



PLANNING AND DEVELOPMENT

400 LA CROSSE STREET | LA CROSSE, WI 54601 | P: (608) 789-7512 | F: (608) 789-7318

Memorandum

To: Matthew Gallager, Bicycle and Pedestrian Advisory Committee Chairperson

CC: Bicycle and Pedestrian Advisory Committee Members

From: Lewis Kuhlman, Associate Planner

Date: 3/10/2014

Re: Use for 2014 Capital Improvement Program Funding on Bicycle and Pedestrian Infrastructure

This memorandum outlines how the Bicycle and Pedestrian Committee's (BPAC) proposed Capital Improvement projects align with the Bicycle and Pedestrian Plan and the rest of the Capital Improvement Program (CIP) for 2013-2017. Funding for bicycle and pedestrian improvements is \$150,000 from the past two years. The BPAC identified nine projects to fund. Using the following analysis, the BPAC can consider how to work within the Plan, how long of a term to focus on, how to aligning with other CIP projects, and how to balancing bicycle and pedestrian projects. The suggestions are below, followed by staff commentary.

Repaint Lane Arrows. Maintenance is not in the Plan, but it is important to the system. Bicycle and pedestrian funding would only need to cover \$15,000 of this \$30,000 cost.

Put Clinton Street on a Road Diet. A road diet could accomplish the immediate-term recommendation of adding a bicycle lane to Clinton St. It is estimated to cost \$16,000 from Rose St. to George St. (BC003) and \$24,000 from Bainbridge St. to Rose St. (BC004). A related immediate-term recommendation to add a two-stage bike turn box on Clinton St. at Bainbridge St. (BX01) would cost an additional \$5,000.

Install Rapid Flashing Beacons at La Crosse Street and Myrick Park Lane. Installing RRFB and high-visibility pavement markings on La Crosse St. by Myrick Park Ln. and Hillview Ave. (PX07) is an immediate-term recommendation that would cost \$20,000. Related immediate-term recommendations that could include pedestrian phases on the traffic signal at La Crosse and East (PX06); and "bicycles may use full lane" signs, dashed bike lane through intersection, and shared lane markings at La Crosse and East (BX03 - \$10,000).

Plan for Bike Boulevards. The BPAC estimated that the planning portion would cost \$10,000. The BPAC may be able to get a local studies program grant from the La Crosse Area Planning Committee. The Plan has recommendations for five streets to become bicycle boulevards: King Street (BC124, shared lanes in BC125 - immediate), 17th Street (BC160, intersection improvements BX45, BX46, and BX47 - near), Farnam Street (BC074 - near), 22nd Street (BC053 and BC089 - long), and Avon Street (BC128 - long).

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Put Monitor Street on a Road Diet. The Plan has identified adding a bicycle lane to Monitor St. from Copeland Avenue to Lang Drive as a long-term recommendation at a cost of \$18,000 (BC005). The City has included levee improvements to Monitor St. in the CIP for this year as well.

Paint Crosswalk on County Road B at Smith Valley Road. High-visibility crossings installed on all legs of the intersection are a long-term recommendation (PX01); no cost estimate is in the Plan, but the BPAC estimated the cost at \$20,000. This project could be tied in with long-term recommendations PX02, PX24, and PC20.

Build Sidewalks on 33rd Street. The installation of sidewalks along 33rd Street is in the plan in two long-term recommendations: Ward Avenue to Broadview Place (PC05 - \$129,000) and Broadview Place to Rivercrest Drive (PC06 - \$158,000). The BPAC estimated a \$25,000 cost in its discussion, though.

Install Rapid Flashing Beacons on Pine Street and West Avenue. This project somewhat conflicts with the corridor-wide approach in the Plan's long-term recommendation for West Avenue between La Crosse Street and Denton Street (PC17) – high-visibility pedestrian crosswalks at every un-signalized intersection; signals retimed for 25 miles per hour to provide gaps in traffic; improved crossings every quarter mile between signals. The rapid flashing beacon could cost \$5,000, while the Plan recommendation is estimated at \$15,000.

Paint Bike Lanes on Farnam Street from Losey Boulevard to 31st Place. This is not in the Plan, but BC155 is a near-term recommendation for direction signs for a bike route from 26th Street to 28th Street for \$1,000.

Additionally, the BPAC could get involved in a few CIP projects that impact other Plan recommendations:

- Ensure that the reconstruction of Cass Street includes shared lanes (BC075), pedestrian crossing at 4th Street (PX09), and bicycle and pedestrian crossings at 7th St. (BX06, PX25, BC048)
- Make sure curb cuts accommodate high-visibility crosswalks on all four legs of the intersection at Ferry Street and 9th Street (PX12) when the City installs curb and gutter on Ferry Street this year.
- Work with DOT to install medians along Mormon Coulee and provide high-visibility pedestrian crossings (PC08) between Broadview Place to Losey Boulevard this year.
- The DOT will be working on La Crosse Street from Losey Blvd. to Oakland St. in 2015, so the pavement marking may not need to be extremely durable in PX07. The City may even be able to experiment with pedestrian crossings configurations east on La Crosse St. (PC09).

Planning staff recommends focusing on immediate term recommendations. The lane arrow repainting, road diet on Clinton (BC003, BC004), pedestrian improvements on La Crosse (PX06, PX07), and bicycle boulevard planning add up to \$85,000. The BPAC could consider adding the bike turn box on Clinton (BX01) and bicycle intersection improvements at La Crosse and East (PX06, BX03) for \$15,000.

Planning staff also recommends balancing out the project list between bicycle and pedestrian improvements. The BPAC could take on the remaining immediate-term pedestrian recommendations in the Plan and address pedestrian improvements to County Road B (PX01) for up to \$35,000. The immediate-term pedestrian recommendations include: crosswalks and yield signs at Logan and Rose (PX04 – \$15,000) and adding crossings on the west side of 4th Street at Cameron (PX08 - \$0) and Cass (PX09 - \$0). The remaining money could go toward ensuring pedestrian improvements are included in other CIP projects or to a road diet on Monitor Street (BC005).