



# *Connections 2030 Wisconsin's Long-Range Transportation Plan:*

## **Integrating Waterways**

TRB-Minneapolis-2010

Sandra Beaupré, Wisconsin Department of Transportation



# Presentation Outline

- Overview of Connections 2030
- Waterway policies
- Post-Connections 2030 activities related to Waterways



# What is Connections 2030?

## VISION

*An integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities, while minimizing impacts to the natural environment.*





# Themes

- Promote transportation safety
- Promote transportation security
- Preserve and maintain Wisconsin's transportation system
- Provide mobility and transportation choice
- Foster Wisconsin's economic growth
- Preserve Wisconsin's quality of life
- Promote transportation efficiencies



# C2030 approach different from past planning efforts

- Policy plan
  - Each ***Policy*** offers short, mid and long-term ***Actions***
- Organized by theme instead of mode
- Creates implementation framework
  - Uses a ***Corridors*** approach

● Link population and economic centers

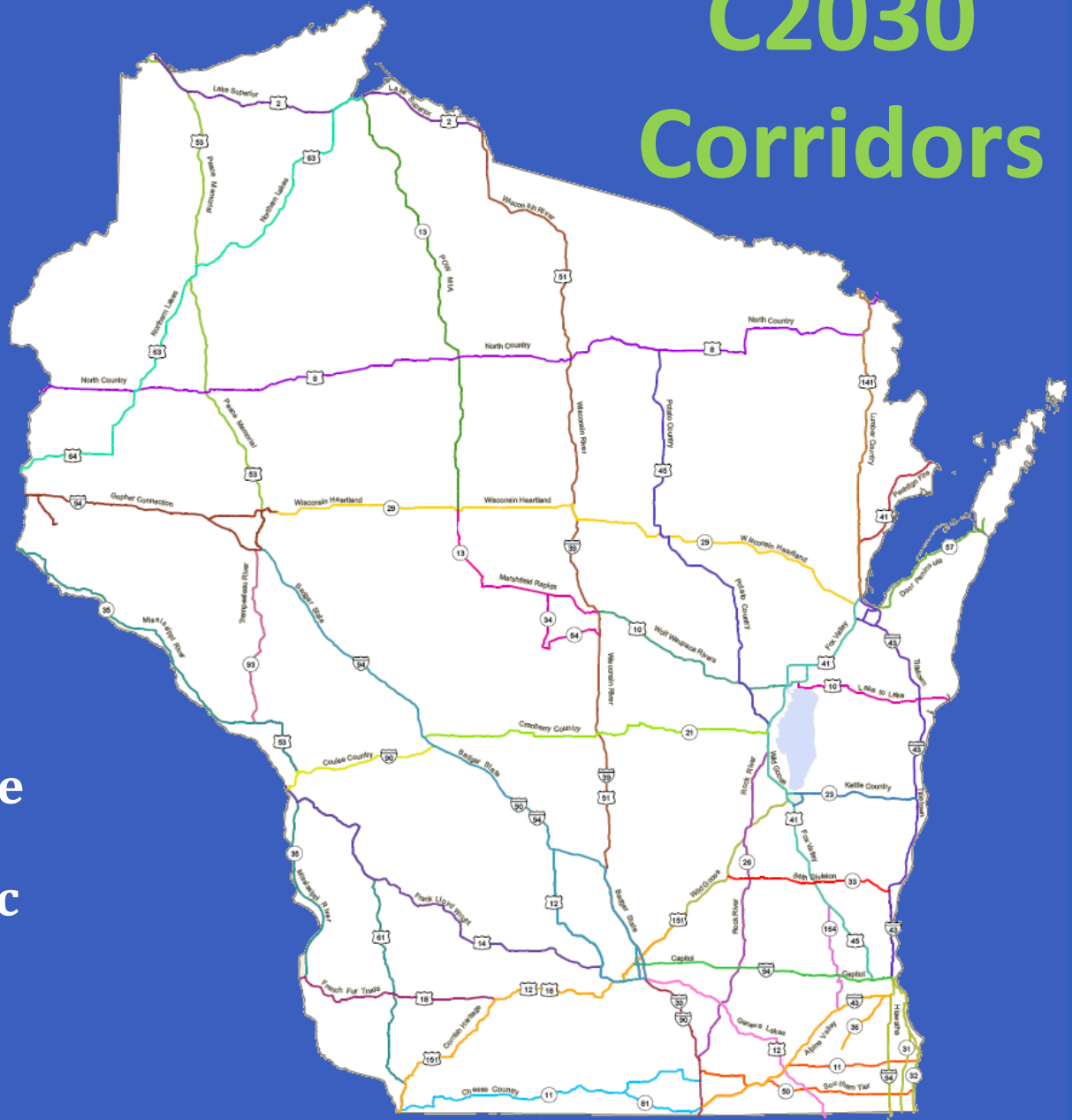
● Serves high-traffic corridors

● Connects to other states

● Forces multimodal considerations

● Looks at infrastructure in a corridor in the context of its economic importance to the regional and global economies

# C2030 Corridors





## Capitol Corridor – Madison to Milwaukee



### About Multimodal Corridors

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail,

pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes such as rail, pedestrian, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

### Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within

the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or [www.dot.wisconsin.gov/projects/](http://www.dot.wisconsin.gov/projects/) for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

#### Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

#### Priority Project Action Areas

##### Interchange

- Study and/or preserve right of way
- Study and construct new
- Reconstruct existing

##### Bicycle and Pedestrian

- Provide urban connection
- Provide rural connection

##### Bridge

- Reconstruct existing or construct new

##### Intercity Passenger Rail

- Proposed station
- Proposed station with intercity bus stop
- Study future route
- Priority route

##### Highways

- Construct capacity project
- Prepare corridor plan
- Reconstruct existing
- Construct passing lane
- Convert to interstate standards
- Study bypass/new arterial

#### Priority Project Support Areas

##### Airport

- Airport project

##### Intercity Bus

- Intercity bus stop
- Priority route

##### Park and Ride

- Park and ride

##### Port, Channel or Waterway

- Port, channel or waterway project

##### Ferry

- Ferry project

##### Bicycle and Pedestrian

- Trail connection or extension
- Rail-to-trail

##### Fixed Guideway

- Commuter, rapid or express bus route
- Study future route
- Commuter rail route
- Commuter rail, proposed station

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconsconnections2030.gov](http://www.wiconsconnections2030.gov).





# What about Waterways?

- Promote transportation safety
- Promote transportation security
- Preserve and maintain Wisconsin's transportation system
- Provide mobility and transportation choice
- *Foster Wisconsin's economic growth*
- Preserve Wisconsin's quality of life
- Promote transportation efficiencies





# Identifying water issues

- Meeting with the Wisconsin Commercial Ports Association and other stakeholders representing water interests
  - Soo Locks federal funding
  - Harbor Assistance funding levels and eligibility
  - Connectivity



## C2030: Maintain and improve waterways critical to Wisconsin's transportation system

- Advocate for federal funding of navigation and environmental improvements for the Upper Mississippi River-Illinois River Waterway and improvements to the Soo Lock System
- Continue state assistance programs for harbor improvement
- Encourage comprehensive harbor and waterfront land use planning
- Examine roadway issues at ports



# Visioning not adequate...why?

- Lack of waterway freight vision –
  - Department commitment limited to management of harbors assistance program
- Many of the “identified” issues with Ports are outside of WisDOT’s current role
  - Land use – local
  - Soo Lock funding – federal
  - Intermodal connectors – local





# Visioning not adequate...why?

- Needs analysis was not a part of C2030
- Basic data hard to get
- Focus on infrastructure not operational data
- GIS data, no contact, metadata incomplete



# Funding not adequate...why?

Do not view waterways as part of a “system plan”  
Linking roads/rails to a system of waterways

We are not viewed as a possible partner



# 2030 “Freight Focus”

Overarching freight planning policy

WisDOT’s strategy for incorporating freight planning in our day-to-day activities

- Facilitate & Advocate: Bringing stakeholders together
- Data: Capture new data in different ways
- All-mode freight study: Providing the structure to determine WisDOT’s freight mission, goals, objectives





[www.wiconnections2030.gov](http://www.wiconnections2030.gov)



# Post C2030 activities

## Wisconsin State Rail Plan

- Outreach to Ports with rail access
- Collected operational information
- Inventorying the Ports with rail access and the conditions of those intermodal connectors



# Post C2030 activities

## Economic Impact of Wisconsin's Ports

- Requested by Ports
- Marketing brochure for legislature
- WisDOT surveyed Ports
- Report will consist of port profiles

- 2004 Version

<http://www.dot.wisconsin.gov/travel/water/docs/ports-econ-report.pdf>





# Post C2030 activities

## Southeast Wisconsin Freight Access and Mobility Study

- Research multimodal solutions to move specialized freight to, through, and from the Milwaukee County Area, including the Port.



# Post C2030 activities

## Wind Towers components

- Understanding the operational side of moving gigantic commodities
- Impacts DOT permitting
- Coordination /collaboration issue that needs to be resolved
- Building trust



# Is there a State role for waterways?

From an economic development perspective?

From a planning perspective?

Yes!





# Refining the state role

State needs to facilitate multimodal solutions

- Rail to Ports
- Roads to Ports

State needs to better understand waterway role in global economy

- Sea shipping... Great Lakes - St. Lawrence
- Ocean Shipping... Mississippi River - Gulf - Ocean

View ports as a node in critical system of freight movement; critical piece in more detailed C2030



Questions?

Thank you!

Andra Beaupré, Director  
Planning & Economic Development  
Wisconsin Department of Transportation

[andy.beaupre@dot.wi.gov](mailto:andy.beaupre@dot.wi.gov)