

4. TRANSPORTATION

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 County and identifies goals and strategies relating to Transportation.

TRANSPORTATION EXISTING CONDITIONS AND RESOURCES

Public Road Inventory

County and Town Roads

All municipalities in Crawford County 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 public roads in the County by jurisdiction, classification and number of miles. An inventory of the Crawford County road system is shown in Table 4.01.

Table 4.01 Crawford County - City/Village/Town/Cnty Certified Mileage (R-01), 01/08

Municipality Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Town of Bridgeport (002)	19.61		19.61					3.30	16.31
Town of Clayton (004)	111.12	19.91	91.21		8.96	10.95			91.21
Town of Eastman (006)	92.19	15.48	76.71		15.48				76.71
Town of Freeman (008)	100.05	16.39	83.66		16.39			0.78	82.88
Town of Haney (010)	52.06	10.92	41.14		6.20	4.72			41.14
Town of Marietta (012)	66.75	6.8	59.95		6.80				59.95
Town of Prairie du Chien (014)	37.91	3.24	34.67		3.24			5.87	28.80
Town of Scott (016)	66.18	14.88	51.3		11.65	3.23			51.30
Town of Seneca (018)	81.98	15.37	66.61		15.37				66.61
Town of Utica (020)	96.25	19.2	77.05		19.20				77.05
Town of Wauzeka (022)	51.39	3.4	47.99		3.40				47.99
Village of Bell Center (106)	11.18	0.35	10.83		0.35				10.83
Village of De Soto (116)	1.91		1.91					0.48	1.43
Village of Eastman (121)	7.42	0.96	6.46		0.96				6.46
Village of Ferryville (126)	6.15	1.02	5.13		1.02				5.13
Village of Gays Mills (131)	10.14		10.14						10.14
Village of Lynxville (146)	5.56	1.74	3.82		1.74				3.82
Village of Mount Sterling (151)	1.57		1.57						1.57
Village of Soldiers Grove (181)	11.35	1.33	10.02		1.33				10.02
Village of Steuben (182)	9.07	0.34	8.73		0.34				8.73
Village of Wauzeka (191)	8.33	1.6	6.73		1.60				6.73
City of Prairie du Chien (271)	49.51		49.51				3.29	8.94	37.28
Total Miles	897.68	132.93	764.75	0.00	114.03	18.90	3.29	19.37	742.09

Source: Wisconsin Department of Transportation-Wisconsin Information System for Local Roads (WISLR)

Within Crawford County there are 897.68 miles of public road that are under the jurisdiction of either Crawford County or its municipalities. Crawford County maintains 132.93 miles of public road, of which 114.03 miles are classified as collector roads and the remaining 18.90 miles are classified as local roads.

Crawford County Comprehensive Plan 2009-2029, Transportation

Table 4.02 below inventories all county roads within each municipality.

Table 4.02 Crawford County - County Trunk Highway (CTH) Miles by Municipality - 01/08

	CTH B	CTH C	CTH D	CTH E	CTH F	CTH H	CTH J	CTH K	CTH N	CTH S	CTH U	CTH W	CTH X	Total County Miles
T. Clayton	0.30	2.17				5.16					1.32		10.96	19.91
T. Eastman			5.49	1.52					8.47					15.48
T. Freeman	9.57	6.82												16.39
T. Haney				0.27						5.93		4.72		10.92
T. Marietta				6.80										6.80
T. Prairie du Chien								3.24						3.24
T. Scott										7.22		7.66		14.88
T. Seneca				8.86	3.52					2.99				15.37
T. Utica	9.21	8.44					1.55							19.20
T. Wauzeka									3.40					3.40
V. Bell Center										0.35				0.35
V. Eastman			0.96											0.96
V. Ferryville		1.02												1.02
V. Lynxville				1.69	0.05									1.74
V. Soldiers Grove		1.33												1.33
V. Steuben				0.34										0.34
V. Wauzeka									1.60					1.60
Total CTH Miles	19.08	19.78	6.45	19.48	3.57	5.16	1.55	3.24	13.47	16.49	1.32	12.38	10.96	132.93

Source: Wisconsin Department of Transportation-Wisconsin Information System for Local Roads (WISLR)

Highways

US Highways

U.S. Highway 61 traverses the eastern edge of Crawford County in a north-south direction extending from southeast Vernon County through Crawford County and into Grant County where it crosses the Wisconsin River. US 18 extends from the City of Prairie du Chien located in southwest Crawford County south to Grant County across the Wisconsin River.

State Highways

State Highways 27, 35, and 131 traverse Crawford County in a north-south direction.

State Highway 35, “The Great River Road” parallels the Mississippi River along the western border of Crawford County and is nestled between the Mississippi River on one side and towering bluffs on the other making it one of the most scenic drives in the Midwest.

State Highway 35 is designated as a National Scenic Byway. It is the State of Wisconsin’s only designated National Scenic Byway. The Great River Road follows state system or county roads from Canada to the Gulf of Mexico. The Great River Road brings many tourists to the State of Wisconsin and Crawford County annually.



State Highway 35 “The Great River Road” as it travels through the Village of Ferryville along the Mississippi River

State Highways 171 crosses Crawford County in an east-west direction through Rolling Ground, Gays Mills and Mt. Sterling. State Highway 179 connects the Village of Steuben and the Village of Eastman. State Highway 60 recently designated a State Scenic Byway, follows the Wisconsin River along Crawford County's southern border and ends in Prairie du Chien. State Highway 82 begins on the Wisconsin side of the Mississippi River and connects with the Great River Road (State Highway 35). Highway 82 forms a short concurrency with State Highway 35 and then travels north to Vernon County.



The Lansing Bridge crossing the main channel of the Mississippi River

The Marquette-Joliet Bridge at Prairie Du Chien crosses the Mississippi River and links Wisconsin to Iowa. The Lansing Bridge also provides a connection to Iowa, just south of Desoto.

Table 4.03 illustrates the approximate mileage of State and U.S. highways in Crawford County.

Table 4.03 Miles of U.S. and State Highway in Crawford County

US Highways	Miles	State Highways	Miles	State Highways	Miles
US Hwy 61	20	STH 27	32	STH 179	7
US Hwy 18	5	STH 35	37	STH 60	25
		STH 131	26	STH 82	5
		STH 171	22		

Interstate Highways

There are no interstate system highways located in Crawford County. Distance to the nearest Interstate Highway is 60 miles to La Crosse, where travelers can connect with Interstate 90.

Road Functional Classification System

A County's road system can be defined by way of a functional hierarchy (Map 4.01 shows road locations), which takes into consideration traffic volume and a road's function, pertaining to how it is utilized by the majority of the public. The purpose of classifying roads is to assist the County in making judicious investment decisions when it comes to maintaining or extending them. Road projects should be based on economics or cost benefit analysis. The more often a road is used the more important it becomes economically to the County. 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 County 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.).

Table 4.04 illustrates traffic counts on selected Highways in Crawford County from 1996- 2005. The traffic count data shows that traffic volume on highways throughout Crawford County has generally remained steady and in numerous cases declined between 1996 and 2005. The decline in traffic volume may be in part attributed to the increase of

recreational land users (absentee landowners) in the rural areas of the county. With absentee landowners the use of the roads on a daily basis would decrease.

Table 4.04 Traffic Counts

Location	1996	2002	2005
Highway 35 south of De Soto	4,200	4,000	3,900
Highway 35 six miles north of Prairie du Chien	4,000	3,800	3,300
Highway 61 at northern Crawford County line	2,500	2,200	2,700
Highway 60 north of Wauzeka	3,300	2,000	2,300
Highway 27 at Vernon County Line	850	870	870
Highway 27 at Eastman	2,500	2,000	2,000
Highway 82 at Wisconsin/Iowa border	2,400	2,300	2,300
Highway 131 north of Gays Mills	1,700	1,700	1,700

Transportation Inventory

Para Transit Service

Crawford County Senior Resources has several vehicles available to senior county residents (age 60 and over) for transportation to nutrition sites, medical institutions, and work sites, as well as opportunities for shopping, personal business, and social trips. In 2008, the County was operating one 14 passenger van used in the northern part of the county; two 12 passenger, wheelchair equipped mini-buses (with wide entrance doors and center aisles); and a 7 passenger, wheelchair equipped mini-van used for Prairie du Chien and the surrounding area. Senior Traveler refers to the four vehicles that Crawford County Senior Resources has to provide. Any adult county resident under age 60 may also ride the Senior Traveler for shopping or medical appointments on a “seat available” basis.

Taxis

Crawford County has one shared ride taxi service, Coulee Cab, which operates in Prairie du Chien. Coulee Cab has four cabs and operates seven days a week. Service is provided from 6:30 a.m. to 11:15 p.m. Monday through Friday and 7:00 a.m. to 10:00 p.m. on the weekend.

Intercity Bus Service

There is no intercity bus service operating in Crawford County.



A freight train on the BNSF railroad

Freight Rail Service

The class one railroad Burlington Northern Santa Fe (BNSF) follows the western boundary of Crawford County. BNSF freight includes agricultural, consumer, and industrial products, along with coal. The BNSF operates 30,000 route miles in 28 U.S. states. The Wisconsin & Southern Railroad Co. (WSOR), a privately owned and managed regional railroad company operates in southern Crawford County and extends from Prairie du Chien to Wauzeka into Grant County to Boscobel and across Wisconsin. Wisconsin & Southern Railroad is Wisconsin’s third largest railroad. Iowa, Chicago and Eastern Railroad service is available just across the Mississippi River in Iowa.

Passenger Rail Service

There is no rail passenger service in Crawford County, however there is daily passenger service (AMTRAK) available in La Crosse, Wisconsin located approximately 35 miles from Crawford County. The AMTRAK Empire Builder Line provides passenger service between Chicago and the Pacific Northwest via Minneapolis/St. Paul. One westbound and one eastbound train stop at the La Crosse terminal daily.

Airports

The Prairie du Chien municipal airport is located 2 miles southeast of the City of Prairie du Chien. The airport is a basic transport airport. The municipal airport is located on Prairie du Chien's south side and has two runways, one 5,000 feet by 75 feet and the other 4,000 feet by 75 feet. Fuel (including jet fuel), terminal building, and hangers are available at the airport. No commercial passenger flights are currently available.



Airport at Prairie Du Chien

The La Crosse Municipal Airport is located approximately 35 miles north of Crawford County. The La Crosse Municipal Airport is designated as an air carrier/cargo airport designed to accommodate all aircraft and in some cases wide body jets and military transports. Commercial passenger service is available.

There are also a few small private airports located in Crawford County. (Callahans Farm Airport and Leeward Farm Airport).

Water Transportation

The Port of Prairie du Chien is located on the Mississippi River. 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 with average annual tonnage at 600,000 metric tons. The Prairie du Chien port has rail access through Burlington Northern-Santa Fe and Wisconsin Southern Railroads. The types of cargo handled at the port include coal, salt, cement, grain and fertilizer. Warehouse space consists of 20,000 square feet covered and 25 acres open with fleet capacity of 30 barges on site. There is 10-ton cargo handling lift equipment available.

Trucking

There are several major truck carriers serving Prairie du Chien, the largest municipality in Crawford County. The truck carriers include: Consolidated Freightways; Roadway Express, Inc.; Yellow Freight Systems, Inc.; Koschkee Transfer; Moore Transportation, Inc. and Gross Common Carrier, Inc.

Pedestrian/Bike Trails

Several bicycle corridors have been identified in Crawford County. Information on these corridors can be found on the Crawford County website at <http://www.crawfordcountywi.com/adventures/bicycle.htm>.

Corridors include: 1) Wauzeka corridor (42 miles) a journey up river through the Kickapoo Valley; 2) DeSoto Loop (35 miles); 3) Ferryville Loop (44 miles); Seneca Loop (33.1 miles); Eastman Loop (39 miles); Prairie du Chien Loop (22.3 miles); Mt. Zion Loop (28.4 miles); Gays Mills Loop (18 miles), and Soldiers Grove Loop (14.5 miles).

State and Regional Transportation Plans

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

Translink 21: A Multi-Modal Transportation Plan For Wisconsin's 21st Century -November 1995

The plan develops an overall vision for transportation systems for the State of Wisconsin for a 25 year period. Multi-modal transportation opportunities are stressed in the plan. No specific improvements for the county are detailed in the plan. However, grant funding opportunities, local road assessment programs, elderly travel assistance programs that affect local units of government in Wisconsin are described within the plan.

Crawford County Comprehensive Plan 2009-2029, Transportation

The State of Wisconsin Department of Transportation is in the process of developing a new multi-modal transportation plan “Connections 2030” that is scheduled to be completed in 2008-2009 time period. The plan will also address all forms of transportation: highways, local roads, air, water, rail, bicycle, pedestrian, and transit – and ways to make the individual modes work better as an integrated transportation system. Connections 2030 will be a policy-based plan. The policies will be tied to “tiers” of potential financing levels. The Connections 2030 planning process to date has identified multi-modal corridors throughout the State. In each corridor principal highways have been identified. In Crawford County, U.S. Highway 18 has been designated a principal highway in the “French Fur Trade Corridor” and State Highway 35 and U.S. Highway 61 have been designated as principal highways in the “Mississippi River Corridor”. 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.

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. This plan identifies an improvement project to U.S. Highway 18 in southern Prairie du Chien and south of the city.

Wisconsin DOT Six Year Highway Improvement Program

This plan details all road construction programs in the state between 2008 and 2011. Following is a list of highway improvements included in the plan for Crawford County. See Map 4.02.

DEPARTMENT OF TRANSPORTATION CRAWFORD COUNTY SIX YEAR HIGHWAY IMPROVEMENT PROJECTS

Project Title	Miles	Cost Estimate	Year	Project Description
Mississippi River Bridge, PDC/West Chan B-12-27	0.00	\$7,000,000- 7,999,999	2008	Paint girders to maintain bridge
Prairie du Chien-STH 60	3.11	\$12,000,000- \$12,999,999	2010-2013	Relocation of USH 18 to Main Street to reduce traffic congestion and improve safety. Includes reconstruction of existing roadway.
Prairie du Chien-STH 60	1.51	\$8,000,000-8,999,999	2010-2013	Relocation of USH 18 to Main St. to reduce traffic congestion and improve safety. Includes reconstruction of existing roadway.
Eastman – Seneca	7.56	\$2,000,000-\$2,999,999	2010-2013	Mill off existing pavement and surface with asphalt.
Prairie du Chien - Eastman	9.30	\$9,000,000-\$9,999,999	2010-2013	Resurface existing pavement with asphalt
Lynxville - Genoa	26.22	\$500,000-\$749,000	2010-2013	Overlay existing pavement with a sealcoat
Prairie du Chien – STH 60	1.00	\$3,000,000-\$3,999,999	2010-2013	Relocation of USH 18 to Main Street to reduce traffic congestion and improve safety. Includes reconstruction of existing roadway.
STH 131 – Boscobel	8.44	\$100,000-\$249,000	2008	Overlay existing pavement with a sealcoat.
USH 18 – USH 61	21.41	\$250,000-\$449,999	2010-2013	Overlay existing pavement with a sealcoat.
USH 61 – CTH W	4.11	Less than \$100,000	2008	Overly existing pavement with a sealcoat.
Boscobel – Readstown	23.24	\$500,000-\$749,000	2009	Overlay existing pavement with a sealcoat.
Boscobel – Readstown/Baker Creek Bridge		\$1,000,000-\$1,999,999	2010-2013	Replace deteriorating bridge at existing location.
Lansing – STH 35		\$250,000-\$449,999	2010-2013	Overlay existing bridge deck with concrete.
Pine Street, Soldiers Grove/B120831	0.01	\$1,000,000-\$1,999,999	2010-2013	Replace deficient bridge at the existing location.
STH 35 – Gays Mills	12.50	\$250,000-\$449,999	2010-2013	Overlay existing pavement with a sealcoat.
Eastman – Steuben	0.17	\$250,000-\$449,000	2008	Replace deteriorating box culverts.
District Wide Scour Abatement	0.16	\$250,000-\$499,999	2009	Installation of riprap and debris deflection systems at various non-Backbone structures.
Bridgeport – Blue River/WI River & Gran Grae Bridge	0.01	\$250,000-\$449,999	2009	Overlay existing bridge deck of WI River Bridge with concrete and miscellaneous repairs to Gran Grae Creek Bridge.

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. Portions of State Highways 35, 27, 179 and 171 have been designated in the State Bicycle Plan as State Highway Priority Linkage Routes.

The Wisconsin Pedestrian Policy Plan 2020 – March 2002

"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. No specific projects are mentioned for Crawford County or other communities. 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.

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 Crawford County. 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 county.

GOALS, STRATEGIES, POLICIES AND ACTIONS FOR TRANSPORTATION

Transportation Element Goals

Crawford County developed goals based on public input from surveys, public meeting participation, and committee and resident knowledge. As previously described, in the context of this plan goals are broad statements that the Crawford County desires to achieve. Following each goal are definitions, policies, programs/actions, etc. that are recommended to address each goal. In addition, after selected programs/actions an implementation time period has been designated and these items have been included in the plan implementation schedule located in Chapter 9. Items that do not have a designated implementation period represent general policies or programs and are recommended to be utilized when making policy decisions.

Goal A | ► **Improve mobility by creating a convenient, efficient and cost effective public/private transportation system that meets the needs of all citizens**

1. Work with WDOT and explore developing park and ride lots and/or carpooling programs for residents. A key component of this initiative would be to ensure that local and regional employers are involved in project or program development.
Implementation 2010-2020
2. Remain active on the La Crosse Area Regional Transportation Action Committee that was formed in 2008 to identify and improve public transportation options for the region's residents.
Implementation throughout the planning period
3. Work with the Wisconsin DOT to implement Connections 2030 intercity bus transportation goal of reinstating abandoned intercity bus routes. Meeting this goal would reinstate the Madison to La Crosse (via U.S 14) intercity bus route that was abandoned in January 2009. The reinstatement of the route would connect Crawford County residents to the existing AMTRAK passenger rail service and the proposed high speed rail service (design and construction 2014-2019) at La Crosse and Madison.
4. Continue to support County transportation programs that provide transportation options for the elderly and disabled. Specifically, the Crawford County mini-bus and volunteer driver programs that provide a needed service to elderly and/or disabled residents.
5. Support efforts to provide passenger rail service to Crawford County residents. This includes the designation of the Burlington Northern Santa Fe rail line as a potential passenger rail line.

Goal B | ► **Encourage transportation infrastructure improvements/programs that will promote improved, safe and efficient transportation facilities to Crawford County.**

1. Widen shoulders on roads when possible to accommodate such uses as biking, Amish buggies, farm equipment, and slower moving vehicles. Such transportation improvements would increase safety on public road facilities.
Implementation throughout the planning period
2. Continue to biannually update the Crawford County Road System on State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program.
Implementation throughout the planning period
3. Maintain communications with neighboring counties and continually monitor road impacts from potential business or residential expansion in the area.
Implementation throughout the planning period

4. Review development proposals to ensure public roads provide sufficient access/turnarounds for emergency vehicles, school buses, etc.
Implementation throughout the planning period
5. Encourage proposed developments to be designed sensitive to the needs of bicyclists, pedestrians, and transit dependent residents.
Implementation throughout the planning period
6. Continue cooperation of County Highway Department, cities, villages and towns with the Wisconsin Department of Transportation on public road projects.
7. Support transportation improvements in Crawford County identified in the State Six Year Highway Improvement Plan.
8. Support and encourage initiatives/projects/programs to promote use of and improve regional airports/air services.
9. Support and encourage initiatives/projects/programs that will improve the Prairie Du Chien Harbor on the Mississippi River.

Goal C ▶ **Promote transportation facilities (bike/ped. lanes/trails, scenic overlooks, etc.) throughout the County to enhance recreation and tourism opportunities.**

1. Explore development of a multi-use trail system throughout the county that would connect the scenic/recreation corridors of the Mississippi River, Wisconsin River, and Kickapoo River.
Implementation 2010-2020
2. Rustic Road Designation – investigate designation of rustic roads to help promote tourism.
Implementation 2010-2020
3. Coordinate with the county Tourism Council and local tourism organizations to ensure consistency between transportation and tourism goals.
Implementation throughout the planning period
4. Continue improving the bicycle route system established throughout the county. It is recommended that the county work with neighboring counties and bicycling associations to ensure the Crawford County Trails system connects to other facilities when possible.
Implementation throughout the planning period

Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.

Listed below is the Comprehensive Planning Goals described in state statute that are related to the Transportation Element. Following the goal is a discussion how it was addressed during the planning process.

- *Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.*
- *Encouragement of neighborhood designs that support a range of transportation choices.*

Both of these goals were addressed in the recommendations of the Transportation Element. Proposed developments are to be encouraged to be designed sensitive to the needs of bicyclists, pedestrians, and transit dependent residents. County departments and neighboring local units of government are encouraged to support the development of enhanced transportation services to residents in need.

