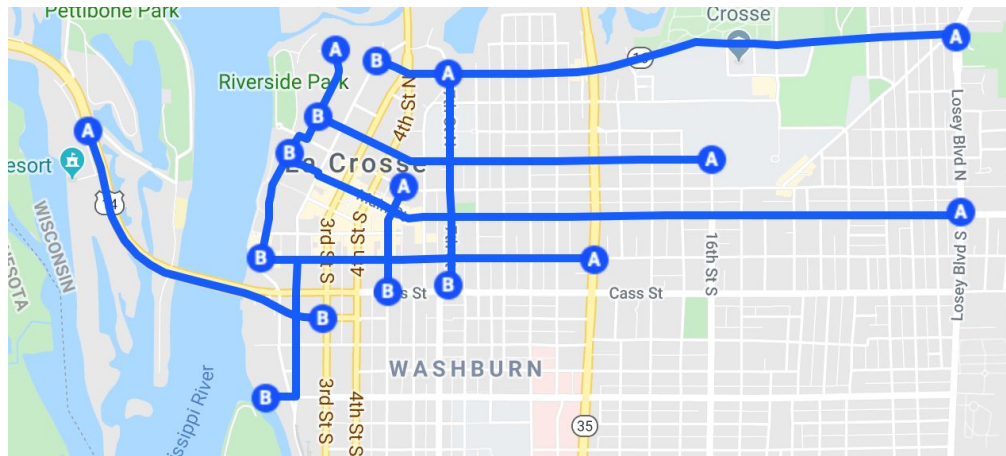


Coordinating the 2018 BPAC Priority List with the Proposed Bike Friendly Network for Bike Share Phase 1: Some Recommendations

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December, 2019



[Link to Google Map](#)

On behalf of La Crosse Neighborhoods, Inc., Jacob Sciammas asked for feedback on a suggested list of projects to increase the bike-friendliness of routes to support phase 1 of a proposed bike share project, mostly centered on downtown, Washburn, and the Goosetown neighborhoods. The following text coordinates the suggested bike-friendly network with the BPAC existing priority list and LAPC plans for regional routes through downtown. There is some overlap between downtown priorities of the bike share project and the priorities of the BPAC, including completion of neighborhood greenways and continuation of Regional Route 1 and proposals for Regional Route 2 layout across the Cameron Avenue Bridge.

The 2012 Bike Ped Master Plan suggests a basic bike network consisting of five neighborhood greenways, on-street bike routes, and trails, making up “an additional 91 miles of on-street and off-street bicycle facilities, to be implemented over several years to expand the bicycle network” beyond the 40 miles of facilities that existed at that time. In 2018, the City

Bike Ped Advisory committee accepted a [prioritized list of projects](#) out of the longer list in the 2012 plan. In 2020, we suggest that the BPAC could support proposals for Phase 1 of a bike share system by focusing work on an *even shorter* list of prioritized projects.

The first priority should be continuing or completing projects already underway that could serve the bike share project and bring riders to and from the downtown area safely and quickly. These first priority projects would include the Priority 1A and 1B in the [2018 Priority list](#), which includes: extension of planned Regional Route 1 signage, the continuation of King Street Neighborhood Greenway from its current extent all the way to Front Street, and continuing work on Avon Street. The second priority should be to concentrate on bike-friendly thoroughfares in the Downtown, Goosetown, and Washburn neighborhoods that would be part of Phase 1 Bike Share. These second priority “bike share network friendly thoroughfares” could be addressed through a mix of “Bikes May Use Full Lane” R4-11 signs, directional wayfinding signage, bike lanes, (possibly including [advisory lanes](#) on low-volume stretches of narrow streets), and (where otherwise unavoidable) sharrows.

Bike Share Network Friendly Thoroughfares (for consideration)

1. North – South Routes

- a. FIRST priority: [Continue Regional Route 1 signage](#) from current endpoint into “phase 2” already identified by LAPC: on Front St N from Riverplace @ La Crosse River Trail to King St. then east on King to 2nd, continuing south to Market, and beyond
- b. SECOND priority: painted bike lanes, OR “Bikes May Use Full Lane” and Directional Wayfinding signage on 2nd St (Oktoberfest Strasse @ La Crosse River Trail to Market St), 5th Ave. (State St to Cass St), 7th St (La Crosse River Trail to Cass St)

(We’ve removed two preferred routes that were proposed to support bike share plans: on 6th St (La Crosse St to Farnam St) and 8th St (La Crosse St to Cass St) from this list because four parallel routes is not a prioritized list; additionally, 5th and 7th accomplish the goals of establishing “basic bike networks” of having long stretches of straight routes to quickly connect people who ride, instead of forcing them to weave back and forth to get to their destination. 6th and 8th jog at Cass, while 5th and 7th do not.)

(We're not sure what facilities or signage could even be applied to Veterans Memorial Drive E. to Riverside Park Circle, so we've removed that as well -- this is already a low-speed parkway. Perhaps the best intervention would be large map signs laying out routes and destinations for visitor, but this would be work for Parks Department?)

2. East West Routes

- a. TOP PRIORITY: Implement King St Neighborhood Greenway signage as planned from east to 8th street, AND CONTINUE from Front St to 8th St: safe connection to/from downtown -- this would include King and West intersection, which was in 2018 prioritized list
- b. SECOND PRIORITY: Vine St (Front St to 16th St)
- c. THIRD PRIORITY: Main St (Front St to Losey Blvd.) City Bike Ped Master Plan calls for bike lanes on Main Street
- d. Regional Route 2 signage crossing Cameron Street Bridge as indicated in [LAPC discussion](#)
- e. La Crosse St (2nd to Losey Blvd.) La Crosse Street could be broken into different projects, as part of La Crosse street's design falls under WISDOT control, and some lengths of La Crosse street are already due for reconstruction. The City of La Crosse may concentrate on signing La Crosse Street from 2nd to 3rd street to anticipate better access to bikes on WISDOT projects for La Crosse Street, and to increase ease of bike access to Oktoberfest grounds and surroundings.
 - i. 2nd to 3rd
 - ii. intersection of La Crosse and Copeland (in 2012 Bike Ped Master Plan as BX39/BX40/PX05)
 - iii. 3rd to 8th
 - iv. 8th to West (could the new overlay district here assist in rationale for adding bike infrastructure?)
 - v. West to Losey
 - vi. Losey intersection work
- f. LOWEST priority: Jay St (Front St to 5th St). Jay does not serve a larger, basic bike network connection to and from downtown; it's limited to four downtown blocks and should not have high priority for infrastructure.

(we've removed Pine St (Front St to 8th St, road and sidewalk access) as not a priority. Also deprioritized State St (Veterans Memorial Drive E. to West Ave.) -- should prioritize Main or State but not both)