

**July 18, 2007 VERY ROUGH DRAFT**

**PLEASE CONTACT EITHER  
MARY SEYMOUR OR PAT BREITUNG**

### **3. TRANSPORTATION**

#### **INTRODUCTION**

The transportation system of a community may enhance or limit its economy and its quality of life. A community's standard of living is enhanced by a solid, well planned transportation system. A well planned transportation system may result in many safety, environmental and social benefits, as well as long term cost savings for the community. All of these things help make the community a desirable place to live.

This chapter will first inventory all the different modes of transportation within the Village limits, as well as other modes of transportation that influence the Village from outside of its limits. The existing transportation system will then be analyzed by looking at such things as daily traffic counts and road classification systems. Finally, the Village's future plans will be compared and analyzed to county and state plans to ensure consistency and common goals.

---

#### **VISION, GOALS, OBJECTIVES AND RECOMMENDATIONS**

##### **Vision**

The Village of Pepin seeks to provide a comprehensive, safe and environmentally clean transportation system that fosters recreational and economic development in the Community while preserving and enhancing the quiet enjoyment and character of the Village.

##### **Goals**

Improve all modes of transportation systems and access among the various parts of the Village and among the Village and other governmental units.

Improve access from all areas of the Village to the connecting major roadways, walking paths, bicycle paths, and downtown business area.

Enhance the quiet enjoyment and character of the Village.

##### **Objectives**

Develop a comprehensive plan, in conjunction with Section \_\_\_\_ Utilities at pages \_\_\_\_\_, for the upgrade and repair of water lines, sewer lines, sidewalks, bicycle paths and streets.

Support the development of an integrated transportation network for cars, trucks, bicycles, mopeds, electric personal assistive mobility devices, and pedestrians.

Develop safe, environmentally sound, and convenient transportation links, including a comprehensive network of bicycle, electric personal assistive mobility devices, and pedestrian routes, between the downtown and the neighborhoods, including all proposed development while preserving and enhancing the character of the Village.

Review all proposed developments and encourage the designs to support: (1) recreational and economic development; (2) environmentally sound design that enhances and improves the quiet enjoyment and character of the Village; (3) continuous sidewalk connectivity to other neighborhoods, the school, churches, recreation, and the downtown area; and (4) transportation choices that include the use of bicycle, electric personal assistive mobility devices, and pedestrian connections.

Review the current status of all crosswalks and sidewalks and develop a comprehensive plan to ensure that they are safe, in good repair, and serve the needs of children, the elderly and persons with disabilities.

### **Recommendations**

Prepare a comprehensive plan, in conjunction with Section \_\_\_\_ Utilities at pages \_\_\_\_\_, for the upgrade and repair of water lines, sewer lines, sidewalks, bicycle paths and streets.

Prepare a pedestrian/electric personal assistive mobility devices/bicycle plan that links neighborhoods and new development at regular intervals to recreational areas and to the businesses in the downtown area.

Prepare a plan to repair any unsafe and/or inaccessible crosswalks and sidewalks.

Investigate and pursue the establishment of a “quiet zone” in the Village concerning the noise from the train whistles and, if necessary, upgrade the railroad crossings.

---

### **EXISTING CONDITIONS**

When combined with the information provided elsewhere in this Comprehensive Plan, this element provides a compilation of background information, goals, objectives, policies, maps and recommended programs to guide the future development and maintenance of various modes of transportation in and immediately around the Village of Pepin. The chapter also reviews state and regional plans and programs as required under Wisconsin Statutes Chapter 66.1001.

**Existing Transportation Facilities**

Roads and right-of-ways for transportation facilities account for approximately \_\_\_ percent of the Village’s total land use. The Village is served by the local street and sidewalk network, the State highway system, and access to regional freeways, airports, and passenger trains.

Street and Sidewalk Network

*Functional Street Classification*

The Village street grid shapes current community access and circulation throughout the community. Public streets throughout the Village are classified as arterial streets, minor arterial streets, collector streets or local streets. Figure 3.1.

**FIGURE 3.1—FUNCTIONAL STREET CLASSIFICATION FOR RURAL LOCATIONS**

| <b>Classification</b> | <b>Description</b>   |
|-----------------------|--|
| Principal Arterials   | Serve interstate and interregional trips. These routes generally serve all urban areas with a population greater than 5,000. The rural principal arterials are further subdivided into (1) Interstate highways and (2) other principal arterials. <i>Interstate highways in Pepin—None; Principal arterials in Pepin—State Trunk Highway 35.</i> |
| Minor arterials       | In conjunction with the principal arterials, minor arterials serve cities, large communities, and other major traffic generators providing intra-regional and inter area traffic movements.<br><br><i>Minor arterials in Pepin—None.</i>   |
| Major Collectors      | Provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.<br><br><i>Collectors in Pepin—None.</i>  |

---

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

*Minor collectors in Pepin—County Highways N and CC.*

---

Local Roads and Streets            Provide access to adjacent land and provide for travel over relatively short distances. This is comprised of all roads not on one of the higher systems. Local streets offer the lowest level of mobility, and through-traffic movement on this system is usually discouraged.

*All of Pepin’s roads and streets that are not otherwise classified above.*

---

Source: Wisconsin DOT

Some of the local streets are in need of repair. Said repair should be completed in conformity with the upgrade of the sewer and water systems discussed in Section \_\_\_ Utilities at pages \_\_\_ of this Comprehensive Plan and in conformity with the proposed pedestrian/electric personal assistive mobility devices/bicycle plan which is attached hereto as Exhibit \_\_\_\_\_.

**DO PASER OR SIMILAR ASSESSMENT ON DOT SITE.**

*Transit Service and Transportation Facilities for the Disabled*

Public transit service does not exist in the Village.

The Pepin branch of “Meals on Wheels,” a Pepin County program that is managed locally, provides transportation in a wheel chair equipped vehicle, five days a week, to the meal center for those without transportation. They deliver meals directly to the residence of those who are unable to be transported. They also provide automobile transportation for appointments, shopping and other services upon request. The wheel chair equipped vehicle is used once a month to provide a shopping trip to a larger city. Upon request, the wheel chair equipped vehicle is used to provide transportation for holidays, funerals or other weekend events. These transportation services are provided for a minimal fee.

*Railroad Service*

While the Burlington Northern freight trains travel through the Village, the Village has no access to freight transport. There is an inactive railway spur approximately 7 miles south of the Village in Nelson, Wisconsin that was formerly used to load lumber.

There is no access to passenger train service in the Village.

Residents and visitors have access to passenger train service by Amtrak out of Red Wing, Minnesota, which is approximately 30 miles northwest of the Village; Winona, Minnesota, which is approximately 45 miles south of the Village, and St. Paul, Minnesota, which is approximately 75 miles northwest of the Village.

#### *Air Transportation*

There is no existing air transportation available in the Village of Pepin.

The Minneapolis-St. Paul International Airport provides scheduled passenger service and is located approximately 75 miles northwest of the Village. Connector airports are located Rochester, Minnesota, which is approximately 50 miles southwest of the Village, and Eau Claire, which is approximately 50 miles east of the Village. The Chippewa Valley Airport is located approximately 18 miles northeast of the Village on State Highway 25. This is a privately owned airport with for private leisure aircraft and rental spaces available. It has a ½ mile North-South asphalt runway for daylight landings of small propeller aircraft. Use of this airport facility is for private leisure craft and an occasional business craft who call in advance for use. The State Identifier location is WI 25. The Red Wing Regional Airport is located approximately 30 miles northwest of the Village on State Highway 35. It provides General Aviation for corporate jets and private aircraft, but has no scheduled flights. Eight seat Citation Jets are available upon request for charter use. The airport has a 5000 foot hard surface blacktop runway and an instrument landing system with visibility as poor as ½ mile and clouds as low as 200 feet.

#### *Pedestrian/ Electric Personal Assistive Mobility Device, and Bicycle Transportation*

The Village of Pepin has an extensive sidewalk grid for pedestrian use. Fig. 3.2.

**INSERT FIGURE 3.2**

Some of these sidewalks are in need of repair and have barriers that make them inaccessible to the elderly and to persons with disabilities. **PERHAPS A MAP OF THE NEEDED REPAIRS HERE.** No local pedestrian/electrical personal assistive mobility device/ plan has been prepared, but such a plan is recommended. **PERHAPS A MAP OF PROPOSED PLAN, WHICH IS ATTACHED AS AN APPENDIX, HERE.** Repair and upgrade of these sidewalks should be in conjunction and conformity with the sewer and water plan discussed in Section \_\_\_ Utilities at pages \_\_\_\_\_ of this Comprehensive Plan.

### *Trucking*

Wisconsin Trunk Highway 35 is designated as a truck highway on the Wisconsin Truck Operators Map and travels through the Village of Pepin. Figure 3.3 (Source: Wisconsin Department of Transportation).

**INSERT FIGURE 3.3 DOT MAP**

State Highway 35 is Wisconsin's longest state highway and is the major transportation highway through the Village. It generally runs north and south along the Mississippi River and generally parallel to the entire western border of the State. It is a portion of the highway designated as the Great River Road. The Great River Road runs north and south through the whole United States along the Mississippi River and contributes to heavy traffic throughout the year bringing visitors and tourists.

### **DO WE WANT TO ADD IN HWY 61 IN MINNESOTA?**

Approximately 45 miles north of the Village, State Highway 35 connects with U.S. Highway 10 in Prescott, Wisconsin. Ultimately State Highway 35 and U.S. Highway 10 connect, approximately 75 miles from the Village, with I-94 and the Minneapolis/St. Paul metropolitan area providing accessibility to major freeways in all directions.

State Highway 35 connects to I-90, going east and west, in La Crosse, Wisconsin, which is approximately 75 miles from the Village.

Wisconsin Trunk Highway 25, approximately 6 miles from the Village, Pepin, connects State Highway 35 to U.S. Highways 10 and State Trunk Highway 85 approximately 22 miles from the Village. State Trunk Highway 85 ultimately connects the Village to the I-94 Corridor in Eau Claire, Wisconsin, approximately 50 miles from the Village, and U.S. Highway 10 connects the Village to St. Paul, Minnesota, which is approximately 75 miles away. Figure 3.4 (Source: Wisconsin Department of Transportation).

### **INSERT FIGURE 3.4 DOT MAP**

### *Water Transportation*

Although Lake Pepin comprises the complete southern border of the Village, no public water transportation is provided in the Village.

The public has free access to Lake Pepin and the Mississippi River for private transportation and recreation through a launching area with a dock that is owned by the Sportsman’s Club and leased by the Village.

The public also has access to Lake Pepin and the Mississippi River for private transportation and recreation through a municipally owned, but privately leased, marina. The marina has 185 slips available for lease for pleasure boats. It also has a dock available for transient boats and a launching area available to the public for access to Lake Pepin and the Mississippi River for a nominal fee.

### *Commute to Work*

The data in Figure 3.5 shows that most employed persons age 16 and older in the Village of Pepin, the County Pepin and the State of Wisconsin drive to work alone. On average, Village residents commute about 32.6 minutes to work as compared to 25.7 minutes in Pepin County and 20.8 minutes in the State of Wisconsin.

FIGURE 3.5—COMMUTING TO WORK  
IN VILLAGE OF PEPIN, PEPIN COUNTY AND WISCONSIN

| <b>Group</b>                                | <b>Village of Pepin</b> | <b>Pepin County</b> | <b>Wisconsin</b>        |
|---|-------------------------|---------------------|-------------------------|
| <b>Worker 16 years<br/>Of age and older</b> | <b>394 (100%)</b>       | <b>3,531 (100%)</b> | <b>2,690,744 (100%)</b> |
| Car, truck or van—drove alone               | 254 (64.5%)             | 2,608 (73.9%)       | 2,138,832 (79.5%)       |
| Car, truck, or van—carpooled                | 81 (20.6%)              | 405 (11.5%)         | 267,471 (9.9%)          |
| Public transportation                       | 5 (1.3%)                | 12 (0.3%)           | 53,340 (2.0%)           |
| Walked                                      | 39 (9.9%)               | 179 (5.1%)          | 100,301 (3.7%)          |
| Other means                                 | -                       | 17 (0.5%)           | 25,265 (0.9%)           |
| Worked at home                              | 15 (3.8%)               | 310 (8.8%)          | 105,395 (3.9%)          |
| Mean travel time to work (minutes)          | 32.6                    | 25.7                | 20.8                    |

Source: U.S. Bureau of the Census, Census 2000

### *Traffic Counts*

Traffic counts for the major intersections in the Village of Pepin and the City of Durand are illustrated on Figure 3.6 (Source: Wisconsin Department of

Transportation). The major intersections in Pepin County are illustrated of Figure 3.7 (Source: Wisconsin Department of Transportation).

## **INSERT FIGURES 3.6 AND 3.7 WISCONSIN DOT MAPS**

### STATE AND REGIONAL TRANSPORTATION PLANS

Wisconsin Statutes §66.1001(2) (c) requires communities to compare the local governmental unites objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional and other transportation plans into their Comprehensive Plan. This section satisfies this statutory requirement. The Village of Pepin's Transportation Element vision, goals, objective, policies, and programs are consistent with and implement all relevant sections of the following plans and programs.

#### *Wisconsin State Highway Plan 2020*

No major projects have been identified, approved or designated as potential projects on Highway 35 through the Village.

#### *WisDot Improvement Program Northwest Region 2006-2011*

Other than routine maintenance and completed projects, there are no major projects scheduled in Pepin County through 2008, except for the bridge replacement and realignment of U.S. Highway 10 in Durand and a major project on Highway 25 from Durand to Menomonie. In 2009-2011, there is a major project scheduled from Nelson, Wisconsin (in Buffalo County) to the Wisconsin border.

#### *WisDot Access Management System Plan and Wisconsin State Administrative Code, Chapter TRANS 233*

The WisDot Access Management System Plan plans for and controls the number and location of driveways and streets intersecting the State Trunk Highway System. **TO DO**

Wisconsin State Administrative Code, Chapter TRANS 233 specifies the requirements a developer must follow when dividing land abutting a State Trunk or Connecting Highway. In general, its purpose is to manage the effects of land development on land adjacent to state highways by (1) managing the number of access points onto the facility from the new development; (2) ensuring that the development has an appropriate set back; and (3) requiring reliance on internal public streets rather than private driveway access onto the highway.

Therefore, all future economic, recreational and residential development along Highway 35 is subject to WisDOT approval if access to the highway is requested. Such development will need to consider and implement (1) a limitation on the number of places that have access; (2) a control of the spacing of the access points; and (3) a balance between the need to preserve the

safe and efficient flow of traffic while allowing for adequate, safe, and reasonably convenient access to adjacent land and land uses.

Based, in part, upon the foregoing, this Comprehensive Plan: (1) avoids planning narrow commercial strips along State Highway 35; and (2) assumes and requires that future developers use the local road and street system to connect with State Highway 35 and/or assumes and requires that future developers to coordinate with adjoining property to access State Highway 35 through the use of frontage roads and shared access.

#### *Wisconsin Bicycle Transportation Plan 2020*

The Wisconsin Department of Transportation (WisDOT) completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. This Plan establishes WisDOT goals, objectives, and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The vision statement for this Plan is: “To establish bicycling as a viable, convenient and safe transportation choice throughout Wisconsin.” The two primary goals of the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by the year 2010. More specifically, in the rural setting, the Plan calls for the development of a usable network of roadways and bikeways to link villages, cities, major recreation areas, and other travel destinations in Wisconsin.

Each spring the Village and County Law Enforcement Officers and the County Human Services Safety Officer teach a Bicycle Safety class to second and third graders at the local school and other schools in the county. The program is sponsored by Law Enforcement and the Optimist Club. Second and third graders going through the program learn about law, wearing helmets and wearing bright colors. They learn about lights and reflectors on bicycles, the correct side of the road and where to ride, as well as the proper hand signals and safety issue specific to our area. For example, they are taught the correct way to approach and to cross railroad tracks because trains regularly go through the Village.

The State of Wisconsin has widened and paved the shoulder along each side of State Highway 35 on each side of the Village to provide for bicycle traffic. Within the Village, however, these extended paved shoulders are considered as parking spaces, not bicycle traffic lanes. **WE MIGHT WANT A WORD HERE ON HOW THIS BIKEWAY WILL BE EXTENDED THROUGH THE VILLAGE.** Attached hereto as Exhibit \_\_\_ is the *Walking Path and Bicycle Path Plan for the Village of Pepin*.

#### *2002-2008 Transit Improvement Program*

The TIP must be consistent with the region’s long-range transportation plan, include all transportation projects in the metropolitan area that are proposed for federal funding, and include at least three years of programming. **CHECK ON THIS AGAIN. ALSO CHECK STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

*The Wisconsin Pedestrian Policy Plan 2020*

The *Wisconsin Pedestrian Policy Plan 2020*, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barriers to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning. Attached hereto as Exhibit \_\_\_ is the *Walking Path and Bicycle Path Plan for the Village of Pepin*.

*Pepin County Plans*

Pepin County has not, as yet, prepared a Comprehensive Smart Growth Plan.

**TO CHECK:**

1. **INTERGOVERNMENTAL AGREEMENTS: INCLUDE AMBULANCE AND FIRE AGREEMENTS IN THIS SECTION. PROBABLY IN THE INTERGOVERNMENT COOP SECTION.**
2. **INCREASED ACCESS TO HIGHWAY 35: WISDOT'S ACCESS MANAGEMENT SYSTEM PLAN AND WISCONSIN STATE HIGHWAY PLAN 2020.**
3. **ANY AGREEMENTS WITH THE REGIONAL PLANNING COMMISSION**
4. **ANY TRANSPORTATION AGREEMENTS WITH THE COUNTY.**
5. **ANY DNR STATE TRAILS NETWORK PLANS**
6. **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**
7. **WISCONSIN STATE RAIL PLAN 2020**
8. **TRANSLINKS 21: MULTI-MODAL Transportation Plan for Wisconsin's 21<sup>st</sup> Century**