A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Highway and Streets Network

The City of Columbus has an extensive transportation network that is comprised of federal, state, county and local roads. The Wisconsin Department of Transportation classifies each road in the state under the Functional Classification System. Functional classification is the process by which highways are grouped into classes according to the character of service they are intended to provide, ranging from a high degree of travel mobility to land access functions.

The City of Columbus is designated as an Urban Area for Functional Classification because the city has population greater than 5,000. The functional classification process of urban streets and highways organizes routes according to the character of service provided, ranging from travel mobility to land access. The functional class system also sub-classifies routes by facility type and by their rural relationship (connecting links of the rural functional class system). Urban functions are as follows:

- Principal Arterial: Principal arterials serve major economic activity centers of an urban area, the highest ADT corridors, and regional and intra-urban trip length desires. In every urban area, the longest trip lengths and highest ADT are characteristic of the main entrance and exit routes. Because they have the longest trip lengths, highest ADTs, and are generally extensions of the highest rural functional routes, such routes should be principal arterials. Principal arterial trip lengths are indicative of the rural-oriented traffic entering and exiting the urban area on the rural arterial system, as well as the longest trans-urban area travel demands. According to the current function classification of the Columbus Fall River Urbanized Area USH 151 is designated as a Principal Arterial.

- Minor Arterial: Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. Trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban area on the rural collector system. In conjunction with principal arterials, minor arterials should provide an urban extension of the rural collector system to the urban area CBD and connect satellite community CBD's with the main CBD. According to the current function classification of the Columbus Fall River Urbanized Area STH 16/60 (James Street) and STH 73 (Park Avenue/Ludington Avenue) is designated as a Minor Arterial.

- Collector: Collectors provide direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low ADT and inter-neighborhood trips. As the name implies, these routes collect and distribute traffic between local streets and arterials. In the CBD and areas of similar development and traffic density, the collector system may include the street grid, which forms the logical entity for traffic circulation. According to the current function classification of the Columbus Fall River Urbanized Area STH 60 from STH 16 to municipal limits, STH 89 from STH 73 to municipal limits, Dix Street from James Street to Fuller Street, Lewis Street from Mill Street to Fuller Street, Mill Street from Lewis Street to Ludington Avenue, Dickason Boulevard from Mill Street to Fuller Street, and Tower Drive from Fuller Street to Park Avenue are designated as a Collector.

- Local Street: Urban local streets predominantly serve to access adjacent land uses. They serve the ends of most trips. All streets not classified as arterials or collectors are local function streets. According to the current function classification of the Columbus Fall River Urbanized Area every other street that has not been identified is considered a local street.

Vehicles

Table 5-1 shows the number of vehicles are available per occupied household. The US Census defines a vehicle as an automobile, van or trucks under one ton capacity. This data is critical to understand how people are traveling in the course of a normal day. The data shows that Columbus has a lower percentage of occupied households with no vehicles or two vehicles available in comparison with the state. In addition, Columbus has a higher percentage of occupied households than the state for one vehicle and three vehicle or more households.

Table 5-1: Vehicles Available for Occupied Households

	Columbus		Wisconsin	
Vehicles Available	**Estimate**	**Percent**	**Estimate**	**Percent**
No vehicles available	25	1.2%	158,139	6.7%
1 vehicle available	819	38.3%	746,275	31.8%
2 vehicles available	799	37.4%	941,302	40.2%
3 or more vehicles available	493	23.1%	497,413	21.2%

Source: US Census American Community Survey 2014-2018

Commuting Patterns

Table 5-2 displays how Columbus residents over the age of 16 commute to work. The table shows that the overwhelming majority of workers use a personal vehicle to travel to work. Approximately 84.3% of Columbus workers 16 years or older car drove alone to work, carpooling at 8.1% of the workers was the second most popular way to travel to work and 5.6% of Columbus workers worked from home. All other commuting methods totaled 2.1%.

The data shows that mean travel time to work for Columbus workers in 2018 is 24.5 minutes. This higher than the state average of 22.0 minutes and is below the Columbia County mean travel time of 25.6 minutes.

Table 5-2 : Commuting Methods Workers 16 Years of older

Mode of Transportation	Number	Percent
Car, truck, or van -- drove alone	2,329	84.3%
Car, truck, or van -- carpooled	223	8.1%
Public transportation (excluding taxicab)	12	0.4%
Walked	10	0.4%
Other means	36	1.3%
Worked at home	154	5.6%
Total Workers (16 Years or Older)	2,764	
Mean travel time to work (minutes)	24.5	

Source: US Census American Community Survey 2014-2018

Vanpool Program

The Wisconsin Department of Administration offers a Vanpool program to encourage carpooling into Madison. The City of Columbus has two vanpools that travel to Madison, one leaves from St Jerome's School at 1550 Farnham Street and the other leaves from the Pick'N Save located at 210 Dix Street. For more information on the Vanpool program please visit the WIDOA website.

Transit

There is no local transit service within the City of Columbus. Lamers Connect offers an intercity bus route from Madison to Green Bay that provides service to the Columbus Amtrak station twice a day.

Facilities for Elderly and Disabled

Columbia County Commission on Aging provides transportation services for disabled and seniors residents of Columbia County. Transportation is provided to and from appointments throughout Columbia County as well as surrounding Counties. Medical appointments are given priority and all other transportation needs are considered depending on availability.

To schedule a ride a resident must contact the Columbia County Commission on Aging at least 24 hours in advance of the trip. The minimum charge for a 10-mile roundtrip or less is $5.00. All other trips outside the city limits are $.50 a mile, with a limit of 125 miles per round trip.

Pedestrian and Bicycle Transportation

Pedestrians and Bikers use existing trails, sidewalks and roads to travel throughout Columbus. Currently sidewalks are not available in some portions of town. To enhance pedestrian safety sidewalks have been installed with recent street projects and new development within Columbus.

The bike and pedestrian trail network is currently being developed. As development occurs throughout the city the trail network should be considered to make key connections. The city should explore a trail system near waterways throughout the city. This will provide a stronger connection with nature and potentially mitigate the impact of flooding.

Columbia County has developed bicycling routes throughout the county. The City of Columbus is located along loop 8 which travels through the SE portion of Columbia County.

Rail Service

Railroads are an important component of the transportation system in Wisconsin. A strong freight rail system is a key factor in supporting and growing the state's economy. Approximately 3,300 miles of track are currently in service in Wisconsin. Of that total, 625 miles are owned by the state and leased to railroad companies. The City of Columbus is served by Canadian Pacific which is a class 1 railroad. The line which serves Columbus extends from Chicago to Milwaukee through the Twin Cities and eventually ends in Vancouver British Columbia.

Amtrak Service

The City of Columbus Amtrak Station is located at 359 N Ludington Avenue. The Amtrak Empire Builder route goes from Chicago to Seattle and has two stops daily at the Columbus Station. The Columbus station is the closest Amtrak station to Madison. Table 5-3 shows the ridership for Wisconsin stations located along the empire builder route. Ridership data is recorded for the federal fiscal year, which runs from October 1 to Sept 30. The Columbus station has experienced consistent ridership over the past five years averaging 12,881 riders per year. The tables below show ridership and revenues for stations along the Empire Builder. The Milwaukee Intermodal Station was excluded because it also serves the Hiawatha line to Chicago.

Table 5-3: Amtrak Ridership Empire Builder Stations

Station	FY 15	FY 16	FY 17	FY 18	FY 19
Columbus	12,906	14,005	13,545	11,414	12,537
La Crosse	23,861	26,619	27,368	25,622	25,587
Portage	6,116	7,786	9,077	7,266	7,061
Tomah	10,179	13,083	13,792	11,914	11,394
Wisconsin Dells	13,009	14,149	14,606	13,631	14,722
Total	66,071	75,642	78,388	69,847	71,301

Source: Amtrak and Rail Passengers Association

Table 5-4 looks at revenues for Amtrak stations in Wisconsin along the Empire Builder Route. The Columbus Station has generated the second most revenue compared to other stations on the route. Columbus ranks first when you look at revenue per rider. This is attributed to longer trips originating from the Columbus Station compared to other stations.

Table 5-4: Amtrak Revenues Empire Builder Stations

Station	FY 17 Revenue	Per Rider	FY 18 Revenue	Per Rider	FY 19 Revenue	Per Rider
Columbus	$1,313,762	$96.99	$1,221,497	$107.02	$1,265,153	$100.91
La Crosse	$1,810,596	$66.16	$1,839,654	$71.80	$1,756,631	$68.65
Portage	$584,332	$64.38	$465,021	$64.00	$470,404	$66.62
Tomah	$779,779	$56.54	$668,319	$56.10	$659,757	$57.90
Wisconsin Dells	$827,366	$56.65	$813,101	$59.65	$828,709	$56.29
Total	$5,315,835	$67.81	$5,007,592	$71.69	$4,980,654	$69.85

Source : Amtrak

The Twin Cities Milwaukee Chicago (TCMC) Intercity Passenger Rail Service seeks to implement a second daily round trip passenger train on this route to improve mobility and increase reliable travel options between Minnesota and Illinois. The proposed service would follow Amtrak's existing long distance Empire Builder route with termini at Chicago Union Station and Union Depot in Saint Paul — serving all existing stations on the Empire Builder route plus the Milwaukee Airport Rail Station.

The creation of regional service that would provide a two more stops at the Columbus Station would have a large impact on Columbus. The addition of the second stop would bring increased ridership to the Columbus Station. Also the regional TCMC route will provide better on-time performance for Amtrak riders.

Aviation

The closest public airport is the Dane County Regional Airport located in the City of Madison. The Dane County Regional Airport is classified as a Commercial service airport, which means the Madison airport supports regularly-scheduled year-round commercial airline service and supports the full range of general aviation activity and international destinations. There is also a medium general aviation airport in Portage. Medium general aviation airports support most single and multi-engine GA aircraft, including those aircraft commonly used by businesses. These airports support regional and instate air transportation needs. The Wisconsin State Airport System Plan 2030 does not identify a change in classification for the Dane County Regional Airport or the Portage Municipal Airport by the year 2030.

The Wisconsin Department of Transportation (WisDOT) 5-Year Airport Improvement Program indicates there are numerous projects planned for the Dane County Regional Airport including a large Terminal Improvement Project in 2021. The Improvement Program identifies $5.2 million in projects for the Portage Municipal Airport, which includes a reconstruction of the primary runway in 2022.

Freight

Wisconsin Department of Transportation Developed the State Freight Plan to provide a vision for multimodal freight transportation and position the state to remain competitive in the global marketplace. The State Freight Plan develops a cohesive plan that provides direction and actionable goals throughout the state. The plan identifies USH 151 and a portion of STH 60 within Columbus as an OSOW route. Also portions of STH 16/60, STH 73 and STH 89 are on the OSOW high clearance route.

The City of Columbus is served by USH 151, STH 16, STH 60, STH 73 and STH 89 which connects Columbus to the freight network. Also, Rail service is available through Canadian Pacific connects Columbus to the freight network.

Water Transport

The City of Columbus does not have access to a port or other form of water transportation.

Goals

1. Provide a safe and efficient transportation system that meets the needs of multiple users in and around the Columbus, including pedestrians, motorists, and bicyclists.

2. Maintain and improve the street network in the City of Columbus at a level of service desired by City residents and businesses

3. Maintain and improve the bicycle and pedestrian network in the City of Columbus at a level of service desired by City residents and businesses

Objectives

1. Manage the access, design, and improvements of the transportation network in order to effectively maintain the safety and functional integrity of City streets.

2. Coordinate major transportation projects with land development, neighboring communities, Columbia and Dodge Counties, and WisDOT.

3. Provide a connected system of sidewalks and trails that makes the City walkable and accessible to all users, especially around schools and shopping areas.

4. Expand the availability and use of passenger railroad service to and from Columbus.

5. Protect the capacity and increase the utilization of existing freight rail service in Columbus.

6. Encourage new development that support of range of transportation options, including biking and walking.

Policies

1. The City will develop five (5) year Capital Improvement Program to establish funding for needed infrastructure projects.

2. The City will continue to implement the state required Pavement and Surface Evaluation Report (PASER) program of street classification to identify and rank the roadway conditions on all Streets within the City.

3. The City will implement a comprehensive street program that establishes a regular schedule for street inspection, maintenance, and improvements. This will include upgrading the condition and design of substandard streets.

4. The City will implement a comprehensive sidewalk program that identifies important gaps in the pedestrian network, indicates where new sidewalks should be installed, establishes methods of funding, and sets a schedule for installation.

5. Require all new residential, commercial, institutional, and mixed-use developments to be served with sidewalks or pedestrian/bicycle paths.

6. Utilize the City's Official Map to reserve rights-of -way for future arterial and collector streets, pedestrian and bicycle paths, and other transportation facilities within the City's planning area.

7. Where feasible develop coordinated off-street parking lots in the downtown.