2035 Coulee Regional Bicycle Plan

A Component of the La Crosse & La Crescent Metropolitan Area Transportation Plan

ONALASKA MINDS-IN-MOTION

LA CROSSE BICYCLE RODEO

"Encourage and promote the availability and choice of human-powered transportation that will improve the health and safety of our citizens, the sustainability of our environment, and the economy of our region."

For Adoption: May 19, 2010

COULEE REGIONAL BICYCLE PLAN

Prepared by the Staff of the

La Crosse Area Planning Committee

Metropolitan Planning Organization for the La Crosse, WI and La Crescent, MN Urbanized Area

Tom Faella, Executive Director:
PH: 608.785.5977 E-mail: faella.tom@co.la-crosse.wi.us

Jackie Eastwood, Transportation Planner:
PH: 608.785.6141 E-mail: eastwood.jackie@co.la-crosse.wi.us

La Crosse County Administrative Center, 400 4th St N, Room 2300, La Crosse, WI 54601

Web site: www.lapc.org

This document was prepared to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for metropolitan transportation planning, and is consistent with U.S. Department of Transportation, Federal Highway Administration US Code, 23USC134, and Code of Federal Regulations, 23CFR450.

Acknowledgements

The La Crosse Area Planning Committee is made up of the following officials of member communities:

Lynnetta Kopp, Chairperson
Chairperson, Town of Shelby

Mike Poellinger, Vice-Chairman
Mayor, City of La Crescent

Mike Giese
Mayor, City of Onalaska

Matt Harter
Mayor, City of La Crosse

Nancy Proctor
President, Village of Holmen

Dennis Manthei
President, Village of West Salem

Linda Seidel
Chairperson, Town of Medary

Scott Johnson
Chairman, Town of Campbell

Dave Paudler
Chairman, Town of Onalaska

Steve Doyle
Chairman, La Crosse County Board

We would like to extend special thanks to the following members and active participants of our Bicycle and Pedestrian Advisory Committee for being such an integral part in the update of this plan.

John Boland, Chairman
Sandy Sechrest Citizen Advocate
Bob Fisher Citizen Advocate
Mike Henderson Onalaska
Ginny Loehr SRTS
Matt Gallager La Crosse Engineering
Rachel Hazuga Pioneering Healthy Communities
Harvey Witzenburg Onalaska
Stephanie Welch LCPD
Paul Wydeven WisDOT

Ed West, Vice-Chairman
Bill Ferguson Citizen Advocate
Tim Tiber West Salem
Tim Acklin La Crosse
Peter Fletcher MRRPC
Dave Conklin Citizen Advocate
Jeremy Gragert
Student Representative
Tim Keneipp DRBC
Steve Flottmeyer WisDOT
Mary Pamperin-Volk WisDOT

1.0 PURPOSE & NEED

1.1 Introduction

Federal transportation law requires that metropolitan planning organizations (MPOs)—agencies responsible for regional long-range transportation planning—complete a number of tasks: a four-year transportation improvement program (updated annually), a two-year work program (updated annually), and a long-range transportation plan (updated every five years). The long-range transportation plan (LRTP) or metropolitan transportation plan (MTP) is the document that defines the goals, objectives, and strategies for developing a transportation system that accommodates all modes over a 20-year planning horizon. The *2030 La Crosse and La Crescent Area Metropolitan Transportation Plan* is the most recent MTP drafted by the La Crosse Area Planning Committee (LAPC), the MPO for the La Crosse and La Crescent urbanized area.

As greater demands from a growing population and economy are placed on our transportation system, the need to plan for a more efficient use of existing infrastructure is clear. The costs associated with building new facilities and maintaining new and existing facilities places significant financial demands on governments—demands that are becoming increasingly difficult to meet.

The federal government has recognized the need to focus planning efforts on preserving the existing transportation system by requiring MPOs to "emphasize the preservation of the existing transportation system" (Transportation Equity Act for the 21st Century (TEA-21), 1998). Since TEA-21, the 2005 transportation legislation (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFETEA-LU) has expanded on the concept of preservation by explicitly requiring consideration of bicycle and pedestrian accommodations in all roadway projects. The importance of

providing bicycle and pedestrian accommodations was further emphasized in March 2010 when U.S. Secretary of Transportation Ray LaHood issued a new U.S. Department of Transportation policy statement stating:

> *The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.*

The recommendations put forth in this *2035 Coulee Regional Bicycle Plan* achieve the intent of the Policy Statement.

1.2 Why Support Bicycling?

Besides the benefits outlined in Secretary LaHood's policy statement above, the bicycling industry is known to have positive economic benefits. A report commissioned by Madison, Wisconsin Rep. Spencer Black and produced by graduate students from the Nelson Institute for Environmental Studies at the University of Wisconsin – Madison states that recreational cycling in Wisconsin generates $1.5 billion in economic activity each year. Over $924 million is attributed to tourism and resident spending, with almost $533 million devoted to food, lodging, and entertainment. Non-resident bicyclists spend more than $535 million per year.

The authors of the report used the Benefits Mapping Analysis Program from the U.S. Environmental Protection Agency to calculate the potential economic value of replacing short automobile trips with bicycling. They estimated an annual savings of $400 million in health benefits to Wisconsin residents. The report states that "by incorporating physical activity into the lives of sedentary Wisconsin residents, bicycling to work could save approximately $319 million a

year from reduced morbidity and healthcare costs… In addition, fewer cars on the road would result in a decrease in air pollution by fine particulate matter and ozone. This would not only reduce health problems such as asthma and chronic bronchitis but would further reduce health care costs by almost $90 million annually in Milwaukee and Madison alone."

The report goes on to suggest recommending bicycle facilities that target younger people. Studies in Europe suggest that designated bike lanes and well-maintained major roads that provide direct routes to destinations are strong incentives for young adults to commute by bike.

The recommendations put forth in this Plan were developed to do exactly that—to create a bicycle system of routes and facilities that encourage people to commute by bicycle rather than by car for some of their trips.

1.3 Goals for the Plan & Planning Process

During the scoping process for the bike plan, LAPC staff formulated a number of desired outcomes for the planning and implementation phases of the bike plan process. Some of the goals will be completed for the bike plan itself, while others will be accomplished as implementation activities:

- **Identify significant bicycling corridors and recommend bicycle treatments that accommodate all classes of bicyclists.** This major task was completed as a primary component of the bike plan update.
- **Create several planning products that would aid local planning agencies (i.e. communities; Departments of Transportation) accommodate bicycles in their land use planning and roadway projects.** The bike plan document itself is meant to offer detailed recommendations for roadway and trail treatments that would

accommodate all classes of bicyclists. Two other documents—a model subdivision ordinance and a "complete streets" policy guide—will be drafted as implementation steps of the plan.

- **Create several mapping products that would assist bicyclists and recreational enthusiasts identify where to visit and how best to get there.** The number one complaint of bicyclists in the area is that we have no good bicycling map. We plan to create a general bike route map with local and regional routes as well as a professional grade map that will aid visitors navigate the area.
- **Regionalize the Bicycle and Pedestrian Advisory Committee.** During the planning process, staff has added several new members to broaden the membership base of this LAPC standing committee; however, not all communities are represented.
- **Establish bicycling as a sustainable transportation alternative to driving.** If adopted by the local communities, the policies and recommendations outlined in this plan would provide the decision-making platform and infrastructure to achieve this goal.
- **Encourage tourism and economic development.** With the possibility that La Crosse could become a national ride center for the International Mountain Bicycling Association and a major stop for the Midwest Regional Rail, the region can become a true destination for recreational enthusiasts. An improved bicycle network that allows for the safe and convenient movement of not only local but visiting bicyclists among destinations will encourage tourism and spur economic development.

1.4 Existing Plans

After significant review, LAPC staff determined that the existing bicycle plans, the *Bicycle and Pedestrian Element* and the *Bicycle and Pedestrian Plan for La Crescent*, should be re-evaluated. With the intent of reviewing the bicycle recommendations from the 1994 plan during the planning process of the regional bicycle plan, LAPC staff rolled the

recommendations into the *2030 La Crosse and La Crescent Area Metropolitan Transportation Plan* (MTP) adopted in 2005.

The most recent regional bicycle plan was completed for the LAPC in 1994 as part of the *Bicycle and Pedestrian Element* of the *2020 La Crosse and La Crescent Long-Range Transportation Plan*. It identifies major east-west and north-south bicycling routes intended to connect planning area communities. It does not address local routing and facilities, however. Population growth, development, and changes in municipal boundaries and road function suggested a need to re-evaluate the regional routes recommended in the 1994 plan as well as look at routes and facilities at the community level.

Although the *Bicycle and Pedestrian Plan for La Crescent* is relatively young (completed in late 2003 for the City of La Crescent and the LAPC), LAPC staff felt that two major roadway construction projects necessitated re-evaluating elements of this plan also. The two projects include 1) a significant reconstruction and realignment of the USH 14/61 / MN 16 / CSAH 6 intersection in La Crescent, which was completed in 2009; and 2) the design phase for the reconstruction of the I-90 / USH 14/61 interchange and I-90 Dresbach bridge, which is programmed for reconstruction in 2012.

One goal of this planning process is to provide an up-to-date, detailed bicycle planning document that can be used as a tool by communities and agencies to make informed decisions about bicycle accommodations within the planning area.

1.5 Geographic Scope

The geographic scope and area of interest for this plan is the metropolitan planning area (MPA) for the LAPC. The LAPC is a bi-state planning agency with a planning area that encompasses about two-thirds of western La Crosse County in Wisconsin and small areas of Houston and Winona Counties in Minnesota. The communities

within the planning area include the town of Dresbach and the city and town of La Crescent in Minnesota; and the towns of Barre, Campbell, Greenfield, Hamilton, Holland, Medary, and Shelby; the villages of Holmen and West Salem; and the cities of La Crosse and Onalaska in Wisconsin.

The terms "region," "Coulee region,""La Crosse area," and "planning area" are all used in this document to describe the planning area. Map 1-1 shows the planning area and the communities for whom this plan has been prepared.

1.6 Document Organization

This chapter, 1.0 Purpose and Need, was composed to convey the reasoning for producing a new regional bicycle plan.

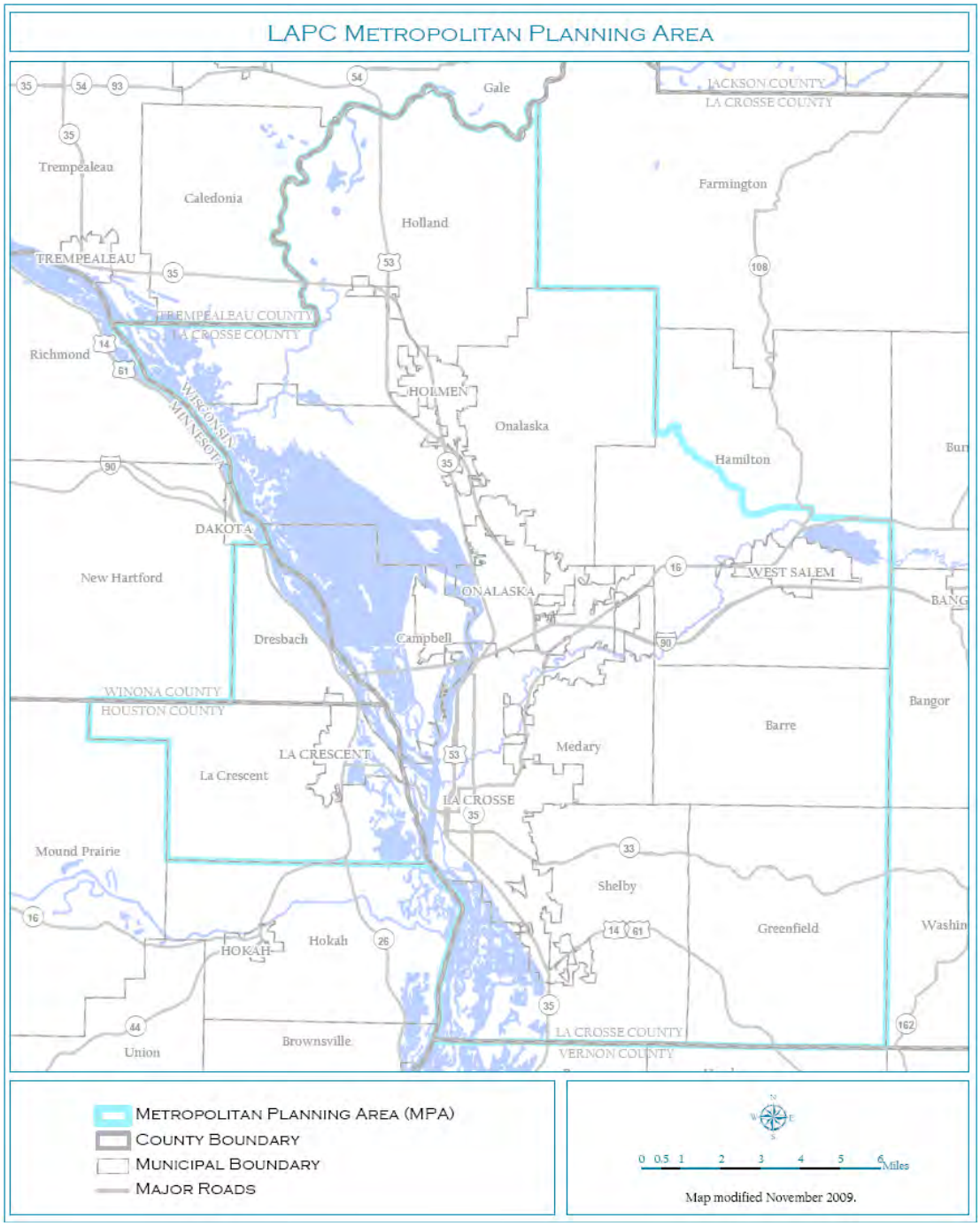
Chapter 2, 2.0 Public Process, discusses the public process for the development of the plan.

Chapter 3, 3.0 Existing Conditions, provides an inventory of existing facilities that includes establishing a baseline for tracking facilities over time.

Chapter 4, 4.0 Recommendations, provides specific recommendations (education, enforcement, encouragement, and engineering) for improving bicycling conditions in the planning area.

Chapter 5, 5.0 Financial Plan, establishes the schedule, costs, and funding sources for recommended projects.

The process for evaluating the success of this plan is discussed in the last chapter, 6.0 Evaluation. Several performance measures are developed to track facilities over time.



Map 1-1: The LAPC metropolitan planning area.

This page intentionally left blank.

TABLE OF CONTENTS

TABLE OF CONTENTS (continued) PAGE

LIST OF TABLES PAGE

LIST OF TABLES (continued) PAGE

LIST OF MAPS AND CHARTS

This page intentionally left blank.

2.0 Public Process

This chapter addresses the public involvement activities undertaken during the planning process for the regional bicycle plan. Section 2.1 discusses the role the Bicycle and Pedestrian Advisory Committee (BPAC) played in the development of this plan and the 1994 plan. Section 2.2 discusses the public workgroup meetings designed to make and modify recommendations for bicycle treatments on roadways. The last section on data collection discusses the survey activities undertaken to support the engineering recommendations discussed in chapter 4.

2.1 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) for the La Crosse Area Planning Committee is the longest standing committee devoted to bicycle and pedestrian issues in Wisconsin. While most bicycle and pedestrian committees are ad hoc (formed for a particular purpose and then dissolved), the BPAC was formed as a permanent technical committee of the LAPC Policy Board. It serves as a peer committee to two other LAPC technical committees: the Technical Advisory Committee (TAC) and the Transit Coordinating Council (TCC).

During this update process, the BPAC has served as the forum for evaluation of the existing plan and the development of goals, policies, and recommendations for the updated plan. A joint meeting of the BPAC and TAC produced the engineering and development policies included in this Plan.

2.2 Public Workgroup Meetings

LAPC staff conducted six public workgroup meetings. The first meeting was designed to provide input on goals and objectives for

bicycling in the region. (These goals are different from the plan and plan process goals listed in chapter 1.) These goals and objectives can be found in both chapter 4 and appendix C.

The subsequent five workgroup meetings were designed to encourage feedback on recommended on- and off-road bicycle facilities in the planning area. Each meeting concentrated on a different region of the planning area and was held at a location within that region. The feedback was incorporated into the recommendations to create maps and summaries of preferred treatments. Appendix C provides a summary of each workgroup meeting.

2.3 Data Collection

LAPC staff coordinated two major data collection activities: 1) a survey of property owners within the STH 16 corridor between Onalaska and West Salem and 2) a count of bicyclists on segments of significant roads at major intersections. The purpose of the survey was to determine the desire for a shared-use path within the STH 16 right-of-way between Onalaska and West Salem. The results revealed an overwhelming interest and excitement at the prospect.

The purpose of the bicyclist counts was to provide hard numbers to justify the recommended bicycle treatments on our major roads. As already known by the bicycling community, our major roads (excluding I-90 and the freeway portion of USH 53, which prohibit bicycles) are being used quite heavily by bicyclists. The trend, not surprisingly, is that most bicyclists are riding on the sidewalks. Some ride on the sidewalk along congested roads and on the street on more local, low volume roads.

The results of these two activities are discussed in detail in appendix C. Chapters 3 and 4 discuss the results where relevant.

3.0 EXISTING CONDITIONS

This chapter discusses the existing conditions for bicycling in the planning area. Section 3.1 provides an overview of the bicycling habits of residents in the planning area. Section 3.2 provides an inventory of existing on- and off-road bicycle facilities. Sections 3.3 and 3.4 discuss the barriers and physical hazards, respectively, to bicycle travel; and, section 3.5 discusses bicycle safety.

3.1 Bicycling in the Planning Area

Bicycling in the La Crosse area is one of the most popular outdoor recreational pursuits. Miles of off-road local and state trails connect bicyclists to neighboring communities, their downtowns and commercial centers, providing links to work and shopping.

Despite the system of trails in the area, the number of persons who lived in the planning area in 2000 who reported to the Census they biked to work declined by 24.6 percent (476 to 359) since the previous census. Profiles from the Census Transportation Planning Package (CTPP) and data obtained from local surveys suggest this trend has turned. (Data from the 2010 census will not be available until 2012.)

Part 1 Profile 1 from the CTPP compares mode to work from CTPP 2000 and the 2005-2007 American Community Survey (ACS). The profile reports that the number of commuting bicyclists in La Crosse County more than doubled from 360 (with a margin of error of +/- 77) to 791 (with a margin of error of +/- 303). This was an increase in mode share to work from 0.6% to 1.4%—a statistically significant change. (Data for Houston County in Minnesota are not available.)

Active Living La Crescent conducted a survey in the spring of 2009 of La Crescent residents to measure knowledge, attitudes, and behaviors related to active living and community design. The survey revealed

that 39% of the respondents walked or biked for functional purposes and 3% walked or biked to work (they did not break out "walk" and "bike"). More than half of the respondents stated they would be more active if bike facilities were available.

3.2 Existing Facilities

Two important types of bicycle facilities that encourage bicycling are designated accommodations like bike lanes and paths and dedicated bicycle parking at destinations.

Designated bicycle facilities can take the form of bike lanes, shared bike/parking lanes, shared lane markings (sharrows), shared-use paths and trails, sidewalks, and signed bike routes. These facilities are easily recognized as bicycle facilities by their pavement markings and signage or by their separation from the roadway.

Other accommodations for bicyclists include wide curb lanes, paved shoulders on rural roadways, and striped shoulders on urban roadways. Most of the urban roadways in the region are "shared roadways," which require the motorist and bicyclist to share a lane. This is perfectly acceptable on low volume, low speed local streets. However, the high traffic volumes and speeds and aggressive motorists of our "shared" urban arterials forces bicyclists to the sidewalks.

Like on-road bicycle facilities, bicycle parking can be provided at various levels of accommodation. The two broader categories include short-term and long-term parking. Short-term parking is generally customer-based, consisting of a simple rack secured or unsecured along a wall near the entrance to the business. Long-term parking requires more investment, but it is the most secure and caters well to employees that spend eight or more hours at the business.

3.2.1 Bike Lanes

Designated bike lanes include pavement markings and signage that dedicate the use of that portion of roadway to bicycle use only. By American Association of State Highway and Transportation Officials (AASHTO) standards, bike lanes can be as narrow as 4 ft on rural shoulders, but are recommended to be no narrower than 5 ft on urban roadways with curb and gutter, with at least 4 ft to the left of the gutter seam. Because gutters in the La Crosse area are often 2 ft wide, bike lanes should be 6 ft from the curb face to provide enough room for the bicyclist to travel a safe distance from traffic and the curb. The designated bike lane in Figure 3-1 illustrates a 6-ft bike lane on Ranger Dr in La Crosse. The snow in the gutter helps emphasize the 4 ft to the left of the gutter seam.

Figure 3-1: Bike lane on Ranger Dr in La Crosse. This bike lane is designated by pavement markings and signage.

Figure 3-2 illustrates a bike lane on Theater Rd in Onalaska that is designated by signage instead of pavement markings. Although signage may be easier to maintain, it is not as easily apparent to the motorist that the facility is dedicated to the exclusive use by bicyclists. On the other hand, vehicles sometimes park in bike lanes with pavement markings and no complementary signage (i.e. "No Parking Stopping or Standing Anytime Bike Lane") like that used on 12th Ave S in Onalaska (Figure 3-3).

Figure 3-2: Bike lane on Theater Rd in Onalaska. This bicycle lane is designated by signage only.

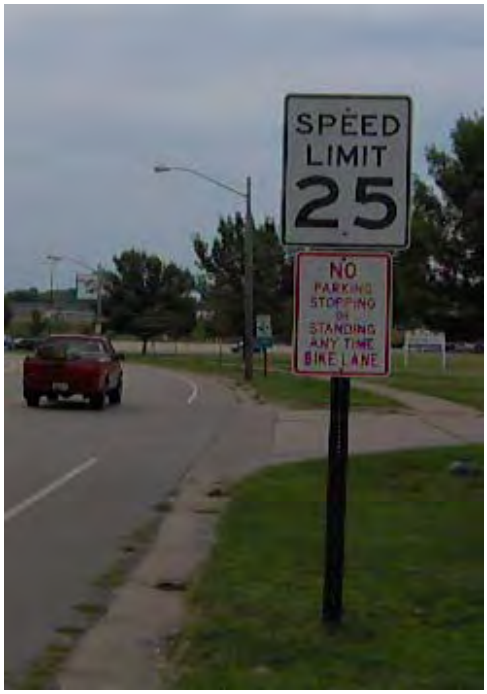


Figure 3-3: Signage that accompanies pavement markings on the 12th Ave S bike lane in Onalaska.

Within the planning area, only 12 miles of approximately 1,000 miles of one-way roadway have bike lanes. One mile of the 12 miles provides contra-flow bike lanes, which provide a two-way lane on one side of a street.

Although they may be justified to provide continuity between segments of a shared-use facility, AASHTO recommends against installing contra-flow bike lanes because they encourage wrong-way riding. Figure 3-4 illustrates the contra-flow bike lane on River

Figure 3-4: Contra-flow bike lane on River Valley Dr that serves as a link between two off-road segments of the 3 Rivers Trail.

Valley Dr in La Crosse which provides part of a link connecting two off-road segments of the 3 Rivers Trail.

Figure 3-5 illustrates a contra-flow bike lane on the west side of Main St between McHugh Rd and Mill St in the Village of Holmen that is too narrow to accommodate two-way bicycle traffic. It also lacks the recommended centerline to separate opposing bicycle traffic within the lane.

Figure 3-5: A northbound bike lane on the west side of Main St in Holmen.

Although it serves as an on-road connection between the Holland Bluff Trail and the Halfway Creek Trail, its length (nearly ¾ mile) and its service to the Holmen Middle School encourages and reinforces a mentality of wrong-way riding on the street. According to AASHTO in its *Guide for the Development of Bicycle Facilities*, wrong-way riding is a major cause of bicycle crashes. It also violates the rules of the road.

3.2.2 Shared Bike Lane/Parking Lane

A shared bike lane/parking lane is a lane that, as the name implies, is shared by bicyclists and parked motor vehicles. AASHTO recommends that shared bike/parking lanes be at least 12 ft wide—13 ft on roads with heavy parking and frequent turnover. Figure 3-6 illustrates a shared bike lane/parking lane. None of the roads in the planning area have shared bike lane/park lanes.

Figure 3-6: Shared bike lane/parking lane.

In an effort to provide some type of delineated lane for bicyclists on roads where the roadway is too narrow for a bike lane and a parking lane and removing parking is extremely contentious, the City of Onalaska has compromised by striping the parking lanes. Riders Club Rd and 12th Ave S north of Wilson St are two such examples. The negative aspect of striping parking lanes instead of providing an accommodation such as a sharrow (discussed in 3.2.3) is that it promotes weaving as a bicyclist moves out of a parking lane into a travel lane to pass a parked vehicle.

3.2.3 Shared Lane Marking or "Sharrow"

A "sharrow" is a shared roadway symbol that can be used on roadways that are too narrow for bike lanes or shared bike lane/parking lanes. The symbol resembles a bike lane symbol with the addition of a chevron at the top of the bicycle symbol.

Sharrows have been used experimentally with great success in such cities as San Francisco, Seattle, New York, and Chicago. They have been used experimentally because the treatment was not officially recognized in the Manual on Uniform Traffic Control Devices (MUTCD) until the recent 2009 update. Findings from a 2004 study conducted in San Francisco showed sharrows improved lane positioning by bicyclists and passing distance by motorists, and decreased the number of sidewalk bicyclists and wrong-way bicyclists.

Figure 3-7 illustrates the use of sharrows in Seattle. In this example sharrows with parking are paired up with a bike lane. Figure 3-8 illustrates how a bike lane in Manhattan transitions to sharrows through an intersection.

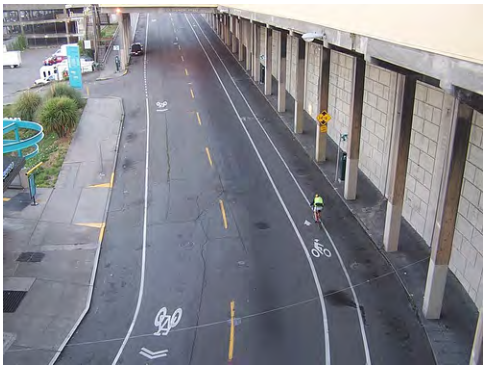


Figure 3-7: Seattle pairs a sharrow treatment on one side of a roadway with a bike lane on the other to provide the maximum amount of accommodation without impacting parking.

Figure 3-8: The bicycle accommodation transitions from a bike lane to a sharrow through an intersection in Manhattan.

When a sharrow is used with parking, the point of the chevron should be no less than 11 ft from the curb. When used without parking, the point of the chevron should be 4 ft from the curb. In either case, they are not recommended on roadways with posted speeds greater than 35 mph.

3.2.4 Wide Curb Lanes

Wide curb lanes are outside lanes with widths of 14 ft or more, including the gutter pan. They have no pavement markings or striping that would explicitly devote some space to bicyclists. Advanced bicyclists (class A) are comfortable riding on streets with wide curb lanes; however, basic bicyclists (class B) generally do not unless volumes and speeds are low. Children (class C) under the age of 12 are often encouraged to ride on sidewalks until they learn the skills and laws to travel on the street. Although wide curb lanes may provide additional space for class A bicyclists to ride, they also encourage speeding by motorists.

Figure 3-9 illustrates wide curb lanes on River Valley Dr that could easily accommodate bike lanes for basic bicyclists. Although the road

is wide enough, many bicyclists are too fearful to use the roadway without a designated facility. They prefer to use the adjacent sidewalk, which is too narrow to accommodate two-way bicycle and pedestrian traffic. (See Figure 3-14, section 3.2.7 Sidewalks.)

Figure 3-9: This wide curb lane on River Valley Dr has plenty of room for a bike lane for class A and B riders.

Because the main goal for the infrastructure and engineering recommendations in this plan is to improve on-street biking conditions for all bicyclists on our collector and arterial streets, we have not recommended wide curb lanes as a bicycle treatment on any of the segments addressed in chapter 4.

3.2.5 Wide, Paved Shoulders

The AASHTO definition of a shoulder is "the portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses." The paved portion of the shoulder is also used for bicycle travel. The shoulder varies in width from as little as 2 ft of unpaved surface on minor rural roads to as much as 12 ft of paved surface on major roads and is often visually separated from the travel lane by an edge line.

The Wisconsin Department of Transportation (WisDOT) in 11-15-01 of its Facilities Development Manual (FDM) has set policies for total and paved shoulder widths based on a road's design class. Segments of highway having a current average annual daily traffic (AADT) of 1,000 or more and consistent two-way bicycle traffic of 25 or more per day

during the normal biking season are required to have paved shoulders between 3 ft and 5 ft depending on roadway characteristics. WisDOT's policies specific to bicycle facilities can be found in FDM 11-45-10.

Figure 3-10 shows the paved shoulders of urban (left) and rural (right) segments of westbound USH 14/61 that accommodate class A bicyclists traveling to La Crescent. The sidewalk (left), however, is too narrow to accommodate two-way travel of class B/C riders and pedestrians.

Figure 3-10: Paved shoulders along USH 14/61 between La Crosse and La Crescent. They provide ample space for class A bicyclists. The sidewalk (picture, left), however, is too narrow to accommodate two-way travel of class B/C riders and pedestrians.

Figure 3-11 illustrates the unpaved shoulders of CTH B in the Town of Hamilton. This facility is popular with bicyclists because it provides a scenic and less trafficked route than STH 16 between West Salem and La Crosse. The popularity of this roadway coupled with high travel speeds and the presence of curves, hills, and valleys warrants paving the shoulders for safer bicyclist and motorist travel.

Figure 3-11: Unpaved shoulders of CTH B in the Town of Hamilton.

3.2.6 Shared-Use Paths and Trails

Shared-use paths are bicycle facilities that share use with pedestrians on exclusive right-of-way (no motorized vehicles allowed). AASHTO does not recommend shared-use paths replace on-road facilities, but instead supplement them. They should have a minimum paved width of 8 ft (10 ft preferred) for two-way bicycle and pedestrian traffic and, for those immediately adjacent to a roadway, a minimum 5-ft buffer between the roadway and the path. If a 5-ft buffer cannot be accommodated, a suitable physical barrier is recommended.

A trail is generally an unimproved recreational facility that is not maintained in the winter for the exclusive use by bicyclists and pedestrians. The Great River State Trail and La Crosse River State Trail (Figure 3-12) are two such examples and have a combined length of around 22 miles through the planning area. These trails are constructed of crushed limestone and are left snow covered in winter to accommodate winter sports such as cross country skiing.

The term "trail" has broadened for continuity to describe facilities that include a combination of shared-use paths, on-street routes, and sidewalks. The 3 Rivers Trail serves as an example of a trail that consists of a combination of facility types. It begins as a 6-ft sidewalk in Riverside Park, transitions to a 10-ft shared-use path along the La Crosse River, then transitions to a 5-ft sidewalk along River Valley Dr to Gillette St, then transitions to a 6-ft wide contra-flow bike lane on River Valley Dr between Gillette St and Palace St, and then makes a final transition to a 10-ft shared use path before it connects with the La Crosse River State Trail.

Figure 3-12: The unpaved surface of the La Crosse River State Trail.

For lack of a better term, some of the bicycle facilities in the area have been labeled sidepaths to describe their function along major roadways. The STH 16 and STH 33 sidepaths are, by definition, not shared-use paths because they don't meet the minimum guidelines for two-way bicycle and pedestrian traffic or for a buffer/barrier to traffic; however, they are paved and provide an integral part of the non-motorized transportation system along two major state highways.

Figure 3-13 illustrates the STH 16 Sidepath between La Crosse St and Holiday Heights. Its variable width (6 ft to 8 ft wide) and lack of a buffer or barrier between it and the high-speed traffic on STH 16 defines it as a sidepath rather than a shared-use path.

Figure 3-13: The 6-ft sidewalk of the STH 16 Sidepath looking north from La Crosse

3.2.7 Sidewalks

AASHTO does not recommend the designated use of a sidewalk as a signed shared facility. Sidewalks are generally designed for pedestrian speeds and maneuverability, and are regularly crossed by driveways and streets. Conflicts between bicyclists and motor vehicles often occur at intersections, especially at unmarked crosswalks when motorists are looking to turn right. Many people think that the sidewalk is safer for biking than the street; but, quite the opposite is true. Nearly 75% of the motor vehicle/bicycle crashes in the planning area from 2005-2008 occurred in a crosswalk or on a sidewalk at an alley.

According to AASHTO, sidewalks should only be designated as bikeways:

- When a bikeway needs to be continued along a high speed or heavily traveled roadway that has inadequate space for

bicyclists and is uninterrupted by driveways and intersections for long distances; and

- On long, narrow bridges.

Within the planning area, only one sidewalk is officially designated by ordinance as a bikeway and that is the east sidewalk of Lang Dr between La Crosse St and Monitor St. The sidewalk is 8-ft wide with a 2-ft paved boulevard and is completely uninterrupted by cross traffic. Other sidewalks provide off-street linkages between shared-use facilities. The sidewalk through Riverside Park and the sidewalk on the east side of River Valley Dr between St James St and Gillette St are part of the 3 Rivers Trail and the sidewalk on the east side of STH 16 between La Crosse St and Quarry Rd is part of the STH 16 sidepath.

As our major roadways have become more and more congested, and bicycle facilities have been consistently absent from consideration, bicyclists have taken to the sidewalks—some only 3-ft wide—out of fear of riding on the road. Figure 3-14 illustrates the difficulty with which bicyclists pass each other on the sidewalk on River Valley Dr, which is wide enough to accommodate bike lanes (see Figure 3-9). Figure 3-15 illustrates the 3-ft wide sidewalk on which bicyclists travel because they don't want to ride on Losey Blvd, which has some of the highest traffic counts in La Crosse.

Figure 3-14: A gentleman on a recumbent bicycle stops and moves aside to let the photographer, who is on a recumbent tricycle, pass by on the 5-ft wide sidewalk along River Valley Dr.

Figure 3-15: Narrow sidewalk along Losey Blvd in La Crosse.

3.2.8 Signed Bike Routes

Signed bike routes serve to provide continuity to other bicycle facilities such as bike lanes or designate preferred routes through high-demand corridors. Bike route signs like that illustrated in Figure 3-16 not only help direct bicyclists through a community but they also alert motorists that the facility is a preferred route by bicyclists. One goal of this planning process is to create an up-to-date bike route map that illustrates both regional and local routes.

Figure 3-16: Bike route sign.

3.2.9 Bicycle Parking

Bicycle parking comes in two major categories—long-term and short-term—under which a variety of types and styles may be chosen. Long-term parking is designed with the employee or extended-stay customer in mind. It differs from short-term parking in that it provides an enclosure or cover to physically protect the bicycle. Bicycle lockers provide the greatest level of protection because the bicycle is protected from the sun and weather and also from theft, but they are expensive and take up a lot of space.

The City of La Crosse has four bicycle lockers available in the Main St parking ramp (see Figure 3-17) and four in the Market Square parking ramp. To gain access to the lockers, bicyclists must call the City's Public Works Department, which is only open on weekdays. The cost to rent a locker is $10 per month.

Figure 3-17: Bike lockers and a wave rack at the Main St parking ramp.

An alternative to bike lockers for providing shelter is simply to place bike racks under wide eaves and overhangs of buildings. The wave rack illustrated in Figure 3-18 could have been sheltered under the overhang, but in its current location, some employees will lock their bikes to the fence on days forecasted to have rain.

Figure 3-18: An unsheltered 3-loop wave rack. This rack could have been sheltered by the building's overhang.

The most common bicycle racks, especially at schools, are grid racks or "wheel benders," which hold bicycles by the front tire instead of the frame. Without frame support, the front tire often turns and the bike falls over. To overcome this, some students at Longfellow Middle School secure their bikes parallel to the grid rack as shown in Figure 3-19.

Figure 3-19: Grid bicycle racks at Longfellow Middle School. Some of the bikes are secured parallel to the rack, which reduces its capacity.

The best racks are those that allow the bike's frame (not just the tire) to be locked to the rack, provide separation between bikes, and provide at least two points of contact against which to lean a bike. The inverted U-rack or

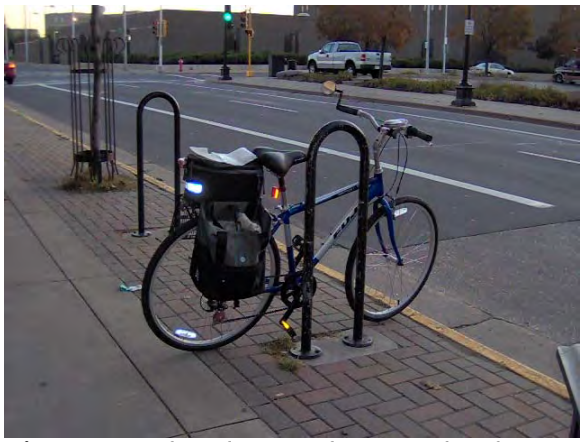


Figure 3-20: A bicycle properly oriented to the inverted U-rack installed in the boulevard of 4th St N in La Crosse.

single-loop rack is a simple style that meets these criteria. Figure 3-20 shows two inverted U-racks installed in the boulevard along 4th St N in La Crosse with a bicycle correctly secured to one of the racks. These racks should have been installed parallel to the road so as to prevent the bicycle from encroaching on the sidewalk. You can find inverted U-racks installed in the boulevards throughout the downtown of La Crosse and at some of the city's parks.

Another rack that that meets the criteria, but needs a bit more room for installation, is the campus rack (Figure 3-21). This rack was designed by Dero in cooperation with the city of Madison. La Crosse has two of these racks available to the public: one in the Main St parking ramp and one in the La Crosse Center parking ramp.

Currently, La Crosse is the only planning area community that provides public bicycle parking that is not associated with a particular business. The city of La Crescent, through Active Living La Crescent and its healthy communities' initiatives, plans to install custom inverted U-racks that sport a design with apples. The city of La Crosse is looking to do the same with vintage racks sporting a steamboat or sponsor-specific design. The advantage of sponsored racks is a community can provide racks it may not otherwise be able to provide because the community is sharing the cost of the racks with local businesses. The disadvantage is that sponsoring businesses may consider the racks theirs and may not be willing to let bicyclists patronizing neighboring businesses use the racks.

Figure 3-21: A campus rack installed near State St in the Main St parking ramp.

3.2.10 Summary of Facilities

Table 3-1 summarizes the types of off-road and on-road bicycle facilities in one-way miles for each community in the planning area as of January 1, 2010. One-way miles [miles of one way roads + (2 x miles of two-way roads)] are used because 1) some roads are one-way roads and 2) different accommodations could be provided on each side of a two-way roadway (i.e. a bike lane for southbound bicycle traffic and a shared bike/parking lane for northbound bicycle traffic).

Overall, LAPC planning area communities have a dearth of dedicated on-road bicycle facilities. La Crescent ranks highest with over 6% of its roads marked with bike lanes while La Crosse ranks lowest with only 0.5% of its roads marked with bike lanes. The opposite is true of off-road trails. In total, the planning area has around 63 miles of off-road trails—66% of which are local trails. La Crosse has the most with nearly 19 miles or 44% of the local trails.

Table 3-2 provides a list of the locations of public bicycle parking at public parking structures and lots, the types of racks, and the number of spaces available as of January 1, 2010.

Map 3-1 illustrates existing trails and on-road bicycle facilities in the planning area as of January 1, 2010.

Bicycles are not allowed on the Mississippi Valley Conservancy (MVC) Walking Trails (# 12 on the map).

TABLE 3-1: PLANNING AREA DEDICATED BIKEWAY FACILITIES AS OF JANUARY 1, 2010

Community	Off-road (miles)		On-road (miles)				
	Trails & sidepaths Local/State	Sidewalk bikeways[1]	Bike lanes	Shared bike/park lanes	Sharrows	Total bike-way miles	% of road miles
Barre (T)	0.0/0.0	0.0	0.0	0.0	0.0	0.0	0.0
Campbell (T)	0.0/0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dresbach (T)	2.4/0.0	0.0	0.0	0.0	0.0	0.0	0.0
Greenfield (T)	0.0/0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hamilton (T)	1.4/5.7	0.0	0.0	0.0	0.0	0.0	0.0
Holland (T)	3.9/2.5	0.0	0.0	0.0	0.0	0.0	0.0
Holmen (V)	2.7/0.0	0.0	0.7	0.0	0.0	0.7	1.0
La Crescent (C)	0.0/0.0	0.0	4.4	0.0	0.0	4.4	6.4
La Crescent (T)	0.0/0.0	0.0	0.0	0.0	0.0	0.0	0.0
La Crosse (C)	18.6/3.2	0.9	2.3	0.0	0.0	2.3	0.5
Medary (T)	1.2/0.8	0.0	0.0	0.0	0.0	0.0	0.0
Onalaska (C)	6.0/1.8	0.0	4.7	0.0	0.0	4.7	2.1
Onalaska (T)	2.6/6.8	0.0	0.0	0.0	0.0	0.0	0.0
Shelby (T)	2.3/0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Salem (V)	1.0/0.2	0.0	0.0	0.0	0.0	0.0	0.0
MPA	42.1/21.0	0.9	12.1	0.0	0.0	12.1	1.2[2]

[1]This represents only sidewalks designated by ordinance as a bikeway.

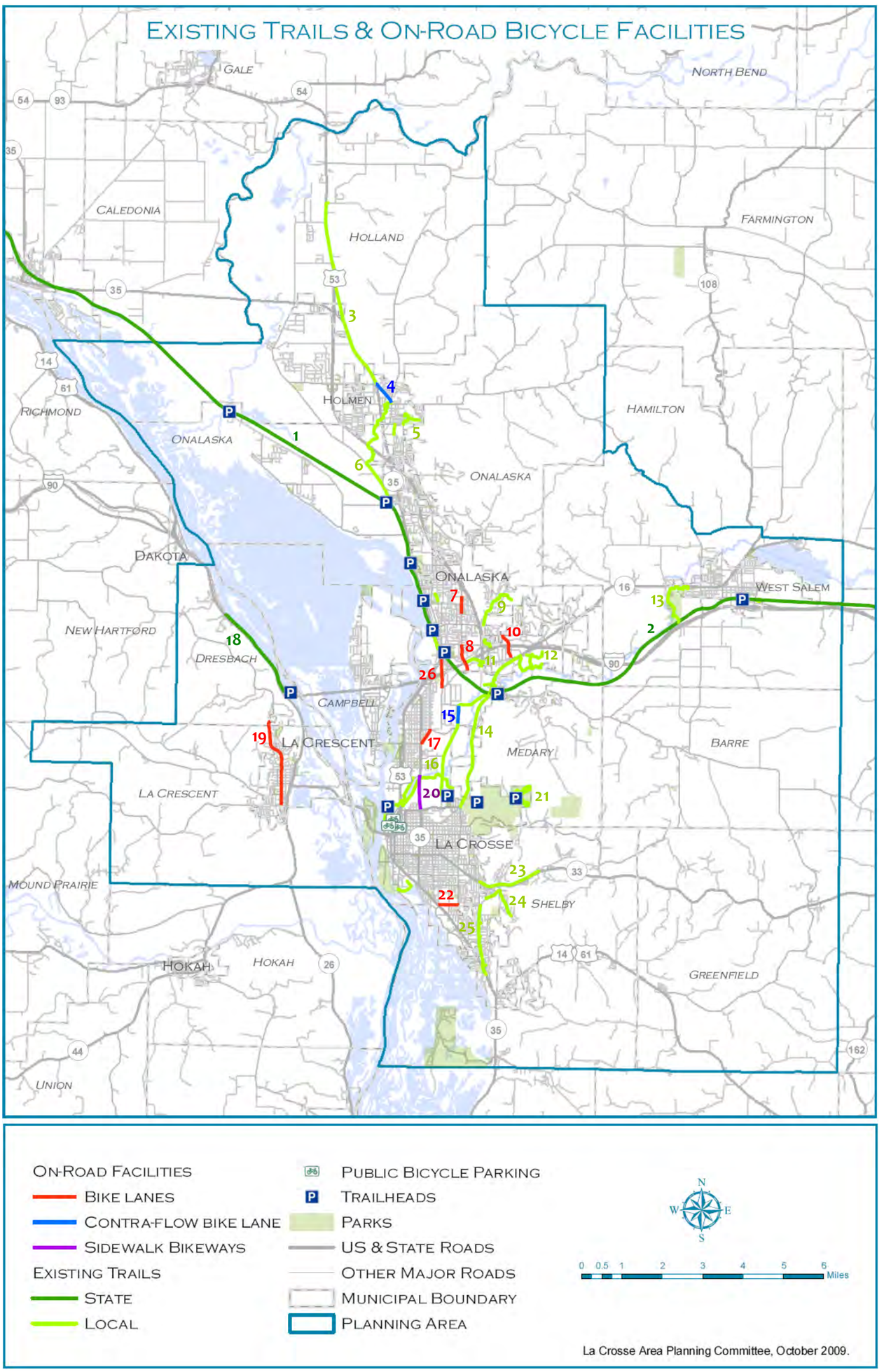
[2]This is 1.2% of the one-way road miles (over 1000 mi) in the urbanized communities of Campbell (54.6 mi), La Crescent (69.2 mi), La Crosse (473.1 mi), Holmen (109.8 mi), Onalaska (225.7 mi), and West Salem (68.2 mi). Urban-type on-road bicycle facilities generally are not provided on rural roads (those without curb and gutter); therefore, with the exception of Campbell, the one-way road miles for the towns have been excluded from the calculation.

TABLE 3-2: PUBLIC BICYCLE PARKING FACILITIES AS OF JANUARY 1, 2010

Location	Bike lockers	Wave racks	Campus racks
Main St parking ramp	4	1 3-loop rack 5 spaces	1 rack / 6 spaces
La Crosse Center parking ramp	0	0	1 rack / 6 spaces
Market Square parking ramp	4	2 5-loop racks 10 spaces[1]	0

[1]The Market Square ramp has one five-loop wave rack installed in a manner where bikes can only be parked from the front (3 spaces).

This page intentionally left blank.



Map 3-1: Existing trails and on-road bicycle facilities in the planning area.

1. Great River State Trail
2. La Crosse River State Trail
3. Holland Bluff Trail
4. Main St contra-flow bike lane
5. Deerwood Park Trail
6. Halfway Creek Trail
7. Sand Lake Rd bike lanes
8. 12th Ave S bike lanes
9. Green Coulee Trail
10. Theater Rd bike lanes
11. Crossing Meadows Trail
12. MVC walking trails
13. Veteran's Park Trail
14. STH 16 Sidepath
15. River Valley Dr contra-flow bike lane
16. 3 Rivers Trail
17. Ranger Dr bike lanes
18. MN Mississippi River Trail on Old 61
19. Elm St / Ridge Rd bike lanes
20. Lang Dr sidewalk bikeway
21. Human Powered Trails
22. Ward Ave bike lanes
23. STH 33 Sidepath
24. Shelby Walking Trail
25. Pammel Creek Trail
26. Oak Ave bike lanes

This page intentionally left blank.

3.3 Barriers to Bicycle Travel

Barriers to bicycle travel include both manmade and natural. Manmade barriers to bicycle travel include the arterials built to cross the natural barriers, road closures, and rail lines and yards. Natural barriers in the La Crosse area include wetlands; bluffs; the Mississippi, La Crosse, and Black Rivers; and, snow.

Because the wetlands, rivers, and bluffs are traversed by arterial roads, they no longer act as barriers to travel. The arterials, however, act as barriers to bicycle travel by being unfriendly to cross and unfriendly to travel on. The natural barrier of concern to bicycle and pedestrian travel is snow.

3.3.1 Manmade Barriers to Bicycle Travel

ARTERIAL ROADS

Arterial roads are part of a classification of roads that include principal arterials, minor arterials, collectors, and local streets. The classification system is designed to organize routes according to a set of criteria that consider population, the rural/urban interface, and land use.

Because arterials provide the link between communities and serve major economic activity centers, they are just as important to bicyclists who bike to work and shop (or would like to) as they are to motorists. Arterials through the rural areas of the planning area tend to be US and state highways, usually with wide paved shoulders to accommodate emergency stops for vehicles and, where allowed, bicycles. The gaps that do exist are being addressed as the states (Minnesota and Wisconsin) complete projects.

Arterials through the urban areas, however, are shared roadways with little accommodation for bicyclists. Through-lanes are generally 12-ft wide, with the outside lane edge abutting a 2-ft gutter. They act as

barriers to bicycle travel by 1) being unfriendly to travel on and 2) being difficult to cross. High traffic volumes, high operating speeds, and no on-street accommodations push bicyclists up onto the sidewalks, which are designed for pedestrian use.

Some of the major challenges to crossing our arterials include:

- Actuated intersections;
- Pedestrian activation buttons located away from the curb ramp;
- Crosswalks and curb ramps that do not line up with sidewalks; and,
- Medians without cut-throughs.

Actuated Intersections

Bicyclists that operate as vehicles in the street often encounter actuated signals where an inductive loop is embedded into the pavement to detect vehicles. The sensitivity of the loop is limited to vehicles with large metal surface areas. Bicycles, motorcycles, and mopeds are not detected. If not for Wisconsin and Minnesota state laws allowing these users to proceed through a red light after 45 seconds when the roadway is clear, they would have to sit and wait for another vehicle with sufficient metal surface area to come along to trigger the loop. (Note: Most bicyclists are unaware of this law and cross the road when they can regardless of signal phase. The law can keep them from being cited so long as they crossed in a safe manner.)

Pedestrian Activation

By law, bicyclists that ride on sidewalks must behave as pedestrians. This means crossing during a "walk" phase or when it is clear at a signalized intersection. Most crossings of arterials require the button to be pushed before a "walk" phase will be presented. A "walk" phase will not automatically be made available when the light turns green. The speed at which bicyclists travel coupled with the location of the pedestrian activation button in relation to the crosswalk results in few bicyclists (and even pedestrians) pushing the activation button.

Crosswalks and Curb Ramps Offset from Sidewalks

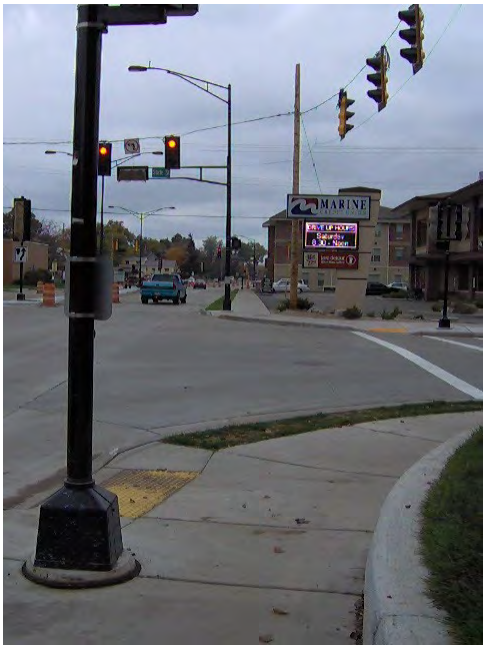


Figure 3-22: An offset crosswalk at State St and West Ave.

In order to accommodate large turning radii, designers set crosswalks back from the intersection to shorten the "walk" phase. This design was used throughout the West Ave reconstruction (see figure 3-22). The offset crosswalks coupled with the retaining walls and utilities on adjacent properties has resulted in reduced visibility at intersections for motorists and bicyclists on sidewalks and difficulty in bicyclists maneuvering the tight curves from the curb ramp to the sidewalk. Bicyclists will either 1) ramp the curb or 2) use the ramps for crossing in the opposing direction to their travel.

Medians without Cut-Throughs

Medians that pass through crosswalks should have ADA curb ramps or cut-throughs. The new median constructed on West Ave to restrict left-turn movements onto/from Mississippi St (figure 3-23) also blocks the crosswalks and creates a barrier to bicyclists and pedestrians. Bicyclists have been observed jumping the median to cross the street.

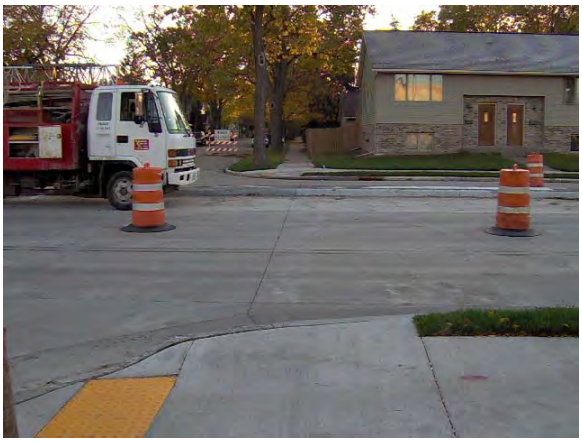


Figure 3-23: A median barrier at West Ave and Mississippi St.

The following highlights the most significant arterials in the region and identifies the urban segments and other areas problematic to bicycle travel:

- **I-90:** I-90 is part of our interstate system and is one of two routes in the region that cross the Mississippi River. By state law (both Wisconsin and Minnesota), bicyclists and pedestrians are prohibited.
- **USH 53:** Urban segments include Copeland Ave / Rose St and 3rd St / 4th St to Cass St in La Crosse. Short sections of Copeland Ave / Rose St have wide curb lanes (the outside travel lane is greater than 12 feet). Other problematic areas include segments with free-flow ramps on and off I-90.
- **USH 14/61:** Urban segments include 3rd St / 4th St south of Cass St, South Ave, Mormon Coulee Rd, and USH 14/61 / STH 16 between the West Channel Bridge and 3rd St S. The new USH 14/61 / STH 16 intersection in La Crescent is problematic because 1) it has no bicycle accommodations; 2) the vehicle activation loops do not detect bicycles; and 3) free-flow lanes make it difficult to merge across lanes to access La Crescent. The USH 14/61 split with STH 35 on the south side of La Crosse is also problematic because of its east- and westbound free-flow lanes.
- **STH 35:** Urban segments include 2nd Ave N and S in Onalaska; and George St W, George St, Lang Dr, West Ave, South Ave between West Ave and Ward Ave, and Mormon Coulee Rd between Ward Ave and 33rd St in La Crosse. The westbound USH 14/61 free-flow lane on the south side of La Crosse is problematic for northbound bicyclists on STH 35.
- **STH 33:** Urban segments include all of Jackson St from 3rd St S to State Rd, all of State Rd, and STH 33 to Boma Rd. The segment between 32nd St and Boma Rd is scheduled in 2011 to begin rehabilitation, which will include undesignated bike lanes to Boma Rd and 6-ft paved shoulders on Irish Hill.
- **STH 16:** Urban segments include USH 14/61 / STH 16 between the West Channel Bridge and 4th St, Cass St between 4th St and

7th St, 7th St between Cass St and La Crosse St, La Crosse St between 7th St and Losey Blvd, STH 16 between Losey Blvd and Landfill Rd, and STH 16 between Carlson Rd / CTH VP and just east of Swarthout Park and the La Crosse River in West Salem.

With the exception of the Minnesota segments of STH 16 (MN 16 in Minnesota), the rural segments also lack accommodation with little to no paved shoulder.

STH 16 between Landfill Rd and Veteran's Park in West Salem is scheduled to be reconstructed in 2015 to a 4-lane facility with 10-ft shoulders.

- **Losey Blvd:** The entire segment has curb and gutter and no accommodations for bicycles.
- **CTH SN / Sand Lake Rd:** This facility runs contrary to the norm in the region in that the urban section has bicycle accommodations and a good stretch of the rural section does not. The urban segment of Sand Lake Rd between Main St and Redwood St has bike lanes or striped parking lanes (not to be confused with a designated shared bike/park lane) to accommodate bicyclists. The rural segment from Redwood St to CTH S only has gravel shoulders.

ROAD CLOSURES

Roads are closed for two main reasons: 1) to eliminate cut-through traffic and 2) to eliminate grade railroad crossings.

Cut-Through Traffic

Some roads that are closed to eliminate cut-through traffic are done so at the request of residents who are concerned with speeding vehicles and safety. Unfortunately, road closures can exacerbate existing traffic issues by removing travel path options within the grid and forcing motor vehicle traffic onto a few major roads (arterials). A better solution may be to install an appropriate traffic calming measure that would slow all local traffic and deter cut-through traffic.

Other roads may be closed to local motor vehicle traffic because they become part of a growing campus. In the interest of safety to the students, universities often have internal roads restricted to bicycle, pedestrian, and transit use only. Badger St through the University of La Crosse campus, for example, is closed to all motor vehicle traffic except MTU buses and, what was once 9th St, Viterbo Way through the Viterbo University campus is now a pedestrian mall.

Highway–Rail Grade Crossings

In 2005, in an effort to reduce accidents and injuries at rail grade crossings, the Federal Railroad Administration (FRA) issued a law requiring train crews to sound the locomotive's horn when approaching a grade crossing. Communities, many of whom already had whistle bans in place, were looking for ways to reduce the noise associated with the horns. In response to community concerns, the FRA developed a consistent way to establish, maintain, and enforce "quiet zones"—segments of railroad lines where train crews are exempt from blowing the horn at grade crossings.

Municipalities wishing to establish a quiet zone must apply to the FRA. The FRA will approve the quiet zone when acceptable safety measures have been implemented. The cost of implementing the quiet zone improvements can vary widely depending on the measures used and the existing conditions at the crossings. Gates, for example, can cost $200,000 to $300,000 per crossing. A cheaper alternative in the short run is to close the crossing. The cost in the long run, however, could be a new or widened roadway to address local congestion and safety issues.

The City of La Crosse implemented its railroad quiet zone plan by installing gates with medians at major intersections with the main line of the Burlington Northern & Santa Fe Railroad (BNSF) (e.g. Ward Ave and Broadview Pl) and closing crossings at minor intersections along the BNSF rail spur (Heileman Line). Although the streets were closed, the existing sidewalks were maintained for bicycle and pedestrian access. The crossing at 27th St, however, did not have existing

sidewalks to maintain through the closure and so has no dedicated means for bicyclists or pedestrians to cross.

Figure 3-24: The 27th St closure at the BNSF spur. Bicyclists have used sand and gravel to build up an area around the tracks.

As evidenced by the tire tracks illustrated in Figure 3-24, bicyclists have pushed sand and gravel up around the rails to provide a means of crossing without having to dismount. A bicyclist's only other alternative is to cross the tracks at Losey Blvd, which is one of the least bicycle-friendly arterials in the region. (Motorists, too, are now forced onto this already congested arterial.)

RAIL LINES & YARDS

The planning area is served by three major rail lines: Burlington Northern & Santa Fe (BNSF) Railroad; Canadian Pacific Railway (CPR); and, Dakota, Minnesota & Eastern (DM & E) Railroad. Of the three railroads, the BNSF Railroad has the greatest negative impact on inter- and intra-community travel in the planning area.

As discussed previously, the road closures associated with grade crossings along the Heileman Line act as barriers to travel by forcing roadway users onto a few congested arterials. The BNSF rail yard on the north side of La Crosse also serves as a significant barrier. At this time, bicyclists wanting to travel between the north side of La Crosse and Onalaska must either travel on USH 53, which has several free-flow ramps to and from I-90, or Gillette St / River Valley Dr, which requires traveling south then east then north to access Onalaska.

According to our current transportation improvement program (TIP), a bicycle/pedestrian bridge is programmed to begin construction in 2010. This bridge will go over the rail yard to connect Livingston St in north La Crosse west of the rail yard to Oak Ave, Oak St, and Enterprise Ave in north La Crosse east of the rail yard for direct access to Onalaska via Oak Ave.

3.3.2 Natural Barriers to Bicycle Travel

SNOW

Although, the local municipalities do an excellent job salting and removing snow in a timely manner from the arterials to get motor vehicles moving as soon as possible, the mounds of snow deposited at the corners of crosswalks and in parking lanes serve as significant barriers to travel for bicyclists and pedestrians (especially the elderly and persons with disabilities).

The mounds of snow are often several feet into the street which reduces the functional width of the street for motorists and bicyclists and requires property owners to work in the roadway to clear the curb ramp and crosswalk. One maintenance issue that has developed as a result of the offset curb ramps and crosswalks along West Ave is that snow is removed from the sidewalk and curb in a line straight with the sidewalk. The snow in the curb ramp is not removed and blocks access to the pedestrian activation button and the crosswalk (Figure 3-25).

Figure 3-25: Snow-blocked crosswalk at Cass St and West Ave.

3.4 Physical Hazards to Bicycle Travel

Physical hazards to bicycle travel include such slip hazards as sand and gravel, broken glass, and ice and snow; and trip hazards like cracked and heaved pavement; rumble strips; above- or below-grade utility covers; drainage grates with inlets parallel to the street; and railroad tracks with wide flanges. Such hazards can result in a bicyclist losing control of the bicycle and crashing.

Sand, gravel, broken glass, ice, and snow can easily be addressed through routine maintenance activities. Infrastructure built into the roadway itself, on the other hand, is generally addressed when a capital improvement project is scheduled to construct, resurface, recondition, rehabilitate, or reconstruct a roadway.

3.4.1 Slip Hazards

SAND AND GRAVEL

One complaint of bicyclists in the area is the amount of sand and gravel on the side paths and shoulders of our roads. Sand and gravel is especially plentiful in the spring after plowed snow melts, but can be found anytime after a period of runoff. Because roads are designed to slope away from the center of the road, the runoff and the debris it carries travels to the shoulders and gutters where the debris eventually settles out onto the pavement. Under such conditions, on-road bicyclists often opt to ride in the travel lane instead of on the shoulder, especially when they are traveling at higher speeds.

BROKEN GLASS

Broken glass can be found as part of the debris mix with sand and gravel and as patches of shards and slivers within parking lanes and

gutters. Road bikes with their thin tires are especially susceptible to glass, which can puncture a tire and cause a flat.

ICE AND SNOW

Ice and snow are natural slip hazards that come with winter. Thorough snow removal and salting will reduce the chance of slips; however, the risk is usually present. Bicyclists who ride in winter are aware of the conditions and tend to ride more carefully. Safety issues arise when ice forms on facilities and at times that are not anticipated by the rider. One example would be at the exit of a car wash onto a street where water can pool and freeze into black ice. Another example would be the bike path connection between 12th Ave S in Holiday Heights and the STH 16 sidepath. This shaded link forms patches of black ice that become treacherous when coupled with its rather steep slope.

3.4.2 Trip Hazards

PAVEMENT CONDITION

Figure 3-26: Joint cracks on STH 33.
Source: Ralph Heath, bicyclist.

Another complaint of bicyclists involves the ridges, cracks, and fissures that develop in pavement over time. Changes in temperature (the freeze-thaw cycle) and the volume of traffic, especially truck traffic, have the greatest negative impact on pavement condition. The joint cracks on STH 33 (Figure 3-26), for example, are deep enough to risk a bicyclist lodging a front tire and losing control.

Wisconsin and Minnesota have pavement rating systems that allow them to prioritize pavement replacement projects. STH 33 between 32nd

St in La Crosse and Forest Ridge Dr in Shelby is programmed by WisDOT for pavement rehabilitation in 2011. The project will include 6-ft striped shoulders for class A bicyclists and a reconstructed sidewalk on the north side for class B/C bicyclists.

RUMBLE STRIPS

A shoulder rumble strip (Figure 3-27) is a longitudinal feature installed on a paved roadway shoulder near the travel lane. It is made of a series of indented (0.5-1 inch deep and 2.0-2.5 inches wide) or raised (0.25-0.5 inch high) elements intended to alert drivers through vibration and sound that their vehicles have left the travel lane.

To reduce the incidence of single-vehicle, run-off-the-road (ROR) crashes, the FHWA recommends rumble strips be installed in the shoulders of all rural freeways and expressways (on which bicycles are prohibited), and rural roadways for which crash analyses suggest they could help reduce ROR crashes—a policy adopted by WisDOT. Mn/DOT requires rumble strips on all roadways with posted speeds of 50 mph or more.

Figure 3-27: A rumble strip on STH 33. These strips will be removed during pavement rehabilitation in 2011. *Source:* Ralph Heath, bicyclist.

AASHTO does not recommend rumble strips in shoulders used by bicyclists unless the bicyclist has a minimum clear path of 1 ft from the rumble strip to the travel lane, 4 ft from the rumble strip to the edge of the paved shoulder, or 5 ft from the rumble strip to an adjacent guardrail, curb, or other obstacle. Some states are including 10-ft to 12-ft gaps throughout the length of a rumble strip to help a bicyclist avoid debris, make turns, or avoid other shoulder users.

Drainage Grates & Utility Covers

Drainage grates and utility covers should sit flush to the roadway to be safe for bicyclists to travel over. Bicycle-safe grates can replace existing unsafe grates during reconstruction projects and should be incorporated into new construction. In the La Crosse area, most grates and covers sit flush to the roadway; however, the freeze and thaw cycle tends to cause the pavement around manhole covers to crack and heave, producing a trip hazard.

Railroad Tracks

Ideally, railroad tracks should sit flush and intersect at right angles with the roadway. Normal train usage causes rail beds to buckle over time, resulting in the track rails sitting above grade. This coupled with tracks that intersect the roadway at sharp angles can result in the front tire of a bicycle getting trapped next to the rail and the bicyclist losing control. To reduce this risk, bicyclists should attempt to cross perpendicular to the tracks. Communities should incorporate wider sidewalks at grade railroad crossings where the rail intersects at a sharp angle so bicyclists can maneuver to cross perpendicular to the tracks.

3.5 Bicyclist Safety

Bicyclist safety depends on such factors as:

- Exposure to roadway hazards;
- Motorist behavior; and
- Bicyclist behavior.

The various types of roadway hazards are discussed in the previous section. The following section discusses behavior as concluded from an analysis of motor vehicle/bicycle crashes in the planning area for the years 2005 – 2009.

3.5.1 Crash Summary

Crashes are only reported if 1) someone is hurt or 2) property damage is at least $200 for government-owned property, $1,000 for personal property, or $1,000 for government-owned vehicles. Because bicyclists do not wear such safety gear as armored leather jackets and chaps like motorcyclists, they often get injured in even minor crashes with a motor vehicle. The most important piece of equipment for a bicyclist is the helmet, which protects the head from life-altering brain damage. Unfortunately, only 8.5% (17) of the 200 bicyclists involved in crashes in the planning area for the years 2005 – 2009 wore a helmet.

Injuries are categorized in a crash record as A (disabling injury), B (obvious injury), C (possible injury), or K (killed). (All states maintain a database consisting of vehicle crash records that provide information about each crash.) Only 0.5% (10) of the bicyclists involved in crashes in the planning area from 2005 – 2009 were uninjured. Eleven percent (22) incurred a disabling injury, 52% (102) incurred an obvious injury, and 33% (65) incurred a possible injury. One person died as the result of turning left in front of a car. This person was under the influence of drugs (the only one) and was not wearing a helmet. Eight of the 200 crashes involved alcohol.

Driver (bicyclist and motorist) behavior is a key factor in the cause of a crash. While some crashes occurred because of slippery street conditions, the top three causes for all drivers in the planning area during the 2005 – 2009 time period were the disregard of the traffic control (50%), inattentive driving (15%), and failure to yield the right of way (14%). In general, bicyclists tend to disregard traffic controls and motorists tend to fail to yield right of way.

Figure 3-28 provides the total number of bicycle crashes in the planning area communities for the years 2005 – 2009. The trend over the last five years is an increasing number of bicycle-related crashes. With 44 crashes, 2009 experienced a 10% increase over the 5-year average of 40. The significant increase between 2007 and 2008 could be

a function of exposure as people drove less and biked more with increasing gas prices.

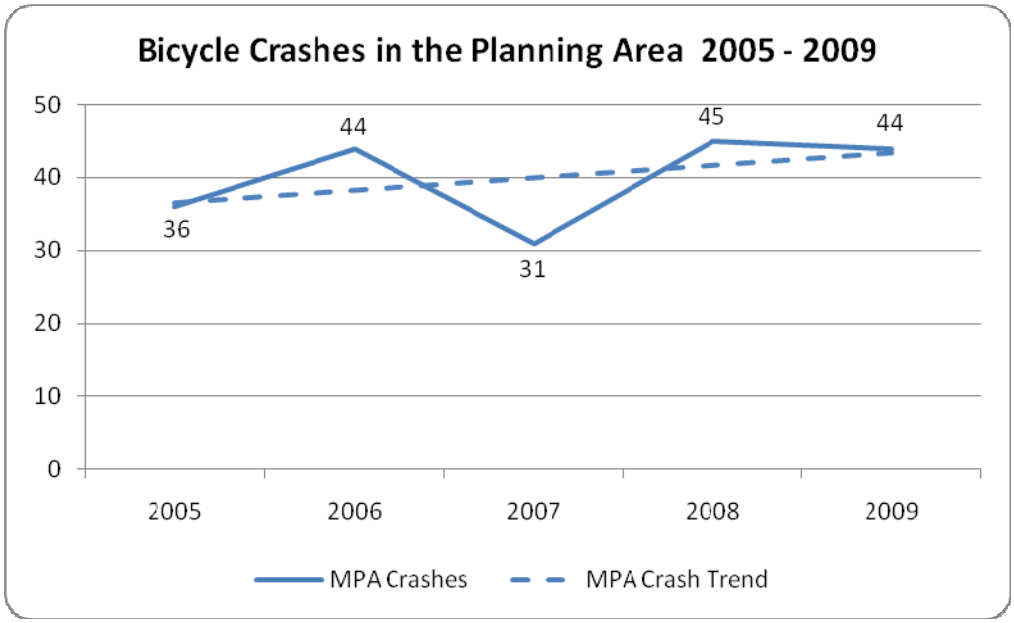


Figure 3-28: Total number of bicycle crashes and crash trend for the years 2005 through 2009 for the metropolitan planning area (MPA).

Figure 3-29 compares the number of bicycle crashes per 100 miles of road on which bicycles are permitted for Holmen, La Crosse, Onalaska, and West Salem (La Crescent has no reported bicycle crashes). Bicycles are not permitted on I-90 or on the freeway portion of USH 53 north of CTH SS.

The high number of crashes per 100 miles in La Crosse is likely a function of exposure. Although, we have not completed a region-wide survey to determine how many bicyclists live in each community, we can assume that a larger population (especially student population) will generate more bicyclists. A count of bicyclists at key major intersections (discussed more in section 3.5.2) as well as Figure 3-30 supports this assumption.

The trend lines for Holmen, La Crosse, and West Salem show an increase in the number of crashes per mile; while the line for Onalaska

shows a decrease. If we go back to Table 3-1, which summarizes the number of miles of existing bicycle facilities by community, Onalaska has the greatest amount of on-road facilities, with 4.7 miles of bike lanes.

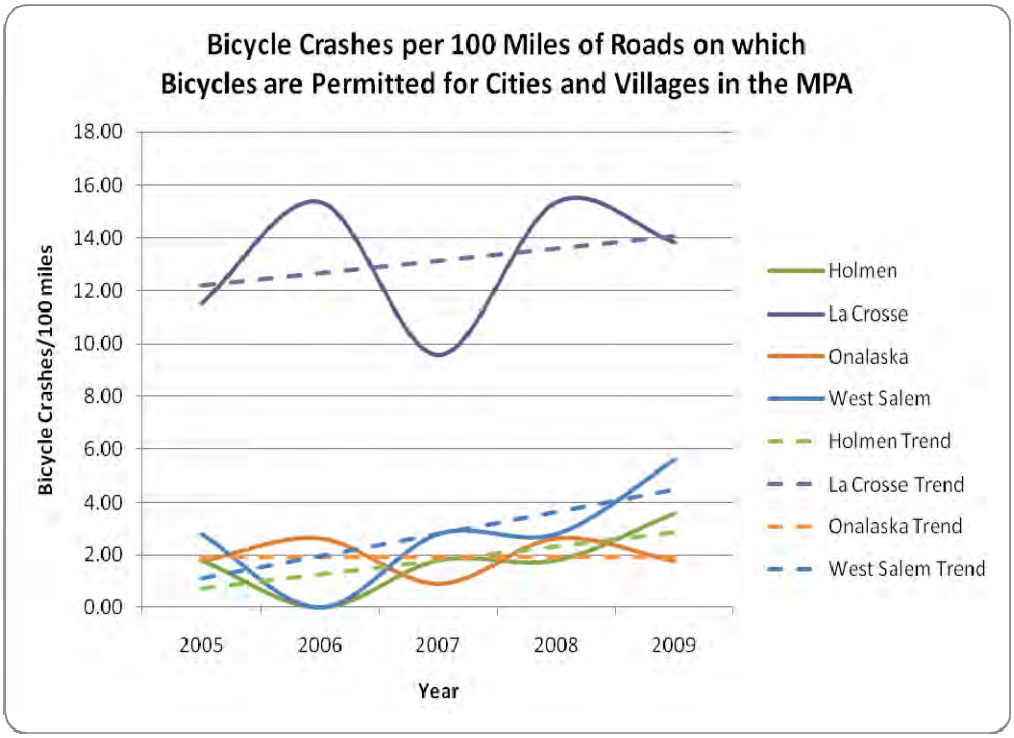


Figure 3-29: Bicycle crashes per 100 miles of road on which bicyclists are permitted to ride for select communities.

Figure 3-30 shows the number of bicycle crashes in 2009 per 1,000 residents. The fact that the crash rates are significantly different among the communities suggests that the crashes are a function of more than just population. With a crash rate nearly six times higher than in Onalaska, one could surmise that La Crosse has:

1) A higher percentage of bicyclists;
2) Higher traffic volumes;
3) More conflicts between bicyclists and motor vehicles (a function of numbers 1 and 2); and

4) Fewer dedicated facilities connecting origins and destinations. Although the city has the most miles in local trails, the trails do not connect most residents to where they want to go.

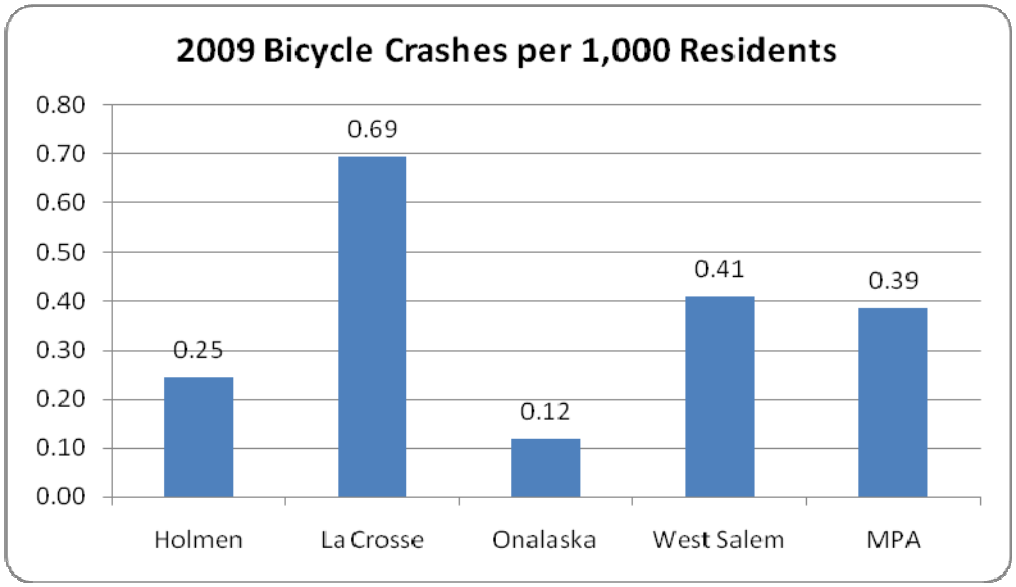


Figure 3-30: Bicycle crashes per 1,000 residents in incorporated communities in the planning area with crashes in 2009.

3.5.2 Observations from the Bicyclist Count

Volunteers from the Bicycle and Pedestrian Advisory Committee and the University of Wisconsin – La Crosse (UWL) conducted bicycle counts at major intersections during the afternoon traffic peak in mid September of 2009 (see Appendix C). The counts were conducted for a 2 hr to 4 hr time period on one weekday. They are not factored to be representative of every day of the year. The point of the exercise was to show that bicyclists are out there in rather significant numbers. Fourteen of the intersections counted were in La Crosse, one was in La Crescent, two were in Onalaska, and one was in West Salem. (We were unable to get a volunteer to count in Holmen.)

AVERAGE BICYCLISTS PER HOUR

Not surprisingly, the highest volumes of bicyclists occurred through intersections in La Crosse. Average volumes ranged from a low of 9 bicyclists per hour through the Losey Blvd / Mormon Coulee Rd intersection to a high of 107 bicyclists per hour (bph) through the West Ave / Pine St intersection near the UWL campus. (Pine St was closed off to left-turn traffic from West Ave and through traffic on Pine St when West Ave was reconstructed in 2008. Bicyclists are forced to maneuver onto a diverter to cross at the crosswalk.) The second and third highest counts in La Crosse also occurred at intersections near the University (La Crosse St / West Ave, with 67 bph, and La Crosse St / Losey Blvd, with 39 bph).

Despite the lack of bicycle accommodation through the La Crescent TH 14/61 / MN 16 intersection, an average of 47 bicyclists per hour—the third highest count in the planning area—negotiated this intersection.

The intersections counted in Onalaska and West Salem experienced the lowest average number of bicyclists per hour. The Rider's Club Rd / Sand Lake Rd intersection averaged 3 bph; the Hamlin St / Brickl Rd / STH 16 intersection averaged 5 bph; and the Main St / Greens Coulee Rd intersection averaged 7 bph.

HELMET USE

As discussed in the section on crashes, helmets are an important piece of safety equipment for bicyclists. Bicyclists have voiced different reasons for not wearing a helmet from "they're too hot" to "it'll mess up my hair." But the fact of the matter is they save lives. Although neither Wisconsin nor Minnesota has mandatory helmet laws, Mn/DOT and WisDOT highly recommend their use. Mn/DOT cites such statistics as "non-helmeted riders are 14 times more likely to be involved in a fatal crash than helmeted riders" and "head injuries account for more than 60 percent of bicycle-related deaths."

One of the tasks asked of the bicyclist counters was to note helmet use. Of the 996 bicyclists for whom helmet use was recorded (use was not recorded at 4 of the intersections), only 168 or 17% wore helmets.

La Crescent bicyclists topped the region in helmet use, with 77% of riders wearing helmets. Onalaska came in second with 38% of riders wearing a helmet. In general, bicyclists who rode on the sidewalk (92% of all riders) tended to ride without a helmet, while bicyclists who rode on the street tended to ride with a helmet.

Other Observations

- Bicyclists seen riding on the street on collectors and minor arterials would switch to the sidewalk along major arterials.
- Bicyclists riding on the sidewalk would transition to the terrace to pass pedestrians.
- Bicyclists would ride on the wrong side of the road to position themselves to cross the road or to align themselves to their desired direction of travel when there was a barrier such as a median diverter.
- Bicyclists would ride over the curb or use the curb ramps for cross traffic to cross a road intersecting with West Ave.
- Bicyclists do not, in general, push the pedestrian activation button when crossing at a crosswalk.

Conclusion

As discussed in the previous safety discussion, crashes occur for a number of reasons not the least of which is human behavior. Building dedicated bicycle facilities is the first step in reducing crash opportunities, but a program of education and law enforcement is needed to encourage the safe driving behavior of motorists and bicyclists.

4.0 RECOMMENDATIONS

This chapter presents the goals and recommendations for improving the bicycling environment and increasing the number of trips by bicycle while decreasing the number of trips by personal vehicle in the planning area.

Section 4.1 introduces the planning components used as the framework for the recommendations in this chapter. Section 4.2 discusses how current policies and practices apply to the planning components. The last section, 4.3 Recommended Actions, presents the goals, objectives, and strategies developed to improve bicycling in the region; the detailed recommendations for bicycle facilities within the planning area; recommended short-range projects; and a map of the recommended local and regional route system.

4.1 The Five E's: Education, Encouragement, Enforcement, Engineering, and Evaluation

4.1.1 Overview

Created by the 2005 federal transportation bill, the Safe Routes to School (SRTS) program has been the major force behind providing and improving bicycle and pedestrian facilities within two miles of a school. The Federal Highway Administration (FHWA) issued guidance that recommends incorporating five components into SRTS efforts: education, encouragement, enforcement, engineering, and evaluation. This comprehensive approach to facilities planning is applied here.

The next section (4.2) discusses current practices and activities for each of the five planning components. Section 4.3 incorporates those components into the goals and objectives set forth in the beginning of this plan's planning process.

4.2 Current Practice

4.2.1 Education

Most of the active education in the region related to bicycling occurs within the SRTS program. SRTS activities have included:

- One day bicycle training for educators;
- After school bicycle education classes;
- At-school bicycle education events (Bike Night);
- Parent and driver education through the Safe Kid Zone campaign;
- The purchase of bicycle fleets for class field trips and physical education instruction; and
- Distributing maps of designated "safe routes."

Although the SRTS program focuses on elementary and middle school age children, what is taught to parents and teachers is likely to pass on to other adults like spouses, parents, and friends, and then on to their children.

La Crosse Area Planning Committee (LAPC) staff has participated in more passive education by providing educational materials at such events as Earth Week and Bike-to-Work Week.

4.2.2 Encouragement

Again, the main avenue for encouraging bicycling in the region on a regular basis has been through the SRTS program. Encouragement activities have included:

- Walk and Bike to School challenges;
- Bike rodeos; and
- Safety Days.

Citizen advocates have picked up the challenge of trying to encourage adults to bike to work instead of drive by organizing National Bike to Work Week events in La Crosse. The organizers of this week-long event promote not only biking but also walking and taking transit.

4.2.3 Enforcement

Bicycle-related laws and regulations are codified at the state level and either re-stated at the local level and/or adopted by reference. State regulations tend to be very specific and provide the basic framework for how and where bicyclists should operate. Municipalities generally adopt the basics by reference and then often create separate codes to address local conditions and desires (i.e. an ordinance allowing bicyclists on sidewalks in business districts).

Police departments, as the official enforcers of the law, have the task of being knowledgeable of and enforcing both state and local regulations.

STATE REGULATIONS

General Rules of the Road

Chapter 346 Rules of the Road of the Wisconsin State Statutes and Chapter 169 Traffic Regulations of the Minnesota State Statutes establish the law defining how bicycles may operate. Both states define a bicycle as a vehicle and require operation on the street in business districts unless operation on sidewalks is allowed by local ordinance. (A business district is defined by Chapter 340 of the Wisconsin State Statutes as the area alongside a roadway where half or more of the frontage for at least 300 feet is occupied by buildings engaged in business activities.) Bicycles have the right to operate on any roadway except on the interstate and freeways. If bicycles are allowed to operate on sidewalks by local ordinance then bicyclists must obey the same rules and regulations established for pedestrians.

The Wisconsin and Minnesota Departments of Transportation (DOTs) do a nice job of summarizing the rules of the road and providing other safety information for bicyclists on their Web sites. Both restate the state regulations that bicyclists operating as a vehicle on a roadway must:

- Obey all traffic control devices;
- Ride in the same direction as traffic;
- Use lights and reflectors when riding at night; and
- Signal turning intentions unless doing so severely restricts the ability to maintain control of the bicycle.

Bicyclists operating on a sidewalk are considered pedestrians and must:

- Obey pedestrian signs and signals;
- Give right-of-way to pedestrians;
- Give an audible warning when passing pedestrians; and
- Travel at a reasonable rate of speed.

Although not a law, both states recommend bicyclists wear a helmet. They also encourage bicyclists ride predictably (i.e. do not weave between parked cars) so motorists can anticipate bicyclist behavior.

Dooring

Recently, more bicycle-friendly language was incorporated into Wisconsin legislation. Enacted June 8, 2009, Wisconsin Act 22 amended s. 346.80(2)(c), which required bicyclists to pass by a minimum of three feet *all* parked vehicles, to require bicyclists pass by a minimum of three feet only a "standing or parked vehicle that is a school bus that is not displaying flashing red warning lights as provided in s. 346.48 (1) or a motor bus." The Act went on to create s. 346.94(20) requiring parked motorists to check the roadway before opening their vehicle doors. (Minnesota has had this law (s. 169.315) on the books since 1979.)

The old law was difficult for bicyclists to apply to narrow, two-lane streets with parking because they would essentially get squeezed out by passing motorists and forced to travel closer-than-desired to parked vehicles. This of course increases the risk of getting "doored" (getting hit by or hitting an opening car door). Under the old law, a doored bicyclist could be cited and fined. Under the new law, the onus is on the parked motorist to ensure the roadway is clear of both bicyclists and other motorists before opening their vehicle door.

Actuated Intersections

Some signalized intersections pose problems to not only bicyclists but also motorcyclists. These actuated intersections have been installed with vehicle detection loops that are designed to detect a vehicle as it approaches the intersection; however, because bicycles, mopeds, and motorcycles have low metal surface area, they are not detected. To address this issue, the State of Wisconsin enacted 346.37 (1)(c)4 to allow bicycle, mopeds, and motorcycles to proceed through a red light at actuated signals after 45 seconds.

LOCAL REGULATIONS

Of the incorporated communities in the planning area (Holmen, La Crescent, La Crosse, Onalaska, West Salem) only the Village of Holmen fails to address bicycles specifically in its code of ordinances. The Village, in Chapter 180 Vehicles and Traffic, adopts the state traffic laws, which, as previously discussed, prohibits bicycles from using sidewalks in business districts.

Village of West Salem

In section 6.11 of Chapter 6 Traffic, the Village of West Salem specifically prohibits bicycles on sidewalks in the business district and reinforces the law through signage and pavement markings.

City of La Crescent

The City of La Crescent in section 70.07 of Chapter 70 Traffic Regulations prohibits bicycles on sidewalks in the business district, but

also prohibits bicycles use of the roadway "when a useable path for bicycles has been provided adjacent to such roadway." Because the ordinance is not enforceable on U.S. or state roads, the City is modifying its ordinance to reflect Minnesota requirements for differentiating among the classes of roads.

City of Onalaska

The City of Onalaska allows bicycles on all of its sidewalks so long as bicyclists give right-of-way to pedestrians (Sec. 10-2-6 (g) of Chapter 2 Bicycles).

City of La Crosse

The City of La Crosse in Chapter 9 Traffic Regulations allows bicycles on sidewalks outside of the business district so long as "a reasonable rate of speed is maintained" and right-of-way is given to pedestrians. The City has defined its business district in its brochure, *Bikes, Boards, and Blades*, which is developed and produced by the City of La Crosse Police Department. The business district, within which bicycles are not allowed on sidewalks, is defined by the boundaries of La Crosse St, 8th St, Cameron Ave, and 2nd St.

4.2.4 Engineering

ROADWAY DESIGN

How best to accommodate bicyclists of all skill levels is a subject of some debate. Some believe that bike lanes are the way to go, while others want separated trails and paths. Advanced bicyclists have no problem navigating traffic, while basic bicyclists and children often fear traffic and prefer to ride on the sidewalk. In order to best accommodate all types of bicyclists, roadway designers need to consider bicyclists as vehicles on the street and as pedestrians on the sidewalk.

Design Manuals

Engineers and designers of highways and streets refer to a number of manuals for guidance during the design phase of a project. The American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* or "Green Book" is the bible of highway design. The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and is recognized as the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel.

State DOTs generally produce their own manuals that reflect the design standards of the Green Book and the MUTCD. In Wisconsin, the Facilities Development Manual (FDM) and the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD), and in Minnesota, the Road Design Manual (RDM) and the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) establish the uniform design practices for the states.

Although these manuals offer flexibility in the design of roadways, design engineers often default to what has become common practice. For example, when a new road is planned to be constructed or an existing road is planned to be reconstructed, the common practice is to construct the road with 12-ft travel lanes even though the Green Book and state development manuals allow for widths as narrow as 10 ft. By reducing lane widths, designers may be able to provide bicycle facilities with minimal cost and little to no impact on adjacent property owners.

Design Practice

Until recently bicycle accommodations have not been considered in roadway projects unless a bicycle facility was an explicit design element of the project. Bicycles with at least two tires 14 inches or more in diameter are considered vehicles by statute; yet, design practice relegates bicyclists to the sidewalks, which are generally too narrow (less than eight feet) for two-way bicycle and pedestrian traffic.

Regardless of sidewalk width, AASHTO does not recommend using sidewalks and side paths as substitutes for on-street accommodations.

Although Wisconsin state statute has been amended to ensure projects receiving state and/or federal funds explicitly consider bicycle accommodations (84.01 (35)), the entity with jurisdiction over the highway will contract for and ultimately have oversight of the project. The challenge remains in how to encourage local entities to consider bicycle accommodations in all of their projects—not just those with state oversight.

4.2.5 Evaluation

Previous LAPC bicycle plans did not establish performance measures to assess the "success" of the plan. To evaluate the success of this plan and any future updates, this plan establishes a number of bicycle-related performance measures (chapter 6).

4.3 Recommended Actions

The actions recommended to improve bicycle travel and encourage more people to bicycle are categorized under three major sections. The first section (4.3.1) addresses the goals and policy-based actions to accommodate bicycle travel. The second section (4.3.2) presents detailed recommendations for trails and on-road facilities. The third and final section (4.3.3) presents an integrated bike route system of local and regional routes for the planning area.

4.3.1 Goals to Accommodate Bicycle Travel

The first public input activity conducted during the planning process for this bike plan was to identify our goals and objectives for bicycling in the region. During that session, we adopted the following five goals:

- Improve the mobility of bicyclists.
- Promote bicycling as a sustainable transportation alternative to driving.
- Increase the safety of all bicyclists in the region.
- Promote bicycle-friendly land use policies.
- Make the La Crosse area a bicycling destination.

Each goal and its respective objectives and strategies were developed to be reasonably within the sphere of influence of LAPC staff and the Bicycle and Pedestrian Advisory Committee (BPAC). Monitoring the degree to which goals are met will be done through a number of performance measures and objectives discussed in chapter 6.

Because the following goals and their respective objectives and strategies (actions) often address more than one planning component (education, encouragement, enforcement, engineering, and/or evaluation), the actions are organized by the goal for which they were developed to achieve. The association between the planning components and the goals and objectives are made parenthetically as appropriate.

GOAL 1: IMPROVE THE MOBILITY OF BICYCLISTS

Improving the mobility of bicyclists means providing bicycle facilities and removing obstacles and hazards to travel. Engineering (the actual design) and enforcement (the policies and regulations guiding engineering practice) actions take on the primary roles for meeting this goal.

Objective 1: Ensure bicycle accommodations are designed into all roadway projects.

- Become involved in the planning and design of roadway projects earlier in the process. (Education)

- Work with the DOTs and municipalities to include bicycle facilities in the project design. (Engineering) Entities shall review the most current version of the LAPC bicycle plan at the time that the project scope is being determined for any road construction, reconstruction, or resurfacing project to determine if any bicycle routes or facilities are recommended for any portion of the road project. If so recommended, the owner shall be required to make maximum efforts to incorporate all recommended bicycle facilities into the road project. To the maximum extent practical, such bicycle facilities should be designed according to the bicycle-friendly guidelines outlined in strategy 3 below.
- Work with communities to create roadway design and operations policies and standards for local projects. (Engineering; Enforcement) The following bicycle-friendly guidelines, which are derived from and consistent with a number of federal and state sources including the Facilities Development Manual, the Manual on Uniform Traffic Control Devices (2009), the U.S. Traffic Calming Manual, the Innovative Bicycle Treatments informational report by ITE, and the Guide for the Development of Bicycle Facilities by AASHTO, are recommended for design consideration:
  - Travel lanes should be re-striped and/or parking restricted when necessary on existing roadways recommended for on-road bicycle accommodations.
  - New urban roads designed to be collectors or non-access-controlled arterials and projected to have more than 10,000 AADT should be constructed with 6-ft bike lanes exclusive of the gutter pan to accommodate adult tricycles and bicycles with trailers.
  - Design plans for reconstructing access-controlled state and U.S. roadways recommended in the plan for bicycle facilities should consider wide shoulders, separated trails, median bicycle lanes and other facilities to accommodate bicyclists.

- Crosswalks and curb ramps should line up with sidewalks to allow for a "continuous path" of travel.
- Pedestrian cut-throughs at grade or ADA-compliant ramps and plateaus should be installed through medians that extend through crosswalks.
- Eight-ft-or-wider sidewalks should be installed on both sides of major arterials with significant commercial activity and roadways designated as Safe Routes to School when practicable to accommodate two-way pedestrian and bicycle traffic.
- Gutters installed in roadways designated as bike routes or recommended for bicycle facilities should be constructed so that the seam has minimum impact on a bicyclist's line of travel.
- Bicycle-friendly grates should be installed in roadways designated as bike routes or recommended for bicycle facilities whenever new curb and gutter is installed.
- Roadways undergoing any type of street closure should provide a bicycle/pedestrian crossing through the closure.
- Urban roadways (including county, state, and U.S. highways) over 10,000 AADT regardless of operating speed should have bike lanes when feasible. See Table 4-1, *Hierarchy of Bicycle Treatments by Common Urban Roadway Widths and Parking Availability*. The purpose of the table is to provide a hierarchy of preferred treatments by roadway characteristic such that if the highest level of accommodation is not feasible then the next highest level should be considered.
- Urban roadways (including county, state, and U.S. highways) with operating speeds greater than 35 mph regardless of AADT should have bike lanes when feasible. See Table 4-1, *Hierarchy of Bicycle Treatments by Common Urban Roadway Widths and Parking Availability*.

- Rural county, state, and U.S. roads should have 4-ft to 10-ft paved shoulders as appropriate based on the paved shoulder width requirements outlined in the Facilities Development Manual (FDM).
- Actuated intersections along bike routes or along roadways with or recommended to have bicycle facilities should have cameras or bicycle induction loops for bicycle detection.
- Pedestrian sensors that will lengthen the "walk" phase should be installed at intersections to accommodate class B/C bicyclists, children, the elderly, and persons with disabilities.
- An alternate route should be maintained and signed to direct bicyclists and pedestrians through/around construction zones.
- Barriers used to prevent motorized vehicles from accessing trails (i.e. bollards, fencing) should be spaced such that adult tricycles and bicycles with trailers can pass without undo difficulty.
- Share the Road signage should be installed along arterials with more than 10,000 AADT and other roads with posted speeds of 45 mph or more on roads designated as bike routes or recommended for bicycle facilities.
- Colored pavement should be used for trails crossing ramps and free-flow lanes.
- Bikes May Use Full Lane signage should be installed at all major intersections on roads recommended for bicycle facilities that have more than 10,000 AADT.
- Complete Streets principles should be used to prioritize projects submitted for STP-U funding.

Table 4-1: Hierarchy of Bicycle Treatments by Common Urban Roadway Widths & Parking Availability

Roadway Width	No parking	Parking on one side	Parking on both sides
36 ft	6-ft bike lanes on both sides	Curbside sharrow & sharrow with parking OR Curbside sharrow & 12-ft shared bike/parking lane	Sharrows with parking
40 ft	8-ft bike lanes on both sides	Curbside sharrow & sharrow with parking OR Curbside sharrow & 12-ft shared bike/parking lane	Sharrows with parking
42 ft	8-ft bike lanes on both sides	6-ft bike lane & 12-ft shared bike/parking lane	Sharrows with parking
44 ft	8-ft bike lanes on both sides	5-ft bike lanes & 10-ft parking lane	Sharrows with parking
46 ft	8-ft bike lanes on both sides	8-ft bike lane & 13-ft shared bike/parking lane	12-ft shared bike/parking lanes w/11-ft travel lanes
48 ft (2-lane)	8-ft bike lanes on both sides	6-ft bike lanes & 12-ft parking lane	12-ft shared bike/parking lanes
48 ft 4-lane to 3-lane conversion	6-ft bike lanes on both sides; 12-ft travel lanes and TWLTL	N/A	N/A
48-ft (4-lane)	Curbside sharrows w/inside lanes reduced to 11 ft & curb lanes widened to 13 ft	N/A	N/A
62-ft (4-lane w/TWLTL)	Curbside sharrows w/inside lanes reduced to 11 ft, TWLTL reduced to 12 ft, & curb lanes widened to 14 ft	N/A	N/A

NOTE: Wider-than-minimum-width bike lanes are recommended on roadways with available width to accommodate three-wheel and other special bikes. Sharrows are not recommended on roadways with speeds greater than 35 mph.

- Encourage municipalities to utilize technologies that detect bicyclists at intersections. (Engineering; Encouragement) Examples of infrastructure that will detect bicycles on the street include video camera, microwave radar, inductive loops, and bicycle push button/pad/bar.
- Encourage member communities to adopt a Complete Streets policy. (Encouragement; Enforcement) The American Planning Association defines a complete street as one that is safe, accessible, and convenient for all users regardless of transportation mode, age, or physical ability. A complete street adequately provides for bicyclists, pedestrians, transit riders, and motorists, and promotes healthy communities and reductions in traffic congestion by offering viable alternatives to driving. A Complete Streets policy adopts multimodal corridors as the rule, not the exception.
  - Educate community officials and policy makers on the cost-benefit of providing Complete Streets (Education)
- Implement a regional Complete Streets policy. (Enforcement) The LAPC should implement a Complete Streets policy that member communities can use as a guide for their own Complete Streets policies.

Objective 2: Provide bicycle accommodations on all arterial and collector roads, except where bicycles are prohibited.

- Include the recommendations from the regional bicycle plan in local comprehensive plans for project owners to reference during the project scoping and planning process. (Enforcement)
- Develop a program for providing bicycle accommodations on roads not part of a project. (Enforcement)
- Utilize the Surface Transportation Program (STP)–Urban and STP-Enhancement project prioritization processes. (Encouragement)
- Promote regional connections in all projects. (Encouragement)

Objective 3: Assist communities adopt policies and development standards that require bikeway connections/reserve greenbelts for bikeways within and between subdivisions.

- Develop a model subdivision ordinance for the provision of bicycle and pedestrian facilities in new development. (Enforcement)

Objective 4: Increase the supply of public bicycle parking.

- Work with municipalities to dedicate on-street parking spaces to bicycle parking. (Encouragement)
- Educate and incentivize local employers and businesses on how to provide good bicycle parking facilities. (Education; Encouragement)
- Explore non-traditional sources for funding facilities. (Encouragement)
- Work with local artists to design attractive, yet recognizable, bicycle parking. (Encouragement)

Objective 5: Enhance multimodal connections.

- Work with Amtrak to provide a rail car that accommodates bicycles on its Empire Builder and proposed Midwest Regional Rail service. (Encouragement)
- Work with MTU and hotels to provide shuttle service between the Amtrak station and downtown La Crosse and hospitality establishments in the region. (Encouragement)
- Create new access points and linkages between the street system and the trail system. (Engineering; Encouragement)
- Encourage planning that considers linkages among all modes. (Encouragement)

Objective 6: Coordinate with active living and healthy communities groups to encourage employers and businesses to provide bicycle parking facilities and incentives for bicycle commuting. (Education; Encouragement)

GOAL 2: PROMOTE BICYCLING AS A SUSTAINABLE TRANSPORTATION ALTERNATIVE TO DRIVING

Objective 1: Incorporate sustainability goals and initiatives into the transportation planning process and transportation plan. (Education; Enforcement)

Objective 2: Utilize the LAPC Web site to educate the public on the environmental and health benefits of bicycling. (Education)

Objective 3: Encourage bicycling as a year-round mode of transportation. (Encouragement)

- Work with local municipalities to develop a bicycle facility maintenance program.
  - Implement an adopt-a-facility program.
  - Utilize the "volunteer" section of the Coulee Bikes Web site.
- Work with local employers and businesses to provide covered and/or indoor bicycle parking.
  - Develop a model bicycle parking ordinance.
- Work with local employers and businesses to provide incentives for bicycle commuting such as commuter benefits programs, reduced cost for health care, flexible work schedules, and shower and locker facilities.

GOAL 3: INCREASE THE SAFETY OF ALL BICYCLISTS IN THE REGION

Objective 1: Create a program to educate motorists and bicyclists of the rules of the road. (Education)

- Teach bicycle and pedestrian safety within the driver education process.
  - Educate driver's education students on how to minimize conflicts with bicyclists.
  - Work with AARP to include bicycle- and pedestrian-related curriculum in the 55 Alive driving program.
  - Work with County Aging Units to update the curriculum for their volunteer driving programs.
- Centralize state and local regulations on the LAPC Web site.
- Support the Safe Routes to School program and provide assistance to the SRTS Coordinator.
- Install recommended bicycle-related signage and pavement markings:
  - Bikes Yield to Peds signage (i.e. on sidewalks along major arterials)
  - Bikes Obey Control signage (i.e. at major signalized intersections where crash reports have shown bicyclists are disregarding the traffic control)
  - Bike May Take Lane signage (i.e. at major intersections)
  - Bikes Take Full Lane signage (i.e. at new roundabout)
  - Bikes prohibited pavement markings on sidewalks in business districts. (This should be done after on-road treatments have been installed.)
  - Share the Road (i.e. along major arterials and County roads)
  - Bike lane signage with pavement markings
  - Regional and local bike route signage
- Submit articles on bicycling issues to local periodicals.

Objective 2: Remove hazards to bicycle travel. (Engineering)

- Install bicycle-safe drainage grates in all roadway projects.

- Regularly patch around utility covers.
  - Encourage municipalities to include roadways with bicycle facilities and that are designated as bike routes as priority roads for routine patching.
- Regularly sweep debris from facilities that accommodate bicycle travel.
  - Encourage municipalities to include roadways with bicycle facilities and that are designated as bike routes as priority roads for routine sweeping.
  - Create a program of "Adopt-A-Bicycle Facility" where bicyclists, bicycling advocates, and environmental advocates can volunteer to sweep the debris from shared-use facilities and bike routes.
  - Encourage bicyclists to sweep patches of debris along their preferred routes.

Objective 3: Work with local police departments to enforce bicycle-related laws.

- Invite the local police departments to participate on the BPAC. (Education)
- LAPC staff shall participate in Highway Safety Commission meetings. (Education)
- Local police departments should institute a program of "warning" enforcement against (Enforcement):
  - Bicyclists that do not adhere to the rules of the road (i.e. run stop signs and red lights; are not equipped with a head light and tail light while riding at night).
  - Motorists who are observed to pull up into a crosswalk without checking the sidewalks first.
  - Motorists who do not pass bicyclists with at least 3 feet of separation.

Objective 4: Monitor bicycle crash locations. (Evaluation)

- Maintain database of historic crash data from state DOTs.
- Create a process for bicyclists to report trouble spots.

Objective 5: Incorporate traffic calming practices into roadway design. (Engineering)

- Municipalities should, when appropriate, consider traffic calming measures on roadways designated as bicycle routes.

GOAL 4: PROMOTE BICYCLE-FRIENDLY LAND-USE POLICIES

***Objective 1: Promote implementation of* Coulee Visions.** (Enforcement)

- LAPC staff shall incorporate *Coulee Visions* concepts into the 2010 update of the Metropolitan Transportation Plan (MTP).
- LAPC staff shall update the land-use policy plan, *Coulee Visions*.

Objective 2: Encourage communities to approve bicycle-friendly site plans. (Engineering)

Objective 3: Educate policy makers on bicycle-friendly land-use policies. (Education)

- LAPC staff shall make presentations to plan commissions and boards upon request.

GOAL 5: MAKE THE LA CROSSE AREA A BICYCLING DESTINATION

Objective 1: Create a network of on- and off-road bicycle facilities that connect together into a safe, functional transportation network.

- Work with municipalities, local bicycling clubs and groups, and federal and state agencies to develop the area's bicycling facilities. (Engineering; Encouragement)

- Develop with stakeholders a system of signed and marked local and regional bicycle routes. (Encouragement)
- Work with local municipalities to obtain enhancement and other funds. (Engineering; Encouragement)
- Find innovative methods for funding facilities. (Engineering; Encouragement)
- Work with Amtrak to provide a rail car that accommodates bicycles on its Empire Builder and on the proposed Midwest Regional Rail service. (Encouragement)
- Work with MTU and hotels to provide shuttle service between the Amtrak station and hospitality establishments in the region. (Encouragement)

Objective 2: Promote the region as a bicycling destination.

- Utilize the LAPC Web site. (Education)
- Create regional recreation and commuter bicycling maps. (Education; Encouragement)
- Coordinate with federal and state agencies, local and regional tourism agencies, and bicycle advocacy groups and organizations. (Education; Encouragement)
- Promote bicycling events in the region. (Education)

4.3.2 Recommended Bicycle Facilities & Short-Range Projects

Methodology and Public Process

Working from the belief that functional bicyclists (bicyclists that use their bikes for a purpose other than recreation) travel in much the same pattern as motorists—that is they take the shortest distance between origin and destination—the most logical bicycle network emerged to be the same as our classified network of roads. With this as

the base network, we looked to expand that network with local routes and trails to accommodate class B/C bicyclists.

A number of roadway characteristics were considered when developing the detailed recommendations provided in the following sections. These characteristics include the:

- Roadway width;
- Annual average daily traffic (AADT);
- Average operating speed;
- Adjacent land uses;
- Amount of truck traffic;
- Presence and importance of parking; and
- Number of through lanes.

Other considerations included the efforts already undertaken by a community to install bicycle facilities and the plans and programs for roadway projects.

Five public workgroup meetings were held between January and August of 2009 to present and obtain feedback on recommendations for on- and off-road bicycle facilities in the region. In order to make the process of recommending accommodations and soliciting input on a regional bicycle network manageable, the metropolitan planning area was broke out into geographic regions:

- **Holmen and Onalaska**, which covers Holmen, Holland, Onalaska (city and town), and Brice Prairie (Table 4-2, Map 4-1);
- **West Salem**, which covers West Salem, Hamilton, and the STH 16 corridor between Onalaska and West Salem (Table 4-3, Map 4-2);
- **Rural La Crosse**, which covers the towns of Barre, Medary, Shelby, and Greenfield (Table 4-4, Map 4-3);
- **North La Crosse**, which covers La Crosse north of the La Crosse River and Campbell (Table 4-4, Map 4-4);

- **South La Crosse**, which covers La Crosse south of the La Crosse River (Table 4-6, Maps 4-5 and 4-6); and
- **La Crescent**, which covers the city and town of La Crescent and the town of Dresbach (Table 4-7, Map 4-7).

Format for Facilities Recommendations

Recommendations for bicycle accommodations for each geographic region are 1) described in detail in a table and 2) illustrated in a map.

The tables provide more detailed information as to what would need to be done (or is planned to be done) to the roadway (i.e. resurfacing or reconstruction) to accomplish the recommended treatment (i.e. paving shoulders). They address facilities in a roughly north to south and west to east fashion to help locate recommendations on the map. Two-way roads recommended for bicycle accommodations are recommended to install accommodations on *both* sides of the road. One-way roads recommended for accommodations are recommended to install accommodations on the right side of the road in the direction of travel.

The maps illustrate the recommendations through line work color-coded and symbolized for treatment type:

- Bike lanes (solid blue line)
- Shared bike /park lanes (dashed blue line)
- Sharrows—curbside (dotted orange line)
- Sharrows with parking (dashed orange line)
- Striped and paved shoulders (solid green line)
- Striped travel lanes (dashed green line)
- No change to existing condition (solid brown line)
- Signage (dashed and solid purple line)
- Off-road accommodations (dashed red line for "proposed" and solid red line for "programmed")

Short-Range Projects

With the goal of generating momentum for constructing bicycle facilities, one or more short-range projects that could be completed outside of the enhancement grant process and included in the annual capital improvement budget are recommended for each geographic region (except Rural La Crosse, which did not meet all of the criteria outlined below).

Facilities projects that met the following criteria were selected as pilot projects for short-range implementation:

- The project is included as a facilities recommendation in the *2035 Coulee Regional Bicycle Plan*;
- The project can be completed within one year;
- The project does not require pavement rehabilitation or reconstruction; and,
- The project does not involve the controversial removal of parking.

RECOMMENDED ON- AND OFF-ROAD FACILITIES FOR ONALASKA & HOLMEN

Detailed Recommendations by Roadway

Table 4-2 describes the recommended off-road trails and on-road treatments to accommodate bicyclists traveling between and within communities. Map 4-1 illustrates the recommendations. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments.

Table 4-2: Recommended Bicycle Accommodations by Roadway Segment for Holmen & Onalaska Corridors

Segment	Treatment
Connections between CTH HD and STH 93	
USH 53 between Old Highway 93 and STH 93	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Old Highway 93 between Amsterdam Prairie Rd and USH 53	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Amsterdam Prairie Rd between CTH HD and Old Highway 93	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Bluffview Ct between CTH HD and the Holland Bluff Trail	Sign as a regional bike route. No additional roadway treatments are necessary.
Holland Bluff Trail between Bluffview Ct and Old Highway 93	This portion of the trail should be signed as a regional bike route and should be paved and maintained during the winter for continued bicycle use.
County Roads in the Towns of Onalaska and Holland	
CTH Z between Lytle Rd and STH 35	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This roadway provides access for residents to the Great River State Trail off Lytle Rd and near CTH ZM. Oak Grove Elementary is also on Z.
CTH ZB	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This roadway provides connections to CTH Z and the Great River State Trail.
CTH ZN between CTH Z and Front St	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This segment provides an additional connection to the bike route system and the Great River State Trail.
CTH XX between STH 35 and CTH ZN	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and striped travel lanes between STH 35 and Remus Rd. Stripe the travel lanes at 12 ft between Remus Rd and CTH ZN.

Table 4-2 (continued)

Segment	Treatment
CTH NA between CTH XX and CTH HD	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes.
CTH OT between Front St/CTH XX/CTH ZN and CTH SN/Sand Lake Rd	When resurfaced, convert CTH OT between STH 35 and USH 53 ramp to a three-lane facility, with travel lanes striped at 12 ft. AADT (6,600 in 2005) is well below the capacity threshold (16,000) for a three-lane conversion. CTH OT provides direct access to the Great River State Trail. Stripe travel lanes at 12 ft. between Front St and STH 35 and between USH 53 ramp and CTH SN.
CTH S between CTH SS in Onalaska and CTH M in Hamilton	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders. Install Share the Road signage.
CTH MH/McHugh Rd between CTH XX and Holmen Dr N	
CTH XX to Sunrise Ln	No change. This segment currently has 5-ft paved shoulders.
Sunrise Ln to Briggs Rd	When resurfaced, provide 5-ft paved shoulders to provide continuity of treatment.
Briggs Rd to Holmen Dr N	When resurfaced, convert to a three-lane (two through lanes and a center two-way left turn lane) with bike lanes. The AADT is very low (3,700 in 2005) and can easily accommodate a three-lane conversion that would provide the additional width for bike lanes. Because of the presence of Holmen High School on a roadway with higher traffic volumes than found on a local road, this segment merits a higher level of bicycle accommodation.

Table 4-2 (continued)

Segment	Treatment
Main St/CTH DH in Holmen between Holmen Dr N and Gaarder Rd	
Holmen Dr N to State St	Parking is currently restricted on the west side of the road. Re-mark bike lane to provide one 5-ft southbound bike lane on the west side and a shared bike/parking lane on the east side. The current bike lane is too narrow for two-way travel and it is not recommended by AASHTO because it encourages wrong-way riding.
State St to Roberts St	Retain parking on both sides and install shared bike/parking lanes. The shared bike/parking lane would be striped 12 ft from the curb and would contain a bike lane symbol.
Roberts St to Gaarder Rd	Remove parking from one side and install bike lane. Install shared bike/parking lane on opposite side.
Additional Local Circulation within Holmen	
Briggs Rd between CTH MH and CTH XX	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders with travel lanes striped at 12 ft. This segment provides access to Holmen High by students living in the subdivisions off of Briggs Rd.
Eastwood St / Empire St between Briggs Rd and Holmen Dr S	Sign as a local bike route. Provides an additional connection on a quiet residential street within the local network.
Long Coulee Rd between Main St N and Juniper Ln	Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. As a primary route to Evergreen Elementary, Long Coulee Rd merits a higher level of bicycle accommodation.

Table 4-2 (continued)

Segment	Treatment
State St (CTH D) between Main St Deerwood St	The La Crosse County Roadway Plan lists a short-term improvement between Main St and Willann Ct be completed between 2009 and 2014. It calls for the segment to be widened to a three-lane with bike lanes. When resurfaced, provide a minimum of 5-ft paved shoulders between Willann Ct and Deerwood St to continue accommodation from the west. Do not mark as bike lanes, however. The short distance between Deerwood St and the school access drive may encourage children to ride on the wrong side of the street. A trail already exists connecting the subdivision with Deerwood Park south of Viking Elementary, but this trail is closed in the winter. An additional year-round trail that would connect students directly to the school would be optimal.
STH 35 from La Crosse County/Trempealeau County boundary to USH 53 Install Share the Road signage.	
County boundary to Blackwelder Pl	No change. This segment currently has 8-ft to 10-ft paved shoulders.
Blackwelder Pl to USH 53 intersection in north Holmen	When resurfaced, pave shoulders to at least 5 ft to meet design standards of Facilities Development Manual for the Great River Road. This segment currently has paved shoulders that vary from 3 ft to 4-ft on one or both shoulders.
USH 53 interchange in south Holmen to Poplar St	No change. This segment currently has 8-ft to 10-ft paved shoulders. NOTE: STH 35 runs concurrently with USH 53 between north and south Holmen. USH 53 is considered a freeway and state statute prohibits the use of bicycles.
Poplar St to Main St	This section is programmed to be reconditioned in 2011. Recondition to a three-lane (two through lanes and a center turn lane) with the travel lanes striped at 12-ft and an integral curb to provide 5-ft of bicycle accommodation between the travel lane and the curb. This section would not be marked for bike lanes.

Table 4-2 (continued)

Segment	Treatment
Main St to Oak Forest Dr	This section is programmed to be reconditioned in 2011. Recondition to include two 11-ft inner lanes and two outside lanes striped at 12 ft. Reduce the boulevard widths from 7.5 ft to 6.5 ft to provide 4 ft of pavement between the stripe and the curb to accommodate Class A bicyclists. Do not mark as a bike lane.
CTH HD (Holmen Dr) between STH 35/USH 53 in North Holmen and STH 35/USH 53 Interchange in South Holmen	
USH 53 to McHugh Rd	When resurfaced, pave shoulders to at least 5 ft to continue wide shoulder treatment from STH 35.
McHugh Rd to roughly Cole Ct	When reconstructed, provide at least 5 ft to the right of the stripe of the outside travel lanes. Currently, this urban section is striped at the gutter pan, which provides 12-ft travel lanes and 2 ft to the right of the stripe.
Cole Ct to USH 53	No change. This segment currently has 8-ft to 10-ft paved shoulders.
CTH SN / Sand Lake Rd between Main St S in Holmen and Main St / STH 157 in Onalaska Install Share the Road signage.	
Gaarder Rd / CTH SN east of Main St S to Alpine Ln	Stripe travel lanes at 12 ft.
Alpine Ln to CTH OT	When reconditioned or reconstructed, provide a minimum of 4-ft of paved shoulder to accommodate bicyclists. Stripe the travel lanes. Construct a separated path that connects the subdivision with the school. One option would be to construct a path connecting the southwest corner of the subdivision with the northwest corner of school property adjacent to WisDOT USH 53 right-of-way. Another option would be to construct a path within CTH SN right-of-way between the southeast corner of the subdivision and the northeast corner of school property.

Table 4-2 (continued)

Segment	Treatment
CTH OT to CTH S	No change. This section currently has wide, paved shoulders.
CTH S to Redwood St	This section is programmed for reconstruction in 2010. Reconstruct with 5-ft shoulders between the stripe of the travel lane and the curb. Construct an 8-ft sidewalk on each side of the road to accommodate two-way pedestrian and one-way class B/C bicycle traffic.
Redwood St to Well St	No change. This segment currently has bike lanes.
Well St to Main St	Remove parking from one side and install bike lanes. This segment is commercial with a significant amount of off-street parking. Because of the presence of the school at Main St, bike lanes should be installed instead of lesser levels of accommodation such as just striping the travel lane as is currently the case.
Onalaska Neighborhood Connections	
12th Ave S between Main St in Onalaska and CTH SS	No change between Main St and Wilson St. Currently, this segment has striped travel lanes. Although, this is not optimum, the low volume of parking (few residences) provides little to no conflict between motorists and bicyclists. No change between Wilson St and CTH SS. This segment currently has bike lanes.
East Ave between CTH SN/Sand Lake Rd and Quincy St	Stripe travel lanes at 12 ft between CTH SN and Mason St. Remove parking from one side and install bike lane and install shared bike/parking lane on other side of street between Mason St and Spruce St. Because this segment provides connections with the YMCA and Northern Hills Elementary, it merits a higher level of bicycle accommodation. Install sharrows with parking between Spruce St and Quincy St. The roadway is too narrow to provide a higher level of accommodation unless parking is removed from both sides.

Table 4-2 (continued)

Segment	Treatment
Riders Club Rd between STH 35 to Sand Lake Rd	No change. Currently the travel lanes are striped at 12 ft. Although, this is not optimum, the low volume of parking (mainly event-based at the Omni Center) provides little to no conflict between motorists and bicyclists. Provide "Bicycle Crossing" signage on STH 35. Construct a path connecting STH 35 to Sunset Vista Rd for direct access to the Great River State Trail. The intersection at Sand Lake Rd will be reconstructed with a roundabout. Raised and colored crosswalks should be installed to further slow traffic and alert motorists to bicyclists and pedestrians crossing.
Quincy St between STH 35 to Sand Lake Rd	Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. Because this segment provides connections with the Onalaska Middle School and Northern Hills Park, it merits a higher level of bicycle accommodation. Provide "Bicycle Crossing" signage on STH 35. Construct a path connecting Quincy St to the access path to the Great River State Trail.
Wilson St between 3rd Ave S and Oak Forest Dr	Install sharrows. The presence of schools would normally warrant a higher level of bicycle accommodation such as bike lanes, but with the demand for parking and the schools being high schools with older students, sharrows should provide an adequate level of accommodation.
Oak Forest Dr between Wilson St and Main St	Stripe travel lanes at 12 ft and sign as a local bike route.
Oak Forest Dr between Hilltopper Dr and Oak Ave S & Oak Ave S between Oak Forest Dr and 3rd Ave S	Sign for the Great River State Trail.

Table 4-2 (continued)

Segment	Treatment
3rd Ave S between Oak Ave S and Main St	Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. As the proposed urban routing for the Great River State Trail, the potential for class B/C cyclists to use this segment is high and, therefore, warrants a higher level of bicycle accommodation. It will also connect into the planned bike lanes scheduled for installation in 2009.
Oak Ave S between Oak Forest Dr and Enterprise Ave	Install bike lanes between Oak Forest Dr and 500 ft south of Oak Forest Dr. No change south of here. The City installed bike lanes in 2009.
CTH PH West	Sign as local bike route. This route currently connects Crossing Meadows to the east side neighborhoods and STH 16 commercial area via the Crossing Meadows Trail under I-90.
CTH PH from STH 157 to Theater Rd	Sign as a local bike route only. This road currently has wide, striped shoulders.
Main St in Onalaska between STH 35 and STH 16	
STH 35 to 6th Ave N	Install bike lanes. This segment is wide enough to install bike lanes without impacting parking. The segment between 2nd Ave and 3rd Ave is planned to receive bike lanes as part of the Great River State Trail Connector project.
6th Ave N to 11th Ave N	Retain parking and install shared bike/parking lanes.
11th Ave N to Sand Lake Rd	Install curbside sharrows.
Sand Lake Rd to Theater Rd	Install curbside sharrows. Although parking is already restricted along here, the roadway width is too narrow to accommodate four travel lanes and bike lanes. The study of Main St through the USH 53 and Green Coulee Rd intersections should include consideration of a four-lane-to-three-lane conversion option. This option should be studied for Main St from Sand Lake Rd to Market Pl.

Table 4-2 (continued)

Segment	Treatment
Theater Rd to Market Pl	Study the option of a four-lane-to-three-lane conversion.
Market Pl to STH 16	Install "Share the Road" and "Bikes May Use Full Lane" signage at approach to STH 16.
Midwest Dr Commercial Connections	
Midwest Dr between Theater Rd and Market Pl	Restrict parking and install bike lanes. This area is commercial with abundant off-street parking.
Market Pl between Midwest Dr and Main St (CTH OS)	Install curbside sharrows.
Theater Rd between Main St (CTH OS) and STH 16	Install bike lane placards in the existing bike lanes between Main St (CTH OS) and CTH PH. Install "Share the Road" and "Bikes May Use Full Lane" signage on approach to STH 16 between CTH PH and STH 16.
Onalaska Trail Connections	
Esther Dr Trail	Construct a bicycle/pedestrian "bypass" trail that begins at Main St behind Kwik Trip, connects to Sandalwood Park and Esther Dr., travels on-road along Esther Dr to Germann Ct, and then continues off-road again to connect to Theater Rd and Midwest Dr.
Sand Lake Rd Bypass Trail	Construct a trail along the utility easement between Main St near Greens Coulee Rd and Riders Club Rd.

Recommended bicycle accommodations illustrated on the map for French Island and Enterprise Ave south are discussed in Table 4-5 and illustrated in Map 4-4 for North La Crosse and French Island. Recommended accommodations within the STH 16 corridor are addressed in Table 4-3 and Map 4-2 for West Salem and the STH 16 corridor between Onalaska and West Salem.

Recommended Short-Range Projects

Three projects that could be completed in the near term are recommended for the Holmen/Onalaska geographic region: one project in Holmen and two in Onalaska.

The project recommended for **Holmen** involves the re-designation of the two-way, 6-ft wide bike lane on Main St to an AASHTO standard bike lane paralleled in the opposite direction by a shared bike/parking lane. Providing AASHTO standard bicycle facilities on **Main St** between **Holmen Dr N** and **Roberts St** will require:

1) Flipping the symbol in the existing bike lane between Holmen Dr N and State St to direct bicyclists to travel south.
2) Striping the east side of the street between Holmen Dr N and State St at 13 ft from the curb for a shared bike/parking lane and installing northbound bicycle lane symbols.
3) Striping the east and west sides of Main St between State St and Roberts St at 12 ft from the curb for shared bike/parking lanes.

Two projects—both of which connect to existing bicycle facilities—are recommended for Onalaska: Main St between 3rd Ave and 12th Ave / Sand Lake Rd and Midwest Dr/Market Pl between Theater Rd and CTH OS.

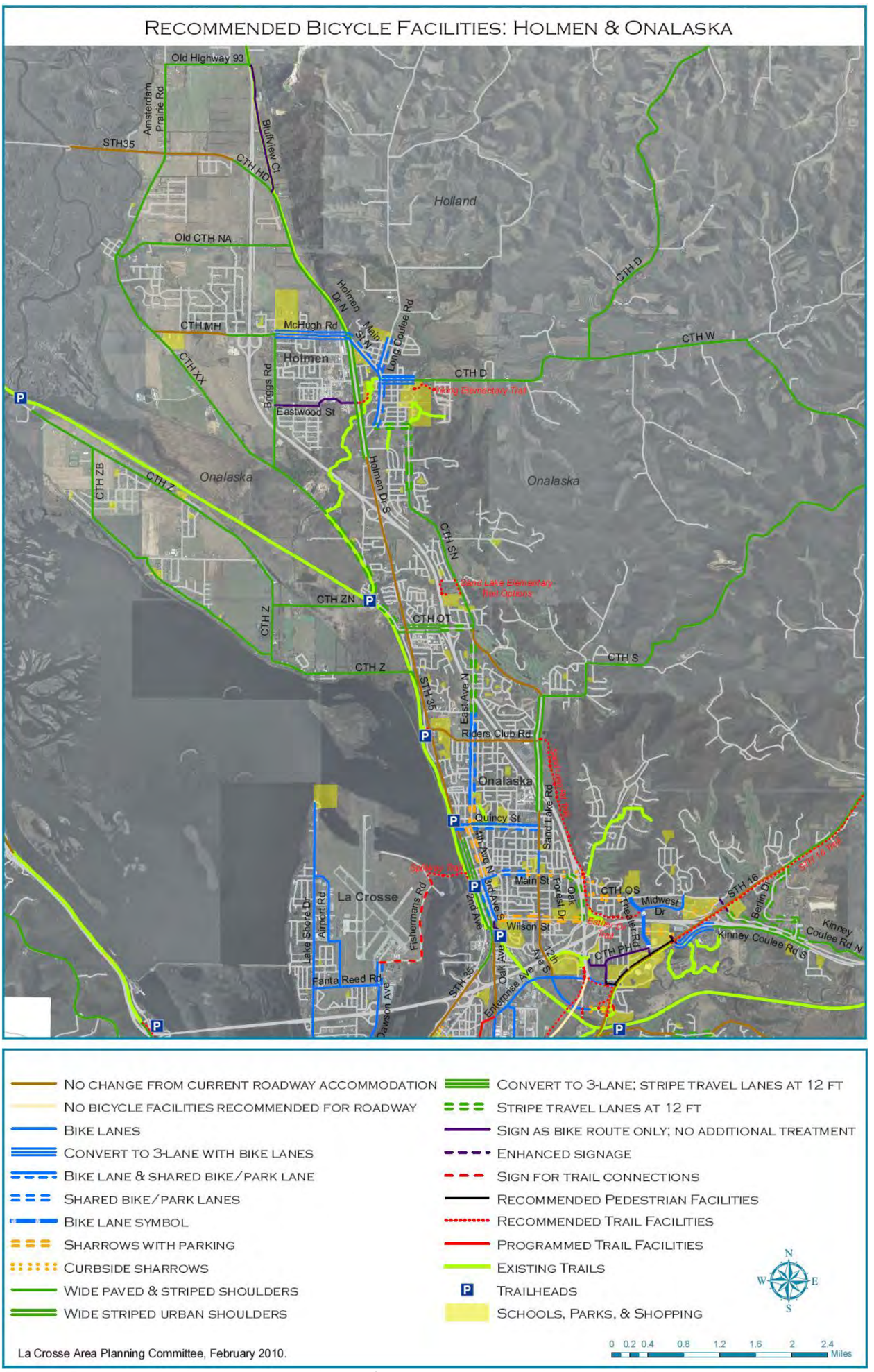
Main St between **3rd Ave** and **12th Ave**:

1) Installing 6-ft bike lanes between 3rd Ave and 6th Ave.
2) Striping the parking lanes between 6th Ave and 11th Ave at 12 ft from the curb for shared bike/parking lanes.
3) Installing curbside sharrows between 11th Ave and 12th Ave / Sand Lake Rd.

Midwest Dr / Market Pl between **Theater Rd** and **CTH OS**:

1) Installing 6-ft bike lanes between Theater Rd and Market Pl.
2) Installing curbside sharrows between Midwest Dr and CTH OS at 4-ft from the curb.

This page intentionally left blank.



Map 4-1: Recommended bicycle accommodations for corridors within and connecting Holmen and Onalaska.

This page intentionally left blank.

Recommended On- and Off-Road Facilities for West Salem and the STH 16 Corridor between Onalaska and West Salem

Detailed Recommendations by Roadway

Table 4-3 describes the recommended off-road trails and on-road treatments and Map 4-2 illustrates the recommendations for the Village of West Salem and the STH 16 corridor to CTH B and Conoco Rd. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments.

Table 4-3: Recommended Bicycle Accommodations by Roadway Segment for West Salem & STH 16 from West Salem to CTH B

Segment	Treatment
County Roads Connecting Holmen & West Salem (CTH D, CTH W, and CTH M) Install Share the Road signage.	
CTH D between Deerwood St in Holmen and CTH W; **CTH W** between CTH D and CTH M; **CTH M** between CTH W and STH 16 in West Salem	When reconditioned/reconstructed, provide a minimum of 4-ft paved and striped shoulders. This route provides the most direct route between Holmen and West Salem and is a segment of some of the classic bike rides. Roadway improvements south of Gills Coulee Rd should be prioritized ahead of improvements to the rest of the alignment because CTH M serves to connect the subdivisions to the north of West Salem to West Salem. The bridge over the La Crosse River on CTH M is too narrow to safely accommodate bicycles and motor vehicles and should be widened to include wide shoulders.
County Roads Connecting West Salem & La Crosse Install Share the Road signage.	
CTH M between STH 16 in West Salem and CTH B in Hamilton	CTH M alternates between accommodating bicycles on wide, paved shoulders on bridge structures to lacking paved shoulders along most connecting sections. When segments of CTH B are scheduled for resurfacing, provide a minimum of 4-ft paved shoulders. Provide enhanced signage at the approach to STH 16 with "Bikes May Use Full Lane."

Table 4-3 (continued)

Segment	Treatment
CTH B between CTH M in Hamilton and STH 16 / Conoco Rd in La Crosse	When CTH B between CTH M and CTH O is reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders. CTH B currently has wide, paved shoulders between CTH O and Sablewood Rd and undesignated bike lanes between STH 16 and Greenwood Dr. When the segment between Greenwood Dr and Sablewood Rd is resurfaced in 2010, the travel lanes should be striped for undesignated bike lanes. Provide directional signage to the 3-Rivers Trail at STH 16.
County & State Roads Connecting Mindoro to Holmen & West Salem (CTH D & STH 108) Install Share the Road signage.	
CTH D between CTH W in the Town of Onalaska and STH 108 in Mindoro; **STH 108** between CTH D in Mindoro and STH 16 in West Salem	Although, most of the area through which these alignments pass is out of our planning area, residents of the Town of Farmington asked to be included in the regional bike routing system. As segments of the Classic Rides bicycle touring routes and as the most direct connections between Mindoro and Holmen and Mindoro and West Salem, these roads should be improved to include a minimum of 4-ft wide paved and striped shoulders if feasible.
Connections within West Salem	
Elm St between CTH M and Mill St S	When reconstructed, remove parking where permitted and install bike lanes.
Mill St between Elm St E and Jefferson St E	Sign as a bike route only; no additional roadway treatment.
Jefferson St E between Mill St S & Rhyme St	Stripe the travel lanes between Mill St and City Loop at 12 ft. When the segment between City Loop and Rhyme St is reconditioned or reconstructed, provide a minimum of 4-ft paved and striped shoulders.
CTH B between Rhyme St and the planning area boundary	When reconditioned or reconstructed, provide a minimum of 4-ft paved and striped shoulders.

Table 4-3 (continued)

Segment	Treatment
Heritage Blvd between Vets Park trail entrance and Meadow Ln	Sign as a bike route only; no additional roadway treatment.
Meadow Ln between Heritage Blvd and Waterloo Ave	Sign as a bike route only; no additional roadway treatment.
Waterloo Ave between Meadow Ln & CTH M	Sign as a bike route only; no additional roadway treatment.
Franklin St between CTH M & West Ave N	Remove parking from both sides and install bike lanes
West Ave between Elm St W and Brickl Rd	Remove parking from both sides and install bike lanes between Elm St W & Garland St W and between Commerce St to the trailer park entrance. Install sharrows with parking between the trailer park entrance & Brickl Rd to accommodate some of the businesses on Brickl Rd. Northern Engraving has a large parking lot that could be used for shared parking. Install "Bikes May Use Full Lane" signage on the approaches to STH 16.
Brickl Rd between CTH M and STH 16	Remove parking from both sides and install bike lanes. Install "Bikes May Use Full Lane" signage on the approaches to STH 16. Replace the standard pedestrian signals with countdown signals.
Hamlin St W between STH 16 and Mark St N	Remove parking from both sides and install bike lanes to accommodate students. Install "Bikes May Use Full Lane" signage on the approach to STH 16.
Mark St N between Tilson St E & Garland St	Remove parking from both sides of the road and install bike lanes to accommodate students biking to school.
Tilson St E between Mark St N and the paved section of Tilson	Sign as a local bike route only. This currently unpaved section of road provides a direct connection to Lake Neshonoc and a proposed trail within a La Crosse County easement along Lake Neshonoc. Development is likely to occur on both sides of this roadway as the County develops its property.

Table 4-3 (continued)

Segment	Treatment
Garland St between West Ave N & Linse Rd	Between West Ave N and Leonard St N, remove parking from one side and install a bike lane on that side and a shared bike/parking lane on the other side. Between Leonard St N and the end of Garland St, remove parking from both sides and install bike lanes. Continue the bike lane treatment on Garland St to Linse Rd when the new road is constructed during the land development process as recommended by the La Crosse County Roadway Plan.
Leonard St between STH 16 and Elm St	Install shared bike/parking lanes between Elm St and Franklin St and remove parking from one side of the street between Franklin St and Lewis St for bike lanes. Install bike lane (Begin Bike Lane) near STH 16 for southbound bicyclists. The northbound bicycle lane would be ended at Lewis St allowing bicyclists to merge into the appropriate turn lane at STH 16.
Memorial Dr between Leonard St S & Mill St S	This section of road has been recommended in the Pathways enhancement project to be converted to a pedestrian mall with bicycle parking.
Neshonoc Rd between Garland St E and Jefferson St E	When resurfaced, provide 4-ft striped and paved shoulders between Garland St E and the overpass. The overpass itself, which ends at Jefferson St, currently has wide shoulders to accommodate bicyclists.
West Salem Trail Connections	
La Crosse River State Trail / Industrial Dr trail connection	Children from Bangor often bike to West Salem on the state trail to go to the pool and library. This trail connection would allow children a shorter and safer means of accessing these destinations. If the segment of rail line crossed by the trail is within a Quiet Zone, the crossing itself as well as special safety measures would need to be approved by the FRA.

Table 4-3 (continued)

Segment	Treatment
West Salem La Crosse River Trail	This recreation trail is recommended in the La Crosse County Comprehensive Plan. It would follow within La Crosse County easement along Lake Neshonoc, travel along STH 108 to the north side of the La Crosse River, and then follow along the north bank of the La Crosse River to Old County Road B where it crosses the river to continue south to Veteran's Park.
West Salem La Crosse River Trail Connector	This trail would connect the proposed river trail and the subdivisions north of the river via a bridge to West Salem at the trailer park.
Vets Park/N Kinney Coulee Rd Trail Connection	This trail would connect Vets Park in West Salem to N Kinney Coulee Rd in Hamilton. The slopes through here can be substantial, but it would provide a direct transportation route between West Salem, planned subdivisions, and Onalaska.
STH 16 Corridor from CTH B/Conoco Rd in La Crosse to the Planning Area Boundary in Hamilton	
CTH B to Landfill Rd	No on-road bicycle treatments recommended. Recommended improvements through the corridor include intersection improvements (signage and crosswalks) and the construction of sidewalks and trail connections. Sidewalks should be a minimum of 8-ft wide (10-ft preferable) to accommodate both bicycle and pedestrian travel and should include the sign "Bikes Yield to Pedestrians." Crosswalks should be ladder-style for enhanced visibility.
STH 16 Sidepath Access to Mall	The current sidepath has no access points into the mall area other than at STH 157, Braund St, and Theater Rd. These locations are completely auto-dominated and do not lend themselves easily to the safe access of bicycles or pedestrians into the mall area. The two locations recommended for trail connections provide safer links between the trail and the internal circulation of the mall area.

Table 4-3 (continued)

Segment	Treatment
STH 16 / 12th Ave overpass	As a result of the reconstruction of the STH 16 overpass of 12th Ave S, the sidepath is detoured down into Holiday Heights. A prominent desire line north of the bridge illustrates that bicyclists and pedestrians are traveling on the bridge. If allowed, the east shoulder should be protected by a barrier and used as the continuation of the sidepath. Trail crossing signs should be installed at the start of the free-flow lane and at the crossing, alerting motorists to the presence of bicyclists and pedestrians. Install cut-throughs in the median to allow bicyclists passage without ramping the curb or veering toward vehicles entering STH 16.
STH 157 / STH 16 intersection	The sidewalk system in the northwest sector of the intersection should be completed. Sidewalks at least 8-ft wide should be installed on the north of STH 157 between CTH PH and STH 16 and on the west of STH 16 between STH 157 and the access rd to the strip mall. A painted crosswalk and pedestrian activated light should be installed at STH 157 and CTH PH to assist the safe crossing of APAC and other workers across STH 157. Another crosswalk and pedestrian activated light at the north leg of the intersection should be installed when the sidewalk is installed to provide a safe connection between the proposed sidewalk on the west side and the sidepath on the east side of STH 16.
Braund St / Theater Rd intersections	No recommended improvements to the intersections. The City of Onalaska has added crosswalks and pedestrian activated lights to the west and south approaches of each intersection. A minimum of 8-ft wide sidewalks should be installed on the west side of STH 16 from STH 157 to Pralle Rd.
Pralle Rd/S Kinney Coulee Rd intersection	An 8-ft sidewalk should be installed along the west side of Pralle Rd to provide access to the bus stop and the local businesses. A crosswalk and pedestrian activated signal should be installed at the west approach of STH 16 to connect the sidewalk system on S Kinney Coulee Rd and the sidepath to the proposed sidewalks on the north side of STH 16.

Table 4-3 (continued)

Segment	Treatment
STH 16 Sidepath Extension	The existing sidepath would be extended from its current terminus near S Kinney Coulee Rd out to Landfill Rd. The City of Onalaska submitted an enhancement application in 2008 for this segment; however, it was not funded. The major considerations for this segment is crossing two interstate ramps and squeezing between the footings of the I-90 overpass.
STH 16 / I-90 eastbound ramp	When the trail is constructed, post a trail crossing warning sign ahead of the trail along the right turn lane and a trail crossing sign at the trail. This ramp is controlled by a signal, which could be modified to include a pedestrian activation if user counts warrant. Use colored pavement for the trail crossing to further enhance the crossing.
STH 16 / I-90 westbound ramp	Same as above. Because this is a free-flow lane onto the interstate, a stop sign for trail users should be installed.
STH 16 / I-90 off-ramp	When the trail is constructed, the I-90 approach to this signalized intersection should be signed with a trail crossing warning sign ahead of the trail and a trail crossing sign at the trail. Use colored pavement for the trail crossing.
STH 16 / CTH OS / N Kinney Coulee Rd intersection	The existing crosswalk across the east approach should be repainted as a ladder-style for improved visibility. When the trail is constructed, post a trail crossing sign at the trail. A pedestrian activated light and a crosswalk should be installed to cross N Kinney Coulee Rd.
Other intersections with proposed sidepath	Install trail crossing signs and use colored pavement for trail crossing enhancement.
Landfill Rd to Gills Coulee Rd	WisDOT plans to widen this facility in 2015 to 4-lanes, with 10-ft paved shoulders. Install Share the Road signage.

Table 4-3 (continued)

Segment	Treatment
Onalaska-to-West Salem STH 16 Sidepath (Landfill Rd to west side of bridge near Vet's Park)	This shared-use facility would be constructed on the south side of the highway within STH 16 right-of-way during the expansion of STH 16 from a two-lane facility to a four-lane facility in 2015. A new bicycle/pedestrian bridge over the La Crosse River will be needed to connect the terminus of the trail with the Veterans Park trail.
Gills Coulee Rd to Veteran's Park	This section is currently 4-lane; however, it does not have wide shoulders to accommodate bicyclists. As part of the 4-lane project, WisDOT may widen this section to include 10-ft paved shoulders to accommodate stopped motorists and bicyclists. Because the state project will end west of the bridge over the La Crosse River, a new bicycle/pedestrian bridge will be needed to connect the terminus of the trail with the Veterans Park trail.
Veteran's Park to end of urban section (just east of the La Crosse River east of the Village)	When this urban section is reconstructed, provide wide, striped shoulders for undesignated bike lanes.
End of urban section to planning area boundary	When this rural section is reconstructed, provide wide, striped shoulders.
Other Connections to STH 16	
Landfill Rd between STH 16 and Berlin Dr	Sign as a local bike route; no additional roadway treatment.
Berlin Dr between Landfill Rd and Luoyang Ave	Stripe the travel lanes at 12 ft to accommodate undesignated bike lanes. Sign as a local bike route.
Luoyang Ave between Berlin Dr and N Kinney Coulee rd	Stripe the travel lanes at 12 ft to accommodate undesignated bike lanes. Sign as a local bike route.
N Kinney Coulee Rd between STH 16 and its terminus in the Town of Hamilton	Stripe the existing paved section at 12 ft for undesignated bike lanes. When reconditioned/ reconstructed, improve the unpaved section to include 4-ft striped and paved shoulders.

Table 4-3 (continued)

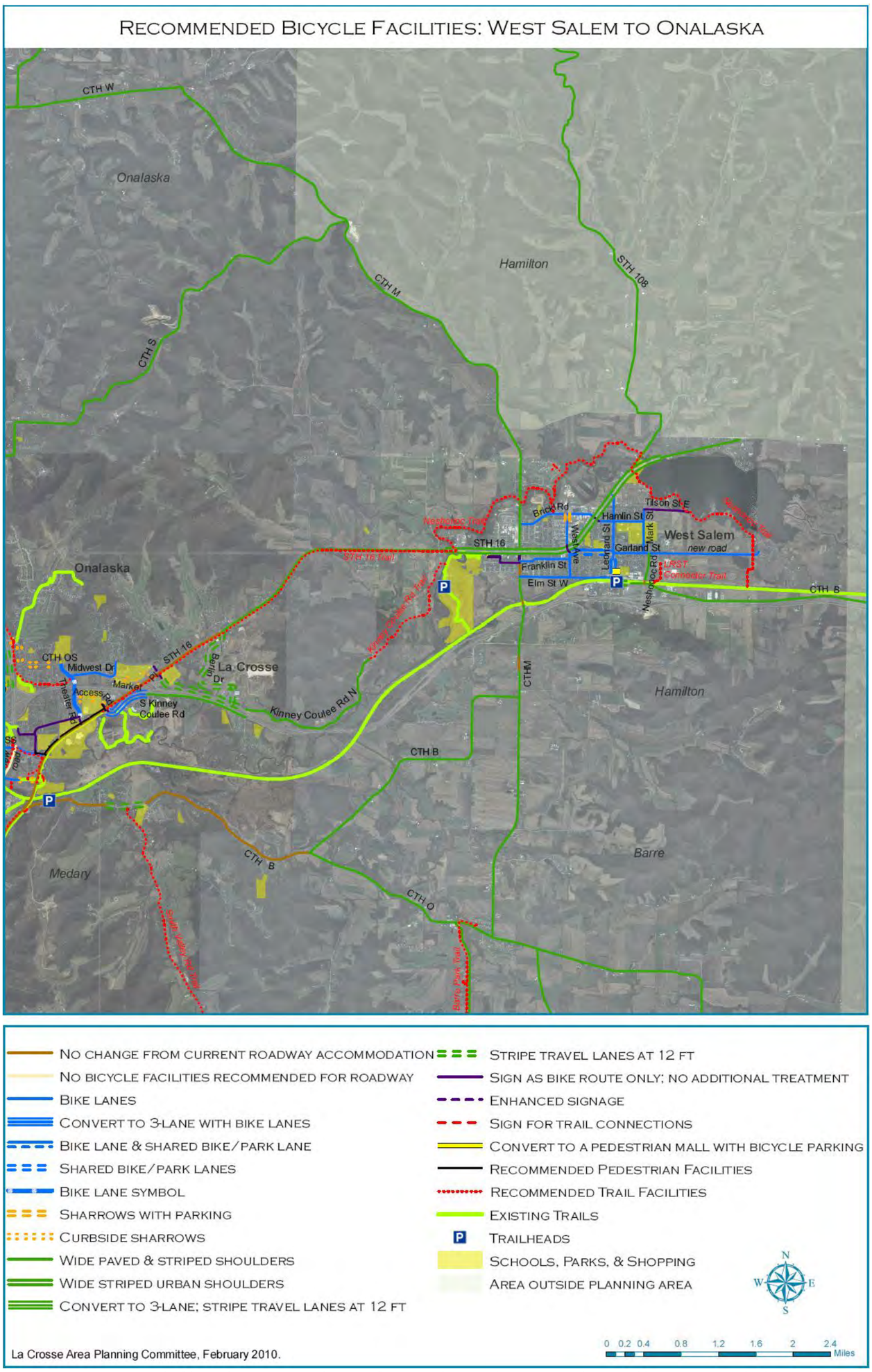
Segment	Treatment
S Kinney Coulee Rd between STH 16 and Valley Vue Dr	Convert the segment between STH 16 and the Gundersen Lutheran Clinic drive from a 4-lane facility to a 3-lane facility with bike lanes. Provide "Bikes May Use Full Lane" signage on the approach to STH 16. When reconditioned/reconstructed, provide a minimum of a 4-ft paved shoulder between the Clinic drive and Valley Vue Dr.
Access Rd / Pralle Rd	Although the access to the Pralle Center Mall is not a city road, curbside sharrows should be installed to provide continuity in the bicycle system and safer access to the amenities of this commercial area by workers on S Kinney Coulee Rd. Enhanced signage alerting motorists that "Bicycles May Take Lane" should be installed at the approaches to the STH 16 intersection.

Recommended bicycle facilities for Onalaska illustrated in Map 4-2, but not discussed in Table 4-3, are discussed in detail in Table 4-2 and are better illustrated in Map 4-1. Facilities illustrated south of West Salem and the STH 16 corridor are discussed in Table 4-4 for rural La Crosse.

Recommended Short-Range Projects

The recommended pilot project for West Salem involves striping both sides of **Leonard St** between **Elm St** and **Franklin St** at 12 ft from the curb and installing bicycle lane symbols for shared bike/parking lanes.

This page intentionally left blank.



Map 4-2: Recommended bicycle accommodations for corridors within West Salem and between Onalaska and West Salem.

This page intentionally left blank.

Recommended On- and Off-Road Facilities for Barre, Medary, Shelby, and Greenfield

Detailed Recommendations by Roadway

Table 4-4 describes the recommended off-road trails and on-road treatments and Map 4-3 illustrates the recommendations for rural La Crosse County south of West Salem and east of the City of La Crosse to the planning area boundary. This area includes the towns of Barre, Medary, Shelby, and Greenfield.

Table 4-4: Recommended Bicycle Accommodations by Roadway Segment for Rural La Crosse County (Barre, Medary, Shelby, Greenfield)

Segment	Treatment
County Roads Install Share the Road signage.	
CTH O between CTH B and CTH M; **CTH M** between CTH B and USH 14/61; **CTH F** between Bliss Rd and STH 33; **CTH FO** between CTH OA and CTH F; **CTH OA** between CTH O and STH 33; **CTH YY** between CTH M and USH 14/61.	These roads are heavily used by touring and training bicyclists. Most of roads are part of the Classic Rides series of routes published in the *7 Rivers Region Cycling Maps*—a pamphlet designed to be taken on the road. Because the roads have very narrow paved shoulders, they all have the same recommendation: When reconstructed, provide a minimum 4-ft paved and striped shoulder and install Share the Road signage. However, because many of these roads go through areas of steep slopes, widening the shoulders may not be feasible. In areas where widening to 4 ft is not feasible, the minimum recommendation is to widen to the maximum width possible and provide Share the Road signage. CTH OA is scheduled for realignment from Drectrah Rd to Tyson Rd in 2010 to straighten out some of the unsafe bends in the road. Part of the design is to have 4-ft paved and striped shoulders to accommodate bicyclists.

Table 4-4: (continued)

Segment	Treatment
State and U.S. Roads Install Share the Road signage.	
STH 33 between 32nd St and Greenfield/ Washington town line (planning area boundary)	WisDOT plans to rehabilitate STH 33 between 32nd St in La Crosse to CTH F in 2013. One option, which we recommend, is to convert the road between 32nd St and Boma Rd to a three-lane (one lane in each direction and a center turn lane) with striped shoulders for bike lanes. The Town of Shelby would be responsible for marking the shoulders as bike lanes if desired. The road surface on Irish hill will be reconstructed without rumble strips and with a 6-ft shoulder to the right of the climbing lane on the south side of the road and an 8-ft shoulder on the north side of the road. The segment between CTH F and CTH M is not yet scheduled for rehabilitation or reconstruction. When reconstructed, it should include 4-ft paved and striped shoulders to connect with the work completed to the east of CTH M and the work to be completed to the west of CTH F.
STH 33 crossings at Pammel Creek Park and Hagen Rd	With operating speeds exceeding 45 mph by Hagen Rd and 55 mph by the park, safe crossings for children accessing the park and State Road Elementary are necessary to encourage biking and walking. An underpass connecting the north sidewalk with the park is the preferred treatment for the Town of Shelby; however, drainage issues may make this option infeasible. If an underpass is deemed infeasible, DOT should include an enhanced at-grade crossing in the design and reconstruction of this segment of STH 33. The intersection at Hagen Rd will be realigned with Wedgewood Dr. As a major crossing for children going to school at State Road Elementary, this intersection should be reconstructed to include a median refuge in the crosswalk and continental striping (ladder-style) for the crosswalk.

Table 4-4: (continued)

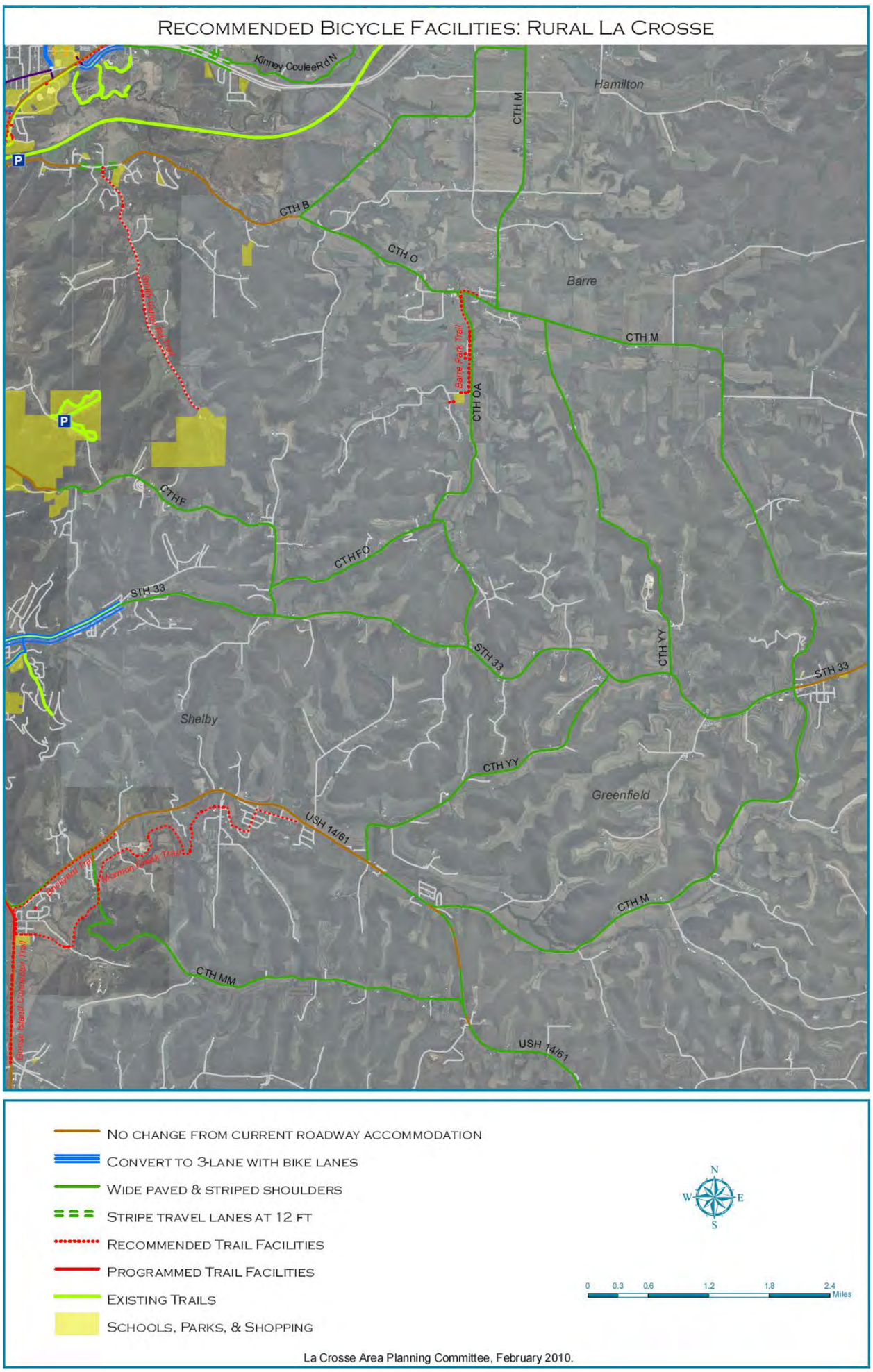
Segment	Treatment
USH 14/61 between STH 35 and the La Crosse/Vernon County line (planning area boundary)	Long stretches of 14/61 currently have wide, paved shoulders and need no additional improvement other than to be signed with Share the Road signage. The segment from STH 35 to the Lexington Heights development and the segment east of Coulee Manor Mhp Rd to the planning area boundary need to include a minimum of 4-ft paved and striped shoulders when rehabilitated/reconstructed.
Local Trails	
Barre Park Trail	The Town of Barre will be establishing a park on Drectrah Rd between Garbers Rd and CTH OA. Residents that live in the more densely settled part of the town at the confluence of CTH O, CTH M, and CTH OA would like a safe means for their children to access the park. The County plans to realign OA between O and FO and has been funded to complete the portion between Drectrah Rd and Tyson Rd in 2010. The County should include in its realignment design the construction of an off-road trail from the mobile home park along the north side of CTH O and south along the west side of the realigned CTH OA to Drectrah Rd and the park. An additional connection to the park should be provided for the residents on Garbers Rd.
Smith Valley Rd Trail	The purpose of this trail is to get children that live along Smith Valley Rd safely to Northwoods Elementary. Because of the extreme slope issues through the area, the trail should be constructed within Smith Valley Rd right-of-way when the road is reconstructed. A facility similar to the trail along Hagen Rd could be constructed on the west side of the road with minimal impact by widening the shoulder. The negative aspect of this is it would encourage wrong-way riding by bicyclists immediately adjacent to the travel lane with no safety buffer.

Table 4-4: (continued)

Segment	Treatment
Mormon Creek Trail	This trail would allow children from the subdivisions to walk and bike to school at Southern Bluffs Elementary.
USH 14/61 Sidepath	This sidepath would travel within WisDOT right-of-way along USH 14/61 and STH 35 to connect Justin Rd with Southern Bluffs Elementary. A short trail connecting Fireclay Ct and Marion Dr N should also be constructed to provide a direct connection between the neighborhoods and school.
Goose Island Connector Trail	This trail would have two separate segments: The first would connect the end of the Pammel Creek Trail at Five Star Telecom with the trail programmed to be constructed between Clavert Rd and Riverview Dr and the second would continue the trail from Riverview Dr to Goose Island Park.

Recommended Short-Range Projects

Because all of the recommended facilities would require some kind of reconstruction, no short-range facilities projects are recommended for Rural La Crosse.



Map 4-3: Recommended bicycle accommodations for corridors within the towns of Medary, Shelby, Barre, and Greenfield.

This page intentionally left blank.

Recommended On- and Off-Road Facilities for French Island and North La Crosse

Detailed Recommendations by Roadway

Table 4-5 describes the recommended off-road trails and on-road treatments and Map 4-4 illustrates the recommendations for French Island and North La Crosse north of La Crosse St. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments.

Table 4-5: Recommended Bicycle Accommodations by Roadway Segment for North La Crosse and French Island

Segment	Treatment
French Island (Town of Campbell) If any roadway segment recommended for bike lanes is reconstructed to an urban section, then bike lanes shall be a minimum of 5 ft with integral curb or 1-ft gutter pans, and 6-ft with 2-ft gutter pans.	
Lakeshore Dr (CTH BW) between Nelson County Park and Goddard St	Restrict parking where allowed. Install bike lanes within the existing paved shoulders between Nelson County Park and the south end of the I-90 overpass. South of the overpass, provide 4-ft paved shoulders when reconstructed.
Goddard St (CTH BW) between Lakeshore Dr and Bainbridge St	When reconstructed, provide minimum 4-ft paved & striped shoulders and mark as bike lanes; restrict parking where currently allowed.
Hinkley Rd between Lakeshore Dr and Bainbridge St	If reconstructed to an urban section (minimum 36-ft width), restrict parking and install bike lanes.
Fanta Reed Rd between Lakeshore Dr and Dawson Ave	When reconstructed, provide a minimum of 4-ft paved shoulders marked as bike lanes between Lakeshore Dr and Airport Rd. Install bike lanes between Airport Rd and Dawson Ave.
Fanta Reed Rd between Dawson Ave and Fisherman's Rd	Install a bike lane and shared bike/parking lane.

Table 4-5 (continued)

Segment	Treatment
Airport Rd between Lakeshore Dr and Fanta Reed Rd E	Remove parking where allowed and install bike lanes.
Spillway Trail between Fisherman's Rd on French Island and The Great River State Trail in Onalaska	Construct a trail over the existing Lake Onalaska spillway to connect French Island with the Great River State Trail, the Onalaska Waterfront, and the City of Onalaska.
Fisherman's Rd between Fanta Reed Rd and the Spillway Trail	When the Spillway Trail is completed, sign as a bike route and for trail connections to the Spillway Trail and Great River State Trail.
CTH B (Dawson Ave & Bainbridge St) between Fanta Reed Rd and Washburn St	Install bike lanes and Share the Road signage between Fanta Reed Rd and Hinkley Rd. Between Hinkley Rd and Washburn St, remove parking from both sides and install bike lanes or remove parking from one side and install curbside sharrows & a shared bike/parking lane.
Clinton St (CTH B) between Bainbridge St and Rose St	Convert to a 3-lane roadway (one through lane in each direction and a center turn lane) with bike lanes. This segment has been identified through Safe Routes to School efforts as a priority corridor for school children.
North La Crosse Industrial Park Connections	
USH 53 extended (new road) between I-90 and River Valley Dr	Because it is an extension of the freeway, bicycle accommodations are not recommended for the facility itself. Two trails connecting River Valley Dr to 1) Cunningham St and 2) 12th Ave extended (new road) and CTH SS are needed to maintain the bike route system through the industrial park. The trail connecting River Valley Dr with CTH SS would roughly follow under the elevated USH 53 extended roadway. NOTE: Any change to the design of USH 53 extended (i.e. number of lanes, connections) will entitle a re-evaluation and modification of this recommendation.

Table 4-5 (continued)

Segment	Treatment
12th Ave extended (new roadway) between CTH SS and 12th Ave to Medary Ln in Holiday Heights	Construct with bike lanes.
"12th Ave" (existing road) between the stub and Medary Ln	Install curbside sharrows. This segment of roadway was recently built with wide curb lanes, but the roadway width is inadequate for bike lanes on a four-lane facility. The sharrow for eastbound bicyclists should continue onto the through/left turn lane with additional signage directing them onto Medary Ln and the northbound STH 16 sidepath connection and onto the sidewalk for southbound on the sidepath.
River Valley Dr between Palace St and St James St	The segment between Palace St and Gillette St will be reconstructed as part of the USH 53 extended project. It is planned to have three southbound lanes and two northbound lanes. The current two-way bikeway on the east side of the roadway should be reconstructed as an AASHTO standard separated shared-use path that will connect with the trail system and the industrial park bike route system. Install bike lanes between Gillette St and St James St. When reconstructed, upgrade the existing east sidewalk to an AASHTO standard shared-use path and move the curb ramp to the east side of the trail access.
Enterprise Ave / CTH SS between Oak St and STH 16	Install bike lanes between Oak St and 12th Ave S. When the USH 53 extended roadway is built, the current grade intersection with CTH SS will disappear and CTH SS will pass over the new roadway to connect to STH 16 and the Mall entrance. Install bike lanes between 12th Ave S and STH 16 and Bikes May Use Full Lane signage at the CTH PH and STH 16 intersections.
Hauser St between Enterprise Ave and Larson St	Install bike lanes.

Table 4-5 (continued)

Segment	Treatment
Larson St between Hauser St and Cunningham St	Install bike lanes.
Cunningham St between Oak St and its terminus	Construct a trail connecting 3 Rivers Trail/River Valley Dr with the east end of Cunningham St. The trail would maintain access to the route system through the industrial park after 53 extended is constructed. Cunningham St will be extended from Larson St to Oak St in 2011, replacing the parallel segment of Palace St, which was vacated for expansion of the Kwik Trip Bakery. Install bike lanes on this segment and on the segment between Larson St and USH 53 if a connection is created. If Cunningham St is not connected to the extension of USH 53 then only sign as a bike route.
Oak St between Enterprise Ave and Kwik Trip Way	Install bike lanes.
Kwik Trip Way between Oak St and Palace St	Install bike lanes.
Palace St between Kwik Trip Way and 3-Rivers Trail	Provide directional signage to the 3-Rivers Trail.
North La Crosse East-West Connections between Rose St and STH 16	
Palace St between Rose St and its terminus	Install bike lanes between Rose St and Liberty St. Remove parking from both sides and install bike lanes between Liberty St and Onalaska Ave. Sign Palace St to the east of Onalaska Ave as a bike route after the Northside Connector Trail has been constructed. Provide directional signage for the trail.
Livingston St between Rose St and its terminus	Between Rose St and Onalaska Ave, remove parking from one side and install a curbside sharrow on the side without parking and a shared bike/parking lane on the other side. Provide bike route and trail signage on segment east of Onalaska Ave.

Table 4-5 (continued)

Segment	Treatment
Gillette St between Rose St and STH 16	Remove parking from both sides and install bike lanes between Rose St and Onalaska Ave. Maintain the wide curb lanes and install Share the Road signage between Onalaska Ave and STH 16.
Clinton St between Rose St and George St	Remove parking from both sides and install bike lanes.
St Cloud St between Copeland Ave and Gateway Ct	Install sharrows with parking between Copeland Ave and Rose St. Between Rose St and Kane St, remove parking from one side and install a bike lane and a shared bike parking lane. Travel lanes will be reduced to 11 ft. Install sharrows with parking between Kane St and George St; create a cut-through in the west sidewalk and terrace to allow east-west crossing of and connection to George St. Install bike lanes between George St and Gateway Ct.
St James St between St Cloud St and River Valley Dr	Install bike lanes. Parking is currently prohibited and the wide roadway can easily accommodate bike lanes.
St Andrew St between the Amtrak Station and Lang Dr	Sign as a local bike route only; no additional roadway treatments required.
Monitor St between Rose St and Lang Dr	Convert the roadway from a 4-lane facility to a 3-lane facility with bike lanes.
North La Crosse North-South Neighborhood Connections	
Avon St between Livingston St and Monitor St	Remove parking from one side and install curbside sharrows and sharrows with parking between Livingston St and Gillette St. Remove parking from one side where allowed and install bike lane and shared bike/parking lane between Gillette St and St Andrew St Remove parking from one side and install curbside sharrows and shared bike/parking lane between St Andrew St and Monitor St.

Table 4-5 (continued)

Segment	Treatment
Charles St between Palace St and Gillette St	Remove parking from both sides; install bike lanes. Charles St directly serves Franklin Elementary school and warrants a higher level of bicycle accommodation.
Onalaska Ave between Palace St and Gillette St	Remove parking from one side; install curbside sharrow and sharrow with parking.
Ranger Dr between Gillette St and Clinton St	No change recommended. This facility currently has bike lanes to serve the students at Logan High School.
Major North-South Connections between North and South La Crosse	
STH 35 (2nd Ave S and Rose St) between Oak Forest Dr and George St W	When reconditioned/reconstructed, provide at least 4-ft of paved shoulder and warning signage ahead of the ramps. The preferred option would be to construct a median bike path through this access-controlled area. Install Share the Road signage.
USH 53 (Rose St) between George St W and Clinton St	Maintain wide, paved shoulders between George St W and Livingston St. Install curbside sharrows between Livingston St and Clinton St. Install Share the Road signage through entire corridor.
USH 53 (Copeland Ave) between Clinton St and La Crosse St (NOTE: Copeland Ave between Clinton St and Rose St is a one-way southbound facility. Recommended bicycle facilities would be installed on the west side only. Recommended bicycle facilities would be installed on both sides of the road	Install southbound bike lane on west side of road between Clinton St and St Cloud St. Remove parking on west side of road between St Cloud St and St Andrew St and between Car St and Buchner Pl and install southbound bike lane. Install southbound curbside sharrows on the overpass between St Andrew St and Car St. Install a southbound bike lane on the west side of the road between Buchner Pl and Rose St. When the roadway between Rose St and 2nd St is resurfaced, reduce the two-way left turn lane (TWLTL) to 12 ft and stripe inside travel lanes at 12 ft; install curbside sharrows. Install curbside sharrows between 2nd St & La Crosse St Install Share the Road signage through entire corridor.

Table 4-5 (continued)

Segment	Treatment
USH 53 (Rose St) between Clinton St and Copeland Ave (NOTE: This segment of Rose St is a one-way northbound facility. Recommended bicycle facilities would be installed on the east side only.	Install a northbound bike lane between Copeland Ave and Monitor St. Remove parking on the east side of the street between Monitor St and Gould St and between Hagar St and St Paul St to accommodate a northbound bike lane. Install northbound curbside sharrows on the overpass between Hagar St and Gould St. Re-stripe the travel lanes between St Paul St and Clinton St to accommodate a northbound bike lane. Install Share the Road signage through entire corridor.
STH 35 between Rose St and La Crosse St (George St W, George St, Lang Dr)	Remove parking from both sides and convert to a 4-lane facility between Campbell St and Clinton St, reduce speed limit from 35 mph to 30 mph between Monitor St and La Crosse St, and install curbside sharrows through entire corridor. Designate the west side sidewalk between Monitor St and La Crosse St as a bikeway. Install sharrows with parking between Campbell St and Clinton St until (if) 4-lane conversion takes place. Install Share the Road signage along entire corridor.
STH 16 between CTH B / Conoco Rd and La Crosse St	No on-road accommodations are recommended for this facility. The existing roadway, which has operating speeds exceeding 50 mph, is too narrow to allow re-striping of lanes to accommodate on-road bicycle accommodations. If the road is widened to six lanes as has been considered in some traffic modeling scenarios, the road will be even more difficult for bicyclists to negotiate for turning movements. The best option is to improve the existing sidepath and to create a new sidepath on the west side of the road. (See North La Crosse Trail Connections below.)

Table 4-5 (continued)

Segment	Treatment
North La Crosse Trail Connections	
Northside Connector Trail / Dairyland Power Extension Trail between Gillette St and Enterprise Ave	A bicycle/pedestrian bridge is programmed for construction over the railroad yard. The Northside Connector Trail will be constructed between the bridge over the BNSF and Moore St in La Crosse. The Dairyland Power Extension Trail will continue the Northside Connector Trail down to Gillette St. Additional trail connections to Palace St on the west side of the rail yard and Livingston St should be constructed to ensure adequate access to the trail by residents.
Crossing Meadows / STH 157 Trail between Schroeder Rd and 12th Ave in Holiday Heights	Bicyclists and pedestrians are currently traveling on the shoulder and grassy area along STH 157 to travel between Crossing Meadows and the STH 16 retail area. This trail would continue from the existing terminus of the Crossing Meadows Trail behind Ship Shape Car Wash east along STH 157, south along STH 16, and down into the planned commercial development and the existing trail along 12th Ave S. The trail along with the recommended crosswalk and sidewalk infrastructure will provide connections to the STH 16 retail area, the STH 16 sidepath, and Holiday Heights.
La Crosse River State Trail Connector Trail between the state trail and 12th Ave extended	This trail would provide a short and direct connection for users of the state trail to the commercial development planned for 12th Ave extended.
West Side STH 16 Sidepath between Conoco Rd and La Crosse St	The existing sidepath on the east side of STH 16 is inadequate in width for two-way bicycle and pedestrian traffic. La Crosse-bound bicyclists also get blinded by headlights while traveling at night. An additional path on the west side of STH 16 should be constructed to assist southbound pedestrian and bicycle traffic connect directly into the southbound bicycle accommodations recommended for Losey Blvd and the westbound accommodations recommended for La Crosse St. The County should be allowed to close this facility during the winter for snow storage.

Table 4-5 (continued)

Segment	Treatment
Goose Green Park Connector Trail between Goose Green Park and Monitor St	This trail has been proposed by the City of La Crosse to connect Goose Green Park with Monitor St and an old unimproved rail trail.
North Bank Trail between Monitor St and the 3 Rivers Plaza	This trail will follow an unimproved rail trail along the north bank of the La Crosse River It connects Monitor St to an existing ashpalt trail behind the 3 Rivers Plaza.
Black River Trail between Copeland Park and the 3 Rivers Trail	The City of La Crosse has proposed a trail that would connect South Copeland Park both on- and off-street along the east bank of the Black River to the 3 Rivers Trail near Riverside Park. Connector trails would provide additional access to the trail and to the roadway network.

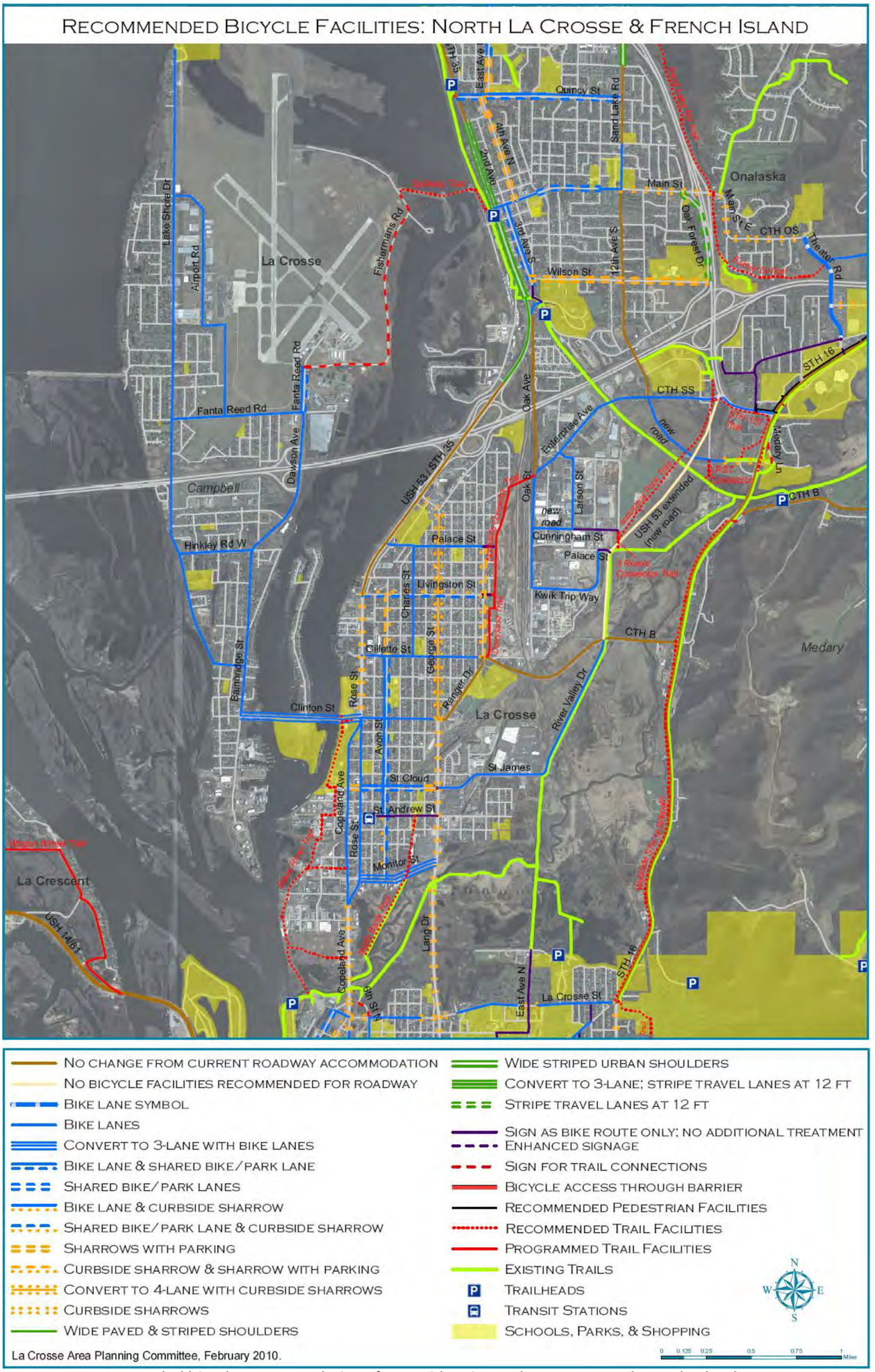
Recommendations for bicycle accommodations illustrated on the map north of CTH SS and Enterprise Ave are addressed within the Holmen/Onalaska discussion provided in Table 4-2, which corresponds to Map 4-1.

Recommended Short-Range Projects

The recommended project for French Island / North La Crosse would occur on CTH B, which is under the maintenance jurisdiction of La Crosse County. The project involves re-striping **Clinton St** (CTH B) between **Bainbridge St** and **Rose St** from a four-lane facility to a three-lane facility (two travel lanes and a middle turn lane) with bike lanes.

Public input provided by the Safe Routes to School planning process has identified Clinton St as a priority corridor for school children.

This page intentionally left blank.



Map 4-4: Recommended bicycle accommodations for corridors in north La Crosse and French Island.

This page intentionally left blank.

RECOMMENDED ON- AND OFF-ROAD FACILITIES FOR SOUTH LA CROSSE

Detailed Recommendations by Roadway

Table 4-6 describes the recommended off-road trails and on-road treatments and Map 4-5 illustrates the recommendations for La Crosse south of the La Crosse River. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments. Map 4-6 provides a detailed look at the urban trail link connecting the programmed Wagon Wheel Trail in La Crescent with the existing 3 Rivers Trail in Riverside Park in La Crosse.

Table 4-6: Recommended Bicycle Accommodations by Roadway Segment for South La Crosse

Segment	Treatment
Major North-South Connections between North and South La Crosse	
USH 53 (3rd St and 4th St) between La Crosse St and Cass St NOTE: 3rd and 4th Sts are one-way streets. Accommodations will be installed on the right side of the road in the direction of travel.	Install curbside sharrows on 3rd and 4th Sts between La Crosse St and Badger St. Install southbound sharrows with parking on 3rd St between Badger St and Pearl St. Install bike lane on 3rd St between Pearl St and Cass St and on 4th St between Badger St and Vine St. Install northbound sharrows with parking on 4th St between Vine St and Cass St. Install Share the Road signage.
USH 14/61 (3rd and 4th Sts south of Cass St) between Cass St and Hood St NOTE: 3rd and 4th Sts are one-way streets. Accommodations will be installed on the right side of the road in the direction of travel.	Install southbound on 3rd St a bike lane between Cass St and Market St, sharrows with parking between Market St and Jackson St, and a bike lane between Jackson St and Hood St. Install northbound on 4th St curbside sharrows between Hood St and Adams St and sharrows with parking between Adams St and Cass St. Install Share the Road signage.

Table 4-6 (continued)

Segment	Treatment
USH 14/61 (South Ave and Mormon Coulee Rd) between 3rd/4th Sts and the USH 14/61 / STH 35 intersection	Install curbside sharrows on South Ave between Hood St and Green Bay St. The South La Crosse Transportation Study recommends reconstruction of USH 14/61 from Green Bay St through the USH 14/61 / STH 35 intersection; however, a preferred roadway design was not recommended. When (if) a design is chosen, a minimum of 6-ft bicycle lanes should be included in the design between Green Bay St and Calvert Rd. See STH 35 for the recommendation for the segment between Calvert Rd and the intersection. Install Share the Road signage through entire corridor.
USH 14/61 / STH 35 intersection	This intersection is currently very problematic for bicyclists. Operating speeds exceed 40 mph and free-flow lanes onto/off of USH 14/61 east of STH 35 present a safety hazard, especially for bicyclists traveling due north through the intersection. Both USH 14/61 and STH 35 are significant bicycling routes. The South La Crosse Transportation Study presented a number of options for this intersection, including multi-lane roundabouts, which have been shown to be unsafe for bicyclists. This intersection needs to be studied for the best way to accommodate bicyclists through here.
STH 35 (West Ave, South Ave, Mormon Coulee Rd) between La Crosse St and South Ave	Install curbside sharrows and Share the Road signage. Install Bikes May Use Full Lane signage at major intersections, especially those with intersecting bike routes. If the signal at Pine St remains then provide only an eastbound cut-through in the median at Pine St; if the signal is removed then provide cut-throughs for eastbound and westbound bicyclists.

Table 4-6 (continued)

Segment	Treatment
STH 35 between Calvert Rd and Sunnyside Dr	This segment has been programmed for a 10-ft wide trail on the west side of the road between Calvert Rd and Riverview Dr and on the east side between Riverview Dr and Sunnyside Dr to aid children get to Southern Bluffs Elementary. Any future reconstruction of USH 14/61 and STH 35 within this area needs to connect into this new facility.
STH 35 between Sunnyside Dr and the south County line	No change recommended. The roadway currently has wide, paved shoulders. The City of La Crosse has received funding to improve the west shoulder between Calvert Rd and Riverview Dr and to provide crossing enhancements for children bound for Southern Bluffs Elementary.
Losey Blvd between La Crosse St and East Ave	When reconditioned/rehabilitated between La Crosse St and Weston St, reduce the width of the two-way left turn lane to 12 ft, left turn lanes to 10 ft, and inside travel lanes to 11 ft, and widen the outside travel lanes to accommodate class A bicyclists. Install curbside sharrows and Share the Road signage. Install curbside sharrows between Weston St and East Ave. Install Bikes May Use Full Lane signage at major intersections (La Crosse St, Cass St, Main St, State Rd, Green Bay St, Ward Ave, Mormon Coulee Rd). Install Share the Road signage.
Other Significant North-South Connections in South La Crosse	
2nd St between La Crosse St and Front St	Install shared bike/parking lanes between La Crosse St and Market St. No roadway treatments recommended between Market St and Front St. Sign as a local bike route.
Front St between 2nd St and Jackson St	No roadway treatments recommended. Sign as a local bike route connection between 2nd St and Jackson St.

Table 4-6 (continued)

Segment	Treatment
Jackson St between Front St and 3rd St	No roadway treatments recommended. Sign as a local bike route connection between Front St and 3rd St.
6th St N between La Crosse St and its terminus	Install signage directing bicyclists to the 3-Rivers Trail. Sign as a local bike route connection between the trail and La crosse St.
7th St between La Crosse St and Cass St (STH 16 follows 7th St between La Crosse St and Cass St)	With the exception of the segment by Western Technical College planned for bump-outs, install bike lanes between La Crosse St and Main St. Install curbside sharrows within roadway segment treated with bumpouts. Install sharrows with parking between Main St and Cass St. If 6th and 7th Sts south of La Crosse St to South Ave become one-way pairs as proposed in past transportation studies, then each facility shall be reconstructed to include a dedicated bike lane on the right side to the direction of travel.
7th St between Cass St and South Ave	Install sharrows with parking between Cass St and Farnam St and curbside sharrows between Farnam St and South Ave.
7th St between South Ave and the VIP Trail	Install curbside sharrows between South Ave and the beginning of on-street parking. Continue with sharrows with parking to the VIP Trail.
16th St between Vine St and Weston St	Install sharrows with parking.
East Ave between Green Bay St and Ward Ave	Remove parking from one side and install a bike lane and a shared bike/parking lane between Green Bay St and Ward Ave. Reconstruct the diverter at Ward/East/South to allow bicyclists to cross South Ave from one segment of East Ave to the other. During a count of bicyclists at this intersection, bicyclists were observed riding on the wrong side of the street to position themselves in front of or to go around the diverter.

Table 4-6 (continued)

Segment	Treatment
East Ave between South Ave and Shelby Rd	Install bike lanes between South Ave and Gladys St. Remove parking from one side and install a bike lane and a shared bike/parking lane between Gladys St and Victory St. Install shared bike/parking lanes between Victory St and Shelby Rd
Shelby Rd between East Ave and Mormon Coulee Rd	Install bike lanes.
21st Pl between Weston St and Mormon Coulee Rd	Remove parking from one side and install curbside sharrows and a shared bike/parking lane between Weston St and Bennett St and between the ballfield parking lot driveways. Add parking to one side of the street and install curbside sharrows and a shared bike/parking lane between Bennett St and the north ballfield parking lot driveway. Install bike lanes between the south ballfield parking lot driveway and Ward Ave. Install sharrows with parking between Ward Ave and the Burger King north driveway and curbside sharrows between the driveway and Mormon Coulee Rd.
Victory St between Mormon Coulee Rd and East Ave	Install a bike lane and curbside sharrows between Mormon Coulee Rd and the driveway to the State building. Remove parking from one side of the road between the driveway and East Ave and install a bike lane and a shared bike/parking lane.

Table 4-6 (continued)

Segment	Treatment
Bluff alignment of the **Mississippi River Trail** between Losey Blvd and State Rd	Sign only as a bike route and for the MRT the following segments: Cass St between Losey Blvd and 29th St; 29th St S between Cass St and Cliffwood Ln; Cliffwood Ln between 29th St and 28th St; 28th St between Cliffwood Ln and Farnam St; Farnam St between 28th St and 31st St; 31st St between Farnam St and Green Bay St; Green Bay St between 31st St and Barnabee Rd; Barnabee Rd between Green Bay St and State Rd. Construct a bicycle/pedestrian bridge over the drainage ditch to connect the segments of 28th St then move the MRT alignment to 28th St. Sharrows with or without parking may be considered to aid in wayfinding through this somewhat circuitous route.
32nd St between State Rd and Ward Ave	Remove parking from one side and install a bike lane and a shared bike/parking lane. This segment is designated as part of the Mississippi River Trail (MRT) through La Crosse. Install signage for the MRT.
33rd St between Ward Ave and Mormon Coulee Rd	Install bike lanes between Ward Ave and Meadow Lane Pl. Parking is already restricted. Install sharrows with parking between Meadow Lane Pl and the bend before Mormon Coulee Rd and curbside sharrows from the bend to Mormon Coulee Rd Sign as part of the MRT.
Pammel Creek Rd between Ward Ave and Hagen Rd	Restrict parking where allowed and install bike lanes.
Hagen Rd between Pammel Creek Rd and State Rd	Restrict parking where allowed and install bike lanes.

Table 4-6 (continued)

Segment	Treatment
Major East-West Connections in South La Crosse	
La Crosse St between 2nd St and Losey Blvd (STH 16 follows La Crosse St between STH 16 / Losey Blvd and 7th St)	Install bike lanes between 2nd St and 4th St, between Oakland St and 17th St, and between the designated turn lane onto East Ave and Losey Blvd. Install curbside sharrows between 4th St and 7th St and between 11th St and Oakland St. Install sharrows with parking between 7th St and 11th St. Provide Bikes May Use Full Lane signage on the approaches to 3rd and 4th Sts, West Ave/Lang Dr, and STH 16/Losey Blvd.
USH 14/61 West Channel Bridge	When reconditioned/reconstructed, reduce the shoulders from 10-ft to 8-ft & widen the sidewalks from 5-ft to 7-ft for 1-way bike & 2-way pedestrian travel.
USH 14/61 (also STH 16) between the West Channel Bridge and the main channel bridges	No change from the current condition. This segment currently has wide, paved shoulders. (Off-road accommodations are discussed under *Trail Connections*.) Install Share the Road signage.
Eastbound USH 14/61 (also STH 16) **main channel bridge**	No change from the current condition. This bridge was recently constructed with a 6-ft striped shoulder for class A bicyclists and an 8-ft sidewalk for pedestrians and class B/C bicyclists. Install Share the Road signage.
Westbound USH 14/61 (also STH 16) **main channel bridge**	Reduce the outside lane from 12 ft to 11 ft and widen the right shoulder from 3 ft to 4 ft. Remove the bicycle placard from the street on the east end of the Cass St Bridge that directs on-street bicyclists onto the sidewalk of the bridge. The sidewalk is too narrow for two-way bicycle and pedestrian travel and it is closed in the winter. The sidewalk on the south side of the bridge is closed permanently. When this bridge is reconstructed, mirror the accommodations provided on the westbound bridge. Install Share the Road signage.

Table 4-6 (continued)

Segment	Treatment
Cass St between 3rd St and Losey Blvd (STH 16 follows Cass St between 3rd St and 7th St)	Install bike lane symbols in westbound bike lane between 3rd and 4th Sts. Convert the roadway between 4th St and 8th St to a three-lane facility with bike lanes. Install a bike lane on the north side and a shared bike/parking lane on the south side between 8th St and 11th St. Install bike lanes between 11th St and 13th St. Remove parking where allowed and install bike lanes between 13th St and Losey Blvd. Parking through this section is sporadic and alternates between sides of the block.
STH 33 between 3rd St and 32nd St (STH 33 east of 32nd St is addressed in Table 4-4 and Map 4-3)	Remove parking from one side and install a bike lane and a shared bike/parking lane between 3rd St and 11th St and between West Ave and 19th Pl. Install sharrows with parking between 9th and 11th. Install curbside sharrows between 11th St and West Ave. Remove parking from both sides and install bike lanes between 19th Pl and 22nd/23rd Sts. Install curbside sharrows and Share the Road signage between 22nd/23rd Sts and 32nd St.
Other Significant East-West Connections in South La Crosse	
State St between 16th St and Campbell Rd	Install curbside sharrows and sharrows with parking.
Campbell Rd between State St and 23rd St	Sign as a bike route only.
Main St between 2nd St and 28th St	Install sharrows with parking between 2nd St and 5th Ave and between 17th St and 27th St and curbside sharrows to Bliss Rd.

Table 4-6 (continued)

Segment	Treatment
Bliss Rd between 28th St and CTH F	No additional accommodations recommended. This road was reconstructed in 2008 after the slope gave way from heavy rains. Very steep slopes preclude widening the road to accommodate 4-ft paved shoulders. The road does have a narrow striped and paved shoulder up the hill to accommodate the slower bicycle traffic. Install Share the Road signage.
Cameron Ave between 3rd St and 4th St	Install bike lane symbols in shared bike/parking lane (this segment of road is one-way eastbound).
Market St between 2nd St and Losey Blvd	Install sharrows with parking between 2nd St and 3rd St and between West Ave and Losey Blvd. Install sharrows with parking between 3rd St and 10th St. Install curbside sharrows between 10th St and West Ave.
Tyler St between 7th St and Clinic Ct	Sign as a bike route only; no additional roadway treatments recommended.
Clinic Ct between Tyler St and Denton St	Sign as a bike route only; no additional roadway treatments recommended.
Denton St between Clinic Ct and Losey Blvd	Install sharrows with parking.
Green Bay St between South Ave and 26th St	Install sharrows with parking between South Ave and Losey Blvd. Install bike lanes between Losey Blvd and 26th St.
26th St between Green Bay St and State Rd	Sign as a bike route only. No additional roadway treatments recommended.
Weston St between East Ave and Losey Blvd	Remove parking from one side and install a bike lane and a shared bike/parking lane.

Table 4-6 (continued)

Segment	Treatment
Ward Ave between South Ave and 33rd St	Repaint the faded bike lanes between South Ave and Losey Blvd. Remove parking from one side and install a bike lane and a shared bike/parking lane between Losey Blvd and 32nd St. Install bike lanes between 32nd St and 33rd St.
Broadview Pl between Mormon Coulee Rd and 33rd St	Remove parking from both sides and install bike lanes between Mormon Coulee Rd and Holly Ct. Install curbside sharrows between Holly Ct and 33rd St.
South La Crosse Trail Connections	
Isle La Plume Trail between the 3 Rivers Trail and the VIP Trail	The portion south of Joseph Houska Dr has been funded largely by a DNR grant. The portion north to the 3 Rivers Trail is still in the planning phase.
Golf Course Trail between the east end of Main St and STH 16	This trail would allow bicyclists to bypass Losey Blvd on the east to access the STH 16 sidepath and the recommended facilities on La Crosse St. It would run adjacent to the BNSF tracks from Main St north onto the golf course grounds. It would then veer west through golf course property to Edgewood Pl and Losey Blvd.
Wagon Wheel Trail – 3 Rivers Trail Urban Connector between the Wagon Wheel Trail and the west end of the Main Channel bridges (See Map 4-6.)	The urban route connecting the two trails would follow the 8-ft south sidewalk along eastbound USH 14/61 and utilize the west crosswalk at the east end of the Cameron Ave Bridge for two-directional travel on 3rd St and to connect to the sidewalk that connects 3rd St to 2nd St on the north side of the bridge. The alignment would continue on 2nd St along the block between the sidewalk and the bridge access road beneath the Cass St Bridge and along the access road to Front St. In the short term, the alignment would continue along Front St to the sidewalk across from Jay St to connect to the 3-Rivers Trail. In the mid-term, the alignment would continue along the access road to its current terminus and along a new trail that would continue along the river on Marriott property to connect to the 3-Rivers Trail.

Recommendations illustrated north of La Crosse St are addressed in Table 4-5 and Map 4-4 for North La Crosse and French Island. Recommendations east of 33rd St and STH 35 are addressed in Table 4-4 and Map 4-3 for Rural La Crosse.

Recommended Short-Range Projects

Three projects have been identified as short-range projects for South La Crosse: 7th St between La Crosse St and Main St; La Crosse St between West Ave and East Ave; and, 3rd and 4th Sts between La Crosse St and Hood St.

Bike lanes and curbside sharrows would be provided on **7th St** between **La Crosse St** and **Main St** and on **La Crosse St** between **West Ave** and **East Ave**. (Curbside sharrows would be provided on 7th St through the segment planned for pedestrian bumpouts.)

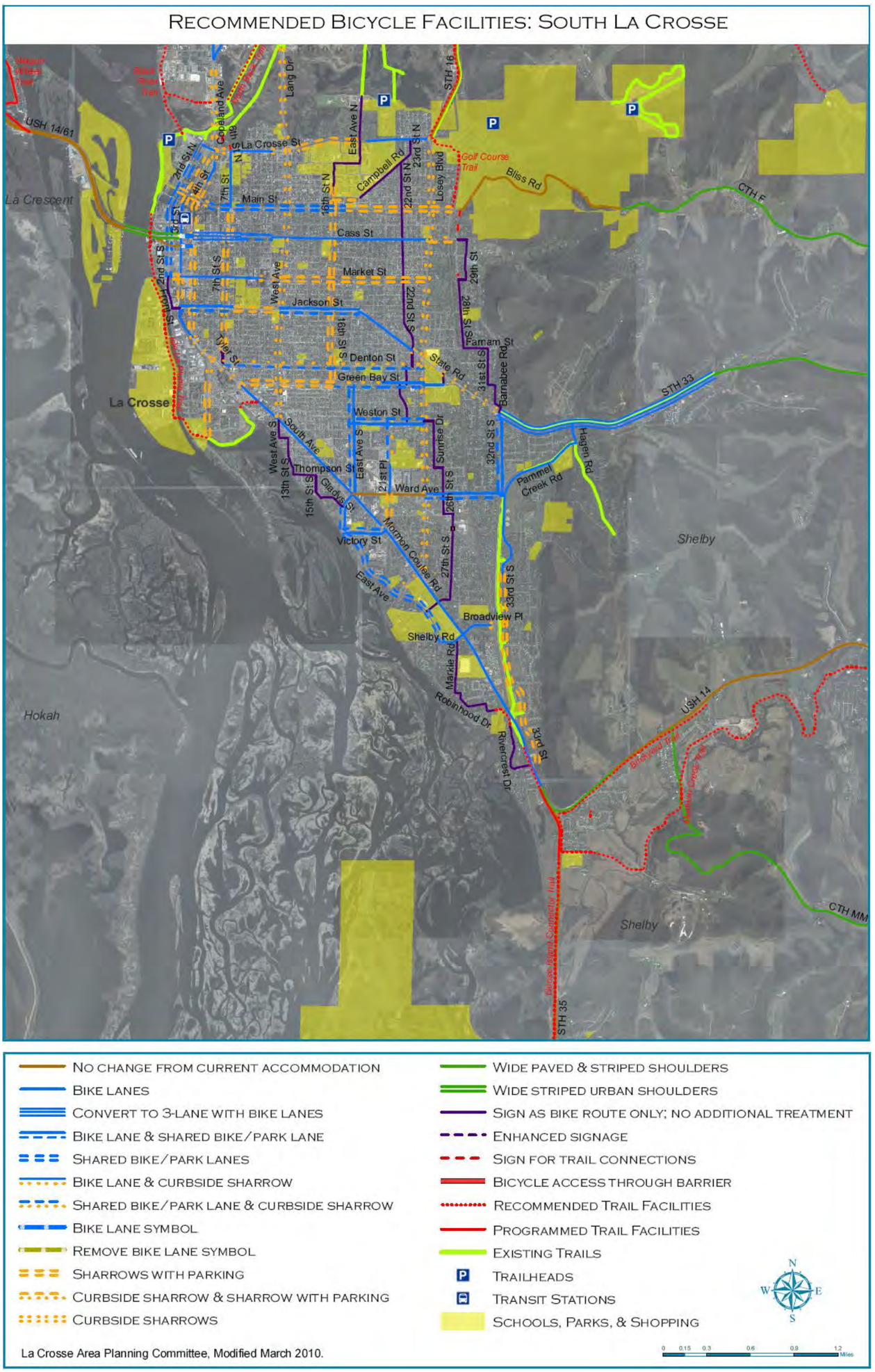
Southbound on **3rd St**:

1) Install curbside sharrows between La Crosse St and Badger St.
2) Install sharrows with parking between Badger St and Pearl St.
3) Install bike lane between Pearl St and Cass St.
4) Install a bike lane between Cass St and Market St.
5) Install sharrows with parking between Market St and Jackson St.
6) Install a bike lane between Jackson St and Hood St.

Northbound on **4th St**:

1) Install curbside sharrows between Hood St and Adams St.
2) Install sharrows with parking between Adams St and Cass St.
3) Install sharrows with parking between Cass St and Vine St.
4) Install bike lane between between Vine St and Badger St.
5) Install curbside sharrows between Badger St and La Crosse St.

This page intentionally left blank.



Map 4-5: Recommended bicycle accommodations for corridors in south La Crosse.

This page intentionally left blank.

Map 4-6: Recommended off-road trail link connecting the planned Wagon Wheel Trail in La Crescent with the existing 3-Rivers Trail in La Crosse.

This page intentionally left blank.

RECOMMENDED ON- AND OFF-ROAD FACILITIES FOR LA CRESCENT

Detailed Recommendations by Roadway

Table 4-7 describes the recommended off-road trails and on-road treatments and Map 4-7 illustrates the recommendations for the city and township of La Crescent and the township of Dresbach. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments.

Table 4-7: Recommended Bicycle Accommodations by Roadway Segment for La Crescent

Segment	Treatment
Major U.S. and State Highway Connections to La Crescent	
TH 14/61 Corridor between CSAH 12 in Dakota and through the I-90 Dresbach Bridge and interchange	Because TH 14/61 runs concurrently with I-90 in Dakota and down to the I-90 Dresbach Bridge, bicycles are not allowed on the roadway. River St and Riverview Dr in Dresbach, which run parallel to I-90 / TH 14/61, are currently signed as a bike route. They are also part of the Mississippi River Trail (MRT) in Minnesota. Install new bike route signage along River St and Riverview Dr between CSAH 12 and Old Highway 61. Old Highway 61, which also runs parallel to I-90 / TH 14/61 serves as an off-road segment of the MRT between Riverview Dr and the entrance to the Dresbach Welcome Center (rest area). Reconstruction of the I-90 interchange should include safe accommodation for bicyclists to access the rest area, Old 61 (MRT), and the shoulders of TH 14/61 (south of I-90). Provide no less than 6-ft shoulders on low-speed roads in the vicinity of the rest area and 10-ft shoulders on ramps and roadway segments whose operating speeds exceed 50 mph. Install Share the Road signage on approaches to rest area and on TH 14/61. Provide a pedestrian-activated signal or a grade-separated facility for safe crossing of TH 14/61. Install sharrow symbols within the roundabout if designed. Bicyclists should not cross free-flow lanes at-grade.

Table 4-7: (continued)

Segment	Treatment
I-90 Dresbach Bridge	Under current state law (Wisconsin and Minnesota), bicycles and pedestrians are not allowed on interstate highways. A goal for the long-term is to have bicycle and pedestrian accommodations considered on I-90 between the Minnesota MRT and the USH 53/STH 35 interchange (exit 3).
TH 14/61 between the I-90 interchange and MN 16	No change to the roadway. This segment currently has wide, paved shoulders. Install Share the Road signage. Install cameras for bicycle detection in the CSAH 6 / TH 14/61 / MN 16 intersection. (See *Trail Connections* for discussion of a proposed trail east of TH 14/61.)
TH 14/61 between CSAH 6 / MN 16 intersection and the west end of the West Channel Bridge	Provide skip-dash pavement markings through northbound free-flow lane to intersection on westbound TH 14/61. Install "Begin Right Turn Lane Yield to Bikes." Share the Road signage was installed in 2009.
MN 16 between TH 14/61 and the planning area boundary	No change to the roadway. Maintain wide, paved shoulders. Install Share the Road signage.
Regional County Road Connections	
CSAH 1 between the planning area boundary and the La Crescent city limits	When reconditioned/reconstructed, provide at least 4-ft of paved shoulder if feasible. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage.
CSAH 29 between the La Crescent city limits and 11th St S	No change. This segment currently has bike lanes. Install Share the Road signage.

Table 4-7: (continued)

Segment	Treatment
CSAH 6 between the planning area boundary and Elm St	When reconditioned/reconstructed, provide at least 4-ft of paved shoulder if feasible between the planning area boundary and Pine Creek Rd. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage. Install bike lanes between Pine Creek Rd and Elm St. Remove parking from one side of 7th St between Elm St and CSAH 25.
CSAH 25 between the planning area boundary and CSAH 6	When reconditioned/reconstructed, provide at least 4-ft of paved shoulder, if feasible, between the planning area boundary and Crescent Ave. This roadway has many topographical constraints that may preclude widening beyond the current 2-ft paved shoulder. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage. Install bike lanes between Crescent Ave and CSAH 6.
Local Circulation in La Crescent	
Main St between Elm St and N Chestnut St	Modify the current diagonal parking to accommodate back-in-only diagonal parking and install bike lanes.
3rd St S between Elm St and TH 14/61	Convert 3rd St between Elm St and Walnut St to a 3-lane roadway with bike lanes. Install curbside sharrows between Walnut St and TH 14/61 / MN 16.
11th St S between Elm St and Lancer Blvd	Remove parking from both sides and install bike lanes. This segment provides a direct connection with Lancer Blvd and the La Crescent High School.
14th St S between Skunk Hollow Rd and TH 14/61	Install bike lanes. Parking is currently restricted between La Crescent High School and TH 14/61. Remove parking from one side of the road west of the high school to Skunk Hollow.
Skunk Hollow Rd between CSAH 25 and 14th St S	Stripe the roadway for 12-ft shared bike/parking lanes.

Table 4-7: (continued)

Segment	Treatment
Walnut St between 4th St N and 1st St S; **Oak St** between 1st St S and 14th St S / MN 16;	Sign as a bypass route into La Crescent and around the TH 14/61 / MN 16 intersection.
11th St S between Oak St and Elm St	Sign as a bike route connection only.
Sycamore St, Main St between Sycamore St and S Chestnut St, and **S Chestnut St**	Sign as a bypass bike route around the TH 14/61 / MN 16 intersection for northbound bicyclists.
Walnut St between Main St and S 1st St; **S 1st St** between Walnut St and proposed entrance of Wagon Wheel Trail	Sign as a bike route and for trail connections when the Wagon Wheel Trail (see discussion under *Trail Connections* is constructed).
Trail Connections	
TH 14/61 Trail between Old 61 and the Wagon Wheel Trail	A long-term goal is to have an off-road facility constructed on the east side of TH 14/61 to connect Old 61 and the programmed Wagon Wheel Trail. Steep slopes make construction of a trail difficult on the east side, however. The possible construction of a third rail line within Canadian Pacific right-of-way for high speed rail reduces options even further.
Wagon Wheel Trail between S 1st St and Shore Acres Rd and between Shore Acres Rd and TH 14/61	This trail will be built in phases beginning with Phase I in 2011. The trail, with a trailhead at the existing brush dump, will be constructed between S Chestnut St and Shore Acres Rd in Phase I. Phase II involves Shore Acres Rd to TH 14/61; and Phase III involves trail crossings of TH 14/61 into La Crescent (bridge) and at the West Channel Bridge (over- or underpass). Two full-service trailheads are recommended: one at the old brush dump on the Wagon Wheel Trail and one to the east of Chestnut St near the Commadore.

Recommendations for the connection between the Wagon Wheel Trail / West Channel Bridge and La Crosse are addressed in the previous section on South La Crosse in Table 4-6 and in Map 4-5 and Map 4-6. Recommendations for the Town of Campbell illustrated in Map 4-7 for La Crescent can be found in Table 4-5 and Map 4-4 for French Island and North La Crosse.

Recommended Short-Range Projects

The project recommended for La Crescent is to install bike lanes on **Main St** between **Elm St** and **N Chestnut St.** This section of Main St has pull-in diagonal parking that would need to convert to back-in diagonal parking to be compatible with bike lanes. Back-in diagonal parking has the added benefits of acting as a traffic calming measure and as a safety measure for vehicle occupants as they enter and exit their vehicles.

SUMMARY OF GENERALIZED RECOMMENDATIONS FOR ACCOMMODATING BICYCLISTS

Signage

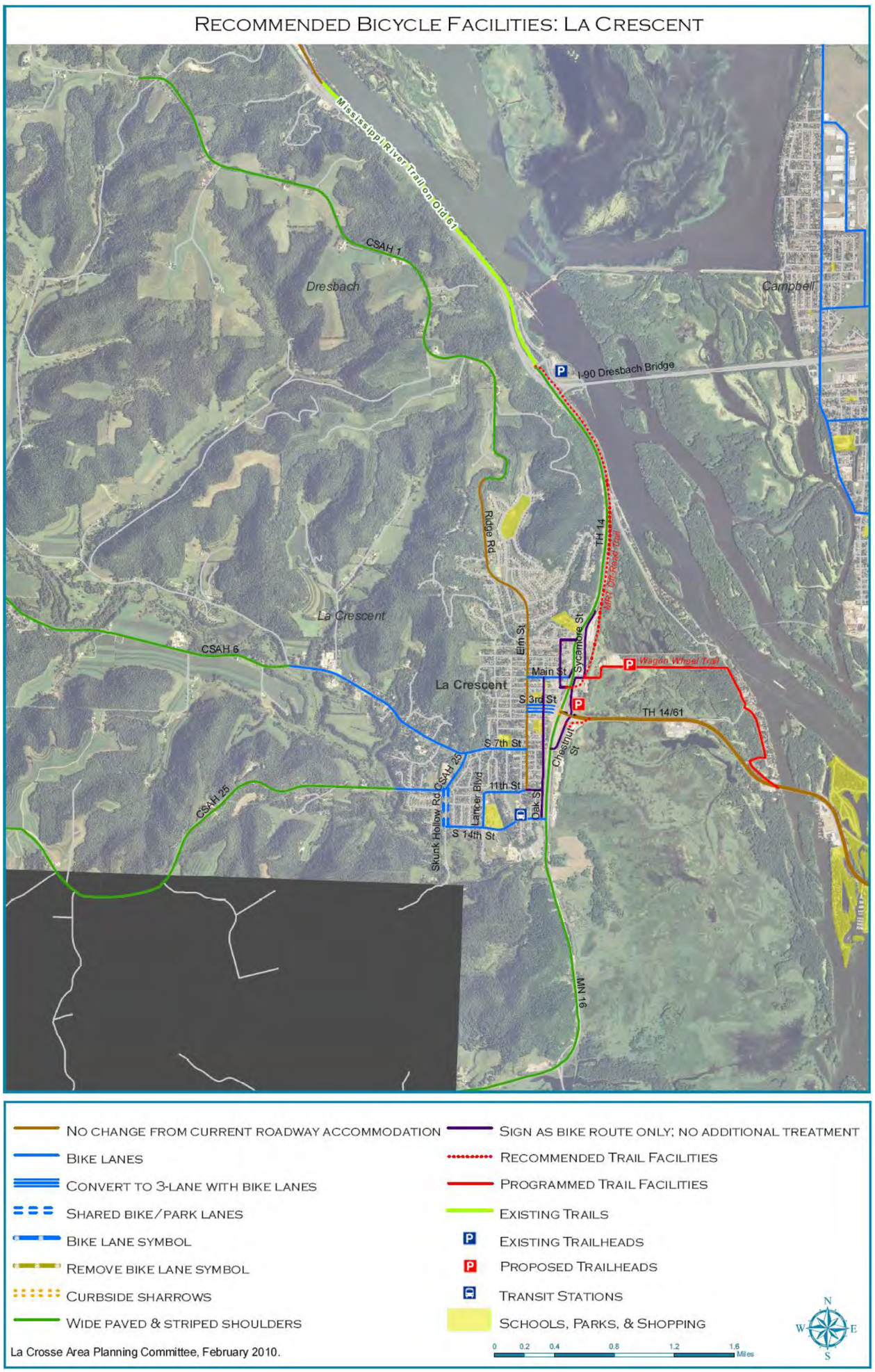
- Install **Share the Road** signage along major arterials and county highways recommended for bicycle facilities. Alone, this signage can serve to educate motorists that bicyclists belong on the road.

- Install **Bikes Yield to Peds** along sidewalks of major arterials recommended for bicycle facilities. Because children and some Type B (basic) bicyclists will continue to use the sidewalks, they should be instructed to give right-of-way to the pedestrians for whom sidewalks were designed.

- Install **Bikes May Use Full Lane** at major intersections as noted in the detailed recommendations.

Infrastructure

- Install **8-ft or wider sidewalks** along both sides of major arterials in commercial areas to accommodate both pedestrians and bicyclists.
- Install **cameras** at actuated intersections for vehicle detection.
- Remove **obstacles** to travel: identified barriers and trip hazards.



Map 4-7: Recommended bicycle accommodations for corridors in La Crescent, Minnesota.

This page intentionally left blank.

4.3.3 Recommended Local and Regional Bicycle Routes

One of the major goals of the bicycle plan planning process is to develop and map a system of signed local and regional routes whose local routes would feed into a named system of regional routes. The regional routes serve as the main arteries for bicyclists to access communities; while the local routes direct bicyclists along preferred roadways to important destinations within communities.

Map 4-8 illustrates the recommended regional (thick navy blue lines) and local (thin yellow-orange lines) route system in the planning area. Regional routes follow arterials and trails. Routes desired to be regional routes but are currently very unfriendly to bicyclists are illustrated as dashed blue lines. The Great River Road (western dashed blue line) and STH 16 between Onalaska and West Salem are future regional routes (see Map 4-9, also).

Local routes are made up of local, collector, and minor arterial streets that provide the most direct connections between neighborhoods and destinations. They also follow popular county roads in the rural areas that make up segments of Classic Rides—popular scenic and training road rides for local and visiting bicyclists.

The map also shows some local attributes that may be points of interest to bicyclists: roadway facilities that prohibit bicycles; trailheads (parking lots near trails); roadway barriers; and transit hubs (all buses are equipped to carry bikes).

All regional routes are recommended to be named in a manner similar to what is illustrated in Map 4-9. Regional Route 1 will run concurrently with Regional Route 2 through the urbanized area until such time bicycling conditions improve on the Great River Road; Regional Route 5 will be transferred to STH 16 when the links between Onalaska and West Salem are completed.

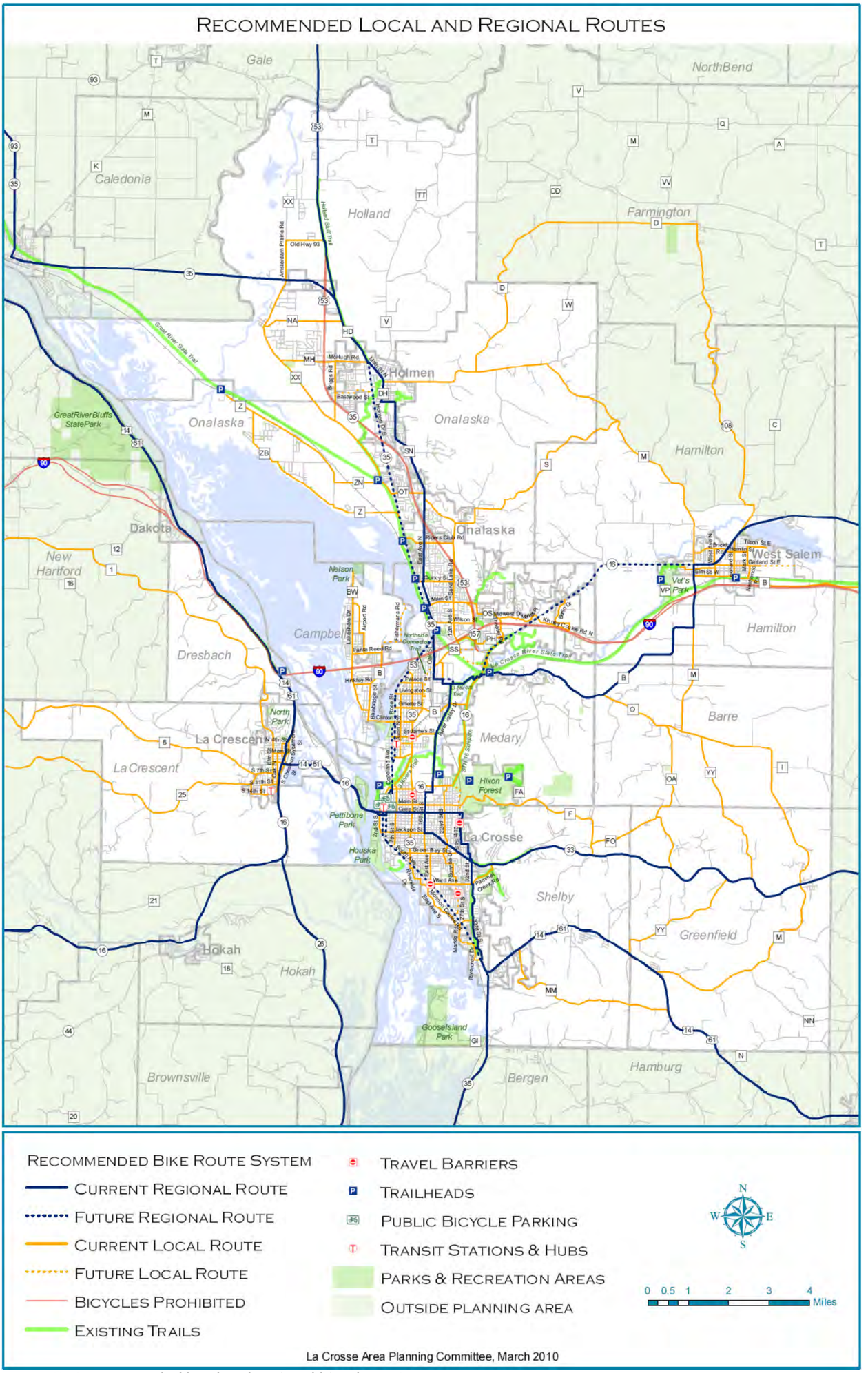
Signage such as that illustrated in Figure 4- 1 would be installed along the regional routes and at critical junctures with national routes, other

regional routes, and local routes to aid in wayfinding and trip planning. Regional and local routes designated as part of the U.S. Bike Route System shall include the signage adopted by the Adventure Cycling Association (Figure 4-2). Share the Road signage should be included along routes on U.S., State, and County roads. Local routes that provide connections between accommodations or are determined to be preferred routes should be signed as bike routes.

A regional bike route map is in the process of being developed and will be available for download and as a fold-out map.

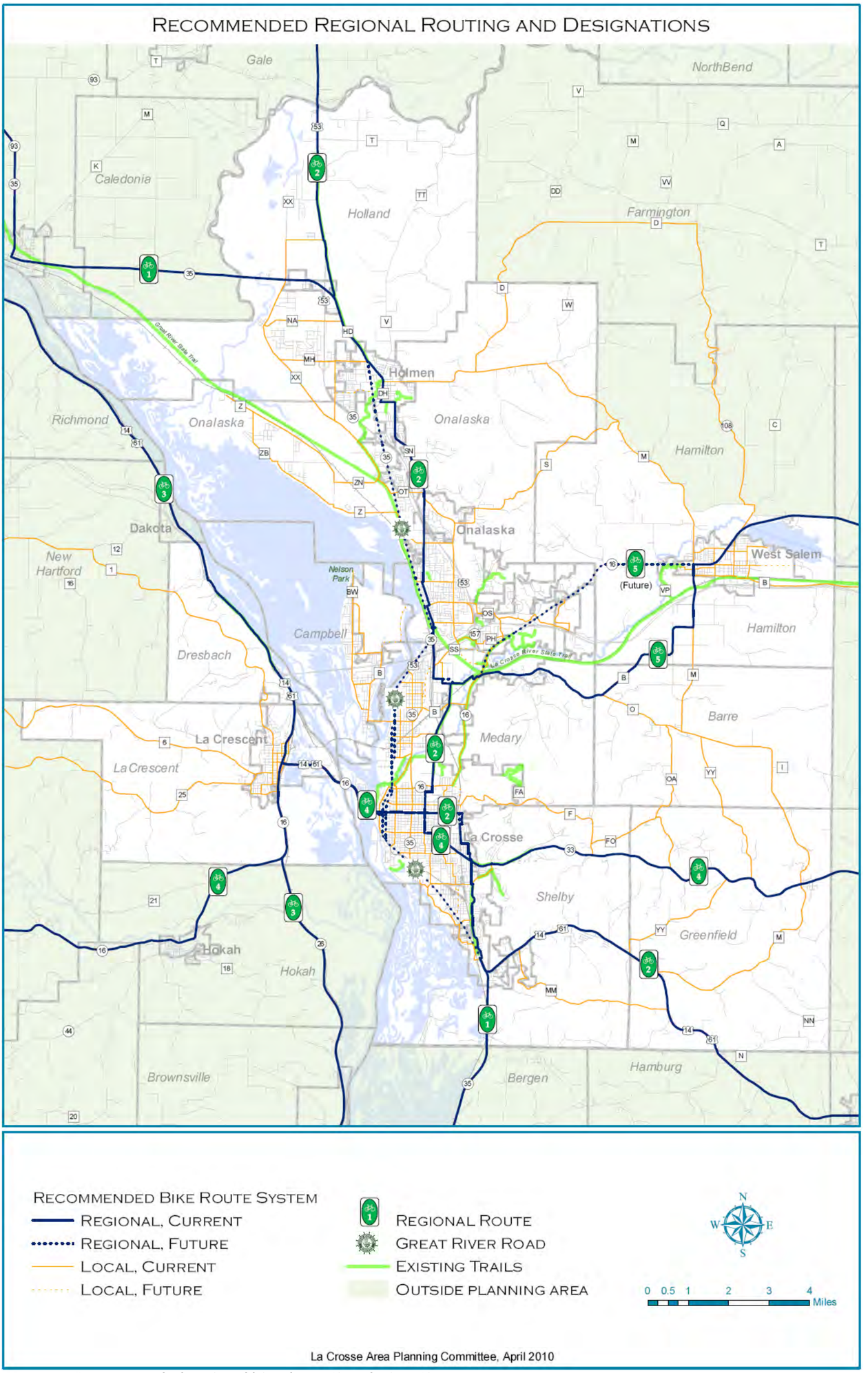
Figure 4-1: Recommended regional route signage.

Figure 4-2: Recommended signage for the U.S. Bicycle Route System.



Map 4-8: Recommended local and regional bicycle routes.

This page intentionally left blank.



Map 4-9: Recommended regional bicycle routing designations.

This page intentionally left blank.

5.0 Financial Plan

This chapter discusses funding opportunities for and the scheduling of recommended bicycle-related projects. Section 5.1 identifies a number of popular government and private sources for funding bicycle projects. Section 5.2 discusses the methodology used for estimating the costs of projects. Section 5.3 summarizes the short-range projects recommended in chapter 4 and estimates their cost for the years 2010, 2011, and 2012. Short-range projects are those that can be completed within 1-2 years without necessarily having to apply for federal or state assistance.

The mid-range projects presented in section 5.4 are expected to be completed within 2-10 years (between 2013 and 2022) with assistance from external funding sources, as part of a larger roadway project that is scheduled for 2013 or later, or as part of the local capital improvement program.

Long-range projects (more than 10 years to complete) are listed as illustrative projects (section 5.5) because their costs and scheduling have not been determined. They will likely require substantial investment and property acquisition.

Most projects recommended in chapter 4 are to be considered during the scoping phase of a roadway project and/or incorporated into the annual capital improvement program, thus, are not explicitly discussed here.

5.1 Funding Sources and Cycles

5.3.1 Federal and State Sources

Numerous government programs are available to help fund bicycle facilities either as stand-alone projects or as part of a roadway or transit project. The following list includes those most likely to be potential sources for funding bicycle projects in the planning area:

- Local Transportation Enhancements (TE) Program

- Bicycle and Pedestrian Facilities Program (BPFP)
- Safe Routes to School (SRTS)
- Highway Safety Improvement Program (HSIP)
- National Scenic Byways Program (NSBP)
- Federal Lands Highways Program (FLHP)
- Recreational Trails Program (RTP)
- A. Knowles-Nelson Stewardship Local Assistance Programs
- FHWA Highway Funds
  - Surface Transportation Program – Urban (STP-U)
  - Interstate Maintenance (IM)
  - Highway Bridge Replacement and Rehabilitation (HBRRP)
  - National Highway System (NHS)
- Federal Transit Administration (FTA) Funds
- Land and Water Conservation Fund (LWCF)

Funds from programs listed under FHWA Highway Funds and Federal Transit Funds are available to help build bicycle facilities that are included as part of larger roadway or transit projects—not stand-alone bicycle projects.

LOCAL TRANSPORTATION ENHANCEMENTS (TE) PROGRAM

This program is typically the go-to program for funding dedicated bicycle facilities. Its objective is to promote activities that would "enhance" the surface transportation system. Program funds are intended to accomplish something "above and beyond" what is normally done on highway projects. Projects are submitted to the State Departments of Transportation and forwarded to the metropolitan planning organization (if there is one) for prioritization.

Eligible Applicants: Local governments with taxing authority, state agencies, and Indian tribes.

Eligible Projects: Construction projects costing $200,000 or more and non-construction projects costing $25,000 (federal share) or more.

Cost Share: Project funds are reimbursed at 80% federal. The local sponsor pays 20%.

Funding Cycle: In Wisconsin, projects are solicited in even-numbered years, with applications generally available in January and due in April; in Minnesota projects are solicited in odd-numbered years.

Annual Federal Appropriation: $6,256,600 (Wisconsin).

BICYCLE AND PEDESTRIAN FACILITIES PROGRAM (BPFP)

The BPFP joined the TE program in Wisconsin in the 2008 application cycle. Its objective is to construct or plan for bicycle or bicycle/pedestrian facility projects. The statutory language specifically excludes pedestrian-only facilities, such as sidewalks, and streetscaping-type projects.

Eligible Applicants: Local governments with taxing authority, state agencies, and Indian tribes.

Eligible Projects: Construction projects costing $200,000 or more and bicycle and pedestrian planning projects costing $50,000 or more.

Cost Share: Project funds are reimbursed at 80% federal. The local sponsor pays 20%.

Funding Cycle: Projects are solicited in even-numbered years, with applications generally available in January and due in April.

Annual Federal Appropriation: $2.72 M (Wisconsin).

SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program was authorized in 2005 to provide funding to state departments of transportation for programs that improve biking and walking conditions for children within 2 miles of a school. Although the SRTS program requires separate applications for planning assistance and infrastructure/non-infrastructure projects, the projects are funded with the same pot of money.

Eligible Applicants: Local governments with taxing authority, state agencies, and Indian tribes.

Eligible Projects: Infrastructure projects ($25,000 minimum) that will substantially improve the ability of students to walk and bike to school; non-infrastructure projects ($10,000 minimum) that focus on children in grades K – 8 within a 2-mile radius of an elementary or middle school. No maximum award has been set; however, funds for projects exceeding $200,000 are limited.

Cost Share: Projects are 100% federal funded.

Funding Cycle: Annual.

Annual Federal Appropriation: $7 M (Wisconsin).

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This program funds projects that reduce the number and severity of crashes and decrease the potential for crashes.

Eligible Applicants: Local governments with taxing authority, state agencies, and Indian tribes.

Eligible Projects: Any project that meets the objective of reducing crashes and the potential of crashes; however, priority is given to projects that will:

- Improve safety at hazardous locations identified in the "5 percent report";

- Reduce cross-median and run-off-road crashes; or,
- Reduce crashes at hazardous intersections.

The Small Local HSIP Projects Program funds projects costing less than $25,000 on County and local roads only. Only construction-type projects within existing right-of-way are eligible and the local unit of government must perform the work.

Cost Share: Project funds are reimbursed at 90% federal. The State pays the 10% match for projects on state roads; the local entities pay the match on local streets and highways.

Funding Cycle: Projects are solicited in odd-numbered years and coincide with the Local Programs cycle.

Annual Federal Appropriation: $30 M (Wisconsin).

NATIONAL SCENIC BYWAYS PROGRAM (NSBP)

This program funds projects on roads designated as National Scenic Byways or All-American Roads. The alignments through the planning area of the Great River Road of STH 35 / USH 53 / USH 14/61 in Wisconsin and TH 14/61 / MN 16 in Minnesota are designated Scenic Byways.

Eligible Applicants: States and Indian tribes.

Eligible Projects: Bicycle and pedestrian facilities within the right-of-way or immediately adjacent to the scenic byway, safety improvements, and access to recreation among others.

Cost Share: Project funds are 80% federal and 20% private, local, Indian tribe, or state. Federal land management agencies are allowed to provide funds for the match share for projects on federal or Indian lands.

Funding Cycle: Annual.

Annual Federal Appropriation: $38.6 M (among 43 states).

FEDERAL LANDS HIGHWAYS PROGRAM (FLHP)

This program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that proved access to or within public lands, national parks, and Indian reservations.

Eligible Applicants: Federal land management agencies.

Eligible Projects: Transportation planning for tourism and recreational travel; provisions for pedestrians and bicycles; among others.

Cost Share: Project funds are 80% federal and 20% private, local, Indian tribe, or state. Federal land management agencies are allowed to provide funds for the match share for projects on federal or Indian lands.

Funding Cycle: Annual.

Annual Federal Appropriation: $1.0 B (Nationally)

RECREATIONAL TRAILS PROGRAM (RTP)

This program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The funds benefit hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or the use of other off-road motorized vehicles.

Eligible Applicants: Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations.

Eligible Projects: Maintenance and restoration of existing trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; construction of new trails; acquisition of easement or property for trails. Funds may only

be used on trails included or referenced in a statewide comprehensive outdoor recreation plan required by the federal Land and Water Conservation Fund Program (LAWCON).

Cost Share: Up to 50% federal reimbursement. (Although the federal law allows sponsors to receive up to 80% cost sharing, the State [Wisconsin] Trails Council has approved a 50% cost-sharing limit.)

Funding Cycle: Annual.

Annual Federal Appropriation (2010): $771,000 (Wisconsin); $870,000 (Minnesota)

A. Knowles-Nelson Stewardship Local Assistance Programs

Five stewardship subprograms administered by the Wisconsin Department of Natural Resources (WDNR) make up what is known as the A. Knowles-Nelson Stewardship Local Assistance Programs. Although each program has its own goals, all projects must create or support nature-based outdoor recreational opportunities.

Eligible Applicants: Towns, villages, cities, counties or tribal governments are eligible to apply for funds. Qualified nonprofit conservation organizations (NCO's) are also eligible for land acquisition grants through the local assistance grant programs.

Eligible Projects: Development and rehabilitation of trails and trail linkages; construction of trailside and trailhead facilities; acquisition of easement or property for trails.

Cost Share: Up to 50% of total project cost.

Funding Cycle: Applications are due to the DNR Regional Offices by May 1 of each year.

Annual Wisconsin Grant Allocations: $8 M.

SURFACE TRANSPORTATION PROGRAM – URBAN (STP-U), INTERSTATE MAINTENANCE (IM), HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION (HBRRP), NATIONAL HIGHWAY SYSTEM (NHS)

Within these programs, bicycle and pedestrian accommodations are considered and built as part of a larger roadway project. Up to 3% of the total cost of an eligible roadway project can be used for community sensitive design (CSD) elements, which include, but are not limited to, bicycle and pedestrian facilities and street furniture. Most of the recommendations put forth in chapter 4 would be implemented as part of roadway projects funded through the STP-U. Funds are dispersed annually.

FEDERAL TRANSIT FUNDS

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. (An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.) For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

LAND AND WATER CONSERVATION FUND (LWCF)

This fund was created in 1965 to provide financial assistance to states for public outdoor recreation areas and facilities. In order for a project to be eligible for funding, it must be included in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Federal funding is up to 50% of the cost of the project.

5.3.2 Private Sector Sources

Funding for bicycle facilities and advocacy can be obtained from such private sources as:

- The Bikes Belong Grant Program
- The Kodak American Greenways Awards Program

BIKES BELONG GRANT PROGRAM (BBGP)

The Bikes Belong Coalition (BBC) is sponsored by suppliers and retailers of the U.S. bicycle industry whose goal is to put "more people on bicycles more often." The International Mountain Bicycling Association (IMBA) and Trek, for example, donate funds to the BBC for grants for bicycle facility and advocacy projects.

Eligible Applicants: Nonprofit organizations whose missions are bicycle and/or trail specific. Applications will be accepted from public agencies; however, they should be working cooperatively with a local bicycle advocacy group that will help develop and advance the project or program. Grants will not be awarded to agencies that have received a Bikes Belong grant within the previous three years.

Eligible Projects: Facility projects such as bike paths, trails, and bridges; mountain bike facilities; bike parks; and BMX facilities; advocacy projects that include programs that transform city streets, innovative pilot projects, and initiatives that have a significant political impact.

Cost Share: Up to $10,000, but less than 50% of the total project cost.

Funding Cycle: Applications are reviewed quarterly and due in February, May, August, and November.

Grant Allocations: $1.6 M since 1999.

KODAK AMERICAN GREENWAYS AWARDS PROGRAM

This program is administered by The Conservation Fund, a nonprofit organization that is dedicated to advancing America's land and water legacy through government and business partnerships. This program is a partnership program among Eastman Kodak, the National Geographic Society, and The Conservation Fund that provides small grants toward the planning and design of greenways.

Eligible Applicants: Land trusts, watershed organizations, local governments and others seeking to create or enhance greenways in communities throughout America.

Eligible Projects: Projects that advance one or more of the Program goals to catalyze new greenway projects, assist grassroots greenway organizations, leverage additional money for conservation and greenway development, and/or promote the use and enjoyment of greenways.

Cost Share: Contact The Conservation Fund.

Funding Cycle: Annual. Contact The Conservation Fund.

Grant Allocations: Over $800,000 to nearly 700 organizations in all 50 states since 1989.

Additional funding opportunities through healthy communities' initiatives may become available in the future as private sector and nonprofit groups advocate for healthier, walkable and bikeable communities.

5.2 Estimating Project Costs

The short- and mid-range projects listed in this financial plan have been estimated with a base cost in 2010 dollars plus a 2.8% inflation factor for each year after 2010. The cost per unit was derived from information provided by local public works departments. Table 5-1

provides the 2010 baseline unit costs used to calculate the 2010 costs for short- and mid-range bicycle projects.

Table 5-1: 2010 Costs for Bicycle-Related Improvements

Activity	Cost per Unit
Bike lane striping (epoxy paint)	50¢ per lineal foot (lf)
Removal of striping	50¢ per lineal foot (lf)
Pavement markings (symbols)	$100 each
Removal of markings (symbols)	$100 each
Signage	$100 each
4-ft wide, paved shoulder	$22,500 per mile
10-ft paved trail w/ 2-ft shoulders	$146 lf

5.1.1 Methodology

ESTIMATING THE COST OF STRIPING

The lengths for bike lane and travel lane striping were estimated from the lengths of road segments as drawn in county roadway files and then rounded to the nearest 10 feet. (Note: In most cases, the lengths and their associated costs are over-estimated because lane striping is not normally provided through an intersection.)

ESTIMATING THE COST FOR SYMBOLS & SIGNAGE

The number of bike lane and sharrow (shared lane) symbols, and bike lane signs for each project were estimated by applying the recommendations in the *Guide for the Development of Bicycle Facilities* and the MUTCD (Part 9 Traffic Control for Bicycle Facilities). The MUTCD is only specific on the placement of sharrow symbols (Section

9C.07 Shared Lane Marking) stating that the marking "should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter." The placement of signs and symbols for bike lanes is left to the discretion of the project jurisdiction. The project costs illustrated in Table 5-1 were calculated using the following design parameters:

- Sharrow symbols are placed immediately after an intersection.
- Sharrow symbols are placed every 250 ft on roads with less than 10,000 AADT and every 150 ft on roads with greater than 10,000 AADT.
- Bike lane symbols are placed immediately after an intersection.
- Bike lane symbols are placed at least every 500 ft.
- Bike lane signs are placed at least every 1,000 ft.

ESTIMATING THE COST OF TRAIL BUILDING

Because the actual cost of constructing a trail can vary drastically, a cost of $146 per lineal foot (includes preliminary engineering and design, real estate, railroad crossings, and construction) is used for recommended trail projects that have not had costs estimated in the past. This cost was derived by dividing the total cost of the project ($340,000) as submitted in the enhancement application for the Dairyland Power Extension Trail by the product of the length of the project (0.44 miles) and the number of feet per mile (5,280). Projects that have been submitted for enhancement funds or whose costs have been estimated because they are part of a larger project will reflect the actual estimated cost determined by the owner of the project.

Some of the construction and non-construction costs used by the City of La Crosse to estimate trail costs on transportation enhancement applications are illustrated in Table 5-2.

Table 5-2: 2010 Costs for Trail-Building Activities

Improvement	Cost per Unit
Light trail preparation with tree trimming	$9.00 per lineal foot (lf)
Heavy trail preparation with tree trimming	$13.00 lf
Bituminous pavement	$79 per ton (T)
Base course	$20 T
Screenings for running trail	$35 T
Silt fence	$2.00 lf
Topsoil and seed	$5.00 per square yard (SY)
Sand fill	$13.00 SY
Construction staking	$75.00 per station (Sta.)
Pavement staking	$100.00 Sta.
Construction testing	$50.00 Sta.

Other variable costs include the design fee; right-of-way plat, permits, and fees; and real estate purchase when applicable.

5.3 Recommended Short-Range Projects

The projects listed in Table 5-3 are recommended in chapter 4 as short-range projects because 1) they don't require substantial monetary investment for pavement rehabilitation or reconstruction; and 2) they don't require the controversial removal of parking. The projects can conceivably be completed as part of the annual capital improvement program within one to two years from the adoption of this plan (2011-2012).

Table 5-3: Estimated 2010 Costs for Short-Range Bicycle Projects

Project	Action	Quantity	Cost
Main St in **Holmen** between **Holmen Dr N** and **Roberts St**	Remove bike lane symbols	10	$1,000
	Bike lane symbols	16	$1,600
	Bike lane signage	8	$800
	Bike lane striping	4,560 lf	$2,280
Total Project Cost			**$5,680**
Main St in **Onalaska** between **3rd Ave** and **12th Ave**	Bike lane symbols	12	$1,200
	Sharrow symbols	6	$600
	Bike lane signage	6	$600
	Bike lane striping	5,750 lf	$2,875
Total Project Cost			**$5,275**
Midwest Dr/Market Pl between **Theater Rd** and **CTH OS**	Bike lane symbols	12	$1,200
	Sharrow symbols	12	$1,200
	Bike lane signage	6	$600
	Bike lane striping	5,120 lf	$2,560
Total Project Cost			**$5,560**
Leonard St between **Elm St** and **Franklin St**	Bike lane symbols	4	$400
	Bike lane signage	2	$200
	Bike lane striping	2,070 lf	$1,035
Total Project Cost			**$1,635**
Clinton St between **Bainbridge St** and **Rose St**	Removal of travel lane striping	10,600 lf	$5,300
	New travel & bike lane striping	14,140 lf	$7,070
	Two-way left-turn lane arrows	6	$600
	Bike lane symbols	14	$1,400
	Bike lane signage	7	$700
Total Project Cost			**$15,070**
3rd and **4th Sts** between **La Crosse St** and **Hood St**	Sharrow symbols	53	$5,300
	Share the Road signage	4	$400
	Bike lane symbols	12	$1,200
	Bike lane signage	6	$600
	Bike lane striping	4,650 lf	$2,325
Total Project Cost			**$9,825**

Table 5-3: Estimated 2010 Costs for Short-Range Bicycle Projects (cont.)

Project	Action	Quantity	Cost
7th St between **La Crosse St** and **Main St**	Bike lane symbols	10	$1,000
	Sharrow symbols	2	$200
	Bike lane signage	4	$400
	Bike lane striping	3,960 lf	$1,980
Total Project Cost			**$3,580**
La Crosse St between **West Ave** and **East Ave**	Bike lane symbols	10	$1,000
	Sharrow symbols	6	$600
	Bike lane signage	4	$400
	Bike lane striping	3,630 lf	$1,815
Total Project Cost			**$3,815**
Main St in **La Crescent** between **Elm St** and **N Chestnut St**	Re-orienting diagonal parking	3,960 lf	$3,960
	Bike lane symbols	6	$600
	Bike lane signage	4	$400
	Bike lane striping	2,950 lf	$1,475
Total Project Cost			**$6,435**

Table 5-4 provides the schedule of recommended short-range projects and their estimated cost in 2011 and 2012. A 2.8% inflation factor is applied to each year after 2010. The shaded year is the year recommended for implementation.

One project that has been identified as a critical short-range project but is not included in the table is the bridge over the BNSF rail yard in the north La Crosse industrial park. Construction of the bridge is part of a bicycle and pedestrian trail project programmed for 2010 that connects La Crosse and Onalaska; however, this and other bicycle-related projects in the project area have been delayed. As a critical link between the north side of La Crosse and Onalaska, completion of the bridge needs to be a priority for the City of La Crosse.

Table 5-4: Schedule of Short-Range Bicycle Projects and Costs by Year

Project	Treatment	2011	2012
Main St in Holmen	Bike lanes	$5,839	$6,003
Main St in Onalaska	Bike lanes & sharrows	$5,423	$5,575
Midwest Dr / Market Pl in Onalaska	Bike lanes & sharrows	$5,716	$5,876
Leonard St in West Salem	Bike lanes	$1,681	$1,728
Clinton St in La Crosse	3-lane w/bike lanes	$15,492	$15,926
3rd and 4th Sts in La Crosse	Bike lanes & sharrows	$10,100	$10,383
7th St in La Crosse	Bike lanes & sharrows	$3,680	$3,783
La Crosse St in La Crosse	Bike lanes & sharrows	$3,922	$4,032
Main St in La Crescent	Bike lanes	$6,615	$6,800

The higher cost and design needs of the Clinton St project may require more time and approval than a short-range schedule can provide. As a roadway identified as a priority safe route for children to travel to school, this project could be moved to a mid-range schedule and funded through the Safe Routes to School program.

5.4 Mid-Range Projects

Mid-range projects are those that can reasonably be implemented within 2 to 10 years of this plan being adopted (2013-2022). They may either be constructed in coordination with larger roadway projects or as stand-alone bicycle facilities projects.

Table 5-5 provides a list of on-road bicycle facilities projects and Table 5-6 provides a list of trail projects recommended to be completed within the mid-range timeframe. Projects included in the tables are those that have been identified as significant bicycle routes, safe routes to school, or inter- and intra-community connections. Although they

are considered important projects, they should not preclude the implementation of a bicycle/pedestrian project that is not listed.

Please note that more than one project per community may be recommended for an implementation year if the projects are relatively low cost and recommended to be funded through the local capital improvement program. Local projects exceeding $10,000 have the option to be phased over two years.

Table 5-5: Mid-Range On-Road Bicycle Facilities Projects

Project	Project Owner(s)	Potential Funding Sources	Application/ Implem-entation Year	Estimated Costs 2010 / Year Implemented
Signage for regional bike route system and the Share the Road Program	La Crosse County	TE; BPFP; HSIP	2012 / 2013	$28,800 / $31,288
Signage for local bike route system	Municip-alities	LCIP	NA / TBD	TBD
Bicycle/pedestrian crossing of BNSF Heilemann spur at 27th St	Shelby	TE; BPFP; FRA	TBD / TBD	TBD
Bike lanes on Hagen Rd between STH 33 and Pammel Creek Rd	Shelby	LCIP; SRTS	2012 / 2013	$1,140 / $1,239
Bike lanes on Long Coulee Rd between Main St N and Juniper Ln in Holmen	La Crosse County	LCIP; SRTS	2012 / 2013	$3,625 / $3,938
Bike lanes on 32nd St between State Rd and Ward Ave (priority SRTS project)	La Crosse	LCIP; SRTS	2012 / 2013	$5,423 / $5,891

Table 5-5: Mid-Range On-Road Bicycle Facilities Projects (continued)

Project	Project Owner(s)	Potential Funding Sources	Application/ Implem-entation Year	Estimated Costs 2010 / Year Implemented
Sharrows with parking on 16th St between Badger and Green Bay	La Crosse	LCIP	NA / 2013	$4,000 / $4,345
Various treatments on East Ave between CTH SN and Quincy St	Onalaska	LCIP	NA / 2014	$13,997 / $15,632
Bike lanes on Pammel Creek Rd between Ward Ave and Hagen Rd (priority SRTS project)	La Crosse	LCIP; SRTS	2013 / 2014	$4,957 / $5,536
Bike lanes on Charles St between Palace St and Gillette St	La Crosse	LCIP; SRTS	2014 / 2015	$5,445 / $6,251
Bike lanes and sharrows on STH 33 between 16th St and 32nd St	La Crosse	LCIP; SRTS	2015 / 2016	$10,042 / $11,852
Bike lanes on River Valley Dr between Gillette St and St James St	La Crosse	LCIP	NA / 2017	$7,145 / $8,669

Acronyms

BPFP: Bicycle and Pedestrian Facilities Program

HSP: Highway Safety Improvement Program

LCIP: Local Capital Improvement Program

NA: Not Applicable

SRTS: Safe Routes to School

TBD: To Be Determined

TE: Transportation Enhancement

Some of the trail projects listed in Table 5-6 have in the past been submitted for but rejected to receive enhancement funds [identified by an asterisk (*)]. When applicable, these projects reflect the submitted costs inflated to 2010.

Table 5-6: Mid-Range Trail Projects

Project	Project Owner(s)	Potential Funding Sources	Application/ Implem-entation Year	Estimated Costs 2010 / Year Implemented
STH 16 Trail between Landfill Rd and Veterans Park[1]	La Crosse County	CSD	NA / 2015	$240,000 / $275,535
STH 16 Trail between Kinney Coulee Rd and Landfill Rd*	Onalaska (C)	TE; NHS	2012 / 2013	$400,645 / $435,250
Access paths between STH 16 Trail and Mall area	La Crosse	Include w/STH 16 Trail TE app.	2012 / 2013	$12,410 / $13,482
Goose Island Connector Trail[2]	La Crosse; Shelby	NHS; TE; BPFP; CSD	2012 / 2014	$1,212,822 / $1,354,470
Wagon Wheel Trail along Shore Acres Rd	La Crescent	TE; FLHP; RTP	2012 / 2014	$809,278 / $903,796
Bridge over La Crosse River at Vet's Park	La Crosse County; West Salem	CSD; TE; BPFP	2014 / 2015	TBD / TBD
Isle La Plume Trail[3]	La Crosse	TE; BBGP	2014 / 2016	$385,148 / $454,555

Table 5-6: Mid-Range Trail Projects (continued)

Project	Project Owner(s)	Potential Funding Sources	Application/ Implem-entation Year	Estimated Costs 2010 / Year Implemented
Wagon Wheel Trail crossings of USH 14/61	La Crescent	TE; FLHP; RTP	2014 / 2017	TBD / TBD
Golf Course Trail	La Crosse	TE; BPFP	2016 / 2018	$481,800 / $600,913
STH 16 West Side Trail between Conoco Rd and La Crosse St	La Crosse County	NHS; TE; BPFP; BBGP	2016 / 2019	$2,179,926 / $2,794,987
Sand Lake Rd Trail	Onalaska (C)	TE; BPFP; BBGP	2016 / 2019	$1,310,496 / $1,680,249
Esther Dr Trail	Onalaska (C)	TE; BPFP; BBGP	2018 / 2021	$492,312 / $667,060
Sand Lake Elementary School Trail	La Crosse County; Holmen	SRTS	2018 / 2019	$186,150 / $238,672
Crossing Meadows / STH 157 Trail	Onalaska (C)	NHS; TE; BPFP	TBD / TBD Coordinate w/USH 53 extended	$586,044 / TBD
USH 53 Extended Trail and connections	La Crosse; WisDOT	CSD; NHS	TBD / TBD	$827,674 / TBD
Mormon Creek Trail*	La Crosse; Shelby	TE; BPFP	2020 / 2022	$3,610,872 / $5,029,554

Table 5-6: Mid-Range Trail Projects (continued)

Project	Project Owner(s)	Potential Funding Sources	Application/ Implem-entation Year	Estimated Costs 2010 / Year Implemented
USH 14/61 sidepath between Justin Rd and Southern Bluffs Elementary	La Crosse	NHS; TE; BPFP	2020 / 2022	$1,137,924 / $1,585,005

[1]The cost for this trail reflects the estimated cost for asphalt and gravel provided by WisDOT. The cost does not include earthwork if needed.

[2]This trail was submitted and withdrawn for TE funds in 2008. A segment of this trail between Calvert Rd and Sunnyside Dr is scheduled to be completed with ARRA funds in 2010. Gaps remain between the end of the Pammel Creek Trail and Calvert Rd and between Riverview Dr and CTH GI to Goose Island Park.

[3]This trail was submitted and rejected for TE funds in 2006. The bridge connecting Isle La Plume with Cook St has been funded by the Department of Natural Resources. The City will complete the project to Market St. The uncompleted portions of the trail between Market St and the 3 Rivers Trail and between Cook St and 7th St S / VIP Trail are included in the mid-range project.

*Other projects submitted and rejected for TE funds in the past.

Acronyms:

BBGP: Bikes Belong Grant Program

BPFP: Bicycle and Pedestrian Facilities Program

CSD: Community Sensitive Design

FLHP: Federal Lands Highways Program

HSP: Highway Safety Improvement Program

LCIP: Local Capital Improvement Program

NA: Not Applicable

NHS: National Highway System

RTP: Recreational Trails Program

SRTS: Safe Routes to School

TBD: To Be Determined

TE: Transportation Enhancement

5.5 Illustrative Long-Range Projects

The illustrative list of long-range bicycle projects includes shared-use trails that have been identified through the public input process to be desired by users, but would be very difficult to implement. Issues include terrain, right-of-way, environmental impacts, federal permitting, significant property acquisition, and bridge structure modifications. The following trails recommended in chapter 4 of this bike plan each have two or more of the identified issues:

- USH 14/61 trail between Old 61 and Wagon Wheel Trail
- West Salem La Crosse River Trail
- Vets Park/N Kinney Coulee Rd Trail Connection
- North Trail between Wagon Wheel Trail and Main Channel Bridge
- Smith Valley Rd Trail
- Black River Trail
- Spillway Trail

5.6 Summary

In summary, the short-range projects recommended in Table 5-4 are projects that can conceivably be completed as part of an annual local capital improvement program within the first two years after this plan is adopted. They do not require road work nor do they require the controversial removal of parking.

The mid-range projects recommended in Table 5-5 are those that will take more investment in both money and time. Some involve significant construction while others require the removal of parking. Unlike the short-range projects, most of the mid-range projects will require monetary assistance from outside sources like the enhancement program.

6.0 Implementation & Evaluation

This chapter discusses how to implement and evaluate the *2035 Coulee Regional Bicycle Plan*. The implementation strategies in section 6.1 provide a framework for advocacy and the active pursuit of bicycle-related projects. Section 6.2 establishes the baseline for bicycle-related performance measures and sets targets for where we want to be in 2015 (the next update of the transportation plan) and in 2035 (the planning horizon for the bike plan and the transportation plan).

6.1 Implementation Strategies & Next Steps

6.1.1 Advocacy

With numerous opportunities to engage in outdoor activities, the Coulee Region has become home to several groups and organizations that promote exercise, health, and nature. One mutual goal of these groups is to advocate for transportation facilities that encourage a healthy and active lifestyle while enjoying and protecting the natural beauty around us.

Implementation of recommended facilities can be realized by working with such advocacy groups as the Driftless Region Bicycling Coalition (DRBC), Human Powered Trails (HPT), Onalaska Safe Bicycling Coalition (OSBA), Active Living La Crescent (ALL), and Healthy Living Collaboration (HLC) to mobilize their membership to lobby for projects at municipal meetings.

6.1.2 Innovative Funding Sources

FUNDRAISING

Some advocacy groups (i.e. DRBC, HPT) have nonprofit status, which means they can apply for certain grants and engage in fundraising. Donations from fundraising can help local agencies fund small projects and contribute to the local share of federal- and state-funded projects.

BUSINESS PARTNERSHIPS

As businesses try to find ways to meet the transportation needs of their employees and patrons AND decrease transportation and health care costs, some have turned to encouraging their employees to take transit and to bike and walk to work. More frequently businesses are instituting transit pass and bicycle commuter benefit programs and cost-sharing with municipalities for bicycle parking. Safe, long-term bicycle parking is an important piece of infrastructure to encourage a transition from driving to biking for some trips.

6.1.3 Local Development Policies

COMPLETE STREETS

Although Wisconsin state statute requires the explicit consideration of bicycle and pedestrian accommodations in all roadway projects (except in certain circumstances), adopting a Complete Streets policy at the MPO and municipal level will formalize the region's commitment to plan, design, and maintain streets in a manner that makes them safe for and accessible to all users.

MODEL ORDINANCES

The ordinance is one tool whereby municipalities can control development and the use of land. Land development (or subdivision) and zoning ordinances are the most influential for directing growth in a manner consistent with an adopted vision. Some communities have adopted bicycle parking and shared-use trail requirements where appropriate to ensure the needs of walkers and bicyclists are met.

6.1.4 Implementation Steps

The first 2.5 years following the adoption of the *2035 Coulee Regional Bicycle Plan* (May 2010) will include but will not be limited to the following implementation actions:

- LAPC staff will support the efforts of advocacy groups to lobby for bicycle-friendly facilities, ordinances, and legislation.
- LAPC staff and the BPAC will work with nonprofit groups to help fund local projects.
- LAPC staff, the BPAC, and other advocacy groups will by **September 2010** identify the numbering/naming convention for the regional route system.
- LAPC staff and the BPAC will finalize and publish a regional bike route map by **December 2010**.
- LAPC staff will by **March 2011** provide model bicycle-friendly language that can be incorporated into their land development ordinances.
- LAPC staff will by **May 2011** create a presentation for local businesses and officials illustrating the cost/benefit of providing facilities for bicyclists.
- LAPC staff will work with the La Crosse County Healthy Living Collaboration and stakeholder partners to create a Complete Streets Policy for La Crosse County, the LAPC, and

municipalities by **July 2011** or a date determined by the Collaboration.

- LAPC staff, with assistance from the BPAC and other advocacy groups, will determine the locations of local bike route signage by **July 2011**.
- LAPC staff and the BPAC will evaluate the plan annually every December beginning in **December 2011**.
- LAPC staff will by **July 2012** determine a process and methodology for determining mode split in the planning area.
- LAPC staff, the BPAC, and other advocacy groups will work with the communities during the **2011 – 2012** timeframe to implement the recommended short-range projects.
- LAPC staff and the BPAC will in **December 2012** evaluate the implementation of the recommended short-range projects and identify new short-range projects if practicable.

6.2 Plan Evaluation

The *2035 Coulee Regional Bicycle Plan* will be the first generation of bicycle plans for the LAPC that provides a method for measuring bicycling conditions (facilities and safety) and activity in the area and a process for evaluating the plan. This plan will also be the first of the modal plans to set targets for where we want to be in 2015 and in 2035.

6.2.1 Performance Measures

Bicycling facilities are tracked by miles of facility by type of facility for the planning area; bicycling safety is tracked by the total number of bicycle / motor vehicle crashes in the planning area; and bicyclist activity is tracked by the number of bicyclists for locations counted.

The performance measures to track bicycling conditions and activity are new to our planning process and so represent developing baseline data. For the first time, our bicycle plan includes counts of bicyclists. As the process for counting bicyclists evolves and matures and bicyclists are counted on a regular basis at more locations in the region, our ability to set user targets and assess the needs of the community and of bicyclists will improve.

Bicycle crash data have been tracked back to 1999 and are included in our metropolitan transportation plan (MTP); however, this plan will establish targets for improvement.

BICYCLE FACILITIES

Table 6-1 summarizes the miles of dedicated bikeway facilities by facility type within the planning area and sets targets for miles of facilities by 2015 and 2035.

Table 6-1: Existing Bicycle Facilities[1] and Future Targets

Facility Type	Total Miles	% of Road Miles	2015 Target (in miles)	2035 Target (in miles)
Trails & sidepaths	63.1	N/A	10	20
Bike lanes	12.1	1.2[2]	10	30
Shared bike/ parking lanes	0.0	0.0	2	10
Sharrows	0.0	0.0	5	20

[1]Existing facilities as of January 1, 2010.

[2]This is 1.2% of the one-way road miles (over 1000 mi) in the urbanized communities of Campbell (54.6 mi), La Crescent (69.2 mi), La Crosse (473.1 mi), Holmen (109.8 mi), Onalaska (225.7 mi), and West Salem (68.2 mi). Urban-type on-road bicycle facilities generally are not provided on rural roads (those without curb and gutter); therefore, with the exception of Campbell, the one-way road miles for the towns have been excluded from the calculation.

BICYCLIST SAFETY

Bicyclist safety is measured by bicyclist crashes as reported by police officers. Because the police only prepare a crash report on crashes that result in property damage or an injury, many bicycle crashes go unreported. Conflicts between pedestrians and bicyclists for example are not reported because both parties tend to walk away from the collision without major damage or injury.

Figure 6-1 illustrates the rising trend in bicycle / motor vehicle crashes in the planning area. The region experienced a 10% increase in 2009 in bicycle crashes over the 5-year average of 40 crashes. This is likely caused by an increased exposure rate as the number of bicyclists increased with increasing gas prices.

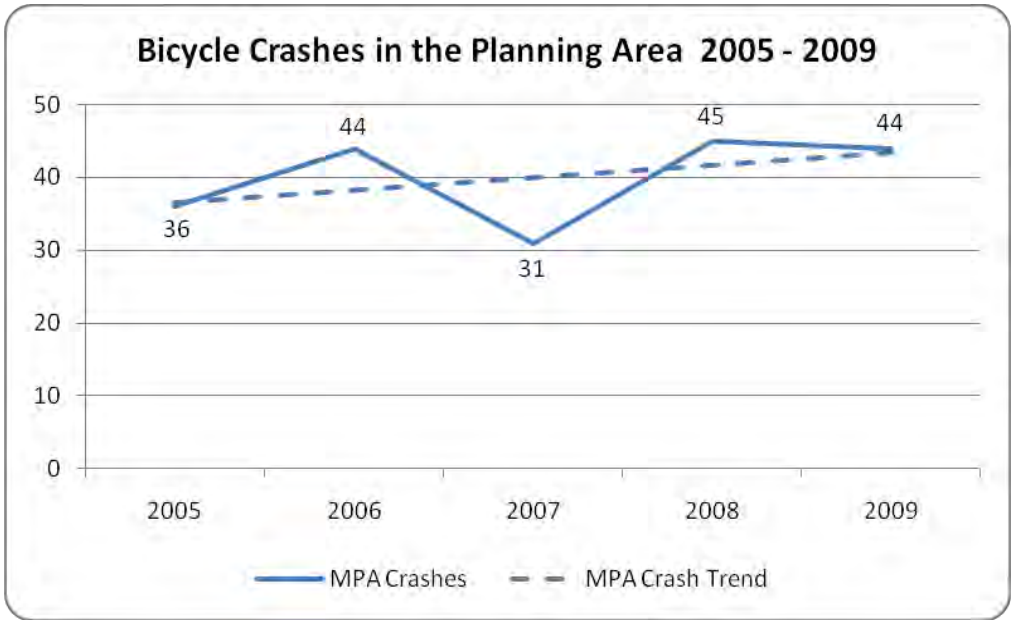


Figure 6-1: Total number of bicycle crashes and crash trend for the years 2005 through 2009 for the metropolitan planning area.

TARGET: Reverse the trend in bicycle-motor vehicle crashes over a five-year moving average from increasing to decreasing by 2015.

BICYCLE USAGE

Bicycle counts were conducted on all approaches at 18 intersections in the planning area. The actual counts can be found in section C.2.2 of appendix C and a detailed discussion of those counts can be found in section 3.5.2 of chapter 3.

The method and locations for counting bicyclists were chosen to illustrate that we have an existing need to provide dedicated bicycle facilities on our major roads. Because the methodology is not statistically valid to assert a certain percentage of the population bicycles, we will not set targets for usage until we develop a reliable local process for determining the number of bicyclists in the planning area.

6.3 Summary of Performance Targets

- Increase the total miles of off-road trails by 10 miles by 2015 and 20 miles by 2035.
- Increase the total miles of bike lanes by 10 miles by 2015 and 30 miles by 2035.
- Increase the total miles of shared bike/parking lanes by 2 miles by 2015 and 10 miles by 2035.
- Increase the total miles of sharrows by 5 miles by 2015 and 20 miles by 2035.
- Reverse the trend in bicycle-motor vehicle crashes over a five-year moving average from increasing to decreasing by 2015.

This page intentionally left blank.

A.0 ACRONYMS

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BNSF	Burlington Northern & Santa Fe Railroad
BPAC	Bicycle and Pedestrian Advisory Committee
BPFP	Bicycle and Pedestrian Facilities Program
CMAQ	Congestion Management and Air Quality Improvement
CPR	Canadian Pacific Railway
CSAH	County State Aid Highway (Minnesota)
CSD	Community Sensitive Design
CTH	County Highway (Wisconsin)
DNR	Department of Natural Resources
EPA	Environmental Protection Agency
FDM	Facilities Development Manual
FHWA	Federal Highway Administration
FLHP	Federal Lands Highway Program
FTA	Federal Transit Administration
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HSIP	Highway Safety Improvement Program
I	Interstate
IM	Interstate Maintenance
ITE	Institute of Transportation Engineers
LAPC	La Crosse Area Planning Committee

LRTP	Long-range Transportation Plan
LWCF	Land and Water Conservation Fund
MN	Minnesota (state highway designation)
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
Mn/DOT	Minnesota Department of Transportation
NCO	Nonprofit Conservation Organization
NHS	National Highway System
NSBP	National Scenic Byways Program
ROW	Right of Way
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SRTS	Safe Routes to School
STH	State Highway (Wisconsin)
STP-U	Surface Transportation Program-Urban
TE	Transportation Enhancements
TEA-21	Transportation Equity Act for the 21st Century
TH	Trunk Highway (Minnesota)
TWLTL	Two-way left-turn lane
USH	United States Highway (Wisconsin)
WisDOT	Wisconsin Department of Transportation

B.0 DEFINITIONS

Bicycle	A vehicle propelled by the feet acting upon pedals and having wheels any 2 of which are not less than 14 inches in diameter.
Bike lane or bicycle lane	The portion of a roadway that has been designated by pavement markings and, if used, signs for preferential or exclusive use by bicyclists.
Bike route or bicycle route	A facility designated by signage as a preferred route for bicycle travel or as a connection between other bicycle facilities.
Class A bicyclist	A bicyclist who is comfortable riding on the street with traffic.
Class B bicyclist	A bicyclist who generally is not comfortable riding on the street unless speeds and volumes are low or the street has a dedicated bicycle accommodation or separation from motor vehicle traffic.
Class C bicyclist	Child bicyclists.
Complete Streets	Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users.
Curbside sharrow	A "share the road" bicycle symbol placed 4 ft from the curb that identifies the travel lane as shared by bicycles and motorized vehicles.
Dooring, -ed	When a motorist opens the door of a parked vehicle into a bicyclist or into the line of travel of a bicyclist where the bicyclist has no time to react and hits the door.
Enhanced crossing	A crossing that is made more visible to motorists through the use of continental ("ladder") striping, raised medians, raised crosswalks, and other means.
5 E's	The planning components of Engineering, Encouragement, Education, Enforcement, and Evaluation.

Functional bicyclist	Someone who bikes for transportation to work, shopping, errands, etc.
Green Book	The technical document, *A Policy on the Geometric Design of Highways and Streets*, published by the Association of American State Highway and Transportation Officials. It provides the recommendations and standards for the design of highways and streets.
Planning area	The geographic area for which the La Crosse Area Planning Committee is entrusted to do long-range transportation planning. Planning area communities include the towns of Barre, Campbell, Greenfield, Hamilton, Holland, Medary, and Shelby; the villages of Holmen and West Salem; and the cities of La Crosse and Onalaska in Wisconsin; and the towns of Dresbach and La Crescent, and the city of La Crescent in Minnesota.
Rural roadway	A road constructed without curb and gutter.
Shared bike/parking lane	A dedicated area striped at least 12 ft from the curb and marked with a bicycle symbol to be shared by bicycles and parked vehicles.
Sharrow with parking	A "share the road" bicycle symbol placed 11 ft from the curb to the left of a parking lane that identifies the travel lane as shared by bikes and motorized vehicles.
Shoulder	The portion of a street that is outside of the travel lanes that may accommodate stopped vehicles, emergency use, and, in some cases, bicyclists and pedestrians. Shoulders may range in width from 1 ft to 2 ft on minor urban streets to 10 ft to 12 ft on major rural roads.
Sidepath	An unofficial term used in the area to define a shared-use bicycle/pedestrian facility that runs adjacent to a major highway, but does not meet the minimum design standards for an AASHTO-standard shared-use path.

Trail	A trail is generally an unimproved recreational facility that is not maintained in the winter for the exclusive use by bicyclists and pedestrians. The term also refers to shared-use paths, on-street routes, and sidewalks that provide connections between trail segments.
Trailhead	An access point to a trail where users can park their personal vehicles.
Two-way left turn lane (TWLTL)	A middle turn lane that allows motorists in either direction to make a left hand turn. The lane removes left-turning vehicles from the travel lanes which improves the capacity and function of the roadway.
Undesignated bike lane	A portion of the roadway that meets the physical characteristics of a bike lane (i.e. striping and width), but is not designated through pavement markings or signage.
Urban roadway	A road constructed with curb and gutter.

This page intentionally left blank.

C.0 PUBLIC PROCESS

C.1 Public Workgroup Meetings

A total of six public work group meetings were conducted by LAPC staff to gain input on the vision, goals, and objectives of the plan (one meeting) and on preferred bicycle treatments on select roadways (five meetings).

C.1.1 Vision & Goals Development

The first public meeting took place on January 14, 2009. LAPC staff facilitated the meeting during a regularly scheduled BPAC meeting to update the existing vision for bicycling in the region and to develop new goals and objectives (see chapter 4) for the regional bicycle plan. LAPC staff presented a vision and goals, objectives, and strategies for comment and refinement.

C.1.2 Corridors Workgroup Meetings

PURPOSE

LAPC staff facilitated five public "corridor" workgroup meetings in order to obtain feedback on detailed recommendations for on- and off-road bicycle facilities in the region. (Conceptual "corridors" along major roads were mapped out at the beginning of the process as a first step to developing a regional network and determining a logical means of breaking the planning area up into manageable regions for analysis and public presentation.)

METHODOLOGY

Recommendations for bicycle accommodations were developed by LAPC staff through consideration of a number of criteria (functional class, roadway width, average annual daily traffic, land use, truck traffic, operating speed, bike route status). The one working assumption was that bicyclists are no different from motorists in that they want to get from origin to destination in the fastest and most direct route possible.

This assumption required all arterial and collector roads be considered for bicycle accommodations. High-functioning roads as well as the roads currently designated on the existing bike route map as bike routes were used for the base bicycle network. Each roadway segment of the network was then analyzed using the aforementioned criteria, aerial photography, and the Wisconsin Local Roads (WISLR) database.

Staff created maps with recommended bicycle treatments and summaries discussing each recommendation in detail for presentation at municipal-level corridor workgroup meetings.

- The **La Crescent Corridors** meeting covered the city and town of La Crescent and the town of Dresbach;
- The **Holmen and Onalaska Corridors** meeting covered Holmen, Holland, Onalaska (city and town), and Brice Prairie;
- The **West Salem Corridors** meeting covered West Salem, Hamilton, and the STH 16 corridor between Onalaska and West Salem;
- The **North La Crosse Corridors** meeting covered La Crosse north of the La Crosse River and Campbell;
- The **South and Rural La Crosse Corridors** meeting covered La Crosse south of the La Crosse River and the towns of Barre, Greenfield, Medary, and Shelby.

LA CRESCENT CORRIDORS WORKGROUP MEETING

Date: February 11, 2009
Time: 5:00 p.m. – 7:00 p.m.
Location: American Legion Hall, 509 N Chestnut St, La Crescent, MN 55947
Attendees: Liz Walton, Mn/DOT; Carol Zoff, Mn/DOT; Tom van der Linden, Houston County Trails; John Boland, Bicycle and Pedestrian Advisory Committee; Sue Howe, Active Living Coalition; Mayor Mike Poellinger; Nick Nichols, Sustainability Coordinator, La Crosse County; Paul Kitzmann, Town of Onalaska Administrator; Greg Skolaski, citizen bicyclist; Dillon Dombrovski, Yaggy Colby; Laura and Sean Dwyer, citizen bicyclists; Eileen Krenz, interested citizen; Chuck Ericksen, Active Living Coalition; Bill Waller, La Crescent Administrator; Don Smith, Planning Commission.
Facilitators: Jackie Eastwood, Tom Faella.

Most comments regarding the presented recommendations were focused on crossings and intersections along 14/61. Other comments involved developing trailheads and bicycle parking.

- **I-90 / 14/61 interchange:** Improved route signage needs to be installed to direct southbound bicyclists from Old 61 through the interchange to the west shoulder of 14/61.
- **14/61 shoulders between I-90 and La Crescent:** Find a way to communicate to bicyclists and motorists through some type of pavement marking that the shoulders are used as bikeways.
- **14/61 Wagon Wheel Trail crossing:** Prefer crossing at S 1st St. A crossing at Main St would impact a registered historic structure. The landing on the west side of 14/61 is lower and more accessible and it's still close to downtown. An at-grade crossing at N 2nd St is unsafe due to the volume and speed of traffic, but it still needs crossing improvements (lighting, crosswalk) to accommodate those crossing from the trailer park. Because of the industrial use of Main St east of TH 14/61, a separated path adjacent to Main St was preferred for the Wagon Wheel Trail to Chestnut St.

- **14/61 crossing at boat landing:** Instead of an enhanced at-grade crossing, a sidepath on the north side of 14/61 from the West Channel Bridge to the underpass at the west end of the Main Channel Bridge was preferred. The existing sidewalk would have to be widened to accommodate 2-way bicycle/pedestrian travel.
- **14/61 crossing at S 14th St:** Need enhanced crossing to access east shoulder, the Mississippi River Trail, and the future Root River Trail connection. This is not a good location for a trailhead, however, because it's too removed from downtown.
- **La Crosse-bound travel from south of La Crescent:** Look at re-establishing a service road that used to connect the sewer treatment plant on S Chestnut St to 14/61 eastbound to La Crosse for bicycle travel.
- **Trailheads:** The preference was to have two trailheads—the main trailhead at the brush dump site and a second trailhead combined with the bike/ped bridge for the Wagon Wheel Trail over 14/61 on the west side of 14/61 near downtown.
- **Bicycle parking:** Establish a consistent style of bicycle parking throughout the region that can be personalized to the community.

HOLMEN AND ONALASKA CORRIDORS WORKGROUP MEETING

Date: March 11, 2009
Time: 5:00 p.m. – 7:00 p.m.
Location: Irving Pertzsch Elementary, 524 Main St, Onalaska, WI 54650
Attendees: Ed West, BPAC; Dennis Osgood, La Crosse County Highway Department; Tom Faella; Keith Back, La Crosse County Highway Department; Steve Flottmeyer, WisDOT; Dennis Parsley, WisDOT; Jason Gilman, City of Onalaska; Brenda Rooney, citizen; Mike Henderson, OSBA/BPAC; Mike Charron, HPT; Paul Kitzmann, Town of Onalaska; Bob Fisher, BPAC; John Boland, BPAC.
Facilitator: Jackie Eastwood.

Summary of Comments:

- **Redwood St to CTH S:** The plans for the programmed project include a 10-ft sidepath on the east side.
- **School Trail from Subdivision to Sand Lake Elementary:** Steve Flottmeyer from WisDOT stated WisDOT may not approve a trail in USH 53 right-of-way. He would check into it.
- **Trail behind Kwik Trip to Esther Dr and Theater Rd:** The same issue as with the Sand Lake Elementary Trail applies here. Part of the trail would run through USH 53 right-of-way. WisDOT may not approve. [An opportunity to provide that trail still exists, only the City of Onalaska would have to purchase easements from several property owners.] The City could provide an additional access point near the Marine Credit Union.
- **Midwest Dr between CTH OS and Market Pl:** Provide bicycle accommodation to assist residents of neighborhood to north of OS to get into commercial area.
- **Crossing STH 16 between CTH OS and N Kinney Coulee Rd:** Consider building an underpass or overpass.
- **Crossing STH 16 at Pralle Rd and S Kinney Coulee:** Employees at Gundersen Lutheran cross STH 16 to access the restaurants on the north side of the road. They need better accommodations and crossing. [This will be addressed in the recommendations for the STH 16 corridor.]

WEST SALEM CORRIDORS WORKGROUP MEETING

Date: May 11, 2009
Time: 5:30 p.m. – 7:00 p.m.
Location: Hazel Brown Leicht Library, 201 Neshonoc Rd, West Salem, WI 54669
Attendees: Ed West, Bicycle and Pedestrian Advisory Committee (LAPC BPAC); Tony Vander Wielen, WisDOT; Jarrod Holter, City of Onalaska; Dave and Ann Skrove, citizens; Mike Henderson,

OSBA/BPAC; Owen Johnson, citizen; Peggy Brieske, citizen; Barb Dorshorst, citizen; Dorothy McClintock, citizen; Carl Wallace, West Salem Bicycle and Pedestrian Ad Hoc Committee (West Salem BPAC); John Boland, LAPC BPAC; Joseph Atteln, citizen; David and Sara Miller, citizens; Jerome Gundersen, citizen; Tim Tiber, LAPC and West Salem BPACs; Monte Wick, West Salem BPAC; Helen Harold, West Salem BPAC; Sharon Fuller, West Salem BPAC; Lori Freit-Hammer, citizen.
Facilitators: Jackie Eastwood, Tom Faella.

No comments recommending something different from the draft recommendations. Additional concerns to consider include the inadequacy of the CTH M bridge and the perceived short duration to cross STH 16 at Brickl Rd. A countdown signal was requested.

Attendees were overwhelmingly in favor of a sidepath within STH 16 ROW.

NORTH LA CROSSE CORRIDORS WORKGROUP MEETING

Date: August 18, 2009
Time: 5:00 p.m. – 7:00 p.m.
Location: North Library, 1552 Kane St, La Crosse, WI 54603
Attendees: Ray Foltz, Deb Jollery, Laurie Stiers, John Boland.
Facilitators: Jackie Eastwood, Tom Faella.

No comments recommending something different from the draft recommendations.

Suggestions from attendees included putting accommodations on George St and Lang Dr since they provide a direct connection between north and south La Crosse and constructing a bicycle/pedestrian bridge over the railroad track between Rose St/Copeland Ave and George St.

SOUTH AND RURAL LA CROSSE CORRIDORS WORKGROUP MEETING

Date: August 19, 2009
Time: 5:00 p.m. – 7:00 p.m.
Location: Main Library, 800 Main St, La Crosse, WI 54601
Attendees: Robert P. Stewert, Sandy Sechrest, Rosie Brooks, Roxie Flaten, Obbie King, Bev Mach, Steve Flottmeyer, John Boland, Ed West.
Facilitators: Jackie Eastwood, Tom Faella.

No comments recommending something different from the draft recommendations. Suggestions from attendees included constructing a sidepath along USH 14/61 between Justin Rd and Southern Bluffs Elementary.

C.2 Data Collection

LAPC staff conducted two data collection activities: 1) a survey of property owners along the STH 16 corridor between Onalaska and West Salem and 2) a count of bicyclist activity on segments of significant roads at select major intersections.

C.2.1 STH 16 Resident Survey

PURPOSE

The main purpose for conducting a survey of residents within the STH 16 corridor was to determine the level of support for a separated trail within STH 16 right-of-way. A secondary purpose was to obtain additional information on bicycling habits.

METHODOLOGY

LAPC staff selected out parcels adjacent to STH 16 from the La Crosse County parcel owner file and created a mailing list of recipients. Because the owner file includes all owners of a parcel (i.e. both the husband and wife would be included in separate records), staff selected only one owner per parcel, alternating between a male and female in the owner parcel file.

The questionnaire was mailed out with an introductory letter on Monday, March 30, 2009, with the request that the completed questionnaire be returned by Friday, April 24, 2009. Of the 186 valid addresses that received questionnaires, 111 were completed and returned—a 60% return rate.

A copy of the letter and questionnaire are provided below.

La Crosse Area Planning Committee
Metropolitan Planning Organization
Serving the La Crosse/La Crescent Urbanized Area

Tom Faella, Director Jackie Eastwood, Transportation Planner
La Crosse County Administrative Center
400 4th Street North ▪ Room 2300 ▪ La Crosse, WI 54601-3200
PH: 608.785.5977 or 608.785.6141 FAX: (608) 793-6525

March 30, 2009

Dear Property Owner or Manager:

You may be aware that the Wisconsin Department of Transportation (WisDOT) is planning to widen STH 16 between Landfill Rd and Veteran's Park from two lanes with climbing lanes to four lanes. The current design plan is to provide 10-ft paved shoulders for emergency use and for bicyclists. Another alternative suggested for bicyclists within the WisDOT right-of-way would be to construct an off-road bicycle/pedestrian path. This would require a minimum 5-ft buffer between the edge of the paved shoulder and the 10-ft wide path.

As a property owner within the STH 16 corridor, we want to find out what your bicycling habits are and what you would like to see for bicycle facilities in your area. If you could take five minutes to complete the attached questionnaire, we will be able to make an informed recommendation to WisDOT.

Once completed, you can mail it back to us in the enclosed, postage-paid envelope. Please return the completed survey by Friday, April 24, 2009.

We would also like to invite you to a public workgroup meeting to be held Monday, May 11 at 6:00 p.m. in the conference room of the Hazel Brown Leicht Memorial Library, 201 Neshonoc Rd, West Salem. We will be presenting recommendations for on-road bicycle facilities and trails in West Salem and through the STH 16 and county road corridors between Onalaska and West Salem.

Thank you for your participation.

Sincerely,

Jackie Eastwood
Transportation Planner, LAPC
PH: 785-6141
E-mail: eastwood.jackie@co.la-crosse.wi.us

This page intentionally left blank.

The person to whom this mailing was addressed should complete the following questionnaire. If you do not live (you only own or manage a property) within the STH 16 corridor, check here ☐ and answer only question 8.

1) **What type of bicyclist would you say describes your biking habits?** Select all that apply.

   ☐ 1. Recreational bicyclist. I ride a bike during my free time for recreation and exercise.

   ☐ 2. Commuter bicyclist. I ride bike to and from work.

   ☐ 3. All-purpose bicyclist. I use my bike for most trips, including shopping trips.

   ☐ 4. I do not bike. Skip to question 6.

2) **How many miles would you say you travel on a typical round trip as a:**

   ☐ 1. Recreational bicyclist: _____ miles.

   ☐ 2. Commuter bicyclist: _____ miles.

   ☐ 3. All-purpose bicyclist: _____ miles.

3) **During what time of the year do you typically bike?**

   ☐ 1. All year long.

   ☐ 2. Only in spring/summer/fall when the weather is nice.

4) **How often do you typically bike?**

   ☐ 1. Nearly every day.

   ☐ 2. 3-5 days per week.

   ☐ 3. 1-2 days per week.

   ☐ 4. A few days per month.

   ☐ 5. Once per month.

   ☐ 6. Less than once per month.

5) **What type of facilities do you typically bike on?** Select all that apply.

   ☐ 1. Off-road trails.

   ☐ 2. Sidewalks.

   ☐ 3. Streets marked as bike routes or with designated bicycle facilities such as bike lanes.

   ☐ 4. Streets without route signage or designated bicycle facilities.

6) **Who else in your household rides a bike?** Select all that apply.

- ☐ 1. Spouse/partner.
- ☐ 2. Child(ren).
- ☐ 3. Parent, sibling, or other person not mentioned.
- ☐ 4. No one else in my household rides a bike.
- ☐ 5. There are no others in my household.

7) **On what type of facilities does your child(ren) living with you typically ride a bike?** Select all that apply.

- ☐ 1. Off-road trails.
- ☐ 2. Sidewalks.
- ☐ 3. Streets marked as bike routes or with designated bicycle facilities such as bike lanes.
- ☐ 4. Streets without route signage or designated bicycle facilities.
- ☐ 5. My child(ren) does not ride a bike.
- ☐ 6. I do not have a child(ren) living with me.

8) **If a bicycle facility were to be built between Veteran's Park in West Salem & N Kinney Coulee Rd by Woodman's in Onalaska, what would you prefer to see?** Choose only one.

- ☐ 1. Wide, paved shoulders on STH 16 for bicyclists to ride on the road.
- ☐ 2. A separated path for bicyclists and pedestrians within the STH 16 right-of-way.
- ☐ 3. Trails connecting the subdivisions to each other and to the communities.
- ☐ 4. I don't want to see a bicycle facility built between Vets Park & N Kinney Coulee Rd.

9) **On which of the following options would you allow your child(ren) living with you to ride?** Select all that apply.

- ☐ 1. Wide, paved shoulders on STH 16 for bicyclists to ride on the road.
- ☐ 2. A separated path for bicyclists and pedestrians within the STH 16 right-of-way.
- ☐ 3. Trails connecting the subdivisions to each other and to the communities.
- ☐ 4. None of the above.
- ☐ 5. I do not have a child(ren) living with me.

Thank You!

SUMMARY OF SURVEY RESULTS

Of the 111 respondents:

- Two respondents owned or managed property but did not live along the STH 16 corridor. They were both in favor of a separated path within STH 16 right-of-way.

Of the 109 respondents that live along STH 16:

- 67.9% are bicyclists and 32.4% did not bike at all.
- 53.2% had in their household spouses that biked.
- 35.8% had in their household children that biked.
- 2.8% had in their household a parent, sibling, or other person that biked.
- 23.4% were the only ones in their household that biked.
- 10.1% preferred wide, paved shoulders to accommodate bicyclists between Woodman's and Vet's Park.
- 47.7% preferred a separated path within the STH 16 right-of-way.
- 23.9% preferred trails connecting the subdivisions to each other and to Onalaska and West Salem.
- 10.1% did not want to see a bicycle facility between Woodman's and Vet's Park.

Of the 74 respondents that did bike:

- 97.3% considered themselves recreational bicyclists, cycling an average of 10.4 miles per round trip, with a high of 40 miles and a low of 1 mile.
- 9.5% considered themselves commuter bicyclists, cycling an average of 7.7 miles per round trip, with a high of 15 miles and a low of 1 mile.

- 5.4% considered themselves functional bicyclists, cycling an average of 3.4 miles per round trip, with a high of 5 miles and a low of 1.5 miles.
- 4.0% biked all year long.
- 5.4% biked nearly every day.
- 33.8% biked 3-5 days per week.
- 41.9% biked 1-2 days per week.
- 18.9% biked a few days per month or less.
- 63.5% ride on off-road trails.
- 48.6% ride on sidewalks.
- 58.1% ride on bicycle routes or lanes.
- 60.8% ride on streets without designated facilities.

Of the 51 respondents that had children living with them:

- 45.1% have children that ride on off-road trails.
- 52.9% have children that ride on sidewalks.
- 33.3% have children that ride on bicycle routes or lanes.
- 52.9% have children that ride on streets without designated bicycle facilities.
- 7.8% would allow their children to ride on wide, paved shoulders on STH 16.
- 70.6% would allow their children to ride on a separated path within the STH 16 right-of-way.
- 82.4% would allow their children to ride on trails connecting the subdivisions to each other and to the communities.
- 5.9% would not allow their children to ride on paved shoulders, a separate path, or trails.

The following is a summary of comments as written on the questionnaires.

- Don't feel safe with present bike paths. Would do more.
- Worry about the amount of traffic on 16.
- Normally we take the hill behind the County Highway Dept and end up behind Valley Ford & take sidewalks from there.
- Would ride more if we had safe routes on road or connecting trails to existing trails. Hwy 16 too dangerous to ride on as it is now.
- This [trails connecting the subdivisions (1st choice); separated path w/barrier (2nd choice)] would be a wonderful addition, please keep up the great work!
- There are 30+ children in the Settlement subdivision who will someday use the bike trail with their parents if it can be accessed from/along HWY 16 for travel into West Salem or to Woodman's, etc.
- Would not use trails as seclusion feels unsafe to travel alone.
- Please post a sign coming down Nathan Hill toward the landfill—No Jake Brakes.
- We would not want our children riding next to Hwy 16—scary! We would love a safe trail into town! Our biking is limited since we aren't connected to anything so we have to drive to a trail or the kids just ride around in the subdivision.
- Though if it were safe, we'd bike all year.
- Please do make a bike path.
- Is this the time to be increasing spending? Taxes are high enough. This is another example of doing a great job spending other people's money.
- My main concern, if and when the construction is completed, is a sign, "No Jake Brakes Area" posted way before the entrance to the industrial park. Dump trucks coming down the industrial park

from West Salem are using their jake brakes, the noise for us and our renters is devastating. Thank you.

- Other comments suggested respondents would ride more if there were safe connections among trails.
- Keep scooters off Hwy 16. Let them ride on state bike trail. We need a trail for small scooters 50 cc or less.
- Letter:

  The Highway 16 widening project will be an enormous waste of taxpayer money, especially at this particular point in time with the recession and budget deficits.

  Years ago the residents on Maple Lane requested the Town of Medary to put a lamp post at the entrance to Maple Lane for safety considerations. We were told it was too expensive.

  There are other uses for this money that would be more worthwhile. Here are my suggestions.

  1. Other infrastructure projects in the Coulee Region that are truly needed.
  2. Funding for the public education system.
  3. Financial support for colleges.
  4. Tax relief.
  5. Lamp post at entrance of Maple Lane
- Several grandchildren who would like a place besides Sunny Dell to ride.
- Mostly [recreational] but I would ride to and from work more if there was a trail.
- Note sent back—no questionnaire enclosed:

  You can't even fix the roads you have. Have you driven down N Kinney Rd this year yet? And you want a bike trail? What a joke.
- Spouse would like to be a commuter biker to West Salem but does not currently because it is too dangerous to bike on Hwy 16; [children] are driven to town & never use Hwy 16 to get there. (The respondent would commute 8 miles round-trip if it were not so dangerous.)

- Letter:

  To Whom It May Concern:

  You have no idea how excited my entire family was to receive this questionnaire. We answered these questions based on our current biking habits…however, the answer as to how often we bike etc. would be **much** different if this proposal went through and we were able to hop onto a bike trail! As of now when we want to bike outside of our neighborhood, we need to pack all of our bikes onto a rack attached to our car, which is very inconvenient.

  If a bike trail was added, it would open up a whole new world for everyone in these neighborhoods along Highway 16, especially the children. Currently, children need to rely on adult transportation to go anywhere. Highway 16 is far too dangerous to bike or walk on as it is now. With a walking/bike trail, the kids would be able to get to sports practices, school activities, church events, the pool and library in West Salem, etc. and just be able to get together with friends whenever they needed to or wanted.

  Please consider the idea of adding a separate path along Highway 16 between Veteran's Park in West Salem and N Kinney Coulee Road in Onalaska. Not only would this greatly benefit children, giving them the opportunity towards more exercise and freedom, it would also allow the adults in our area easy access to exercise, enjoy a ride into town or to Woodman's and Gander Mountain in Onalaska.

  Thank you so much for asking for our input. We will anxiously wait to hear what is decided for bettering our community!

- Both [separated path and trails] would be equally needed for the adults at this residence; however, biking on STH 16 through the Nathan Hill area is a concern with the number of accidents that happen in the area. Concerned about biker fatalities. I'm not saying this area should not be available for bikers. I am saying this area needs some serious attention to create a safe area to not only bike but to drive to.

C.2.2 Bicyclist Counts

PURPOSE

The purpose of this exercise was to show empirically (rather than anecdotally) that bicyclists are out using our major arterials in rather significant numbers; but, because of the lack of accommodation on the road, bicyclists are using the sidewalks.

METHODOLOGY

LAPC staff organized an effort to count bicyclists on September 15 and 17 between 2:00 p.m. and 6:00 p.m. The dates and time frame were selected to coordinate with the schools being in session, the time most elementary and high schools let out in the afternoon, and sufficient daylight. Because 1) we didn't have sufficient volunteers, 2) some volunteers were unable to complete four hours, and/or 3) the schedules of some of the volunteers could not adhere strictly to the time frame, we had some variations in the dates and time frame the counts were conducted.

Counters were provided with an aerial photograph of their intersection and asked to record the bicyclist's position (sidewalk or street) entering and exiting the intersection on the image. Counters were also asked to note helmet use, conflicts, or anything else of interest. We had some variation in the counting methodology, but not such that counts could not be determined for each approach of an intersection.

Major intersections were selected so as to get the bicyclist counts for major roads recommended for bicycle accommodations (counting an intersection provided data for four roadway segments; whereas, counting a roadway segment, provided data for just that roadway segment).

RESULTS

Table C-1 reports the number of bicyclists (riding on the street and riding on the sidewalk) for each intersection and for each approach to the intersection and the average number of bicyclists per hour for the time frame noted. The number of reported bicycle crashes for the time period 2003 – 2008 is included to illustrate that safety issues may exist at these intersections. (Please note that not all bicycle crashes are reported. Someone has to be injured or property damage must be $1,000 or more before a report is generated.)

The counts—as suspected—illustrate that bicyclists are already out on the major roads and tend to use the sidewalks instead of the streets. Nearly all sidewalk riders rode without a helmet. Conversely, most roadway riders wore a helmet. Not all bicycle counters kept track of the number of bicyclists that wore helmets, so helmet use is only noted for intersections where those data were gathered.

This page intentionally left blank.

TABLE C-1: BICYCLE COUNTS

Intersection / Roadway segments	Date	Time	Street riders	Sidewalk riders	Total riders	Ave riders/hr	Helmet Use	Bicycle Crashes '03-'08[1]
Losey Blvd / Mormon Coulee Rd Intersection	Tues, Sept 15, 2009	2:00 p.m. – 6:00 p.m.	4	31	35	8.75	3	2
Losey Blvd – West segment			3	11	14	3.5		1
Losey Blvd – East segment			4	5	9	2.25		0
Mormon Coulee Rd – North segment			0	24	24	6		0
Mormon Coulee Rd – South segment			1	22	23	5.75		1
Weston St / Losey Blvd Intersection	Friday, Sept 19, 2009	2:00 p.m. – 6:00 p.m.	0	62	62	15.5	15	0
Losey Blvd – North segment			0	55	55	13.75		0
Losey Blvd – South segment			0	47	47	11.75		0
Weston St – West segment			0	13	13	3.25		0
Weston St – East segment			0	4	4	1		0
Mormon Coulee Rd / Ward Ave / East Ave / South Ave Intersection	Thur, Sept 17, 2009	2:00 p.m. – 6:00 p.m.	23	40	63	15.75	17	3
South Ave – North segment			1	34	35	8.75		1
Mormon Coulee Rd – South segment			0	31	31	7.75		0
East Ave – West segment			9	12	21	5.25		0
East Ave – Northeast segment			11	1	12	3		0
Ward Ave – East segment			10	15	25	6.25		2
South Ave / Green Bay St / 9th St Intersection	Tues, Sept 15, 2009	2:00 p.m. – 6:00 p.m.	26	29	55	13.75	No data	0
South Ave – North segment			0	16	16	4		0
South Ave – South segment			0	9	9	2.25		0
Green Bay St – West segment			14	3	17	4.25		0
Green Bay St – East segment			17	7	24	6		0
9th St – North segment			14	0	14	3.5		0
Hamlin St / Brickl Rd / Commerce St / STH 16 Intersection	Mon, Sept 21, 2009	2:30 p.m. – 5:00 p.m.	2	10	12	4.8	0	1
STH 16 – West segment			0	3	3	1.2		1
STH 16 – East segment			0	3	3	1.2		0
Brickl Rd – North segment			1	8	9	3.6		0
Commerce St – West segment			2	1	3	1.2		0
Hamlin St – South segment			0	6	6	2.4		0
Gillette St / George St Intersection	Tues, Sept 15, 2009	2:00 p.m. – 6:00 p.m.	3	52	55	13.75	No data	1
George St – North segment			2	21	23	5.75		0
George St – South segment			1	17	18	4.5		0
Gillette St – West segment			2	24	26	6.5		1
Gillette St – East segment			1	39	40	10		0

TABLE C-1: BICYCLE COUNTS

Intersection / Roadway segments	Date	Time	Street riders	Sidewalk riders	Total riders	Ave riders/hr	Helmet Use	Bicycle Crashes '03-'08[1]
Mormon Coulee Rd / Broadview Pl / Shelby Rd Intersection	Thur, Sept 17, 2009	2:00 p.m. – 4:00 p.m.	0	19	19	9.5	4	3
Mormon Coulee Rd – North segment			0	13	13	6.5		0
Mormon Coulee Rd – South segment			0	12	12	6		1
Shelby Rd – West segment			0	6	6	3		2
Broadview Pl – East segment			0	7	7	3.5		0
Losey Blvd / State Rd Intersection	Tues, Sept 15, 2009	2:15 p.m. – 6:00 p.m.	0	42	42	11.2	10	3
Losey Blvd – North segment			0	18	18	4.8		0
Losey Blvd – South segment			0	28	28	7.5		0
State Rd – West segment			0	22	22	5.9		1
State Rd – East segment			0	16	16	4.3		2
USH 14/61 / CSAH 6 / MN 16 / Walnut St Intersection	Thur, Sept 17, 2009	4:00 p.m. – 7:00 p.m.	33	14	47	15.7	36	0
USH 14/61 – North segment			3	1	4	1.3		0
MN 16 – South segment			2	0	2	0.7		0
CSAH 6 – West segment			27	11	38	12.7		0
USH 14/61 – East segment			24	7	31	10.3		0
Walnut St – North segment			4	4	8	2.7		0
Riders Club Rd / Sand Lake Rd Intersection	Tues, Sept 15, 2009	2:00 p.m. – 6:00 p.m.	12	0	12	3.0	9	0
Riders Club Rd – West segment			1	0	1	0.25		0
Sand Lake Rd – North segment			11	0	11	2.75		0
Sand Lake Rd – South segment			12	0	12	3.0		0
Main St / Green Coulee Rd Intersection	Tues, Sept 17, 2009	2:00 p.m. – 6:00 p.m.	10	17	27	6.75	6	0
Main St – West segment			6	13	19	4.75		0
Main St – East segment			3	20	23	5.75		0
Green Coulee Rd – North segment			1	9	10	2.5		0
3rd St / Cameron Ave Intersection	Tues, Sept 15, 2009	4:30 p.m. – 6:00 p.m.	2	14	16	10.7	2	0
Cameron Ave – West segment			2	12	14	9.3		0
Cameron Ave – East segment			2	2	4	2.7		0
3rd St – North segment			0	2	2	1.3		0
3rd St – South segment			0	12	12	8		0
3rd St / Cass St Intersection	Thur, Sept 17, 2009	4:00 p.m. – 6:00 p.m.	9	27	36	18	No data	0
Cass St – West segment			6	23	29	14.5		0
Cass St – East segment			3	12	15	7.5		0
3rd St – North segment			6	12	18	9		0
3rd St – South segment			0	8	8	4		0

TABLE C-1: BICYCLE COUNTS

Intersection / Roadway segments	Date	Time	Street riders	Sidewalk riders	Total riders	Ave riders/hr	Helmet Use	Bicycle Crashes '03-'08[1]
Jackson St / West Ave Intersection	Tues, Sept 15, 2009	2:00 p.m. – 6:30 p.m.	7	62	69	19.7	No data	2
Jackson St – West segment			4	32	36	10.3		0
Jackson St – East segment			5	36	41	11.7		0
West Ave – North segment			2	34	36	10.3		1
West Ave – South segment			3	22	25	7.1		1
West Ave – South segment			3	22	25	7.1		1
Monitor St / Lang Dr / George St Intersection	Thur, Sept 17, 2009	5:00 p.m. – 6:45 p.m.	0	58	58	33.1	15	2
Monitor St – West segment			0	21	21	12		1
George St – North segment			0	44	44	25.1		1
Lang Dr – South segment			0	51	51	29.1		0
La Crosse St / Losey Blvd Intersection / STH 16	Tues, Sept 15, 2009	3:30 p.m. – 6:00 p.m.	2	37	39	15.6	21	0
La Crosse St – West segment			2	27	29	11.6		0
Edgewood Pl – East segment			2	0	2	0.8		0
STH 16 – North segment			0	27	27	10.8		0
Losey Blvd – South segment			0	20	20	8		0
La Crosse St / West Ave Intersection	Tues, Sept 15, 2009	3:00 p.m. – 6:15 p.m.	5	213	218	67	19	5
La Crosse St – West segment			5	139	144	44.3		1
La Crosse St – East segment			4	117	121	37.2		2
Lang Dr – North segment			0	85	85	26.2		1
West Ave – South segment			1	85	86	26.5		1
West Ave / Pine St Intersection	Tues, Sept 15, 2009	3:00 p.m. – 6:15 p.m.	4	342	346	106.5	11	2
Pine St – West segment			75	126	201	61.8		0
Pine St – East segment			131	73	204	62.8		0
West Ave – North segment			4	126	130	40		0
West Ave – South segment			4	153	157	48.3		2

[1]The numbers represented here are for reported crashes occurring during the years 2003 - 2008. A police crash report is generated only when 1) someone is injured or 2) property damage exceeds $1,000 ($500 for government property).

This page intentionally left blank.

D.0 BICYCLE-RELATED LAWS & ORDINANCES

D.1 State Regulations

Because traffic regulations for Wisconsin and Minnesota are virtually the same with few exceptions and the Wisconsin Department of Transportation provides the primary oversight for the La Crosse Area Planning Committee, the Wisconsin State Statutes are used to illustrate the rules of the road for bicyclists. Any additional or contrary regulations in Minnesota are provided in section D.1.2 Minnesota State Statutes.

D.1.1 Wisconsin State Statutes

The regulations provided below are taken verbatim from Chapter 84 State Trunk Highways; Federal Aid, Chapter 340 Vehicles – General Provisions and Chapter 346 Rules of the Road of the Wisconsin State Statutes. The whole of the chapters is not provided—only those sections that pertain to bicycle travel. Chapter 169 Traffic Regulations of the Minnesota State Statutes codifies the same requirements, with one exception provided in section D.1.3, which is not a regulation in Wisconsin.

CHAPTER 84 STATE TRUNK HIGHWAYS; FEDERAL AID

84.01 Department powers and duties.

(35) (a) In this subsection:

1. "Bikeway" has the meaning given in s. 84.60 (1) (a).

2. "Pedestrian way" has the meaning given in s. 346.02 (8) (a).

(b) Except as provided in par. (c), and notwithstanding any other provision of this chapter or ch. 82, 83, or 85, the department shall ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or

in part from state funds or federal funds appropriated under s. 20.395 or 20.866.

(c) The department shall promulgate rules identifying exceptions to the requirement under par. (b), but these rules may provide for an exception only if any of the following apply:

1. Bicyclists or pedestrians are prohibited by law from using the highway that is the subject of the project.

2. The cost of establishing bikeways or pedestrian ways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost. The rules may not allow an exception under this subdivision to be applied unless the secretary of transportation, or a designee of the secretary who has knowledge of the purpose and value of bicycle and pedestrian accommodations, reviews the applicability of the exception under this subdivision to the particular project at issue.

3. Establishing bikeways or pedestrian ways would have excessive negative impacts in a constrained environment.

4. There is an absence of need for the bikeways or pedestrian ways, as indicated by sparsity of population, traffic volume, or other factors.

5. The community where pedestrian ways are to be located refuses to accept an agreement to maintain them.

CHAPTER 340 VEHICLES – GENERAL PROVISIONS

340.01 Words and phrases defined.

(5) "Bicycle" means every vehicle propelled by the feet acting upon pedals and having wheels any 2 of which are not less than 14 inches in diameter.

(5e) "Bicycle lane" means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric personal assistive mobility devices, or other modes of travel where permitted under s. 349.23 (2) (a), and so designated by appropriate signs and markings.

(5m) "Bike route" means any bicycle lane, bicycle way or highway which has been duly designated by the governing body of any city,

town, village or county and which is identified by appropriate signs and markings.

(5s) "Bicycle way" means any path or sidewalk or portion thereof designated for the use of bicycles and electric personal assistive mobility devices by the governing body of any city, town, village, or county.

(10) "Crosswalk" means either of the following, except where signs have been erected by local authorities indicating no crossing:

(a) Marked crosswalk. Any portion of a highway clearly indicated for pedestrian crossing by signs, lines or other markings on the surface; or

(b) Unmarked crosswalk. In the absence of signs, lines or markings, that part of a roadway, at an intersection, which is included within the transverse lines which would be formed on such roadway by connecting the corresponding lateral lines of the sidewalks on opposite sides of such roadway or, in the absence of a corresponding sidewalk on one side of the roadway, that part of such roadway which is included within the extension of the lateral lines of the existing sidewalk across such roadway at right angles to the center line thereof, except in no case does an unmarked crosswalk include any part of the intersection and in no case is there an unmarked crosswalk across a street at an intersection of such street with an alley.

(30) "Motor bicycle" means a bicycle to which a power unit not an integral part of the vehicle has been added to permit the vehicle to travel at a speed of not more than 30 miles per hour with a 150−pound rider on a dry, level, hard surface with no wind and having a seat for the operator.

(58) "Sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians.

(74) "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except railroad trains. A snowmobile or electric personal assistive mobility device shall not be considered a vehicle except for purposes made specifically applicable by statute.

CHAPTER 346 RULES OF THE ROAD

346.02 Applicability of Chapter

(4) APPLICABILITY TO PERSONS RIDING BICYCLES AND MOTOR BICYCLES. (a) Subject to the special provisions applicable to bicycles, every person riding a bicycle upon a roadway or shoulder of a highway is granted all the rights and is subject to all the duties which this chapter grants or applies to the operator of a vehicle, except those provisions which by their express terms apply only to motor vehicles or which by their very nature would have no application to bicycles. For purposes of this chapter, provisions which apply to bicycles also apply to motor bicycles, except as otherwise expressly provided.

346.16 Use of controlled−access highways, expressways and freeways.

(2) (a) Except as provided in par. (b), no pedestrian or person riding a bicycle or other nonmotorized vehicle and no person operating a moped or motor bicycle may go upon any expressway or freeway when official signs have been erected prohibiting such person from using the expressway or freeway.

346.23 Crossing controlled intersection or crosswalk. (1) At an intersection or crosswalk where traffic is controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right−of−way to a pedestrian, or to a person who is riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crosswalk by pedestrians, who has started to cross the highway on a green or "Walk" signal and in all other cases pedestrians, bicyclists, and riders of electric personal assistive mobility devices shall yield the right−of−way to vehicles lawfully proceeding directly ahead on a green signal. No operator of a vehicle proceeding ahead on a green signal may begin a turn at a controlled intersection or crosswalk when a pedestrian, bicyclist, or rider of an electric personal assistive mobility device crossing in the crosswalk on a green or "Walk" signal would be endangered or interfered with in any way. The rules stated in this subsection are modified at intersections or crosswalks on divided highways or

highways provided with safety zones in the manner and to the extent stated in sub. (2).

(2) At intersections or crosswalks on divided highways or highways provided with safety zones where traffic is controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right−of−way to a pedestrian, bicyclist, or rider of an electric personal assistive mobility device who has started to cross the roadway either from the near curb or shoulder or from the center dividing strip or a safety zone with the green or "Walk" signal in the favor of the pedestrian, bicyclist, or rider of an electric personal assistive mobility device.

346.24 Crossing at uncontrolled intersection or crosswalk. (1) At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right−of−way to a pedestrian, or to a person riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crosswalk by pedestrians, who is crossing the highway within a marked or unmarked crosswalk.

(2) No pedestrian, bicyclist, or rider of an electric personal assistive mobility device shall suddenly leave a curb or other place of safety and walk, run, or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.

(3) Whenever any vehicle is stopped at an intersection or crosswalk to permit a pedestrian, bicyclist, or rider of an electric personal assistive mobility device to cross the roadway, the operator of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

346.25 Crossing at place other than crosswalk. Every pedestrian, bicyclist, or rider of an electric personal assistive mobility device crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right−of−way to all vehicles upon the roadway.

346.34 Turning movements and required signals on turning and stopping. (1) TURNING. (a) No person may:

1. Turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in s. 346.31.

2. Turn a vehicle to enter a private road or driveway unless the vehicle is in proper position on the roadway as required in s. 346.32.

3. Turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety.

(b) In the event any other traffic may be affected by such movement, no person may so turn any vehicle without giving an appropriate signal in the manner provided in s. 346.35. When given by the operator of a vehicle other than a bicycle or electric personal assistive mobility device, such signal shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning. The operator of a bicycle or electric personal assistive mobility device shall give such signal continuously during not less than the last 50 feet traveled before turning. A signal by the hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle or electric personal assistive mobility device.

(2) STOPPING. No person may stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided in s. 346.35 to the operator of any vehicle immediately to the rear when there is opportunity to give such signal. This subsection does not apply to the operator of a bicycle approaching an official stop sign or traffic control signal.

346.37 Traffic−control signal legend. (1) Whenever traffic is controlled by traffic control signals exhibiting different colored lights successively, or with arrows, the following colors shall be used and shall indicate and apply to operators of vehicles and pedestrians as follows:

(a) Green. 1. Vehicular traffic facing a green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn, but vehicular traffic shall yield the right−of−way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

2. Pedestrians, and persons who are riding bicycles or electric personal assistive mobility devices in a manner which is consistent with the safe use of the crosswalk by pedestrians, facing the signal may proceed across the roadway within any marked or unmarked crosswalk.

(b) Yellow. When shown with or following the green, traffic facing a yellow signal shall stop before entering the intersection unless s close to it that a stop may not be made in safety.

(c) Red. 1. Vehicular traffic facing a red signal shall stop before entering the crosswalk on the near side of an intersection, or if none, then before entering the intersection or at such other point as may be indicated by a clearly visible sign or marking and shall remain standing until green or other signal permitting movement is shown.

2. No pedestrian, bicyclist, or rider of an electric personal assistive mobility device facing such signal shall enter the roadway unless he or she can do so safely and without interfering with any vehicular traffic.

3. Vehicular traffic facing a red signal at an intersection may, after stopping as required under subd. 1., cautiously enter the intersection to make a right turn into the nearest lawfully available lane for traffic moving to the right or to turn left from a one−way highway into the nearest lawfully available lane of a one−way highway on which vehicular traffic travels to the left. No turn may be made on a red signal if lanes of moving traffic are crossed or if a sign at the intersection prohibits a turn. In making a turn on a red signal vehicular traffic shall yield the right−of−way to pedestrians, bicyclists, and riders of electric personal assistive mobility devices lawfully within a crosswalk and to other traffic lawfully using the intersection.

4. Notwithstanding subd. 1., a motorcycle, moped, motor bicycle, or bicycle facing a red signal at an intersection may, after stopping as required under subd. 1. for not less than 45 seconds, proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle, moped, motor bicycle, or bicycle reasonably believes the signal is vehicle actuated. The operator of a motorcycle, moped, motor bicycle, or bicycle proceeding through a red signal under this subdivision shall yield the right−of−way to any vehicular traffic, pedestrian, bicyclist, or rider of an electric personal

assistive mobility device proceeding through a green signal at the intersection or lawfully within a crosswalk or using the intersection. This subdivision does not affect any authorization for a bicyclist under subd. 2.

(d) Green arrow. 1. Vehicular traffic facing a green arrow signal may enter the intersection only to make the movement indicated by the arrow but shall yield the right−of−way to pedestrians, bicyclists, and riders of electric personal assistive mobility devices lawfully within a crosswalk and to other traffic lawfully using the intersection. When the green arrow signal indicates a right or left turn traffic shall cautiously enter the intersection.

2. No pedestrian, bicyclist, or rider of electric personal assistive mobility device facing such signal shall enter the roadway unless he or she can do so safely and without interfering with any vehicular traffic.

(2) In the event an official traffic signal is erected and maintained at a place other than an intersection, the provisions of this section are applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

346.38 Pedestrian control signals. Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place, such signals indicate as follows:

(1) WALK. A pedestrian, or a person riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crossing by pedestrians, facing a "Walk" signal may proceed across the roadway or other vehicular crossing in the direction of the signal and the operators of all vehicles shall yield the right−of−way to the pedestrian, bicyclist, or electric personal assistive mobility device rider.

(2) DON'T WALK. No pedestrian, bicyclist, or rider of an electric personal assistive mobility device may start to cross the roadway or other vehicular crossing in the direction of a "Don't Walk" signal, but any pedestrian, bicyclist, or rider of an electric personal assistive mobility device who has partially completed crossing on the "Walk"

signal may proceed to a sidewalk or safety zone while a "Don't Walk" signal is showing.

346.79 Special rules applicable to bicycles. Whenever a bicycle is operated upon a highway, bicycle lane or bicycle way the following rules apply:

(1) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(2) (a) Except as provided in par. (b), no bicycle may be used to carry or transport more persons at one time than the number for which it is designed.

(b) In addition to the operator, a bicycle otherwise designed to carry only the operator may be used to carry or transport a child seated in an auxiliary child's seat or trailer designed for attachment to a bicycle if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer.

(3) No person operating a bicycle shall carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handle bars.

(4) No person riding a bicycle shall attach himself or herself or his or her bicycle to any vehicle upon a roadway.

(5) No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.

346.80 Riding bicycle or electric personal assistive mobility device on roadway. (1) In this section, "substandard width lane" means a lane that is too narrow for a bicycle or electric personal assistive mobility device and a motor vehicle to travel safely side by side within the lane.

(2) (a) Any person operating a bicycle or electric personal assistive mobility device upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right−hand edge or curb of the unobstructed traveled roadway, including operators who are riding 2 or more abreast where permitted under sub. (3), except:

1. When overtaking and passing another vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid unsafe conditions, including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to ride along the right−hand edge or curb.

(b) Notwithstanding par. (a), any person operating a bicycle or electric personal assistive mobility device upon a one−way highway having 2 or more lanes available for traffic may ride as near the left−hand edge or curb of the roadway as practicable.

(c) Any person operating a bicycle or electric personal assistive mobility device upon a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction and, when passing a standing or parked vehicle that is a school bus that is not displaying flashing red warning lights as provided in s. 346.48 (1) or a motor bus, shall allow a minimum of 3 feet between the bicycle or electric personal assistive mobility device and the vehicle.

(3) (a) Persons riding bicycles or electric personal assistive mobility devices upon a roadway may ride 2 abreast if such operation does not impede the normal and reasonable movement of traffic. Bicycle or electric personal assistive mobility device operators riding 2 abreast on a 2−lane or more roadway shall ride within a single lane.

(b) Persons riding bicycles upon a roadway may not ride more than 2 abreast except upon any path, trail, lane or other way set aside for the exclusive use of bicycles and electric personal assistive mobility devices.

(4) No person may operate a bicycle, electric personal assistive mobility device, or moped upon a roadway where a sign is erected indicating that bicycle, electric personal assistive mobility device, or moped riding is prohibited.

(5) Except as provided in ss. 346.23, 346.24, 346.37, and 346.38, every rider of a bicycle or electric personal assistive mobility device shall, upon entering on a highway, yield the right−of−way to motor vehicles.

346.803 Riding bicycle or electric personal assistive mobility device on bicycle way. (1) Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way shall:

(a) Exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

(b) Obey each traffic signal or sign facing a roadway which runs parallel and adjacent to a bicycle way.

(2) Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way open to 2−way traffic shall ride on the right side of the bicycle way.

(3) Every operator of a bicycle or electric personal assistive mobility device entering a bicycle way shall yield the right−of− way to all bicycles and pedestrians in the bicycle way.

(4) Except as provided in s. 349.236 (1) (bm), a person may operate an electric personal assistive mobility device upon any bicycle path.

346.804 Riding bicycle on sidewalk. When local authorities under s. 346.94 (1) permit bicycles on the sidewalk, every person operating a bicycle upon a sidewalk shall yield the right−of−way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

346.94 Miscellaneous prohibited acts. (1) DRIVING ON SIDEWALK. The operator of a vehicle shall not drive upon any sidewalk area except at a permanent or temporarily established driveway unless permitted to do so by the local authorities.

D.1.2 2009 Wisconsin Act 22

This act amends 346.80 (2) (c) and creates 346.94 (20) and 346.95 (10) of the statutes relating to passing parked motor vehicles and opening motor vehicle doors on highways and providing a penalty. This Act was enacted on June 8, 2009.

Previously, the onus was entirely on the bicyclist to avoid getting "doored" by a parked motorist opening a vehicle door. The law required (and still requires) bicyclists to pass at a minimum of three ft; however, the new law puts the onus on the parked motorist to ensure the roadway is clear of all vehicles before opening a vehicle door.

State of Wisconsin

Date of enactment: **June 8, 2009**
2009 Senate Bill 29 Date of publication*: **June 22, 2009**

2009 WISCONSIN ACT 22

AN ACT *to amend* 346.80 (2) (c); and *to create* 346.94 (20) and 346.95 (10) of the statutes; **relating** to: passing parked motor vehicles and opening motor vehicle doors on highways and providing a penalty.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1m. 346.80 (2) (c) of the statutes is amended to read:

346.80 **(2)** (c) Any person operating a bicycle or electric personal assistive mobility device upon a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction, ~~allowing~~ and, when passing a standing or parked vehicle that is a school bus that is not displaying flashing red warning lights as provided in s. 346.48 (1) or a motor bus, shall allow a minimum of 3 feet between the bicycle or electric personal assistive mobility device and the vehicle, ~~and shall give an audible signal when passing a bicycle or electric personal assistive mobility device rider proceeding in the same direction.~~

SECTION 2. 346.94 (20) of the statutes is created to read:

346.94 **(20)** OPENING MOTOR VEHICLE DOOR ON HIGHWAY. (a) No person may open any door of a motor vehicle located on a highway without first taking due precaution to ensure that his or her act will not interfere with the movement of traffic or endanger any other person or vehicle.

(b) The operator of a motor vehicle located on a highway may not permit any person under 16 years of age to open any door of the motor vehicle without the operator first taking due precaution to ensure that opening the door will not interfere with the movement of traffic or endanger any other person or vehicle.

SECTION 4m. 346.95 (10) of the statutes is created to read:

346.95 **(10)** (a) Any person who violates s. 346.94 (20) (b) and any person 16 years of age or older who violates s. 346.94 (20) (a) may be required to forfeit not less than $20 nor more than $40 for the first offense and not less than $50 nor more than $100 for the 2nd or subsequent conviction within a year.

(b) No forfeiture may be assessed for a violation of s. 346.94 (20) (a) if the violator is less than 16 years of age when the offense occurs.

D.1.3 Minnesota State Statutes

The regulations pertaining to bicycles in Chapter 169 Traffic Regulations of the Minnesota statutes are identical in intent to the regulations pertaining to bicycles in the Wisconsin statutes (Chapter 346), with the exception that Minnesota requires motorists to pull into the bike lane when making a right turn. Wisconsin statutes do not address motorists turning right in relation to a bike lane.

169.19 TURNING, STARTING, AND SIGNALING.
Subdivision 1. **Turning at intersection.** The driver of a vehicle intending to turn at an intersection shall do so as follows:

(g) Whenever it is necessary for the driver of a motor vehicle to cross a bicycle lane adjacent to the driver's lane of travel to make a turn, the driver shall drive the motor vehicle into the bicycle lane prior to making the turn, and shall make the turn, yielding the right-of-way to any vehicles approaching so close thereto as to constitute an immediate hazard.

D.2 Local Bicycle Ordinances

Within the planning area, the cities of La Crescent, La Crosse, and Onalaska, and the Village of West Salem have ordinances that directly address bicyclists. The Village of Holmen explicitly adopts in section 180-1 of Chapter 180 Vehicles and Traffic the state traffic laws of provisions not addressed in the ordinance. La Crosse County explicitly adopts in Chapter 7 Traffic Code all of the state regulations pertaining to bicycle operation as well as other state regulations. Some of the towns have their own ordinances, but none address traffic and are subject to state regulations.

D.2.1 City of La Crescent

TITLE VII TRAFFIC CODE CHAPTER 70 TRAFFIC REGULATIONS

Section 70.07 Bicycles

(A) **Definition.** For the purpose of this chapter, the following definition shall apply unless the context clearly indicates or requires a different meaning.

BICYCLE. Any device propelled by human power upon which any person may ride, having two tandem wheels, or any device generally recognized as a bicycle though equipped with two front or two rear wheels.

(B) **Rules for operation.**

(1) **Rights and responsibility of bicyclist.** Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the state and the traffic regulations of this city except as those regulations which by their nature can have no application to bicycles.

(2) **Manner of riding.** A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(3) **Number riding.** No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

(4) **Attachment to other vehicles.** No person riding upon any bicycle shall attach it or himself to any vehicle upon a street, alley, or other roadway.

(5) **Riding abreast.** Every person operating a bicycle upon a street, alley, or other roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(6) **Carrying articles.** No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handle bars.

(7) **Where to ride.** No person shall ride a bicycle upon a sidewalk within a business district, nor shall a rider use the roadway when a useable path for bicycles has been provided adjacent to such roadway.

(8) **Pedestrians have right-of-way.** Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

(C) **Equipment.**

(1) **Night driving requirements.** Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the Commissioner of Highways for the state which is visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(2) **Brakes.** Every bicycle shall be equipped with a brake which will enable the operator thereof to make the braked wheels skid on dry, level, clean pavement.

(D) **Parent's responsibility.** It is unlawful for the parent of any minor child and the guardian of any ward to authorize or knowingly permit his child or ward to violate any provisions of this section, and violation of this section shall be deemed a petty misdemeanor.

D.2.2 City of La Crosse

CHAPTER 9 TRAFFIC REGULATIONS

9.15 Registration and Regulation of Bicycles

(A) **Definitions.** (As used in this Section.)

(1) "Bicycle" means every device propelled by the feet acting upon pedals and having wheels, any two of which are not less than 14 inches in diameter.

(2) "Bicycles Lane" means that portion of a roadway set aside for exclusive use of bicycles and so designated by appropriate signs and markings by the responsible governing body.

(3) "Bike Route" means any bicycle lane, bicycle way or highway which has been duly designated by the responsible governing body and identified by appropriate signs and markings.

(4) "Bicycle Way" means any path or sidewalk, or portion thereof, designated for the use of bicycles by the responsible governing body.

(5) "Identification Tag" means a metal plate or sticker indicating that a bicycle is registered.

(B) **Operating Rules.** No person operating a bicycle upon any highway, bicycle path or bicycle way within the City shall fail to observe all applicable traffic regulations of the municipality and State or to comply with the following regulations:

(1) **Carrying Extra Passengers.** Bicycle operators shall not use a bicycle, except a tandem, to carry another person; provided, a bicycle operator may carry a child securely attached to his or her person in a back pack or sling and may carry another person on a bicycle if it is equipped with a child's seat securely attached to and properly designed for use on a bicycle.

(2) **Stunt or Trick Riding.** No person operating or pedaling a bicycle shall participate in any trick or stunt riding or racing on any highway within the City unless such race or contest is held pursuant to permission granted by the authority having jurisdiction over the highway.

(3) **Towing With Bicycle.** No person riding or operating a bicycle shall tow, drag or cause to be drawn behind the bicycle, any person on roller skates, coaster sled, or any other type of conveyance not designed to be towed by a bicycle.

(4) **Obedience to Traffic Control Devices.** Any person operating a bicycle shall obey the instructions of official Traffic Control Devices applicable to vehicles unless otherwise directed by a law enforcement officer.

(5) **Speed.** No person shall operate a bicycle at a speed greater than is reasonable and prudent under existing conditions or in excess of any posted speed limit.

(6) **Riding on Sidewalks.** No person shall ride a bicycle on any public sidewalk in the business district, or past any building which has any entrance or exit abutting on the sidewalk.

Except as herein specified, it shall be lawful to ride on any public sidewalk provided that a reasonable rate of speed is maintained and every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device or a pedestrian proceeding in the same direction. If unable to pass in a safe manner the operator shall dismount from the bicycle and push it past the pedestrian. (Ord. #4272 – 8/11/05)

(C) **Bicycle Parking.** No person shall park any bicycle against windows or in the main traveled portion of any sidewalk or highway nor in such manner as to constitute a hazard to pedestrians, traffic or property. If there is no bicycle rack or other facility intended to be used for the parking of bicycles in the vicinity, the operator may park a bicycle on the sidewalk in an upright position parallel to and within 24 inches of the curb.

D.2.3 City of Onalaska

TITLE 10 CHAPTER 2 BICYCLES

Sec. 10-2-1 Definitions.

The following definitions shall be applicable in this Chapter:

(a) **Bicycle.** Every device propelled by the feet acting upon pedals and having wheels, any two (2) of which are not less than fourteen (14) inches in diameter.

(b) **Bicycles' Lane.** That portion of a roadway set aside for exclusive use of bicycles and so designated by appropriate signs and markings by the responsible governing body.

(c) **Bike Route.** Any bicycle lane, bicycle way or highway which has been duly designated by the responsible governing body and identified by appropriate signs and markings.

(d) **Bicycle Way.** Any path or sidewalk, or portion thereof, designated for the use of bicycles by the responsible governing body.

(e) **Carrier.** Any device attached to a bicycle designed for carrying articles.

(f) **Identification Tag.** A metal plate or sticker indicating that a bicycle is registered.

(g) **Right-of-Way.** The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

Sec. 10-2-2 Manner of Operation Restricted.

No bicycle shall be allowed to proceed in any street in the City by inertia or momentum with the feet of the rider removed from the bicycle pedals. No rider of a bicycle shall remove both hands from the handlebars or practice any trick or fancy riding in any street in the City nor shall any bicycle rider carry or ride any other person so that two (2) persons are on the bicycle at one time, unless a seat is provided for a second person.

Sec. 10-2-3 Lighting and Other Equipment.

No person shall operate a bicycle upon a highway unless equipped as required in Sec. 347.489, Wis. Stats.

Sec. 10-2-4 Parking a Bicycle.

No person shall leave a bicycle at such a place or in such a way as to create a hazard to pedestrians, automobile operators or to anyone else. Bicycles shall be parked either upon the roadway against the curb, in bicycle racks or, if on the sidewalk, in such a manner as to afford the least obstruction to pedestrian traffic, and not in such a manner as to obstruct the ingress and egress to buildings used by the public. If there is no bicycle rack or other facility intended to be used for the parking of bicycles in the vicinity, the operator may park a bicycle on the sidewalk in an upright position parallel to and within twenty-four (24) inches of the curb.

Sec. 10-2-5 Rules of the Road.

The provisions of Chapters 346 and 347, Wis. Stats., and applicable City Ordinances shall govern the operation of bicycles where appropriate.

Sec. 10-2-6 Bicycle Regulations.

(a) **Rules for Turning.**

(1) **Signal Required.** No bicycle operator shall suddenly stop, slow down or turn without giving an arm signal required by state law for the operation of motor vehicles.

(2) **Prohibited Turns.** Whenever a uniform traffic control device is erected indicating that no right or left turn or U-turn is permitted, no person operating a bicycle shall disobey the direction of such device, except after dismounting from the bicycle to make such turn, in which event said person shall then obey the regulations, ordinances and laws applicable to pedestrians.

(3) **Right Turns.** Every person operating a bicycle intending to turn to the right at an intersection, alley or driveway shall

approach the turning point in the line of traffic nearest the right-hand curb of the street.

(4) **Left Turns.** Every person operating a bicycle intending to turn left at an intersection or to enter an alley or driveway shall approach the point of turning in the line of traffic nearest to the center of the roadway and shall pass to the left of the center of the intersection before turning unless otherwise directed by official traffic control devices. At intersections where traffic is moving in the opposite direction, if it is not safe for the operator to make a left turn as above described, he or she shall stay in the right-hand lane and drive to the opposite corner, dismount and walk the bicycle to the left-hand corner and proceed. A bicycle operator may also make a left turn by driving to the opposite corner and then turning left and driving in a normal driving position.

(b) **Trick Riding.** No person shall operate a bicycle upon the streets of said City without having manual control of the handlebars or operate a bicycle in any other manner which necessitates the element of unusual extraordinary skill and involves unnecessary risk.

(c) **Carrying Extra Passengers.** Bicycle operators shall not use a bicycle, except a tandem, to carry another person; however, a bicycle operator may carry a child securely attached to his or her person in a back pack or sling and may carry a child on a bicycle in a child's seat securely attached to and properly designed for use on a bicycle.

(d) **Emerging From Alley or Driveway.** The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians and, upon entering the roadway, shall yield the right-of-way to all vehicles approaching on said roadway.

(e) **Bicycles Not to be Pulled by Moving Vehicles.** No person riding upon a bicycle shall cling or attach himself or his bicycle to any other moving vehicle upon a street or highway, nor shall the operator of any such bicycle tow or draw any coaster wagon, sled, person on roller skates, toy vehicles or any other similar vehicle on such highway.

(f) **Speed.** No person shall operate a bicycle at a speed greater than is reasonable and prudent under existing conditions or in excess of any posted speed limit.

(g) **Sidewalk Operation.** The operation of bicycles on the public sidewalks is permitted provided that every person operating a bicycle on a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle rider or pedestrian proceeding in the same direction.

(h) **Bicycle Parking.** No person shall park any bicycle against windows or in the main traveled portion of any sidewalk or highway nor in such manner as to constitute a hazard to pedestrians, traffic or property. If there is no bicycle rack or other facility intended to be used for the parking of bicycles in the vicinity, the operator may park a bicycle on the sidewalk in an upright position parallel to and within twenty-four (24) inches of the curb.

No person shall chain a bicycle to any post, pole, tree or other structure located upon the right-of-way of any highway except to a rack expressly provided therefore.

Sec. 10-2-7 Inspection and Registration of Bicycles.

(a) **Registration Required.** No person shall operate a bicycle upon any street, sidewalk, public property, bicycle pathway or public highway within the City of Onalaska unless said bicycle shall

first have been properly registered and an identification tag attached as hereinafter provided.

(b) **Form of Registration.**

(1) **How Made.** Registration shall be made by filing with the Onalaska Police Department on forms provided by the City of Onalaska giving the name, address and age of the owner and a complete description of the bicycle, including the name of the manufacturer, style, model, frame number and color.

(2) **Registration Fee.** The fee for registration of a bicycle shall be Two Dollars ($2.00).

(3) **Identification Tag.** The registering employee or officer shall issue to the registrant a registration slip and an identification tag. The identification tag shall be immediately affixed to the registered bicycle, be serially numbered to correspond with the registration number and shall be firmly attached to the bicycle for which issued and kept visible and clean at all times.

(4) **Unsafe Bicycles Not to Be Registered.** No bicycle shall be registered which is in an unsafe mechanical condition.

(5) **Record of Registration.** A duplicate registration slip shall be filed with the Police Department as a public record. In the event of theft or loss of an identification tag, a duplicate tag shall be issued for a fee of Two Dollars ($2.00).

(6) **Period of Registration.** All bicycle registrations shall be effective and valid as long as the owner retains title and possession of the bicycle.

(7) **Owner to Register.** The licensing authority shall not register any bicycle which it knows or has reasonable grounds to

believe is not owned by or lawfully in the possession of the applicant.

(8) **Change of Ownership.** All bicycles must be registered within ten (10) days of purchase. Within ten (10) days after any bicycle registered as provided herein is sold or transferred to a new owner or dismantled and taken out of operation, the person in whose name the bicycle is registered shall report such information to the Police Department. The Police Department shall thereupon cancel the registration of the bicycle and the new owner, if any, shall be responsible for obtaining a new registration. In the case of dismantling or taking out of operation, the owner shall notify the Police Department.

(c) **Responsibility of Parent or Guardian.** No parent or guardian of any child shall authorize, or knowingly permit, such child to violate any of the provisions of this Section or of any ordinance or state law applicable to the registration or operation of bicycles.

(d) **Bicycles to be Kept in Safe Condition.** No bicycle shall be registered which is in an unsafe mechanical condition. The Chief of Police shall have authority to suspend the registration of and remove the identification tag from any bicycle or to impound any bicycle operated contrary to any State law or City Ordinance, or which is being operated in an unsafe mechanical condition. Such suspension and removal or impounding shall continue for a period not to exceed ten (10) days, but the registration shall not be reinstated or such identification tag replaced while such bicycle is in unsafe condition. Such suspension and removal shall be in addition to other penalties provided for herein.

(e) **Change of Ownership.** Within ten (10) days after any bicycle registered hereunder shall have changed ownership or been dismantled and taken out of operation, such information shall

be reported to the Police Department by the person in whose name the bicycle has been registered.

(f) **Registration to be Displayed.** The identification tag issued under this Section shall be affixed to the registered bicycle so as to be plainly seen and read and shall remain so affixed until ordered removed by the Police Department for cause, or until expiration of the registration.

(g) **Exemption from Registration.** Any non-resident may operate a bicycle which is duly registered in any municipality without obtaining local registration if a valid identification tag is attached thereto.

(h) **Removal and Alteration of Identification Tags.**

(1) **Removal Prohibited.** No person shall remove an identification tag from a bicycle during the period for which issued except upon a transfer of ownership or when the bicycle is dismantled and no longer operated upon any highway within the City.

(2) **Alteration Prohibited.** No person shall alter or counterfeit any identification tag.

(i) **Unclaimed or Unidentified Bicycles.** All abandoned or unidentified bicycles shall be delivered to the Police Department for storage, and all such bicycles remaining in the hands of the Police Department at the end of thirty (30) days may be sold at auction.

D.2.4 Village of West Salem

CHAPTER 6 TRAFFIC SECTION 6.11 BICYCLES

6.11 Regulation of Bicycles. All the provisions set forth in the

State Motor Vehicle Laws regulating the operation of bicycles is hereby adopted by reference, including chapters 346 and 347, Wis. Stats.

(A) **Operating Rules.** No person operating a bicycle upon any highway within the Village of West Salem shall fail to observe all applicable traffic regulations of the Village and State or to comply with the following regulations:

(1) **Riding on Sidewalks.** No person shall ride or park his or her bicycle on any public sidewalk in the business district.

(2) **Stunt or Trick Riding.** No person operating a bicycle on any street, public sidewalk, or highway shall perform tricks or stunts or participate in any racing.

(3) **Speed.** No person shall operate a bicycle at a speed greater than is reasonable and prudent under existing conditions or in excess of any posted speed limit.

(4) **Towing with Bicycle.** No person operating a bicycle shall tow, drag or cause to be drawn behind the bicycle, any person on roller skates, coaster sled, or any other type of conveyance not designed to be towed by a bicycle.

(5) **Carrying Extra Passengers.** Bicycle operators shall not use a bicycle, except a tandem, to carry another person; provided, a bicycle operator may carry a child securely attached to his or her person in a back pack or sling and may carry another person on a bicycle if it is equipped with a child's seat securely attached to and properly designed for use on a bicycle.

(B) **Bicycle Parking.** No person shall park any bicycle against windows or in the main traveled portion of any sidewalk or highway nor in such a manner to constitute a hazard to pedestrians, traffic, or property.

(C) **Enforcement.**

(1) **Juvenile Offenders Under Age 16.** Any offender under the age of 16 years who shall disregard the rules and regulations governing the operation of bicycles in this Section shall:

(a) for the first offense--be issued a violation notice and a copy thereof with a letter sent to his/her parent or guardian.

(b) for the second offense--be issued a violation notice and requested to appear at the police station with his/her parents.

(c) for the third and each subsequent offense--be issued a violation notice and subject to a forfeiture.

(2) **Offenders Age 16 or Older.** Any person having reached the age of 16 may:

(a) for the first offense--be issued a written warning or uniform citation, at the officer's discretion.

(b) on the second and each subsequent offense--a uniform citation shall be issued and the violator required to appear in traffic court.

This page intentionally left blank.

E.0 FACILITIES DESIGN

Design standards for bicycle and other transportation facilities were developed by the American Association of State and Highway Transportation Officials (AASHTO). They are published in the Manual on Uniform Traffic Control Devices (MUTCD), which underwent a revision in 2009 to include new considerations for bicycle and other facilities. Please refer to the 2009 MUTCD for the most recent design requirements for bicycle facilities.

The sources for the illustrations in this appendix include AASHTO's, *Guide for the Development of Bicycle Facilities*, Mn/DOTs, *Bikeway Facility Design Manual*, Seattle's Department of Transportation, and San Francisco's Municipal Transportation Agency. The illustrations were selected to be specific to the recommendations in this plan. They do not represent the entire toolbox of options for bicycle accommodations. Please refer to the AASHTO and Mn/DOT documents for additional treatments.

Figure E-1 illustrates common cross sections of bike lanes with and without parking and curb and gutter.

Figure E-2 shows two diagrams of sharrow placement—one with and without parking and one relative to parking—as developed by the Seattle Department of Transportation. According to the 2009 MUTCD, the center of the marking should be placed 11 ft from the face of the curb or 4 ft from a parked vehicle on a shared road with parking and 4 ft from the face of the curb on a shared road without parking.

Figure E-3 illustrates the use of sharrow markings in a roundabout. This treatment is used in San Francisco to help bicyclists position themselves in the travel lane. This treatment would be appropriate for the roundabout planned for the Rider's Club Rd / Sand Lake Rd intersection if it's designed as a single lane roundabout.

Figure E-4 illustrates the relation of diagonal parking to a bike lane. Only back-in parking is acceptable diagonal parking with a bike lane. This treatment would be appropriate for Main St in La crescent.

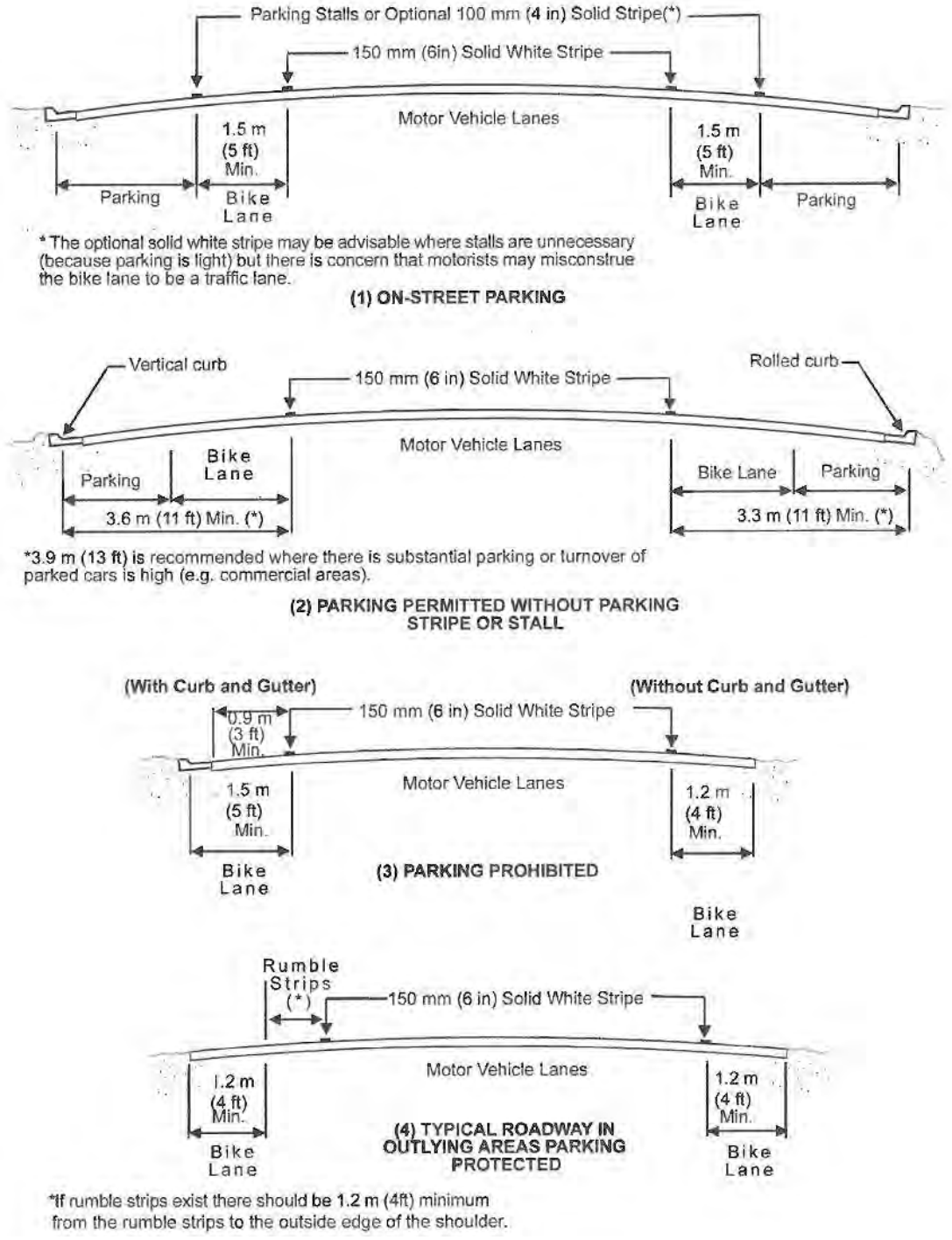
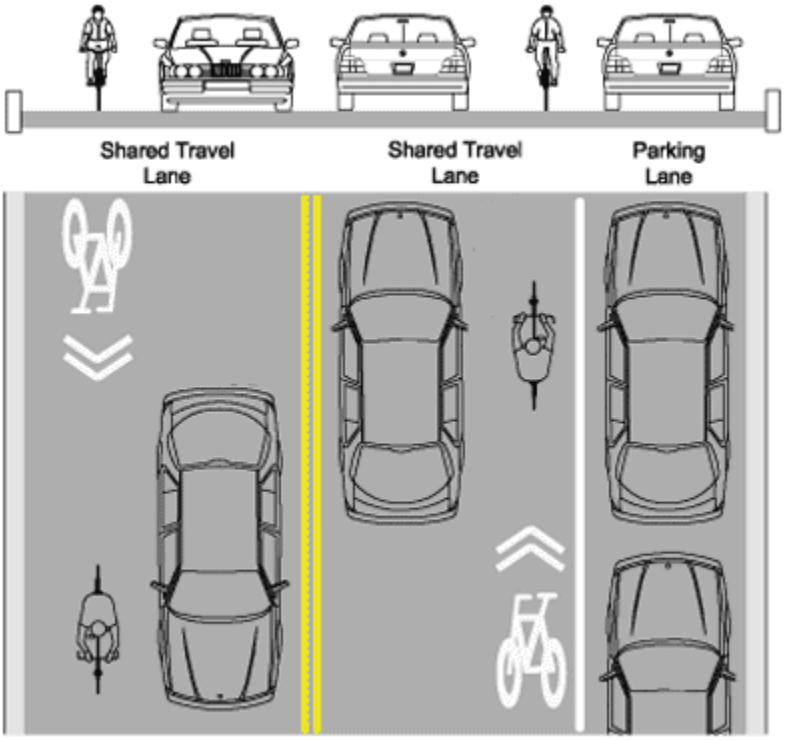


Figure E-1: Typical bike lane cross sections. *Source:* AASHTO's *Guide for the Development of Bicycle Facilities.*



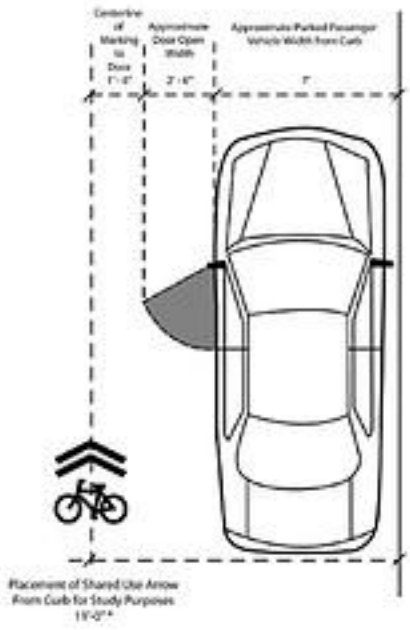


Figure E-2: Positioning of sharrow markings relative to parked vehicles and the curb. *Source:* Seattle Department of Transportation, www.seattle.gov

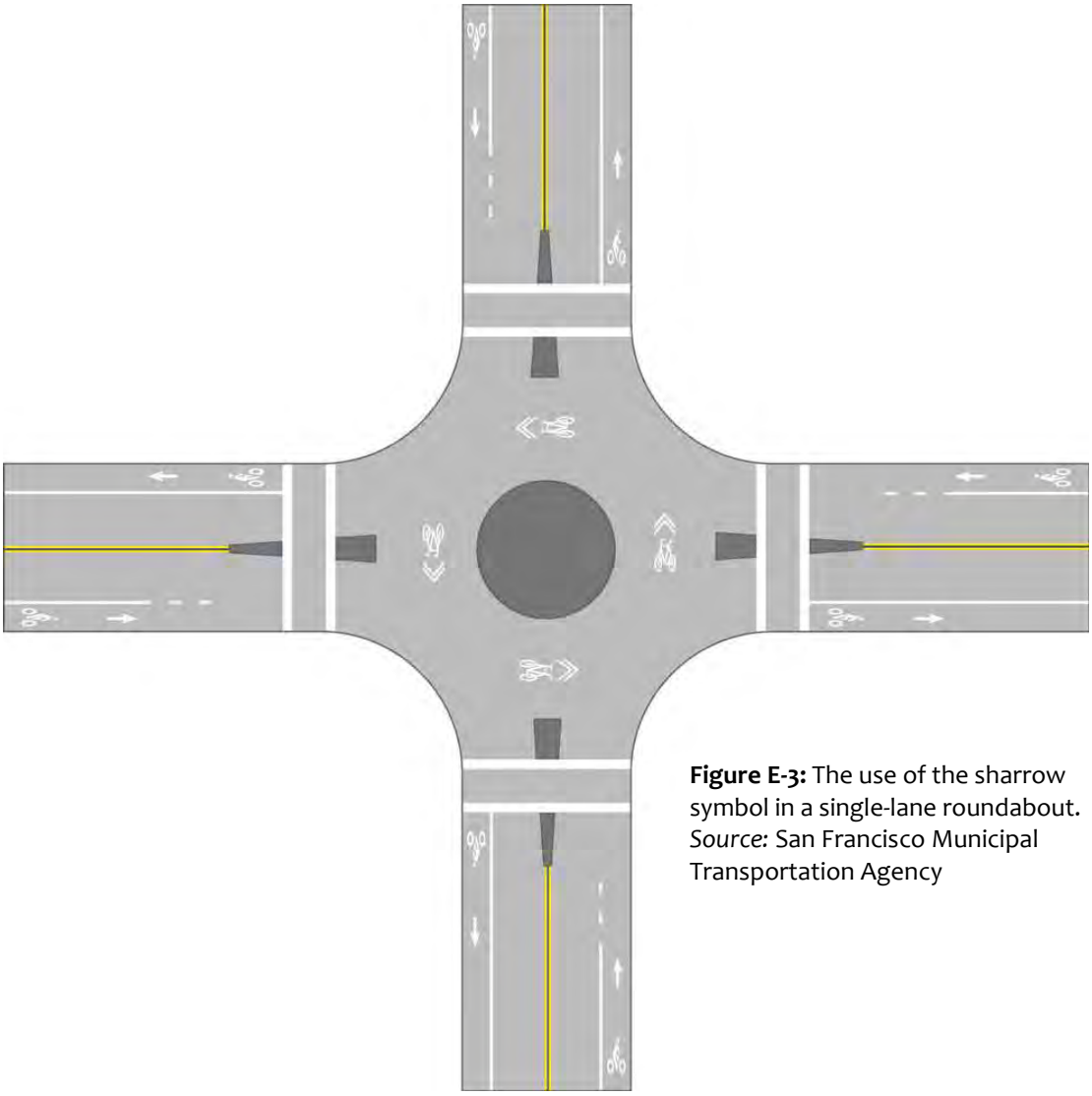


Figure E-3: The use of the sharrow symbol in a single-lane roundabout. *Source:* San Francisco Municipal Transportation Agency

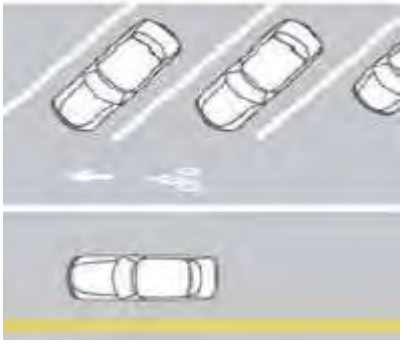


Figure E-4: A bike lane in relation to back-in diagonal parking. *Source:* San Francisco Municipal Transportation Agency

Figure E-5 illustrates bike lane skip dashing through a merge area. Although, the roadway will not be marked with bike lanes, the warning signage and skip dashing is recommended to continue the edge line through the northbound free-flow lane for the westbound approach to the TH 14/61 / MN 16 intersection in La Crescent.

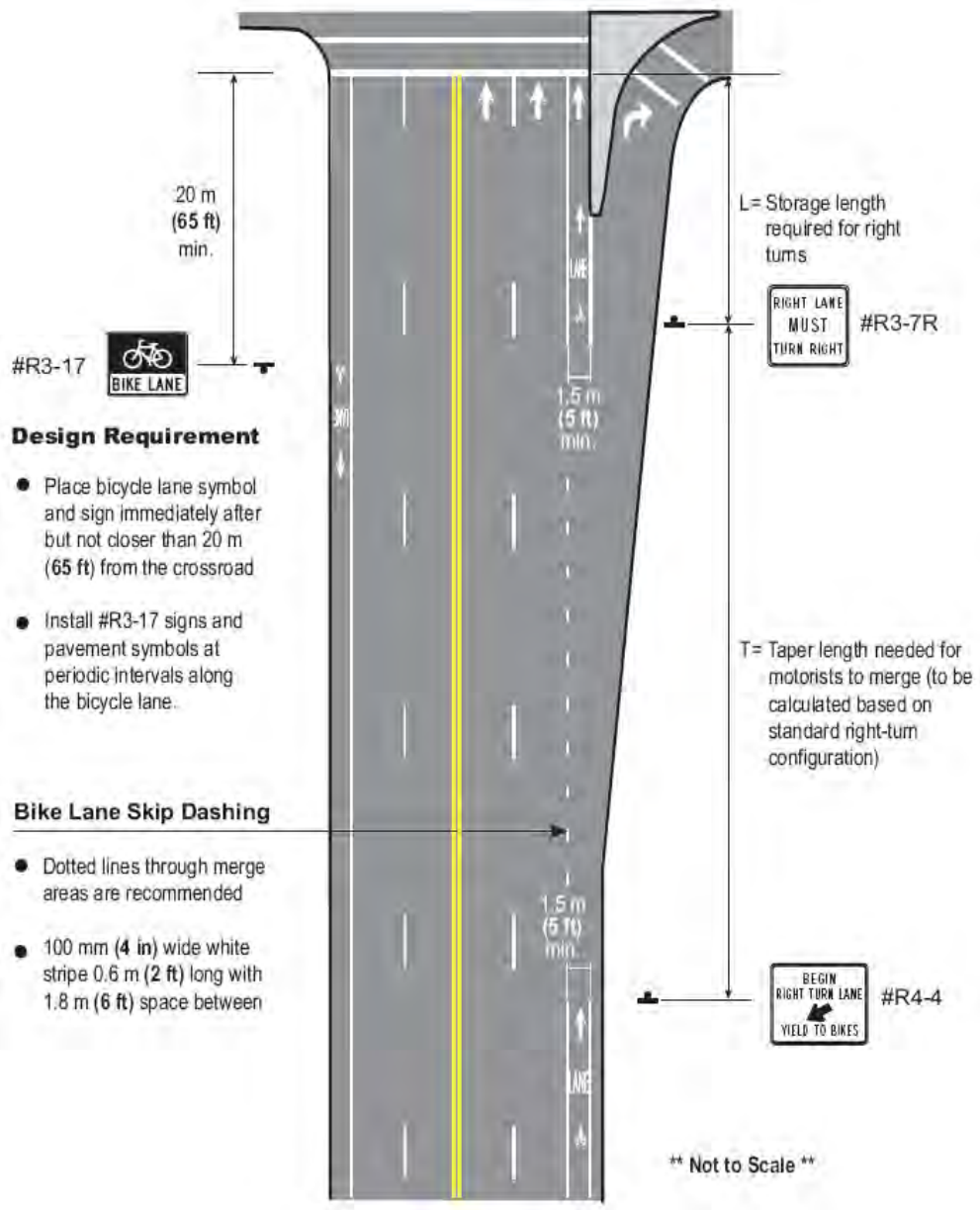


Figure E-5: Bike lane skip dashing through a right-turn lane.
Source: Bikeway Facility Design Manual, Mn/DOT 2007.

This page intentionally left blank.