

TRANSPORTATION ELEMENT

This element includes a compilation of background information, goals, objectives, and recommendations to guide the future development of Shelby's transportation system.

GOAL 1

Maintain a safe, efficient, and economical transportation system by proactively addressing the varied vehicle, bicycle, pedestrian, and transit needs.

Objective 1-1: Assess impact of future development on the Town and region's transportation infrastructure.

Objective 1-2: Better connect the region's walking and biking infrastructure through trails, paths, and on-street routes

Objective 1-3: Monitor the feasibility of participating in public transportation programs.

Objective 1-4: New streets and reconditioning of existing streets will seek to implement the provisions of the adopted "Bicycle & Pedestrian Plan Element" of the "La Crosse Area Long-Range Transportation Plan."

ACTIONS

Action 1: Support and assist the work of the La Crosse Area Planning Commission (LAPC) in developing regional cooperation to provide the most cost-effective public transportation countywide.

Action 2: Encourage cooperative transportation efforts.

Action 3: On an annual basis, continue to review and upgrade the roads under Shelby's jurisdiction based on safety, level of service and pavement condition criteria.

Action 4: Improve development review to ensure that all private and public development is undertaken in a manner which minimizes increased traffic congestion and land use conflicts.

Action 5: Traffic calming techniques should be included in all new developments where appropriate.

Action 6: When new roads are required, minimize the use of dead-end roads and cul-de-sacs whenever possible. New driveways shall continue to be regulated to ensure sufficient emergency vehicle access and to maintain safe driveway spacing standards.

Action 7: Require developments to provide appropriate areas for future transit and transportation facilities.

Action 8: Work with the Wisconsin Department of Transportation as they develop and make modifications to State and Federal Highways to create "limited access highways" so that their actions to promote safer travel do not mean increased speed limits on local highways.

Existing Road Network

U.S. Highway (USH) 14 & 61

Highways 14 and 61 share a common roadway from their entry point into Wisconsin from Minnesota via La Crosse's Cass Street and Cameron Avenue Bridges, to Vernon County. Within the City of La Crosse, as well as a small segment of the Town of Shelby, the urban street carrying these two highway designations, as well as STH 35, is Mormon Coulee Road. At a location which longtime residents of La Crosse still refer to as the "Ten Mile Hill", USH 14/61 splits off to the east while STH 35 continues south designated as "The Great River Road." This intersection is now entirely within the City of La Crosse. At the Ten Mile Hill, USH 14/61 has a four-lane, 52-foot-wide pavement, with curbed urban cross section. East of Ten Mile Hill grade, USH 14/61 has a two-lane, 24-foot-wide pavement with an eight-foot shoulder on each side and three feet of which is paved. Every parcel of land that has a property line common to the state right of way for USH 14/61 has an access control restriction entered onto the property description at the La Crosse County Recorder's records. This severely restricts the placement of additional access points onto highway right-of-way, and also places similar restriction on town road access within 300 feet of the USH 14/61 centerline. While not totally prohibited, any additional access requests will be closely scrutinized by the Wisconsin Department of Transportation (DOT) and internal road connections to an existing access point on the state road or a local road will be the preferred solution. This access control project reaches from Brickyard Road eastward to the La Crosse-Vernon County line.

State Trunk Highway (STH) 33

This highway, known as State Road in the City of La Crosse and a portion of Shelby, enters the Town of Shelby at 32nd Street, with the south side of the street being in the Town, although the city limits extend another 1,000 feet or so along the north side of the road. The Highway has high traffic volumes which reflect the heavy local service use this part of State Road receives by serving the Wedgewood Terraces, Wedgewood Valley, and Greenwald Coulee subdivisions, as well as the Towns of Greenfield and Barre, and the Village of West Salem.

From the City limit eastward to Wedgewood Drive, State Road is 48 feet wide, four lanes, with an urban curb cross section. A paved pedestrian walkway is located on the north side of the road, separated by the curb. This pathway also serves as a bicycle path, although there are no restrictions against a bicycle exercising its legal right to ride in the roadway at this point. East of Boma Road STH 33 pavement narrows to 36 feet, and an east bound climbing lane continues to the top of Irish Hill. The paved pedestrian way ends, but a 10-foot-wide paved shoulder continues on the north side of the roadway to within 150 feet of Forest Drive. At the top of the hill the roadway continues as a two-lane, 24-foot-wide pavement with each shoulder ranging from three to five feet to the Town of Greenfield Town line.

STH 35-Great River Road

This highway is concurrent with USHs 14 and 61 from the Five Mile Hill junction, whereupon STH 35 continues south for about 1.8 miles to the Vernon County line. This pavement and shoulder width has been determined adequate for the existing traffic volumes, but the constraining feature is the access points from public streets and private drives.

The Great River Road in Wisconsin is designated and administered by the Wisconsin Mississippi River Parkway Commission. This Commission is part of the international commission composed of delegates from the ten Mississippi River states plus the province of Ontario in Canada. The purpose of the Parkway is to develop a travel route dedicated to leisurely travel with an emphasis on the

scenic and historical qualities of the Mississippi River, which acts as the common thread binding the road together. This must occur on a public roadway which, in the case of STH 35 south of La Crosse, is also the principal link between La Crosse and Prairie Du Chien. These two goals are sometimes at cross purposes as the desire of one group is to maintain a scenic roadway for leisure travelers and the other group wants a direct truck and auto route for commercial purposes. This road is scheduled to be improved to a four-lane cross section starting in the next ten years.

CTH F

This 2.18-mile segment of Rural Major Collector begins/ends at STH 33 near the top of Irish Hill. Within the Town of Shelby, it provides access to a condominium project, eight Town roads, CTH FO, four residential subdivisions, and a multi-family residence. At the road's northern end there is approximately one mile of length in the Town of Medary where access is made to CTH FA, then it enters the City of La Crosse and is known as Bliss Road, which is the city street providing access to Granddad Bluff Park up the bluff from Main Street.

CTH FO

This Rural Minor Collector begins at CTH F and extends 1.07 miles to the east Town line. After entering the Town of Greenfield it connects to CTH OA, and provides access to Barre Mills and West Salem.

CTH GI

This Rural Minor Collector of 2.74 miles serves the Goose Island County Park, and it includes spurs and its own dead-end, all within the park. It has a 22-foot pavement except for one segment of 20 feet, and 2-foot shoulders either side. The average daily traffic varies by season, with the heaviest volume being in the summer and fall. There are a large number of bicyclists on the road; however, the slow speed of motor vehicles and the general recreational character of the road does reduce the potential motor vehicle/bicycle conflict. A proposal to widen the shoulders to better accommodate bicycles has been discussed, but the roadbed is located mostly in marsh. Adding the additional fill required for widening the roadway would be both very expensive and environmentally challenging.

CTH K

Located at the extreme southern border of the Town, and La Crosse County, CTH K, a Rural Major Collector, enters the Town for 0.78 miles while primarily serving Vernon County as a link between USH 14 and STH 35. The surface width of the pavement is 20 feet, with 2 feet of shoulder on both sides.

CTH MM

This 4.22-mile road is classified as a Rural Minor Collector and has also been designated a Rustic Road by the Wisconsin DOT. This designation results from a petition from the local unit of government having jurisdiction of the road, and an evaluation by DOT to determine if it meets program standards. The Rustic Road encourages the use of the road for leisure travel by motorists, bicyclists, and hikers. The jurisdiction having responsibility for the road maintains it for safe public travel but is encouraged to preserve the unique scenic qualities through appropriate design standards and maintenance practices, and the encouragement of appropriate zoning to protect compatible adjacent land use. The roadway is currently 20 to 24 feet wide, with a pavement width of one 0.47-mile segment of 18 feet, to 20 feet for the major length of the road. CTH MM connects at each of its ends to USH 14/61 and travels along Brinkman Ridge more or less parallel to the major

highway in Mormon Coulee. The area served is a mixture of agricultural fields and woods with little development.

CTH YY

A 0.19 mile segment of this Rural Minor Collector extends north from USH 14/61 right on the Shelby/Greenfield Town line. CTH YY extends through Greenfield to connect with STH 33 about two miles west of the unincorporated village of St. Joseph. There are no buildings in the Town of Shelby on this road.

Town Roads

Shelby has over 40 miles of local streets roads which are credited to the Town’s mileage base by DOT for mileage payments. These roads range all the way from 0.11 miles of Losey Boulevard, a four lane, 52-foot-wide urban street with an average daily traffic (ADT) of 22,000 to 0.94 miles of crushed rock surfaced rural roads, spread among four separate dead-end lanes, each serving one or two houses, or out-buildings. Maintenance on urban streets, especially snowplowing or sanding, is coordinated with the City of La Crosse, and on occasion a snowplow from one or the other jurisdiction may handle the neighboring jurisdiction’s street for a short distance. Some other Town roads, such as North Chipmunk Road, also pass in and out of neighboring jurisdictions, and require maintenance coordination. North Chipmunk is the longest stretch of Town road, with 1.83 miles before passing into Vernon County, to reenter into Shelby farther west. Four other roads, Bloomer Mill, Skyline, Breidel Coulee, and Hagen Road are all over a mile long; all other Town roads are less than a mile long, with about 15½ miles of “final segments” being dead ends or cul-de-sacs.

Road Name	Length	Width	Notes
14 th Street South			
15 th Street South			
26 th Street South	634	28	Resurfaced in 1972
27 th Street South	1151	32	Resurfaced in 1974
28 th Street South	264	36	Resurfaced in 2013
32 nd Street South			
Apple Orchard Lane	264	22	Resurfaced 1974
Bank Drive	1056	34	Resurfaced 1968
Bank Drive West	476	32	
Battlestone Station Road	1426	24	
Birchview Road	1056	20	

Birchwood Lane	1584	20	
Bliss Road			
Bloomer Mill Road	8712	20	
Boma Court	151	23	
Boma Road	5591	22	
Boschert Street	792	34	
Boulder Court	422	25	
Breidel Coulee Road	6811	16	
Briarwood Avenue	5545	24-26	
Brickyard Lane	317	36	
Brookside Drive	1374	22	
Brookside Lane	422	24	
Burr Oak Street East	475	34	
Burr Oak Street West	528	34	
Carla Court	898	26	
Cedar Hills Lane			Private Road
Cedar Road	2112	20	
Center Street	1003	24	
Cherrywood Drive	686	22	
Chipmunk Road N			
Circle Place	211	20	
City View Lane			
Cliffside Drive	1162	26-30	

Continental Lane	1795	24	
Cottonwood Drive	581	18	
Coulee Avenue	475	20-26	
Coulee Springs Lane	950	20	
Crestview Place	317	20	
Crown Boulevard	1410	22	
Crystal Drive	581	22	
Deerview Drive	1003	28	
Dengel Road	792	16	
Diagonal Road	422	30-32	
E Helke Road	2112	18	
Eagle Point Drive			Private Road
Easter Heights Road	370	14	
Easter Road	3432	16-18	
Ebner Coulee Road	3746	18	
Eddie Avenue	739	24	
Elm Drive			
Emerald Court	475	20	
Evergreen Lane	1320	24	
Farnam Street	1004	22	
Fen Lockney Drive	1109	22	
Ferndale Lane	634	28	
Floral Lane	246	28	

Forest Ridge Drive	2956	24	
Frank Court	475	36	
Glenhaven Drive	845	30	
Green Street	581	22	
Greenbriar Court	845	22-26	
Gronemus Road	2376	14	
H Helke Road	3168	16	
H Werner Road	2851	14	
Hagen Road	6353	26-36	
Hanifl Road	1373	18	
Harvest Lane	3168	24	
Heatherwood Place	528	24	
Hiawatha Avenue	898	30	
Hickory Lane	1636	18-22	
Highland Place	1268	24	
Hillcrest Drive	2060	24-28	
Hoeschler Court	211	10	
Hoeth Street	1425	22-24	
Horseshoe Place	3908	28-30	
Hypoint Drive	1320	32	
Irish Court	1056	20	
Janisch Road	898	18	
Johnson Road	2587	20	

Joy Lane	1848	36	
Justin Road	2584	16	
Kammel Road	897	18	
Kearns Court	1320	28	
Knobloch Road	7392	24-25	
Kreutz Lane	1373	24	
Lauterbach Road	4594	20	
LeJeune Road	2270	14	
Leske Road	2247	16	
Lisa Lane	1109	24	
Little Avenue	370	16	
Lochnairn Court	686	22	
Losey Boulevard South	581	48	
Mark Place	475	18	
Markle Road	784	30-34	
Mc Laren Road	1109	22	
Mesa Road	581	20	
Meyers Road	1320	24	
Mickel Road	1742	26-28	
Mill Street	2164	25-30	
Mormon Drive	1215	22	
Mormon Place	211	20	
Nolop Road	528	20	

Norseman Drive	1056	20	
North Chipmunk Rd	10138	20-22	
Oak Drive	951	34	
Old Highway 35	1162	18	
Old Town Hall Road	1690	22	
Old Vineyard Road	1954	20	
Orchard Valley Drive	2615	28-36	
Pammel Pass East	1267	22-24	
Pammel Pass West	1109	20-22	
Paris Angel Drive	845	22	
Park Drive	3221	18-28	
Pine Bluff Road	1109	20	
Pinecrest Court	475	32	
Pineview Drive	792	66	
Queen Avenue	423	22	
R Herold Road	264	14	
Raatz Road	422	26	
Red Oaks Drive	1901	24	
Redwood Court	1003	26	
Ridgewood Lane	1003	22	
Ristow Court	158	22	
Rochelt Road			
Rosewood Lane	317	16	

Schlicht Lane			
Schroeder Road	475	16	
Scott Drive	369	24	
Shelby Road	336	32	
Sherwood Drive	898	32	
Shorewood Drive	2270	22-26	
Skemp Road	3643	10-14	
Skyline Boulevard	8448	18-32	
Southdale Drive	2112	32-35	
Sprig Street	739	22	
Springbrook Way			
Starlite Drive	845	28	
Stonecrest Road	1267	24	
Summit Drive	634	32	
Terrace Drive	845	28	
Terry Court	845	24	
Thistledown Drive	1373	24	
Three Town Road	1583	66	
Timber Lane	211	22	
Timber Valley Road	2112	22	
Troy Road	475	24	
Valley Parkway	370	18	
Valley Road	3485	92	

Vanity Drive	2060	60	
Velmar Court	528	32	
Vista Drive	423	24	
W Werner Road	1742	16	
Ward Avenue	634	42-44	
Wedgewood Drive East	3221	20-22	
Wedgewood Drive West			
Wedgewood Drive	476	30	
Williams Place	422	30	
Willow Trail	3227	22	
Willow Way East	2112	102	
Willow Way West	2218	26-32	
Woodhaven Drive	1742	24	
Woodland Drive	792	36	

Table 3.1 Town of Shelby Average Daily Traffic

	1996	1999	2002	2011	2017
STH 35/USH 61/14	9,600	10,400	10,600	-	10,400
STH 35/CHY K	9,500	10,400	9,900	-	10,400
USH 61/14/CTH YY	7,600	6,300	5,800	-	6,100
STH 33/CTH F	3,900	3,900	4,300	3,400	-

Source: WisDOT 2018

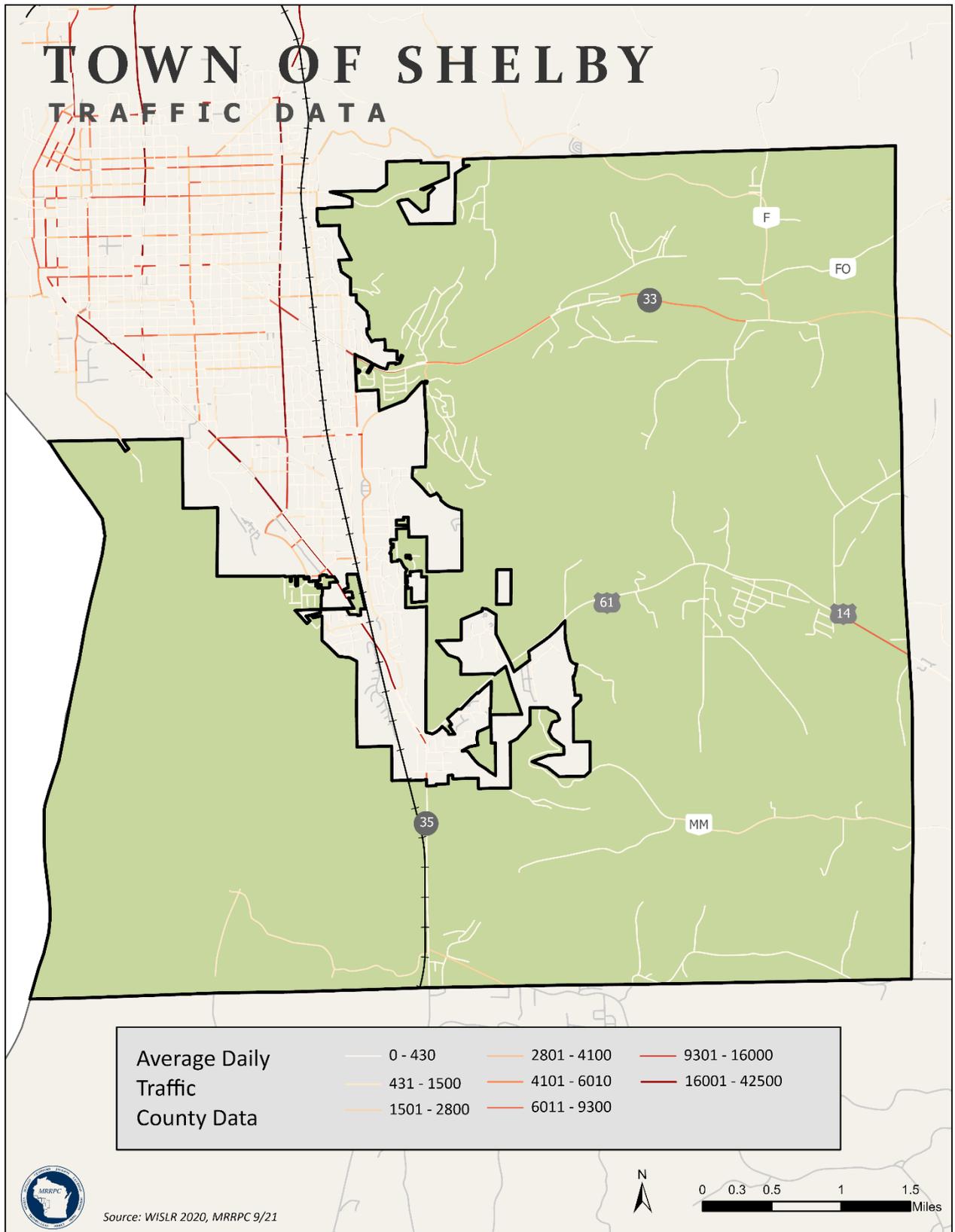
Transportation of Goods and Freight

According to the 2018 State Freight Plan, there are six freight-dependent sectors and their composite industries comprised almost 40 percent of Wisconsin's employment and 44 percent of the state's GDP. The six sectors are 1) wholesale and retail, 2) manufacturing, 3) agriculture and forestry, 4) construction, 5) transportation, information, and utilities/energy, and 6) mining. The convergence of highway, rail, and water cargo facilities in La Crosse County provides the opportunity for a fully intermodal terminal for freight distribution. The County's closest intermodal terminals are in Minneapolis/St. Paul and Chicago.

Truck Routes

The officially designated state or federal trucks routes within the Town of Shelby are: USH 14/61, STH 35, and STH 33. A discussion of these routes can be found at the beginning of this chapter.

Map 3.1 Average Daily Traffic



Water

Direct water access for waterborne freight is available through both public and private terminals in the City of La Crosse and the Town of Campbell. The Port of La Crosse serves incoming and outgoing barge traffic on the Mississippi River. The port handles nearly 1.3 million metric tons of commodities annually and offers connections to the Upper Midwest and the world, including China, Russia, Spain, South America, Mexico, and other countries. For information regarding the future of Wisconsin Commercial Ports Association (WCPA), refer to the WCPA strategic plan.

Rail Freight

La Crosse County has rail cargo service through three Class I railroad companies, all of which provide direct access to Chicago and connections to eastern points. The Canadian Pacific Railway connects La Crosse to Milwaukee and Minneapolis/St. Paul. This company provides service, or potentially could provide service, to Rockland, Bangor, West Salem, and the north side of La Crosse. The Union Pacific Railroad operates with trackage rights on the Canadian Pacific between Tomah and Winona. The Burlington Northern & Santa Fe operates in the far western part of the County in a north-south orientation and provides service to industries on the south side of La Crosse and Onalaska. The Wisconsin State Rail Plan 2030 indicates shipments by rail and trucking freight are anticipated to grow through year 2030. Forecasts from the Wisconsin State Rail Plan 2030 are listed below:

- Increase in weight of freight rail commodities by over 16 percent
- Increase in value of freight rail traveling *in* Wisconsin by 18 percent
- Decrease in value of freight rail traveling *from* Wisconsin

Air Cargo

The La Crosse Municipal Airport serves as an air cargo facility. The airport is not one of the state's six primary air cargo airports, but it does function as a feeder air service. Rather than maintain and operate a fleet of small aircraft, the integrated express carriers contract for on-demand service with a variety of aircraft operators. The Wisconsin State Airport System Plan 2030 forecasts for all-cargo aircraft operations at La Crosse Municipal Airport to continue to grow. In 2020, state forecasts predicted that the La Crosse Municipal Airport will have the second highest aircraft operations by commercial air cargo carriers, second to General Mitchell International in Milwaukee, but that the La Crosse Municipal Airport's share of the state's air cargo operations will be less than 12 percent. This prediction held true and is anticipated to grow in the following years.

Analysis on Regional Movement of People

Highway Network

The following street types move people throughout the region:

- Principal Arterials – Serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers.
- Minor Arterials – Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.

Air Transportation

The La Crosse Regional Airport, located northwest of the Town, is one of nine Wisconsin airports that have commercial air passenger service on a year-round basis. The airport is located on French Island and it serves passenger air travel through connections to regional hubs. The La Crosse Regional Airport is served by American Airlines and Delta Air Lines with three daily non-stop hubs. These include Minneapolis-St. Paul, Chicago, and Detroit. The airlines process nearly 90,000 enplanements and 180,000 total passengers annually. At the airport, the multimodal connection opportunities are to rent a vehicle from four national car rental companies (Avis/Budget, Enterprise, Hertz and National/Alamo), or to use local city bus Route 4 (French Island/Industrial Parks).

The Wisconsin State Airport System Plan 2030 forecasts an increasing number of enplanements. The plan forecasted 109,960 thousand enplanements in 2010 and 122,570 enplanements in 2030. This is a 0.5% increase from 2010 to 2030, the same as the state average over this time period.

Passenger Rail

Intercity passenger rail is available through Amtrak service in the City of La Crosse. The Amtrak Empire Builder serves La Crosse, with regional connection to Chicago, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, Winona, Red Wing, and St. Paul. The Empire Builder also connects to the West Coast (Seattle, WA and Portland, OR). Through a connection in Chicago, the national Amtrak network is available. The passenger rail station is located at St. Andrew and Caledonia Streets (601 St. Andrew Street in the City of La Crosse).

WisDOT has been studying ways in which Wisconsin's intercity passenger rail system could be expanded and developed into a more robust component of the state's overall transportation system. WisDOT, along with Amtrak and eight other Midwestern state DOTs, is currently evaluating the Midwest Regional Rail System, a proposed 3,000-mile, Chicago-based passenger rail network in the Midwest. The regional rail system would provide 6 round trips at peak times between Chicago, Milwaukee, Madison, La Crosse, and St. Paul. Modern trains operating at peak speeds of up to 110-mph could produce travel times competitive with driving or flying.

Intercity Bus

Intercity passenger bus service in the La Crosse area was provided by Greyhound Lines; however, in August 2004, Greyhound discontinued service to the La Crosse area as part of its route restructuring. Intercity bus transportation is now provided by Jefferson Lines, a connecting carrier to Greyhound Bus Lines. Jefferson Lines runs daily scheduled bus service that connects to Greyhound's national service in Madison and Minneapolis/St. Paul. The intercity bus terminal is located at 601 St. Andrew Street in the City of La Crosse.

Analysis on the Local Movement of People

Local Roadway Network

The street network shapes access and circulation through the Town. Public streets in the area are classified by their primary function, as described below:

- Principal Arterials – Serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers.
- Minor Arterials – Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.

- Collectors – Provide both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms the basic unit of traffic circulation.
- Local Streets – Local streets primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility and through traffic movement on this system is usually discouraged.

Public Transportation and Transit

The Town currently does not participate financially in supporting mass transit service but two La Crosse Municipal Transit Utility (MTU) routes pass through the edges of the Town, and one other route passes close enough to parts of the Town to provide reasonable service to at least some Town residents. The Town briefly subsidized an extension of MTU Route 3, but ended the subsidy because of low fares and ridership.

Paratransit

Paratransit, in its broadest sense, includes all modes of “public” or “mass” passenger transportation systems other than privately driven automobiles or regularly scheduled bus/train service. La Crosse County Department of Aging contracts with a private operator to provide “mini-bus” service to all residents of La Crosse County age 60 or over, or 18 and over who are self-defined disabled, or otherwise unable to use conventional mass transit if it is available. In the Town of Shelby this service is available certain days of the week on a demand response door-to-door, with a hierarchy of trip purposes determining the priority for space and time.

To meet the special needs of persons with disabilities and to comply with the Americans with Disabilities Act, MTU operates lift-equipped buses on its regular fixed route system. MTU also provides complementary Paratransit Service. Disabled persons who, by reason of their disability cannot get to a bus stop from their home, from the bus stop to their destination, or who require more assistance in using transit service than that provided by a driver operating a lift equipped MTU bus, may qualify for ADA Paratransit Service.

Taxis

There are three taxicab companies operating in the La Crosse area that will provide chauffeured taxi service from or to anywhere in the County, or to or from other destinations, with a La Crosse County starting or ending point, at market rates. Rideshare options are also available such as Uber and Lyft.

Biking

The La Crosse area has an extensive system of both on-road bicycle and off-road multipurpose facilities, especially in the more urbanized areas. The Beyond Coulee Vision 2040 describes in detail each of the off-road and on-road bicycling facilities. On-road bicycle routes include both intracity and intercity routes, with intercity routes achieving state and national significance. On-road intracity routes tend to align with minor arterial streets in order to take advantage of signalization and connectivity. Greater directness could be achieved by following major arterials; however, those alignments are more heavily trafficked and pose a greater danger to bicyclists. Map 3.2 shows bike lanes, sharrows (shared lane marking on street), shoulders, and trails developed in the Town of Shelby.

The La Crosse Area Planning Committee (LAPC), the designated Metropolitan Planning Organization (MPO) in La Crosse created a plan called the Beyond Coulee Vision 2040. Table 3.2 is from the Beyond Coulee Vision 2040 showing a comparison of bike lane miles from 2015 and 2018.

Map 3.2 Trails and Bike Lanes

TOWN OF SHELBY

TRAILS AND BIKE LANES

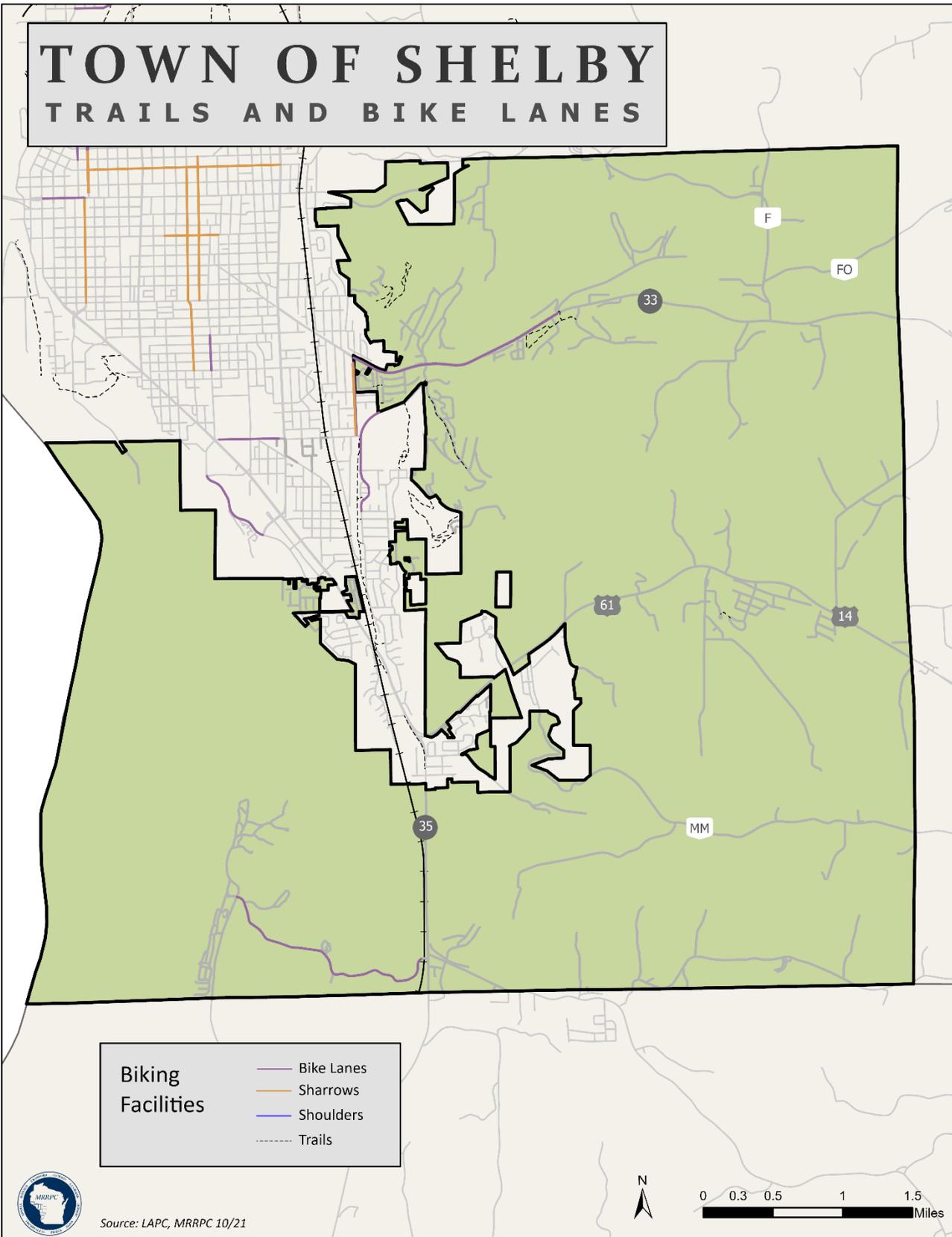


Table 3.2: Comparison of Bike Lane Miles, 2015 and 2018

Community	Lane Miles 2015	Lane Miles 2018	Percent Change
La Crosse	12.3	17.6	43.1
Onalaska (C)	6.7	10.6	58.2
La Crescent	4.5	4.5	0.0
Shelby	3.2	3.2	0.0
Onalaska (T)	2.3	2.3	0.0
Holmen	0.6	0.6	0.0
Campbell	0.0	0.6	100.0
West Salem	0.6	0.6	0.0
Total	30.2	40.0	32.5

Source: LAPC GIS

Walking

Pedestrian facilities are not mapped by most local governments in La Crosse County, including the Town of Shelby. The Beyond Coulee Vision 2040 summarizes information on sidewalks as follows:

Sidewalks offer the most efficient and effective means for making short trips in urban areas and for safely accessing transit stops. They run parallel to roadways, providing equivalent connections between origins and destinations as the roadways themselves. The development of sidewalks is addressed by municipalities in their municipal codes, identifying where and how wide sidewalks must be if required at all. Table 13 summarizes the sidewalk requirements for communities with provisions in their municipal codes. All but the town of Campbell require sidewalks or trails on at least one side of arterial and collector streets.

Only 29 percent of the centerline miles in the urbanized area have sidewalks on both sides of the street. An additional 9 percent of the centerline miles have sidewalk on one side and 4 percent have trail on one side, totaling 13 percent of the centerline miles with accommodations on only one side. More than 57 percent of the centerline miles in the urbanized area have no sidewalks or trail. Figure 35 shows how roads with sidewalks on both sides are concentrated in the core areas of the cities and villages.

Trails

The LAPC planning area has over 87 miles of trails—of which about 12 miles are for walking only. The nearly 76 miles of shared trails include about 22 miles of the unpaved Great River State Trail and La Crosse River State Trail. These trails are managed by the Wisconsin Department of Natural

Resources and require a state trail pass for bicyclists 16 and older. Walkers, cross-country skiers, and snowshoers do not need to purchase a trail pass. Funds from snowmobile registration fees allow snowmobilers to use the trails without purchasing a trail pass.

The remaining 54 miles of shared trails only allow bicyclists and pedestrians. Table 3.3 summarizes the trail miles of shared-use and walking trails for the planning area communities with trails. Trail miles increased about 13 percent since 2015 (Coulee Vision 2040), with 57% of the trail development occurring in the cities of Onalaska and La Crosse. The Town of Shelby has 3.30 miles of shared-use trails and 1.02 miles of walking trails.

Table 3.3 Trail Miles in the LAPC Planning Area

Community	Shared-Use Trails (miles)	Walking Trails (miles)
Dresbach	2.41	-
La Crescent	1.99	1.22
Hamilton	8.06	-
Holland	5.67	-
Holmen	2.77	-
La Crosse	23.46	2.97
Medary	6.22	-
Onalaska (C)	10.56	5.35
Onalaska (T)	9.99	1.07
Shelby	3.30	1.02
West Salem	1.42	-
Planning Area	78.85	11.63

Source: LAPC GIS

Transportation Plans

As the Metropolitan Planning Organization (MPO) for the La Crosse, WI-MN urbanized area, the La Crosse Area Planning Committee (LAPC) is required to develop a transportation plan with a 20-year-or-more planning horizon that includes “both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.” The MPO has addressed land use and transportation

goals for the area that can be found in the Beyond Coulee Vision 2040 Plan. The LAPC goal analysis of long-range transportation planning with the Town of Shelby can be found [in Appendix B](#).

In 2015 the Coulee Region Transportation Study looked at various strategies to expand on and improve current facilities in the La Crosse Area. The purpose of the study is to identify strategies that address safety, infrastructure deterioration, congestion, multimodal deficiencies, environment and support economic development and livability in the Coulee Region. The goal of the study was to:

Improve the long term movement of people and goods, safely and efficiently, in a manner that accommodates economic development, incorporates community plans, and limits adverse environmental impacts and social effects, in ways that support the regions natural beauty and livability and contribute positively to the region's quality of life.

Updates to this study will be scheduled for summer of 2022.

Programs for Local Government

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

- Airport Improvement Program (AIP)
- Connecting Highway Aids
- County Elderly and Disabled Transportation Assistance
- Federal Discretionary Capital Assistance
- Freight Rail Infrastructure Improvement Program (FRIIP)
- Freight Rail Preservation Program (FRPP)
- General Transportation Aids (GTA)
- Highways and Bridges Assistance
- Local Bridge Improvement Assistance
- Local Roads Improvement Program (LRIP)
- Local Transportation Enhancements (TE)
- Railroad Crossing Improvements
- Rural and Small Urban Public Transportation Assistance
- Rural Transportation Assistance Program (RTAP) Rustic Roads Program
- Surface Transportation Discretionary Program (STP-D)
- Surface Transportation Program – Rural (STP-R) & Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
- Transportation Economic Assistance (TEA)

COMMUTE PROFILE

5506373125 (Shelby town)

This infographic provides information about how population age 16+ travels to work. This data comes from the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis on the [ACS documentation page](#).

TRANSPORTATION TO WORK



0.0%

Took Public Transportation



7.2%

Carpooled



2.0%

Walked to Work



1.4%

Bike to Work

WORKERS



2,639

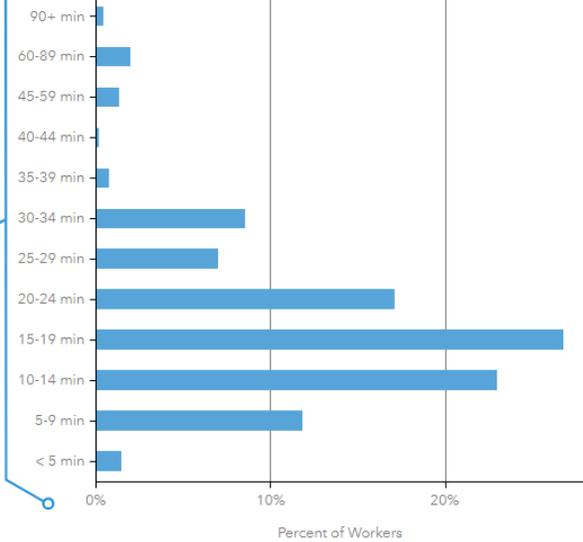
ACS Workers Age 16+



82.0%

Drove Alone to Work

TRAVEL TIME TO WORK



Map 3.3 Transportation Map

