



## Coulee Region Transportation Study

"Innovative Solutions for the 21<sup>st</sup> Century"  
Planning and Environment Linkages  
WisDOT Project ID 1630-08-00  
La Crosse County, WI



### Bicycle & Pedestrian Focus Group Meeting #1

June 30, 2015  
5:00 p.m. - 7:00 p.m.  
Black River Beach Neighborhood Center  
1433 Rose Street  
La Crosse, WI 54603  
Cottonwood Room

#### Attendees:

- **WisDOT:** Andrew Winga, Steve Vetsch, Steve Flottmeyer,
- **SEH:** Darren Fortney, Nate Day, Marty Falk
  
- **Member Attendance**

Contact Name	Time Attended
Michael Barreyro	5:00 p.m. - 7:00 p.m.
Bridget Brown	5:00 p.m. - 7:00 p.m.
Rick Diermeier	Not Present
Guy Herling	Not Present
Lewis Kuhlman	Not Present
Becky Lakowski	Not Present
Ginny Loehr	Not Present
James Longhurst	5:00 p.m. - 7:00 p.m.
Jill Miller	5:00 p.m. - 7:00 p.m.
Sandy Sechrest	5:00 p.m. - 7:00 p.m.
Don Smith	5:00 p.m. - 7:00 p.m.
Cathy Van Maren	5:00 p.m. - 7:00 p.m.
Robbie Young	5:00 p.m. - 7:00 p.m.
Jack Zabrowski	5:00 p.m. - 7:00 p.m.

#### I. Welcome and introductions

#### II. Presentation

- a. Andrew Winga gave a brief presentation that included an introduction to the study and existing bicycle and pedestrian conditions.

#### III. Input exercise

- a. Nate Day facilitated the asset identification portion of the dot exercise, where group members wrote comments on bicycle and pedestrian asset comment forms and placed asset dots on a map to point out locations for each comment. Focus Group members then had the opportunity to share identified assets with the group. Assets shared at the meeting include:

# MINUTES

- North Salem to Enterprise Avenue Bridge.
  - Wagon Wheel Trail.
  - Funding has been secured – La Crescent to West Channel Bridge – constructed next year.
  - Goosetown – centered between the three schools of higher education.
  - Monitor Street Trail is now paved – Festival Foods to Avon Street.
  - East Avenue (Mormon Coulee to Mormon Coulee) – winding road with speed bumps – with low traffic use.
  - Bikes on Buses – great addition – gives multiple modes options especially with restricted bus hours.
  - Downtown is very walk able – access to everything.
  - Neighborhoods east of downtown – old school design – large trees.
  - Lit segment along La Crosse Street.
  - Complete Streets – La Crosse City ordinance.
  - Commitment to bicycle friendly communities – keep the commitment to stay at silver status (City of La Crosse).
  - LHI - covered bicycle storage, fix it station, upper level for high end storage.
  - UW-L – just got a grant for three bike fix-it stations.
  - Onalaska – 3rd street from library to Main Street – added bike lanes and dropped one lane of parking.
  - Wide shoulder south to Stoddard – northerly along the La Crosse River Trail.
  - MTU – gets you closer to destinations that provide for shorter walking distances.
  - Marsh trails.
  - Most intersections have curb cuts for wheel chairs, walkers, bikers and off-road users.
  - Pursue bike share program by multiple groups.
  - Houska Park Trail.
- b. Darren Fortney facilitated the deficiency identification portion of the dot exercise, where group members wrote comments on bicycle and pedestrian deficiency comment forms, described potential solutions, and placed deficiency dots on a map to point out locations for each comment. Focus Group members then had the opportunity to share identified deficiencies and strategies with the group. Deficiencies and strategies shared at the meeting include:
- La Crosse Street – crossings are difficult (22nd Street crossing) – very busy street – possible location for a beacon, pedestrian island.
  - 3rd Street and Pearl Street intersection – unlit – drivers want to stop, visibility is poor.
  - One way or multi-lane crossings are difficult.

# MINUTES

- Inattentive driving – education.
- Paint – is not enough protection – add protected bike lanes through poles, concrete, spikes, etc.
- Emergency ride voucher – would protect a bike rider in an emergency (illness, child illness, etc.)
  - Bike racks to get bike to new destination.
- West Avenue – highest student concern.
  - Badger Avenue – no curb cuts for bicycles.
  - Pine – sign stating vehicles have right-of-way on green.
  - King – no current median or pedestrian protection.
  - East Avenue – recognizes vehicles, but not bikes.
- La Crosse Street – second highest student concern.
- Better lighting across the board.
- Causeway between La Crosse and La Crescent – redevelopment of the old Holiday Inn property and the frontage road.
- South Avenue – too busy – making it wider will make it more dangerous – use of roundabouts.
- Better maintained sidewalks.
  - Separated panels.
  - Snow removal.
    - Property owners.
    - City.
- Sidewalks – missing in Janis Court and new subdivisions behind Kmart.
- Poor pavement for bicycle – paint is gone, cracks, chunks missing, differential between pavement and gutter.
- State Road Kwik Trip to Kmart – too fast of a road – road diet with protected bike lanes.
- Mormon Coulee/14/61/35 – cycle track not marked as such – it was a safe routes to schools.
  - Road is so bad – you cannot ride it.
- Lang/La Crosse Street are in very poor condition – cannot ride it either.
- Mississippi River Trail – needs better signage, better connections into/out of the city.
- Wayfinding added everywhere.
- Bike parking added everywhere.
- Covered bike parking – part of parking garage development.

## IV. Next meetings

- a. Group members were reminded of the date/time for the next Focus Group Meeting, which was also printed on their agendas.

## V. Questions

Q: How much money is sitting on the books for this project?

A: Originally for this project, there was approximately \$80 million. Over the years, this has indexed up to approximately \$138 million.

Q: In February, there was a charrette in La Crosse that looked at transportation. How is that different from this study and how is it related?

A: The charrette was put on by the City of La Crosse to look specifically at the city. The Coulee Region Transportation Study focuses on the entire region. WisDOT is working with the city and using the information from the charrette as part of the study process. The Coulee Region Transportation Study is a much more comprehensive study and WisDOT is gathering more data for it. WisDOT has had several one on one meetings with the City and will have more before the end of the study. WisDOT also has City staff on the Technical Advisory Group for the study.

Q: What data do we have for the study so far?

A: WisDOT has gathered a lot of data so far. For example, WisDOT has population, employment, households, the traffic model, traffic forecasts, and infrastructure data. The data has been presented at previous public involvement meetings and is posted on the study website.