



Coulee Region Transportation Study
 “Innovative Solutions for the 21st Century”
 Planning and Environment Linkages
 WisDOT Project ID 1630-08-00
 La Crosse County, WI



Community Advisory Group Meeting #5 & Technical Advisory Group Meeting #5

June 4, 2015
 3:00 - 4:30 p.m. & 5:30 - 7:00 p.m.
 Myrick Park Center
 789 Myrick Park Drive
 La Crosse, WI 54601

Attendees:

- **WisDOT:** Andrew Winga, Angela Adams, Steve Vetsch, Francis Schelfhout, Steve Flottmeyer
- **SEH:** Darren Fortney, Nate Day, Jeremy Tomesh, Marty Falk

CAG Member Attendance

Contact Name	Organization	Time Attended
Andrew Londre	La Crosse Neighborhood Revitalization Commission	5:30-7:00 p.m.
Brian Rude	Dairyland Power	Not Present
Charley Weeth	Livable Neighborhoods, Inc.	5:30-7:00 p.m.
Chuck Lee	Friends of the Marsh	5:30-6:15 p.m. (left during ppt)
Dave Clements	La Crosse Area Convention and Visitors Bureau	Not Present
Georgia Christensen	Franciscan Sisters of Perpetual Adoration	5:30-7:00 p.m.
Glen Jenkins	Coulee Partners for Sustainability	5:30-7:00 p.m.
Hans Zietlow	Kwik Trip	Not Present
Jacob Sciammas	Grandview Emerson Neighborhood Association	5:30-7:00 p.m.
Jeffrey Polenz	Trane	Not Present
Joe Kruse	Mayo Clinic Health System-Franciscan Healthcare	Not Present
Cindy Hood	Coulee Region United Soccer Club	Not Present
Jonella Rademacher		Not Present
Kurt Schroeder	7 Rivers Region Outdoor Recreation Alliance	Not Present
Lynn Paddy	Wal-Mart	Not Present
Maureen Kinney	La Crosse River Marsh Coalition	Not Present
Laura Olson (sub for Michael Richards)	Gundersen Health System	5:30-7:00 p.m.
Nicholas Padesky	Central High School (student)	Not Present
Patrick Wilson	Sierra Club - Coulee Region Group	5:30-7:00 p.m.
Rebecca Conn	UWL Student Association	Not Present
Shawn McAlister	Onalaska Area Business Association	Not Present
Sonya Ganther	Viterbo University	5:30-7:00 p.m.
Steve Johnson	State Board for the Blind and Visually Impaired	Not Present
Trish Grathen	Lower North Side and Depot Neighbors Assoc.	Not Present
Vickie Markussen	La Crosse Area Chamber of Commerce	5:30-7:00 p.m.
Vickie Unferth	Washburn Neighborhood Association	5:30-7:00 p.m.
Warren Loveland	Mississippi Valley Conservancy	5:30-7:00 p.m.

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TAG Member Attendance

Contact Name	Organization	Time Attended
Randy Turtenwald	City of La Crosse Engineering	
Amy Peterson	City of La Crosse Planning	3:00-3:45 p.m. (left during ppt)
Ronald Tischer	City of La Crosse Police Dept.	Not Present
Dale Hexom	City of La Crosse Public Works	Not Present
Brandon Shea	City of La Crosse Streets & Highways	Not Present
James Kruegar	City of La Crosse Transit Utility	Not Present
Matt Gallager	City of La Crosse Transportation Engineering	3:00-4:30 p.m.
Jarrold Holter	City of Onalaska Engineering	3:00-4:30 p.m.
Brea Grace	City of Onalaska Land Use and Development	3:00-4:30 p.m.
Danny McDonald	City of Onalaska Streets and Stormwater	Not Present
Scott Halbrucker	City of West Salem Public Works	Not Present
Bethany Bacher-Gresock	Federal Highway Administration	Not Present
Tom Faella	LAPC	3:00-4:30 p.m.
Kermit King	La Crosse Area School District	3:00-4:30 p.m.
Steve O'Malley	La Crosse County Administrative Center	Not Present
Keith Butler	La Crosse County EMS	3:00-4:30 p.m.
Paula Silha	La Crosse County Health Department	3:00-4:30 p.m.
Ron Chamberlain	La Crosse County Highway Dept.	Not Present
Charlie Handy	La Crosse County Planning	Not Present
Carolyn Dvorak	LAPC Bike/Ped Advisory Committee	3:00-4:30 p.m.
Audrey Kader	LAPC Transit Coordinating Council	Not Present
Jackie Eastwood	LAPC Transportation Planning	Not Present
Peter Fletcher	Mississippi River Regional Planning Commission	3:00-4:30 p.m.
Kerrie Hauser	US Army Corps of Engineers	Not Present
Dean Olson	Village of Holmen Public Works	Not Present
Karen Kalvelage	WDNR - SW Region	Not Present
Peter Fletcher	MRRPC	3:00-4:30 p.m.
Joe Langeberg	La Crosse County	3:00-4:30 p.m.

I. Welcome and Introductions

II. Presentation: PIM 2 preview

- a. Several questions were asked during the presentation. Questions and answers are documented in Section V of these minutes.

III. Strategy location mapping exercise

- a. Darren Fortney gave brief instructions for the dot exercise. Advisory group members were then given time to assign numbers to the strategy location comments on their homework matrix and place corresponding numbered stickers on the dot map exhibits at the front of the room. A list of the comments received and the comment map are attached to these minutes.

IV. Next meetings – times, locations, and meeting goals

V. Questions & Comments

Comment: I am happy to hear that there will be a transit focus group. I am glad WisDOT is able to get input from people in areas surrounding the study area, such as Onalaska.

Q: Does WisDOT have a map that shows congestion out to Holmen or West Salem? Are there any yellow or red areas in these places?

A: There are no yellow or red areas in these places that WisDOT is aware of. These places are outside of the study area, but WisDOT is still keeping an eye on them because they affect what is happening in the study area.

Q: What does TSMO stand for?

A: Transportation Systems Management & Operations. It includes things like signal timing and vehicle communication, among others.

Q: Will there be a multimodal station at the PIM?

A: WisDOT is currently planning on having a general information station at the PIM that will include things like bicycle and pedestrian transportation and transit.

Comment: I think the dot exercise would be a good idea for the public meeting. I think it is a good way to build trust with community members and get them to look at things beyond the idea of a road through the marsh.

Q: How does the Rose/George St intersection relate to the PEL study?

A: This study stems into the PEL study. It is something that WisDOT will want to pay attention to as it looks at solutions throughout the Coulee Region.

Q: Do traffic forecasts take pavement condition into consideration?

A: No, pavement condition is not a factor in traffic forecasts, but they are monitored and inventoried as a separate process.

Comment: I have noticed that the projections show that much of the population growth will occur in the same areas that employment growth is expected to occur.

Q: Is WisDOT looking at forecasts for Holmen and Onalaska for this study?

A: These areas are technically outside the study limits, which is why they are not shown on many of the forecast maps. Data is out there for areas near the study limits, and to WisDOT's knowledge, capacity is not currently an issue in these areas.

Comment: I have noticed that there is almost as much traffic leaving the city as coming into it in the mornings.

Q: Can the current road facilities handle projected traffic volumes?

A: Some places are already nearing capacity. Traffic volumes are projected to increase in a lot of these areas.

Q: As roads reach capacity in the model, does traffic get re-routed to other roads?

A: Yes, that is the understanding of WisDOT staff here today.

Q: Are roads designed for the maximum traffic volumes that they would need to accommodate, or average volumes?

A: Roads are designed to handle maximum traffic volumes. Just like a house, you would not want to design a roof to be able to support just an average snowfall. You want to build it so it is strong enough to hold up during larger snow falls too.

Q: How long does peak congestion typically last?

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A: It depends on the location and conditions. For the example in the presentation, peak congestion typically lasts about an hour. However, if WisDOT doesn't address the need to accommodate increased traffic volumes in 2050, traffic congestion could last for 14-16 hours in locations like these.

Q: I drive WIS 16 a lot and don't usually see it level of service F. Why is it depicted that way on the map?

A: WIS 16 is heavily congested at certain times of the day, pretty much on a daily basis. At other times of the day, it is less congested.

Comment: If you don't reserve land for highway expansion ahead of time, development often happens in areas that are needed to expand and the cost to acquire land increases significantly.

Q: Will the Bicycle and Pedestrian Focus Group include representatives for recreational bikers and bike commuters?

A: The full extent of the focus group members' background is not known, but everyone on the group is involved with bicycling or pedestrian activities in the region in some way. Ideally WisDOT will get input for both recreational and commuter biking.

Q: Why doesn't WisDOT offer incentives for people to drive less like utilities offer incentives and information on how to use less energy? Another example is Mayo offering incentives for people that live closer to their work.

A: There are currently regulations for how transportation dollars can be spent. Changing these regulations starts by voicing your opinions to your state legislators.

Q: I'm excited to see WisDOT explore bus rapid transit as a solution for the Coulee Region. Is this still on the table?

A: Everything is still on the table for this stage of strategy development.