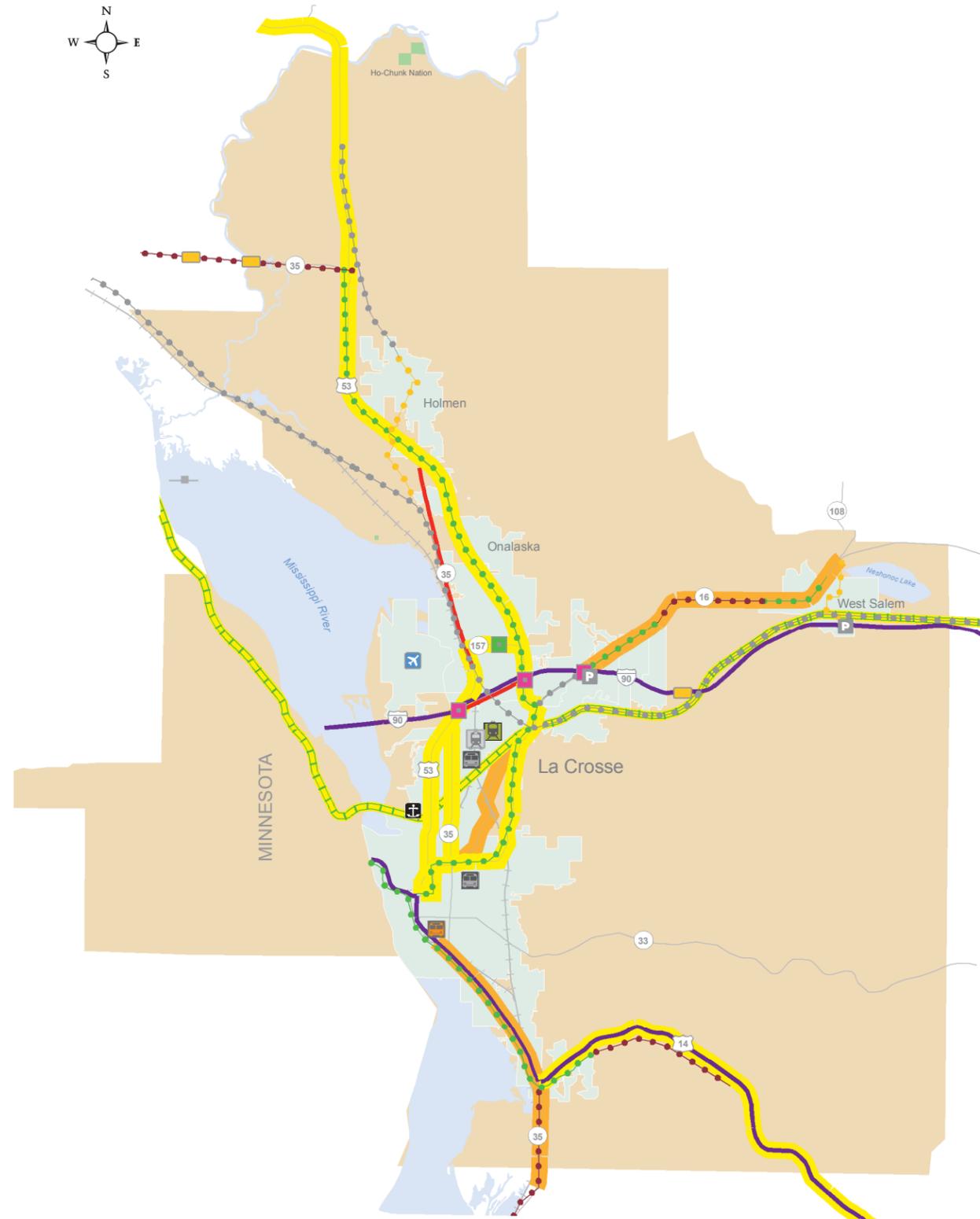
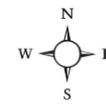


La Crosse Metropolitan Planning Area

The La Crosse Area Planning Committee is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the La Crosse Metropolitan Planning Area. The planning area includes portions of Wisconsin and Minnesota.

The La Crosse Metropolitan Planning Area consists of the city of La Crosse and the La Crosse Urbanized Area, including all or portions of 15 contiguous villages, towns, townships and cities that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of all or portions of the:

- Cities of La Crosse, La Crescent and Onalaska
- Villages of Holmen and West Salem
- Towns of Campbell, Medary, Barre, Holland, Greenfield, Onalaska, Shelby and Hamilton
- Townships of La Crescent and Dresbach



Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

Priority Project Support Areas

- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed Guideway**
 - Commuter, rapid or express bus route
 - Study future route
 - Commuter rail route
 - Commuter rail, proposed station

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.

Priority Project Action Areas

- Interchange**
 - Study and/or preserve right of way
 - Study and construct new
 - Reconstruct existing
- Bicycle and Pedestrian**
 - Provide urban connection
 - Provide rural connection
- Bridge**
 - Reconstruct existing or construct new
- Intercity Passenger Rail**
 - Proposed station
 - Proposed station with intercity bus stop
 - Study future route
 - Priority route
- Highways**
 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
 - Convert to Interstate standards
 - Study bypass/new arterial



La Crosse Metropolitan Planning Area

Current and Proposed Future Activities These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

Overlapping Corridors

Coulee Country	Frank Lloyd Wright	Mississippi River	Trempealeau River
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Short-Term (2008 – 2013)

•	•	I-90	Replace pavement from La Crosse River bridge to County Rd C (La Crosse Co)
•		I-90	Reconstruct from WIS 35 to US 53 north and replace bridge between Dresbach, MN and La Crosse
•	•	US 53	Prepare corridor plan from I-90 (La Crosse) to County Rd HD (Holmen, La Crosse Co)
	•	WIS 35	Replace pavement and reconstruct in various locations from Elm St (Onalaska) to County Rd OT (La Crosse Co)
	•	Bicycle/Pedestrian	Support the connection of the Great River State Trail to the Holland Bluffs Trail through Holmen
	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 16 between I-90 and West Salem
•	•	Port/Harbor	Support construction of harbor improvements at Isle La Plume with barge tie-off structures and bank protection

Mid-Term (2014 – 2019)

•		US 14	Prepare corridor plan from WIS 35 to WIS 162
	•	US 53/WIS 54/ WIS 93	Prepare corridor plan from County Rd HD (La Crosse Co) to I-94 (Eau Claire)
	•	WIS 16	Construct additional lanes from I-90 to WIS 108 if supported by environmental document
•		WIS 35	Construct additional lanes from Mohawk Valley Rd (Vernon Co) to US 14 (La Crosse) if supported by environmental document
	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 35 from Prescott to Onalaska, and from La Crosse to Prairie du Chien
	•	Bicycle/Pedestrian	Provide urban accommodations along US 14 from Minnesota border to County Rd MM (La Crosse Co)
•	•	Intercity Bus	Support new intercity bus service between La Crosse and Madison via I-90/94 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells
•	•	Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Overlapping Corridors

Coulee Country	Frank Lloyd Wright	Mississippi River	Trempealeau River
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Long-Term (2020 – 2030)

•	•	I-90	Replace bridge over the La Crosse River if supported by environmental document
•	•	I-90	Reconstruct existing interchange at I-90 and WIS 35/157 at I-90 and US 53/WIS 35 and at I-90 and WIS 16 if supported by environmental document
	•	US 14/US 61/ WIS 35	Study potential community gateway at/near intersection
	•	WIS 35	Replace bridge over Tank Creek and East Black River if supported by environmental document
	•	WIS 35	Construct additional lanes from US 14/US 61/WIS 35 to Green Bay St (La Crosse) if supported by environmental document in <i>The South La Crosse Corridor Study</i>
•	•	WIS 157	Study and construct new interchange at 12th Ave and WIS 157 if supported by environmental document
	•	Bicycle/Pedestrian	Provide rural accommodations along US 14 from County Rd MM (La Crosse) to County Rd M (La Crosse Co)
•		Bicycle/Pedestrian	Support the construction of a new multi-use trail from the La Crosse River Trail to Neshonoc Park (West Salem)
•	•	Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah and Wisconsin Rapids

Entire Planning Period

•	•	US 53/WIS 16/WIS 35/WIS 157	Complete corridor plan and environmental document for the <i>Coulee Connections Corridor Study</i> . Construct enumerated Major project as a result of the study, which may include constructing new facility from WIS 157 to WIS 16 and/or adding capacity
•	•	Airports	Support projects that benefit airports with scheduled passenger service
•	•	Airports	Advocate for increased direct air service (La Crosse Municipal Airport)
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities



La Crosse Metropolitan Planning Area

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

Overlapping Corridors

Coulee Country	Frank Lloyd Wright	Mississippi River	Trempealeau River
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Entire Planning Period, continued

•	•	•	•	Intercity Bus	Support continued intercity bus service between La Crosse and Madison via US 14 with stops in Coon Valley, Westby, Viroqua, Readstown, Richland Center, Lone Rock, Spring Green, Mazomanie, Black Earth and Cross Plains
•	•	•	•	Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central, and South Central Wisconsin and implement the results of the studies
•	•	•	•	Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
•	•	•	•	Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
•	•	•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	•	•	Park & Ride	Support continued preservation and maintenance
•	•	•	•	Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
		•	•	Park & Ride	Support proposed park and ride construction near Holmen along US 53 if supported by environmental document
•	•	•	•	Port/Harbor	Support channel preservation, maintenance and infrastructure improvements at Port of La Crosse
•	•	•	•	Public Transit	Support continued service and vehicle replacement for La Crosse
•	•	•	•	Public Transit	Support regional service expansion in La Crosse
•	•	•	•	Public Transit	Support continued shared-ride taxi service in Onalaska
•	•	•	•	Rail Freight	Preserve existing freight services and corridors
•	•	•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	•	•	State Highways	Preserve and maintain infrastructure
•	•	•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	•	•	TDM	Support implementation of TDM in urban areas

About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes such as rail, pedestrian, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the planning area. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



Planning Area Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System, for more information.*)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.*)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

Truck volume descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
 - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
 - › Forecast year 2020
 - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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