

# Market Street Bike Lanes

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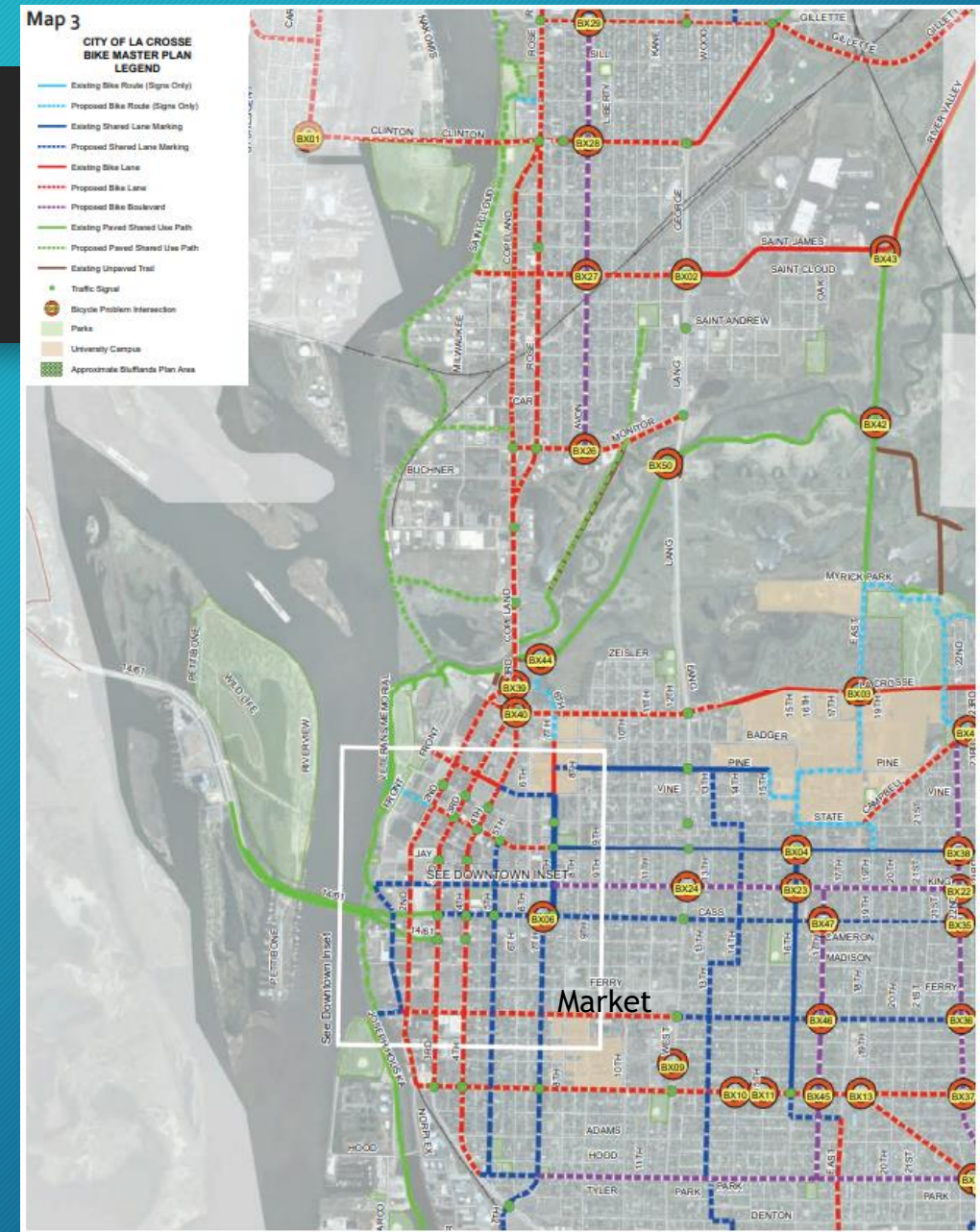
# Purpose

- Bike lanes on Market St were included in the 2012 Bike/Ped Master Plan
- Allows for safe, sustainable, healthy transportation choices
- Numerous destinations in the corridor such as:
  - Mayo Clinic
  - Viterbo University
  - City Brewery
  - Houska Park



# Connections

- Trail from Houska Park to Maple Street/Gundersen
- 2<sup>nd</sup> Street Cycletrack
- Proposed bike lanes on 3<sup>rd</sup> and 4<sup>th</sup> Streets



# Crashes

- 7 Pedestrian crashes reported between 2005-2018
- 11 Bike crashes reported between 2005-2018
- 10<sup>th</sup> Street and West Ave intersections reported the most crashes (4 each)





# Existing Corridor Land Use

- The eastern end of Market Street is characterized by Public and Semi Public uses including Viterbo University and Mayo Clinic
- The central portion is zoned for residential uses including both university housing and single family homes
- The western end is zoned for heavy industry, and used by auto dealerships and City Brewery

# Zoning Map





# Existing Conflict Points

- North side of Market Street:
  - 2 bus stops
  - 6 alleys
  - 12 driveways, including for a fire station and 4 where the property already has access from additional driveways
  - Between 16 and 20 conflict points
- South side of Market Street:
  - 2 bus stops
  - 3 alleys
  - 12 driveways
  - 17 conflict points

# Turn Lanes

- Turn lanes are only present at West Avenue, where both a left and a right turn lane exist. There is also a Two Way Left Turn Lane (TWLTL) from West Avenue to 10th Street.





# Parking Supply

- The North side of Market Street has 81 total parking spaces
  - 28 have a time limit
  - 53 unrestricted spaces
- The South side of Market Street has 76 total parking spaces
  - 2 loading zones
  - 1 barrier free space
  - 27 spaces have a time limit
  - 44 unrestricted spaces
- There is no parking between West Avenue and 10th Street and between 2nd Street and Front Street



# Parking Supply

- 2196 Parking Spaces within one block of Market Street





# Parking Usage

- 30-47% Occupancy on the North side of Market
- 17-55% Occupancy on the South side of Market
- 4-6PM was the busiest time of day for parking:

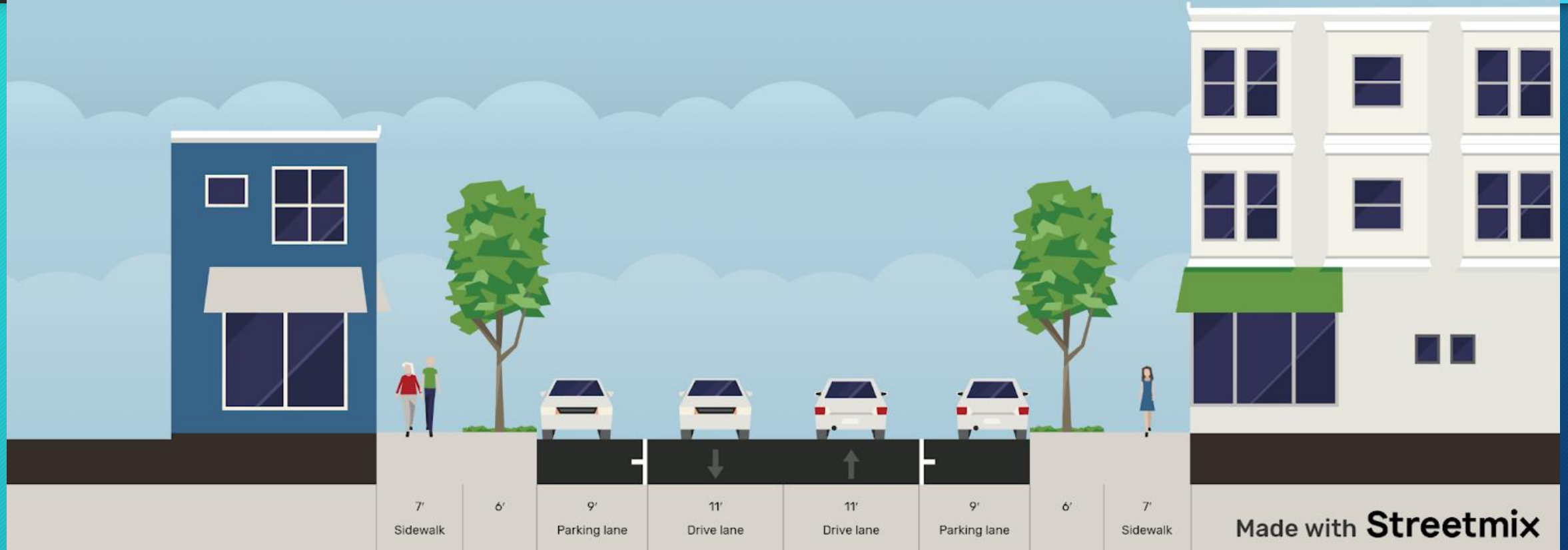


# Traffic Counts

- To be completed in September when Viterbo is in session
  - Traffic Counts
  - Parking Counts
  - Bike/Ped Counts

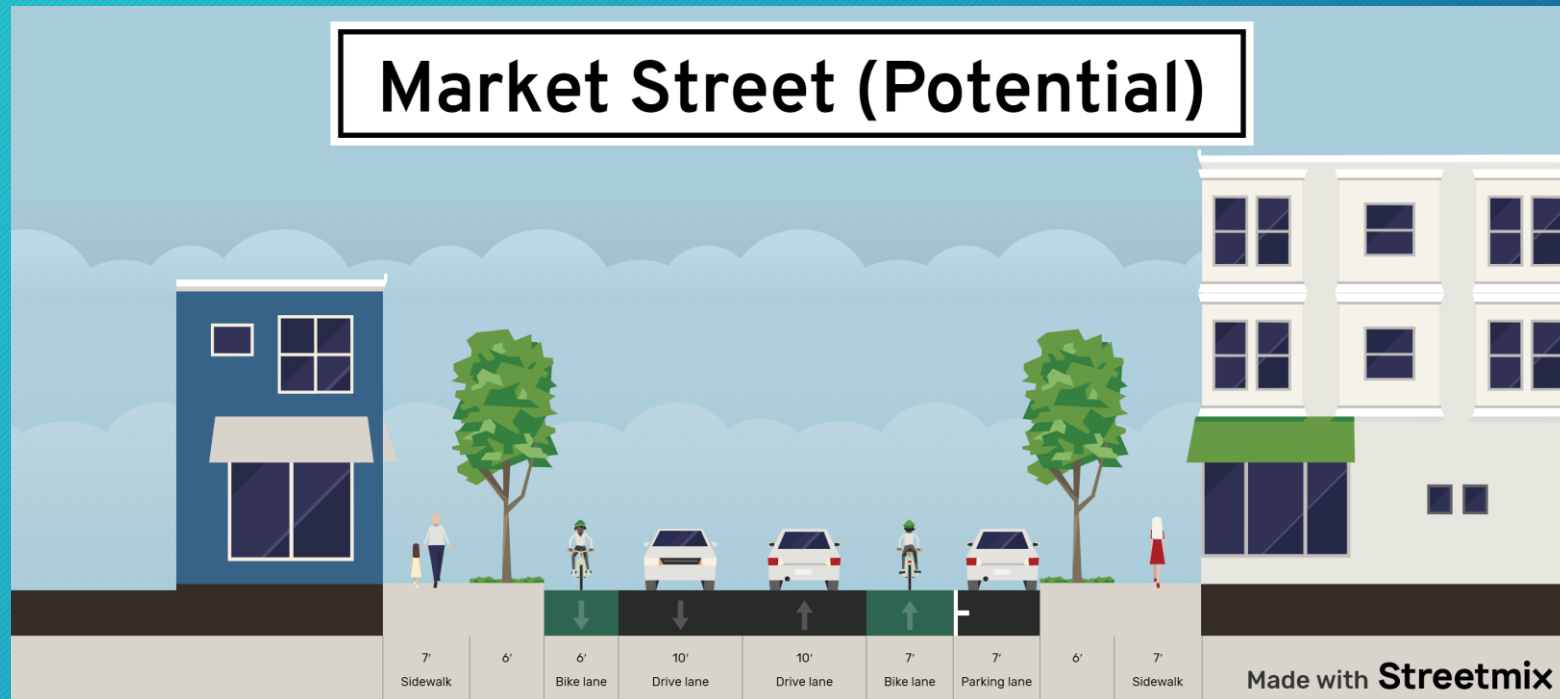


# Market Street (Existing)



# Implementation (Painted Bike Lanes)

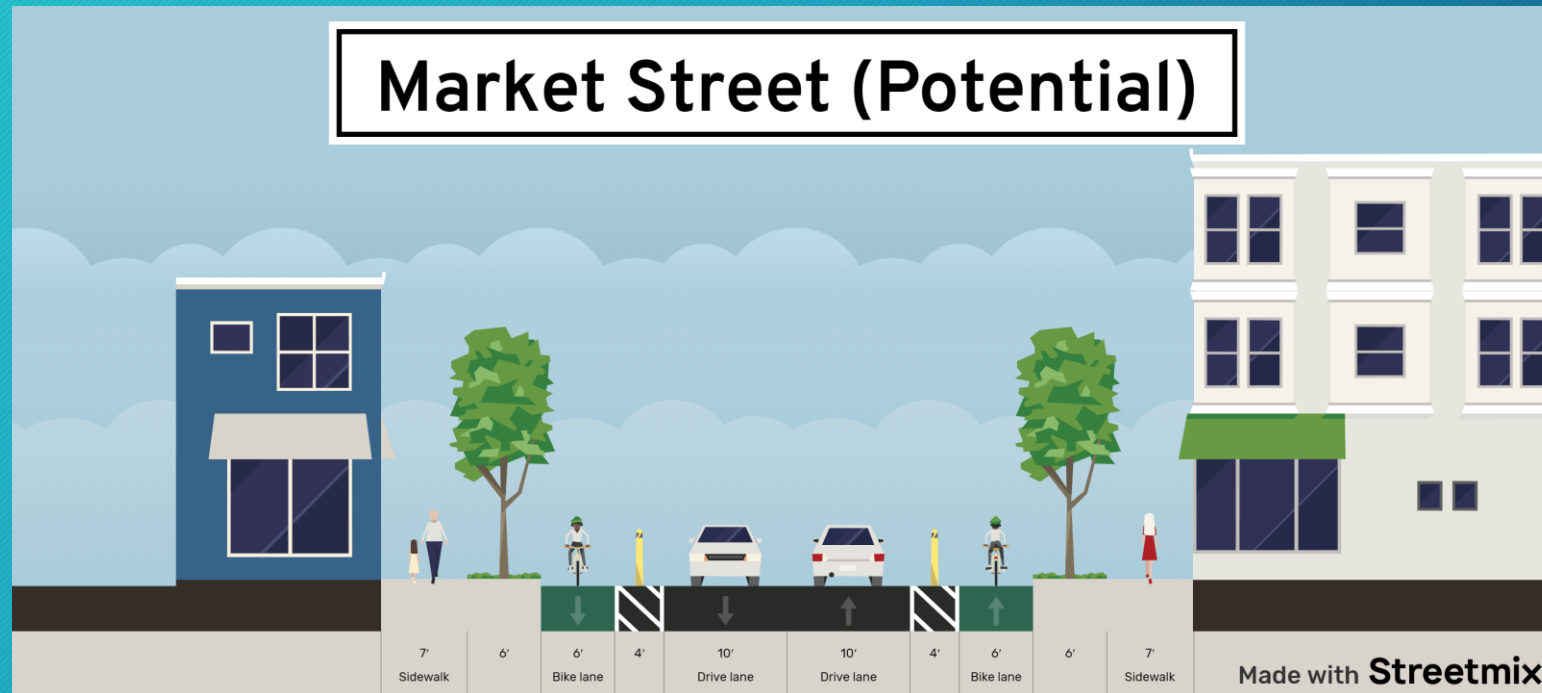
- Recommended by FHWA based on traffic volumes and speed
- Lowest levels of safety and user comfort





# Implementation (Buffered Bike Lanes)

- Improves safety compared to painted bike lanes
- Vertical separation provided is low-cost, but not permanent
- Difficult to retain parking due to space constraints



# Implementation (Protected Bike Lanes)

- Safest type of bike infrastructure with permanent vertical separation
- Space constraints limit the retention of parking
- Preferred option of the Bicycle-Pedestrian Advisory Committee



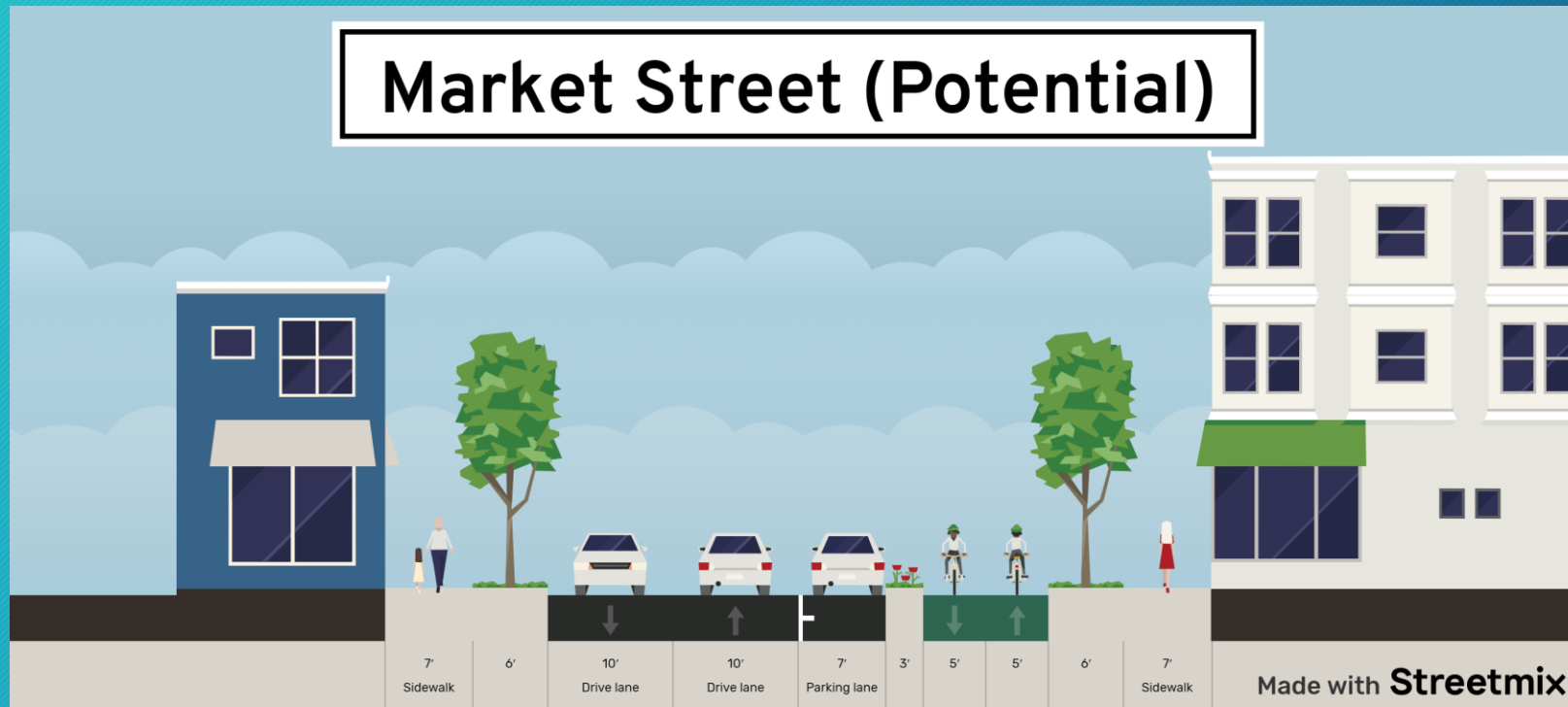


# Protected Bike Lane Benefits

- Improved safety for all street users
- Increased bicycle usage, significant increase in usage by women and children
- Less congestion, lower emissions and better health
- Increased property values
- Increased sales at adjacent businesses
- Fewer bicycles on the sidewalk
- Help businesses attract and retain talent
- Due to these benefits, protected bike lanes are the preferred option recommended by BPAC

# Implementation (Cycle Track)

- Reduced safety compared to unidirectional protected bike lanes
- Parking may be preserved





# Questions?

- What are your ideas for Market Street?

# Sources

- Google Streetview
- City of La Crosse GIS
- City of La Crosse Parking Study 2020
- Streetmix
- <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- <https://bikeleague.org/sites/default/files/protectedbikelanesmeanbusiness.pdf>
- <https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-fund-bicycle-infrastructure/268971/>