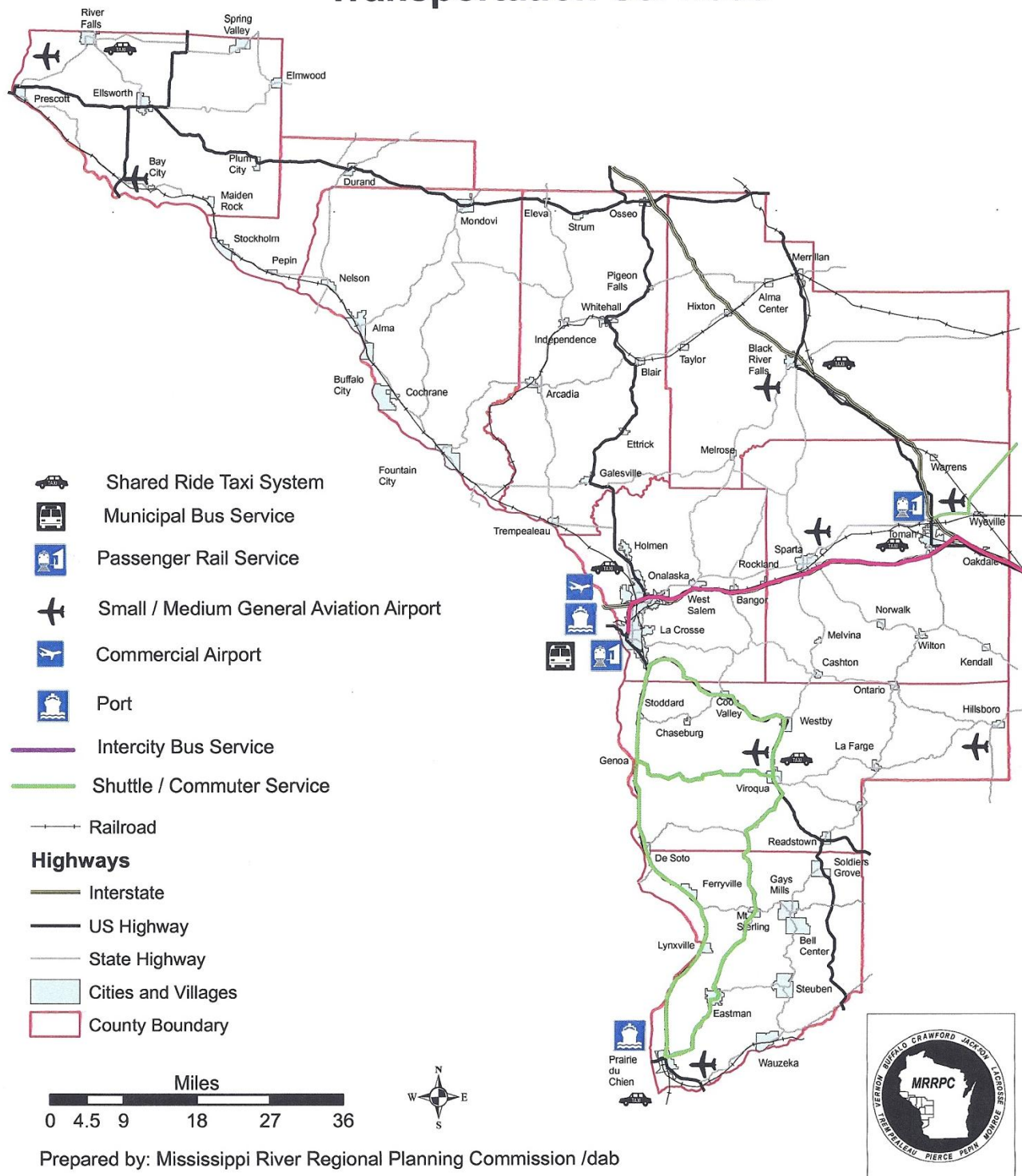
**MAP 3.01**  
**MISSISSIPPI RIVER REGION**  
**U.S. AND STATE HIGHWAYS**



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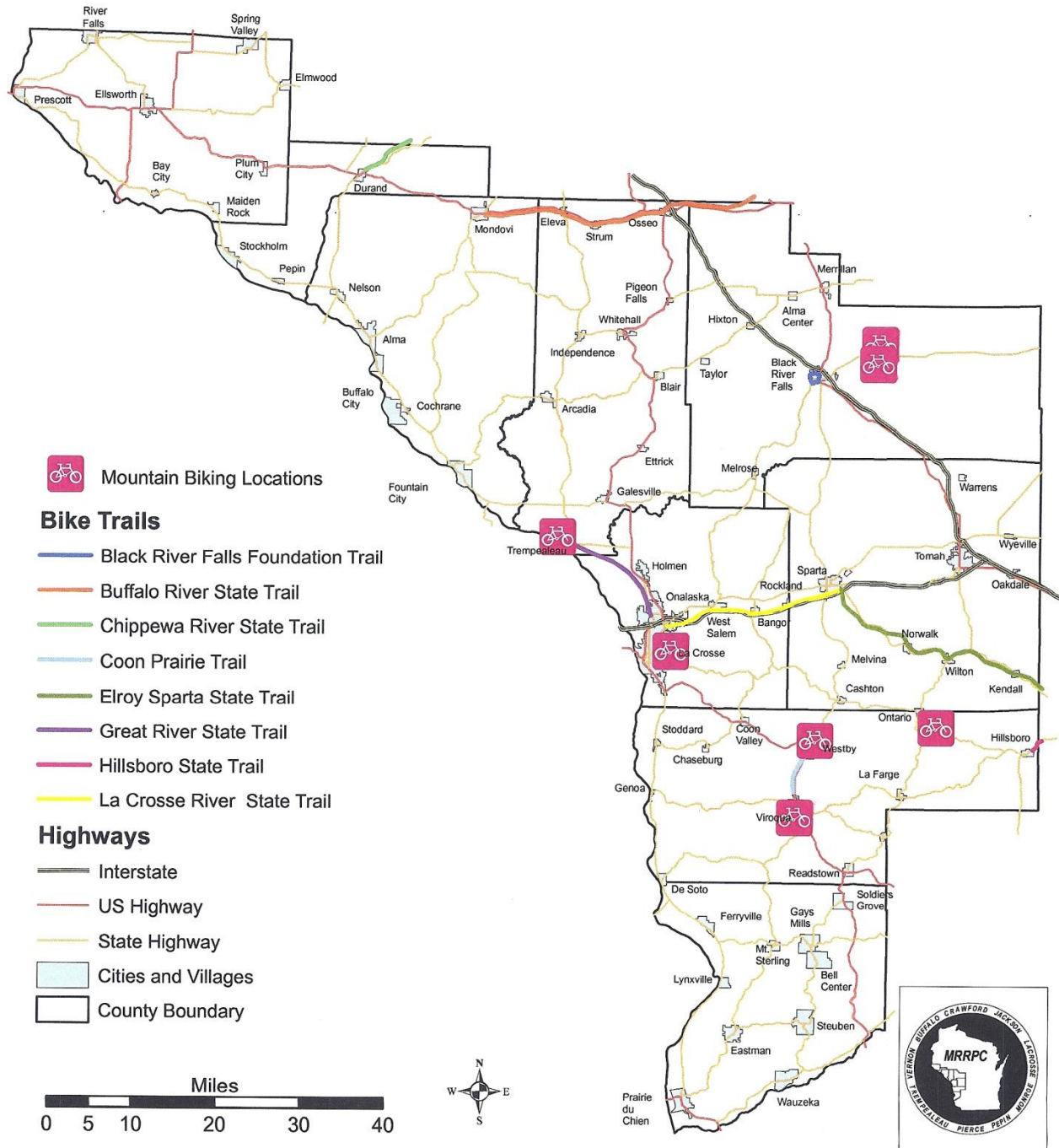


## Map 3.03 Mississippi River Region Transportation Services





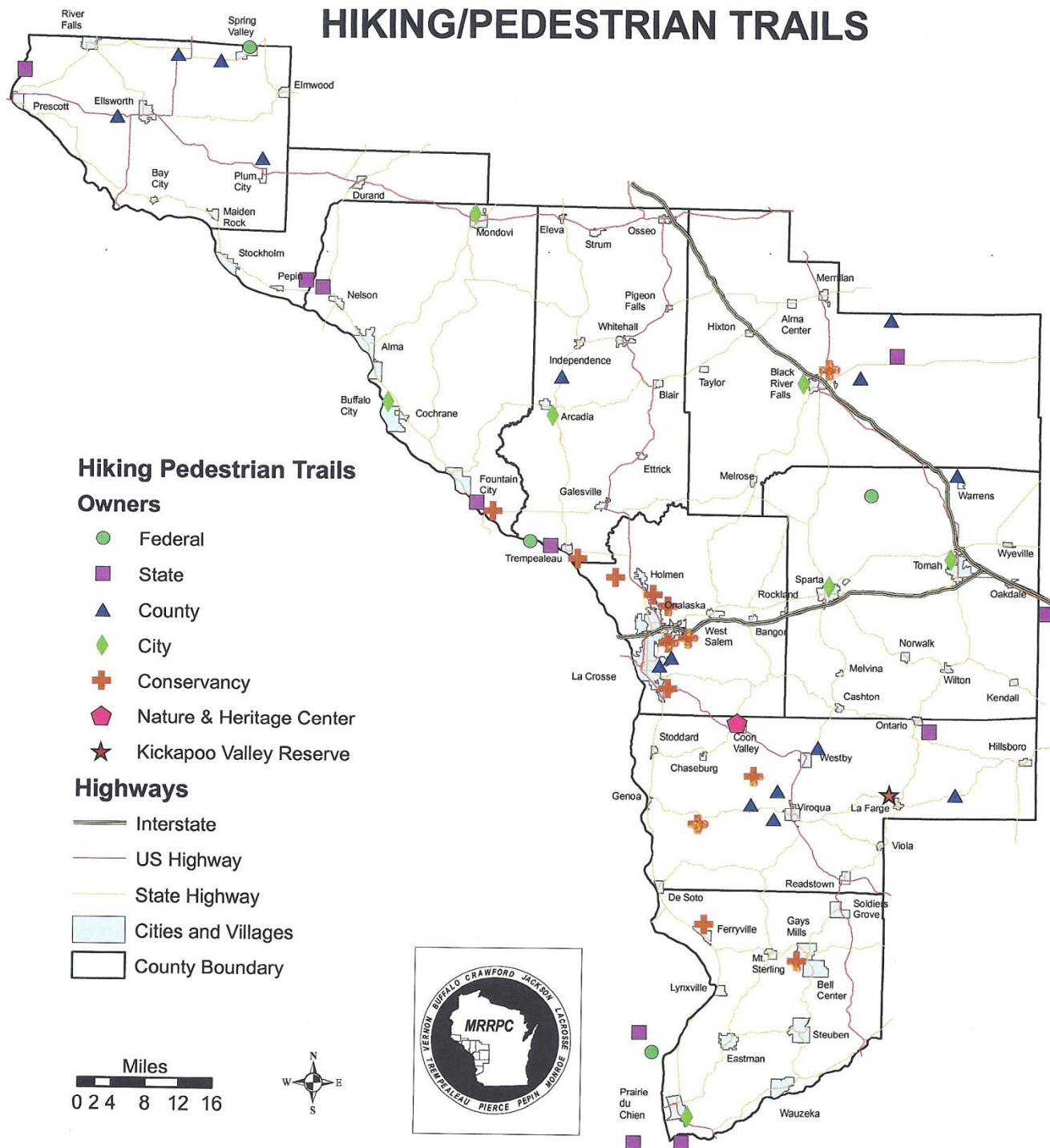
## MAP 3.04 MISSISSIPPI RIVER REGION BIKE TRAILS



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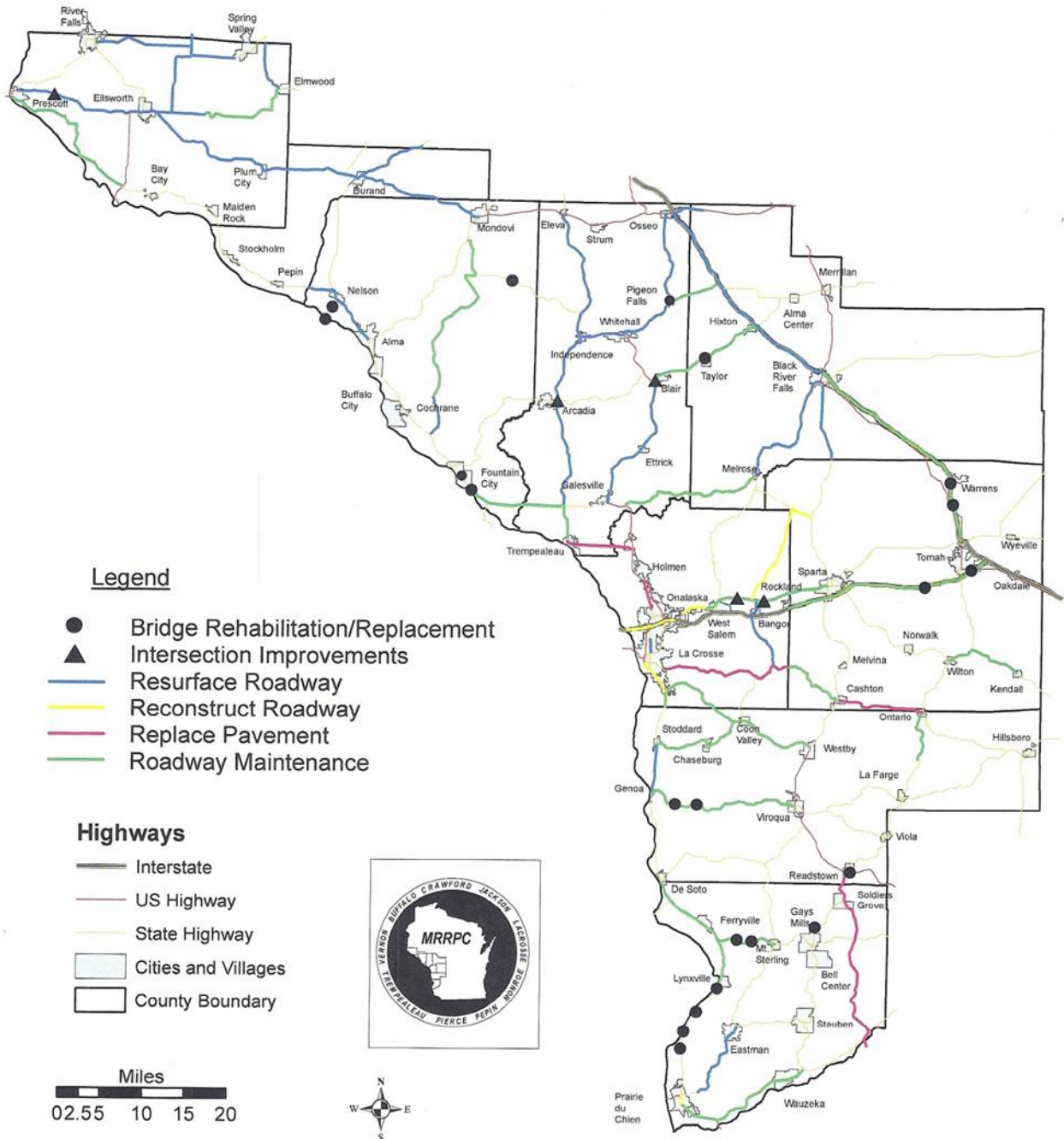


**Map 3.05**  
**MISSISSIPPI RIVER REGION**  
**HIKING/PEDESTRIAN TRAILS**



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## Map 3.06 DOT 6-Year State Highway Improvement Projects 2014 - 2019



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