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To: Jack Zabrowski, City of La Crosse Bicycle Pedestrian Advisory Committee, and Valerie Guider, WISDOT Project Manager for the WIS 35 (La Crosse County Line to Garner Place) project

In response to the BPAC agenda item for September 14, 2021 asking for input on design impacts on bike/ped access related to the WIS 35 (La Crosse County Line to Garner Place) project, please record my following comments.

I am a resident of La Crosse, and frequently use the WIS 35 / 14-61 interchange as both a motorist and cyclist. As such, I have a comment about the proposed re-construction design with regard to accommodations for recreational cyclists. This is especially important, as this area has been a fairly poorly-designed and dangerous area for both cyclists and pedestrians for some time. Getting it "right" this time during this redesign effort is EXTREMELY IMPORTANT to me and those with whom I ride.

It is difficult to tell from the design schematics available online (see attached), but it appears that southbound cyclist and pedestrian traffic will be directed onto a separated path north of the proposed 14-61 roundabout and continuing through the southern outlet of the Sunnyside roundabout.

While this looks like a great design for slower-moving cyclists and pedestrians, it does not effectively serve faster-moving cyclists, who very often use both 35 and 14-61 as they leave La Crosse to the south.

I have marked on the attached design schematic both where these faster cyclists will **want** to ride, and also **be much safer** in riding as they navigate these two roundabouts, either proceeding eastbound onto 14-61 or southbound onto 35 (red arrows). Dedicated "off-ramps" from the separated path, accommodating cyclists who wish to enter the lane of traffic to proceed through both roundabouts seems like a very necessary concession, due to the sheer number of users who will be traveling at speeds in excess of 20 mph -- often in groups of between 10 and 30 cyclists -- and be both unable/unwilling to use what appears to be the current design route (blue arrows).

Please accommodate and facilitate through intentional design elements bicycle travel along BOTH the blue and red arrow routing options in the final design.

Thank you very much for your attention to this important matter.

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