

Responses to comments received during the 30 day public comment period on the 2035 La Crosse and La Crescent Metropolitan Area Transportation Plan

August 23, 2010

The following comments received from Mn/DOT's Standing Committee to Advance Modal Planning Integration were sent as formal comments that address federal regulations and compliance:

Comment: The 2035 La Crosse and La Crescent Metropolitan Area Transportation Plan should identify the Statewide 20-year Highway Investment Plan 2009-2028 and the Mn/DOT District 6 20-year Highway Investment 2009-2028 as plans with which the LAPC plan is consistent and was coordinated (see page 2-6). **Action:** We have reviewed the documents and the lack of reference to them in the MTP was an unintentional oversight. This has been corrected.

Comment: Source data was not made available in a number of areas including the discussion of population (page 3-1), bicycle crashes (figures 4-1 and 4-2), and pedestrian crashes (figure 4-3) to name a few. The document should be reviewed to ensure that all data is accompanied by source information. **Action:** All of the data used in the plan are based on the data used (and sourced) in chapter 9 on performance measures. Unfortunately, the process of sourcing the data didn't make it into all parts of the document. This has been corrected by sourcing the data outside of chapter 9 with footnotes.

Comment: Include the statement, "The 2035 La Crosse and La Crescent Metropolitan Area Transportation Plan makes important steps toward development of a set of performance measures. Mn/DOT is ready to work with LAPC staff in the future both to assure alignment between LAPC and Mn/DOT performance measures and prepare the LAPC for potential upcoming changes in the federal law that may require MPOs to use performance measures to track progress in meeting planned objectives." **Action:** We have included a modified version of the aforementioned paragraph on page 9-26 in chapter 9.

Additional comments were sent by Mn/DOT under a separate cover that addressed more detailed aspects of the plan. These comments were not considered formal comments, but were sent for consideration.

Actions taken:

- The typographical errors were corrected and some of the maps were re-worked to make them more legible. Please note that the Web version of the document has different formatting for the maps than the printed document.
- Added parenthetical information and re-worked some sentences where appropriate to provide clarity.
- Data questioned for accuracy were verified and found accurate.
- Nothing was done regarding reference to ADA plans because none have been found in the area. This topic was researched during the TDP planning process.
- A definition of "minor update" was added to chapter 2 as a footnote.

- The information related to bicycle accommodations came directly from our bike plan, which underwent review in July. None of the comments were brought forth then. Our bike plan and MTP are consistent with AASHTO guidelines regarding bicycle accommodations and reflect the existing conditions in the area.
- The format of chapter 7 remains unchanged.
- References to Mn/DOT plans were updated.
- Three of the four suggested performance measures are impractical for us because of a lack of data and limited resources to obtain the data. The transit measure will be considered and discussed with our transit manager. The change, if it occurs, will not make it into this MTP, however.

We only received one comment from WisDOT and it involved updating the map for the Midwest Regional Rail Initiative and double checking the ridership for the Amtrak. We updated the map and verified the ridership numbers with our source.