

LAPC TRANSPORTATION PERFORMANCE REPORT

Annual Progress Summary | September 2016

▲ GOOD OR IMPROVING

◀▶ NO CHANGE

▼ POOR OR WORSENING



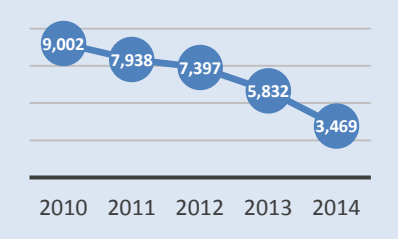


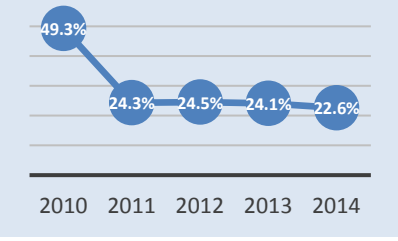





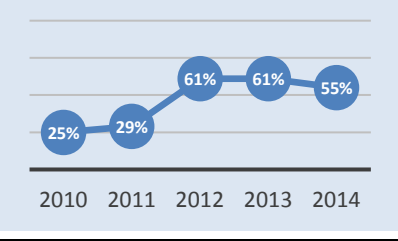


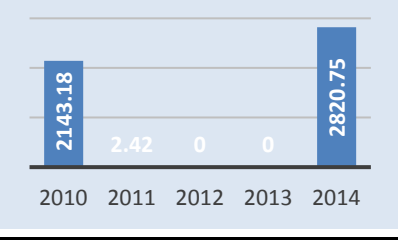
THE SCORE RELATES TO HOW 2014 COMPARES TO 2013 AND THE 5-YEAR AVERAGE.

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
FREIGHT MOVEMENT & ECONOMIC VITALITY:					
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; and Enhance travel and tourism.					
<p>Unemployment Rate: Percentage of total workforce in the La Crosse-Onalaska WI-MN metropolitan statistical area (MSA) that is unemployed and looking for work.</p> <p>Source: Local Area Unemployment Statistics (LAUS), Wisconsin Department of Workforce Development.</p>	< national average (6.2)	<p>4.4 (CY 2014)</p> <p>5.6 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▲</p>		The unemployment rate for the La Crosse WI-MN MSA has steadily declined over the 5-year period, with an annual average rate for 2014 of 4.4, which is below the rates for the nation (6.2) and Wisconsin (5.4), and slightly higher than the rate for Minnesota (4.2).
<p>Annual Mean Wage: The annual mean wage for all occupations in the La Crosse-Onalaska WI-MN MSA.</p> <p>Source: Occupational Employment Statistics, Bureau of Labor Statistics.</p>	Tracking measure	<p>\$39,570 (May 2014)</p> <p>\$39,736 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>		While mean wages in annual dollars remained flat from 2010-2014, wages did not keep pace with inflation. The purchasing power of annual mean wages in 2014 was 8.2% less than it was in 2010, 0.2% less compared to 2013, and 0.4% less than the 5-yr average.
<p>Originating Freight Tons: Total tons of freight commodities originating in La Crosse County.</p> <p>Sources: Commodity Flow Surveys (CFS); Wisconsin Department of Transportation (WisDOT); Brennan Marine.</p>	Tracking measure	3,499,188 (CY 2011)	N/A		Total tons of freight originating from La Crosse County declined by 36% from 5,502,433 tons in 2002 to 3,499,188 tons in 2011.
<p>Freight Mode Share: Mode split of all commodity tons in and out of La Crosse County.</p> <p>Sources: CFS; WisDOT.</p>	Tracking measure	85% truck (CY 2011)	N/A		The truck freight mode increased its mode share of all freight moved in and out of La Crosse County by 16 percentage points to 85%. Although the total tonnage for the air mode increased by 142% between 2002 and 2011 from 1,883 tons to 4,554 tons, the mode share is negligible.

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
SAFETY: Increase the safety and security of the transportation system for motorized and non-motorized users.																	
<p>Motor Vehicle Crashes: Total number of crashes in the LAPC metropolitan planning area (MPA) involving a motor vehicle (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; Minnesota Department of Transportation (MnDOT).</p>		<p>2,646 (CY 2014)</p> <p>2,595 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Motor Vehicle Crashes (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Crashes</th><td>2,509</td><td>2,602</td><td>2,533</td><td>2,687</td><td>2,646</td></tr> </table>	Year	2010	2011	2012	2013	2014	Crashes	2,509	2,602	2,533	2,687	2,646	<p>Although total crashes declined by 1.5% from 2013 to 2014, the overall trend in crashes in the MPA is slightly rising. Crashes in 2014 were up 5.5% from 2010, and up 2.0% from the 5-yr average.</p>
Year	2010	2011	2012	2013	2014												
Crashes	2,509	2,602	2,533	2,687	2,646												
<p>Fatal Crashes: Total fatal crashes involving a motor vehicle in the LAPC MPA (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT.</p>		<p>5 (CY 2014)</p> <p>6.6 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Fatal Crashes (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Crashes</th><td>5</td><td>12</td><td>7</td><td>4</td><td>5</td></tr> </table>	Year	2010	2011	2012	2013	2014	Crashes	5	12	7	4	5	<p>Fatal crashes in 2014 were up 25.0% from 2013, unchanged from 2010, down 58.3% from the 5-yr peak in 2011, and down 24.2% from the 5-yr average.</p>
Year	2010	2011	2012	2013	2014												
Crashes	5	12	7	4	5												
<p>Fatal Crash Rate: Number of fatal crashes per million vehicle miles traveled (MVMT) in La Crosse County.</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison.</p>		<p>0.007 (CY 2014)</p> <p>0.009 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Fatal Crash Rate (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Rate</th><td>0.006</td><td>0.015</td><td>0.009</td><td>0.006</td><td>0.007</td></tr> </table>	Year	2010	2011	2012	2013	2014	Rate	0.006	0.015	0.009	0.006	0.007	<p>The fatal crash rate in 2014 for La Crosse County rose 16.7% from 2013, and declined 53.3% from the 5-yr high in 2011 and 18.6% from the 5-yr average. Over the five-year period, the fatal crash rate is trending down.</p>
Year	2010	2011	2012	2013	2014												
Rate	0.006	0.015	0.009	0.006	0.007												
<p>Serious-Injury Crashes: Total serious-injury (type “A”) crashes involving a motor vehicle in the LAPC MPA (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT.</p>		<p>47 (CY 2014)</p> <p>61.4 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Serious-Injury Crashes (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Crashes</th><td>57</td><td>60</td><td>77</td><td>66</td><td>47</td></tr> </table>	Year	2010	2011	2012	2013	2014	Crashes	57	60	77	66	47	<p>Despite the spike in 2012, serious-injury crashes in the MPA are trending downward. The number of serious-injury crashes occurring in 2014 dropped in all comparisons—28.8% from 2013, 17.5% from 2010, 39.0% from the 5-yr peak, and 23.5% from the 5-yr average.</p>
Year	2010	2011	2012	2013	2014												
Crashes	57	60	77	66	47												
<p>Serious-Injury Crash Rate: Number of serious-injury crashes per MVMT in La Crosse County.</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison.</p>		<p>0.052 (CY 2014)</p> <p>0.36 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Serious-Injury Crash Rate (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Rate</th><td>0.062</td><td>0.073</td><td>0.093</td><td>0.080</td><td>0.052</td></tr> </table>	Year	2010	2011	2012	2013	2014	Rate	0.062	0.073	0.093	0.080	0.052	<p>The serious-injury crash rate in 2014 for La Crosse County declined 35.0% from 2013, 44.1% from the 5-yr high in 2012, and 27.8% from the 5-yr average. Over the five-year period, the serious-injury crash rate is trending slightly downward.</p>
Year	2010	2011	2012	2013	2014												
Rate	0.062	0.073	0.093	0.080	0.052												



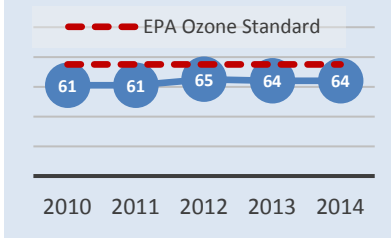


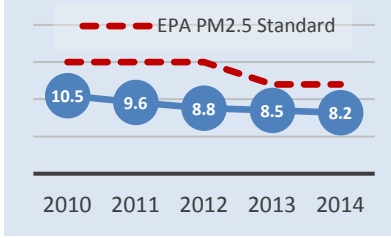


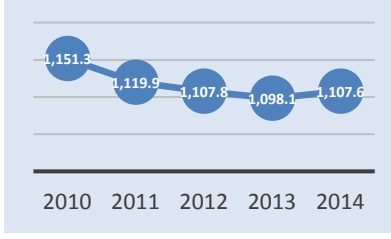


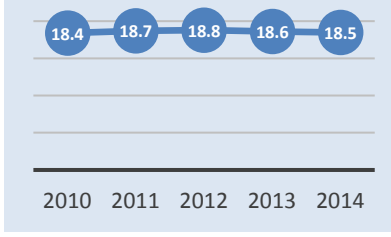
LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
SAFETY (continued)																	
<p>Heavy Truck Crashes: Total crashes in the LAPC MPA involving a heavy truck (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>107 (CY 2014)</p> <p>95.8 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Heavy Truck Crashes (2010-2014)</caption> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>103</td> </tr> <tr> <td>2011</td> <td>91</td> </tr> <tr> <td>2012</td> <td>85</td> </tr> <tr> <td>2013</td> <td>93</td> </tr> <tr> <td>2014</td> <td>107</td> </tr> </tbody> </table>	Year	Crashes	2010	103	2011	91	2012	85	2013	93	2014	107	<p>The total number of crashes in 2014 involving heavy trucks increased in all comparisons, with 2014 experiencing a 15.1% increase from 2013, a 3.9% increase from 2010, and an 11.7% increase from the 5-yr average.</p>
Year	Crashes																
2010	103																
2011	91																
2012	85																
2013	93																
2014	107																
<p>Heavy Truck Fatal Crashes: Total crashes in the LAPC MPA involving a heavy truck that resulted in a fatality (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>1 (CY 2014)</p> <p>0.8 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Heavy Truck Fatal Crashes (2010-2014)</caption> <thead> <tr> <th>Year</th> <th>Fatal Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>0</td> </tr> <tr> <td>2011</td> <td>3</td> </tr> <tr> <td>2012</td> <td>0</td> </tr> <tr> <td>2013</td> <td>0</td> </tr> <tr> <td>2014</td> <td>1</td> </tr> </tbody> </table>	Year	Fatal Crashes	2010	0	2011	3	2012	0	2013	0	2014	1	<p>The number of fatal crashes in 2014 involving heavy trucks increased in all but its comparison to 2011: 2014 experienced a 100% increase from 2010 and 2013; and a 25.0% increase from the 5-yr average. The year was down 66.7% from the 5-yr peak of 3 in 2011.</p>
Year	Fatal Crashes																
2010	0																
2011	3																
2012	0																
2013	0																
2014	1																
<p>Heavy Truck Serious-Injury Crashes: Total crashes in the LAPC MPA involving a heavy truck that resulted in a serious injury (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>1 (CY 2014)</p> <p>2.8 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Heavy Truck Serious-Injury Crashes (2010-2014)</caption> <thead> <tr> <th>Year</th> <th>Serious-Injury Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>1</td> </tr> <tr> <td>2011</td> <td>3</td> </tr> <tr> <td>2012</td> <td>1</td> </tr> <tr> <td>2013</td> <td>8</td> </tr> <tr> <td>2014</td> <td>1</td> </tr> </tbody> </table>	Year	Serious-Injury Crashes	2010	1	2011	3	2012	1	2013	8	2014	1	<p>The number of serious-injury crashes in 2014 involving a heavy truck declined in its comparisons to 2013 (87.5%) and the 5-yr average (64.3%).</p>
Year	Serious-Injury Crashes																
2010	1																
2011	3																
2012	1																
2013	8																
2014	1																
<p>Bicycle and Pedestrian Crashes: Total bicycle and pedestrian crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>78 (CY 2014)</p> <p>75.6 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Bicycle and Pedestrian Crashes (2010-2014)</caption> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>73</td> </tr> <tr> <td>2011</td> <td>73</td> </tr> <tr> <td>2012</td> <td>96</td> </tr> <tr> <td>2013</td> <td>58</td> </tr> <tr> <td>2014</td> <td>78</td> </tr> </tbody> </table>	Year	Crashes	2010	73	2011	73	2012	96	2013	58	2014	78	<p>The total number of bicycle and pedestrian crashes in 2014 was up 6.8% from 2010, up 34.5% from 2013, and up 3.2% from the 5-yr average. Crashes in 2014 were also down 18.8% from the 5-year high of 96 in 2012.</p>
Year	Crashes																
2010	73																
2011	73																
2012	96																
2013	58																
2014	78																
<p>Bicycle and Pedestrian Fatal Crashes: Total bicycle and pedestrian fatal crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>1 (CY 2014)</p> <p>1.4 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Bicycle and Pedestrian Fatal Crashes (2010-2014)</caption> <thead> <tr> <th>Year</th> <th>Fatal Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>1</td> </tr> <tr> <td>2011</td> <td>2</td> </tr> <tr> <td>2012</td> <td>3</td> </tr> <tr> <td>2013</td> <td>0</td> </tr> <tr> <td>2014</td> <td>1</td> </tr> </tbody> </table>	Year	Fatal Crashes	2010	1	2011	2	2012	3	2013	0	2014	1	<p>Although the number of bicycle and pedestrian fatal crashes trended downward over the five-year period, the planning area is averaging more than one (1.4) fatal crash per year. All of the fatalities were pedestrians.</p>
Year	Fatal Crashes																
2010	1																
2011	2																
2012	3																
2013	0																
2014	1																

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
SAFETY (continued)																	
<p>Bicycle and Pedestrian Serious-Injury Crashes: Total bicycle and pedestrian serious-injury crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>14 (CY 2014)</p> <p>9.8 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Bicycle and Pedestrian Serious-Injury Crashes</caption> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>8</td> </tr> <tr> <td>2011</td> <td>6</td> </tr> <tr> <td>2012</td> <td>11</td> </tr> <tr> <td>2013</td> <td>10</td> </tr> <tr> <td>2014</td> <td>14</td> </tr> </tbody> </table>	Year	Crashes	2010	8	2011	6	2012	11	2013	10	2014	14	<p>Bicycle and pedestrian serious-injury crashes in 2014 increased 75% from 2010 and 40% from 2013, resulting in an increasing trend in these types of crashes</p>
Year	Crashes																
2010	8																
2011	6																
2012	11																
2013	10																
2014	14																
<p>Crashes per Million Vehicle Miles Traveled (MVMT): Number of crashes occurring per million vehicle miles traveled in the La Crosse-Onalaska WI-MN MSA (La Crosse, Houston Counties)</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>2.67 (CY 2014)</p> <p>2.62 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Crashes per Million Vehicle Miles Traveled (MVMT)</caption> <thead> <tr> <th>Year</th> <th>MVMT</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>2.46</td> </tr> <tr> <td>2011</td> <td>2.61</td> </tr> <tr> <td>2012</td> <td>2.59</td> </tr> <tr> <td>2013</td> <td>2.75</td> </tr> <tr> <td>2014</td> <td>2.67</td> </tr> </tbody> </table>	Year	MVMT	2010	2.46	2011	2.61	2012	2.59	2013	2.75	2014	2.67	<p>The number of crashes per million vehicle miles traveled in the MSA in 2014 decreased by 2.9% from 2013, but increased 8.5% from 2010 and 1.9% from the 5-year average.</p>
Year	MVMT																
2010	2.46																
2011	2.61																
2012	2.59																
2013	2.75																
2014	2.67																
<p>Highway-Rail Collisions: Total number of highway-rail collisions in the LAPC MPA.</p> <p>Source: Federal Railroad Administration (FRA).</p>		<p>0 (CY 2014)</p> <p>0.8 (5-yr ave)</p>	<p>2013-2014 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Highway-Rail Collisions</caption> <thead> <tr> <th>Year</th> <th>Collisions</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>1</td> </tr> <tr> <td>2011</td> <td>0</td> </tr> <tr> <td>2012</td> <td>1</td> </tr> <tr> <td>2013</td> <td>2</td> </tr> <tr> <td>2014</td> <td>0</td> </tr> </tbody> </table>	Year	Collisions	2010	1	2011	0	2012	1	2013	2	2014	0	<p>The number of highway-rail collisions in the planning area fell from 2 in 2013 to 0 in 2014, with a 5-yr average of less than 1. The trend for collisions over the five-year period was flat.</p>
Year	Collisions																
2010	1																
2011	0																
2012	1																
2013	2																
2014	0																
<p>Transit Accident Rate: The number of La Crosse Municipal Transit Utility (MTU) fixed-route-related incidences per 100,000 vehicle revenue miles (VRM) driven in the MTU service area.</p> <p>Source: National Transit Database (NTD).</p>		<p>0.26 (CY 2014)</p> <p>0.13 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Transit Accident Rate</caption> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>0.13</td> </tr> <tr> <td>2011</td> <td>0.13</td> </tr> <tr> <td>2012</td> <td>0.13</td> </tr> <tr> <td>2013</td> <td>0.00</td> </tr> <tr> <td>2014</td> <td>0.26</td> </tr> </tbody> </table>	Year	Rate	2010	0.13	2011	0.13	2012	0.13	2013	0.00	2014	0.26	<p>Because the VRM traveled was relatively constant each year, a doubling of the number of incidences in 2014 resulted in the rate being twice that of 2010, 2011, and 2012.</p>
Year	Rate																
2010	0.13																
2011	0.13																
2012	0.13																
2013	0.00																
2014	0.26																
<p>Bus Crashes: Total number of bus crashes in the LAPC MPA (includes MTU, school, and motorcoach buses).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; WisDOT.</p>		<p>11 (CY 2014)</p> <p>11.6 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Bus Crashes</caption> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>12</td> </tr> <tr> <td>2011</td> <td>15</td> </tr> <tr> <td>2012</td> <td>10</td> </tr> <tr> <td>2013</td> <td>10</td> </tr> <tr> <td>2014</td> <td>11</td> </tr> </tbody> </table>	Year	Crashes	2010	12	2011	15	2012	10	2013	10	2014	11	<p>Although the number of crashes ticked up one in 2014 from 2013, 2014 still experienced fewer crashes than the 5-yr average.</p>
Year	Crashes																
2010	12																
2011	15																
2012	10																
2013	10																
2014	11																

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
SYSTEM MANAGEMENT, OPERATIONS, AND RELIABILITY:					
Promote efficient system management and operation; Improve the resiliency and reliability of the transportation system.					
Bus Reliability: Average miles traveled in revenue service by MTU fixed-route buses per revenue service interruption. Source: NTD.		3,469 (CY 2014) 6,728 (5-yr average)	2013-2014  5-yr ave 		As the MTU fleet continues to age the average miles traveled in revenue service per revenue service interruption has declined. The average miles traveled in 2014 dropped 61.5% since 2010, 40.5% since 2013, and 48.8% from the 5-yr average.
Amtrak Reliability: On-time performance of the Empire Builder. Source: FRA; based on 4 th quarter reports ending the fiscal year on September 30.	≥80%	22.6% (FY 2014) 29.0% (5-yr ave)	2013-2014  5-yr ave 		Service reliability degraded considerably between 2010 and 2011, with 2010 sitting 30 percentage points below the industry standard. Reliability has since stabilized in the 22% to 25% range. The loss of reliability is likely to be related to the increase in freight rail traffic.
Average Tow Delay: The average delay in hours for all tows locking through Lock 7 at Dresbach, MN. Source: LPMS Summary by Division/District, Navigation Data Center, U.S. Army Corps of Engineers (USACE).	Tracking measure	0.64 (CY 2014) 2.86 (5-yr ave)	2013-2014  5-yr ave 		The percent change in the average number of hours tows were delayed in 2014 locking through LD7 decreased 85.0% from 2013, increased 82.9% from 2010, and decreased 77.6% from the 5-yr average.
Tows Delayed: The percent of all tows locking through Lock 7 at Dresbach, MN that experienced delay. Source: LPMS Summary by Division/District, Navigation Data Center, U.S. Army Corps of Engineers (USACE).	Tracking measure	55% (CY 2014) 46.2% (5-yr ave)	2013-2014  5-yr ave 		The percent of tows delayed locking through LD7 in 2014 dropped by 6 percentage points from 2013, but more than doubled from 2010. The percent also rose by 8.8 percentage points over the 5-yr average.
Unscheduled Unavailabilities (hrs): The number of unscheduled hours Lock 7 at Dresbach, MN was unavailable for locking. Source: LPMS Summary by Division/District, Navigation Data Center, U.S. Army Corps of Engineers (USACE).	Tracking measure	2820.75 (CY 2014) 993.27 (5-yr ave)	2013-2014  5-yr ave 		The years 2010 and 2014 experienced significant hours of unscheduled unavailabilities, with 2014 experiencing a 31.6% increase over 2010 and a 184.0% increase over the 5-yr average. LD7 experienced no unscheduled unavailabilities in 2012 or 2013.

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
ACCESSIBILITY AND MOBILITY: Increase the accessibility and mobility of people and freight.					
Transit Accessibility: Percent of population in the LAPC MPA served by general public transit. <small>Source: Wisconsin Department of Administration (DOA); Minnesota State Demographic Center; LAPC GIS.</small>	>80% of population	83.5% (CY 2014) 83.3% (5-yr ave)	2013-2014 5-yr ave 		Because transit service changed little between 2010 and 2014, the percent of the population served remained flat. In 2014, the percent of the population served was up a slight 0.2 percentage points over 2013 and the 5-yr average, and up 0.4 percentage points from 2010.
Transit Ridership: Annual trips (chart in 1,000s) in the LAPC MPA made on general public transit. <small>Source: NTD.</small>	1,500,000 by 2025	1,271,805 (CY 2014) 1,275,390 (5-yr ave)	2013-2014 5-yr ave 		Shared-ride and fixed-route transit service for the general public in the MPA increased by a slight 1.2% from 2013 to 2014, but decreased by 1.9% from 2010 to 2014. Ridership in 2014 was also down 0.3% from the 5-yr average.
Vehicle Revenue Hours (VRH) of Service: Annual fixed-route vehicle revenue hours (VRH) of service that MTU provides to the general public. <small>Source: NTD.</small>		54,215 (CY 2014) 54,661 (5-yr average)	2013-2014 5-yr ave 		In 2014 VRH increased from 2013 by only 9 hours, decreased from 2010 by 2.6%, and decreased from the 5-yr average by 0.8%. Increasing VRH, especially on weekends, would greatly increase accessibility and mobility.
Bicycle Facilities: Total designated bike lane miles in the LAPC MPA. <small>Source: LAPC GIS.</small>		30.2 (CY 2014) 24.6 (5-yr ave)	2013-2014 5-yr ave 		Bike lane miles in the MPA is consistently increasing each year. While the greatest increase between consecutive years occurred from 2010 to 2011 (34.7%), 2014 resulted in a 74.6% increase from 2010, a 12.3% increase from 2013, and a 22.8% increase from the 5-yr average.
Sidewalks: Percent of centerline miles of roads in the adjusted urbanized area with a sidewalk or a trail on one or both sides. <small>Source: LAPC GIS; updated when new aerial photography is obtained.</small>		42.9% (spring 2015)	2011-2015 5-yr ave N/A		Based on a GIS analysis of aerial photography, the centerline miles of streets that allow pedestrian use in the La Crosse, WI – La Crescent, MN adjusted urbanized area increased by 9.4 miles or 1.4 percentage points from 2011.

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
INTEGRATION AND CONNECTIVITY: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.																	
<p>Transit Transfers: The number of passengers transferring between Onalaska/Holmen/ West Salem Public Transit (OHWSPT) and MTU.</p> <p>Source: City of Onalaska Transit Statistics Summaries; MTU.</p>		<p>10,891 (CY 2014)</p> <p>10,002 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Transit Transfers (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>9,082</td><td>9,751</td><td>9,107</td><td>11,179</td><td>10,891</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	9,082	9,751	9,107	11,179	10,891	<p>Passenger transfers between MTU and OHWSPT have trended upward over the 2010-2014 time period. Although 2014 dipped a bit from 2013 (2.6%), it showed an increase of 19.9% from 2010 and 8.9% from the 5-yr average.</p>
Year	2010	2011	2012	2013	2014												
Value	9,082	9,751	9,107	11,179	10,891												
<p>Amtrak Ridership: Annual passengers boarding/alighting at the La Crosse Station.</p> <p>Source: National Association of Railroad Passengers (NARP).</p>	Tracking measure	<p>23,414 (CY 2014)</p> <p>27,429 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Amtrak Ridership (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>30,918</td><td>27,541</td><td>28,072</td><td>27,202</td><td>23,414</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	30,918	27,541	28,072	27,202	23,414	<p>Amtrak passengers boarding and alighting in La Crosse has declined 23.5% between 2010 and 2014, most likely due to poor on-time performance. Ridership should rise again as recommendations from the Amtrak study are implemented.</p>
Year	2010	2011	2012	2013	2014												
Value	30,918	27,541	28,072	27,202	23,414												
<p>Intermodal Facilities: The number of intermodal freight facilities (accommodates transfers between freight modes) as a service for commodity suppliers in the planning area.</p> <p>Source: LAPC GIS.</p>	Tracking measure	<p>3 (CY 2014)</p> <p>3.8 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Intermodal Facilities (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>4</td><td>4</td><td>4</td><td>4</td><td>3</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	4	4	4	4	3	<p>When the Watco Transloading facility ceased operations in 2014, three intermodal facilities remained in the MPA to provide intermodal transfers as a service to local suppliers: FJ Robers; Hanke Terminals; and Cargill Aghorizons.</p>
Year	2010	2011	2012	2013	2014												
Value	4	4	4	4	3												
PRESERVATION & INFRASTRUCTURE: Emphasize the preservation of the existing transportation system.																	
<p>Age of Bus Fleet: Average age of vehicles of La Crosse Municipal Transit Utility's (MTU) fixed-route bus fleet.</p> <p>Sources: NTD.</p>	≤12 years	<p>9.5 (CY 2014)</p> <p>8.5 (5-yr ave)</p>	<p>2013-2014 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Age of Bus Fleet (2010-2014)</caption> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>7.7</td><td>8.1</td><td>8.9</td><td>8.5</td><td>9.5</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	7.7	8.1	8.9	8.5	9.5	<p>Although the average age for the MTU active fleet is trending upward, the average age for all years and the 5-yr average are still below the maximum "useful life" age adopted by the Federal Transit Administration (FTA).</p>
Year	2010	2011	2012	2013	2014												
Value	7.7	8.1	8.9	8.5	9.5												
Other preservation and infrastructure measures are presented under <i>National Performance Management Measures</i> .																	

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
ENVIRONMENT AND QUALITY OF LIFE: Protect & enhance the environment, promote energy conservation, improve the quality of life, & promote consistency between transportation improvements and State and local planned growth and economic development patterns; and Reduce or mitigate stormwater impacts of surface transportation.					
Air Quality--Ozone: The annual fourth-highest daily maximum 8-hr ozone concentration averaged over three years as measured for La Crosse County at the State Building at 3550 Mormon Coulee Rd, La Crosse. <i>Source: Wisconsin DNR.</i>	< National Ambient Air Quality Standards (NAAQS) of 75 ppb (8-hr)	64 (CY 2014) 63 (5-yr ave)	2013-2014  5-yr ave 		Although the 8-hr ozone concentration in 2014 was slightly higher than the 5-yr average of 63 ppb, all years fell below the NAAQS of 75 ppb.
Air Quality—PM_{2.5}: The annual average concentration of particulate matter 2.5 micrometers or smaller as measured for La Crosse County at the State Building at 3550 Mormon Coulee Rd, La Crosse. <i>Source: Wisconsin DNR.</i>	< NAAQS annual standard of 15 µg/m ³ pre-2013 and 12 µg/m ³ to present	8.2 (CY 2014) 9.1 (5-yr ave)	2013-2014  5-yr ave 		Air quality for particulates improved every year, dropping 21.9% from 2010 and 3.5% from 2013. In no year did the annual average concentration exceed the NAAQS even as the standard was lowered to 12 µg/m ³ in 2013.
Vehicle Miles Traveled: The total annual miles traveled (in million miles) by motor vehicle in the La Crosse-Onalaska WI-MN MSA. <i>Source: MnDOT; WisDOT.</i>		1,107.6 (CY 2014) 1,116.9 (5-yr ave)	2013-2014  5-yr ave 		Vehicle miles traveled in the MSA in 2014 ticked up 0.9% from 2013, but remained below the 5-year average. Increasing VMT could contribute to an increase in greenhouse gas emissions and time being sedentary.
Travel Time: Mean travel time (in minutes) to work for all modes in the La Crosse-Onalaska WI-MN MSA. <i>Source: GCT0801 Mean Travel Time to Work of Workers 16 Years and Over Who did not Work at Home (minutes), ACS 5-yr estimates, U.S. Census Bureau.</i>	<20	18.5 (CY 2014) 18.6 (5-yr ave)	2013-2014  5-yr ave 		The mean travel time varied little over the five-year period. It ticked down slightly in 2014 from 2013 and from the 5-yr average. In all years, the mean travel time fell below the 20-minute target established in Coulee Vision 2050.

Glossary of Terms and Sources

CFS	Commodity Flow Survey
DNR	Department of Natural Resources
DOA	Department of Administration
EPA	Environmental Protection Agency
FARS	Fatality Analysis Reporting System
FRA	Federal Railroad Administration
GIS	Geographic Information System
LAPC	La Crosse Area Planning Committee
LAUS	Local Area Unemployment Statistics
LPMS	Lock Performance Monitoring System
MnDOT	Minnesota Department of Transportation
MnCMAT	Minnesota Crash Mapping Analysis Tool
MPA	Metropolitan Planning Area. Consists of the towns of Barre, Campbell, Greenfield, Hamilton, Holland, Medary, Onalaska, and Shelby; the villages of Holmen and West Salem; and the cities of La Crosse and Onalaska in La Crosse County, Wisconsin; a small part of the Town of Bergen in Vernon County, Wisconsin; the Township of La Crescent and most of the City of La Crescent in Houston County, Minnesota; and the Township of Dresbach and the rest of the City of La Crescent in Winona County, Minnesota.
MSA	Metropolitan Statistical Area. The La Crosse-Onalaska WI-MN MSA includes La Crosse County in Wisconsin and Houston County in Minnesota.
MTU	Municipal Transit Utility
MVMT	Million Vehicle Miles Traveled
NAAQS	National Ambient Air Quality Standards
NARP	National Association of Railroad Passengers
NHS	National Highway System
NTD	National Transit Database
OHWSPT	Onalaska/Holmen/West Salem Public Transit
TOPS Lab	Traffic Operations and Safety Laboratory
USACE	U.S. Army Corps of Engineers
VRH	Vehicle Revenue Hours
WisDOT	Wisconsin Department of Transportation