La Crosse Bicycle and Pedestrian Master Plan Update

CITY OF LA CROSSE | February 13, 2024 BPAC

alta

Agenda

- Draft Proposed CIP Language
- Draft Proposed All Ages & Abilities Network
- High Level Overview of Potential Strategies & Actions

La Crosse Quick Build Bicycle and Pedestrian Safety Program

Draft/Proposed

La Crosse Quick Build Bicycle and Pedestrian Safety Program

- Target year in the CIP
  - 2025
- Potential funding amount
  - $100,000
- Description & Justification
  - Install ***quick build*** intersection improvements and/or bikeway routes
  - Utilize ***low-cost materials*** such as paint, traffic bollards, signage, concrete bike barriers, etc.
  - Examples may include ***bumpouts, median refuge islands***, pedestrian and/or bikeway paths or lanes

Demonstration Projects

- Temporary materials, typically applied with adhesive materials
- Duration typically multiple weeks or months

Quick Build Projects

- Low cost treatments, typically applied with slightly more durable materials – paint, bollards that are drilled into pavement, concrete barriers
- Duration typically a number of years

La Crosse Bikeway Network and Crossing Treatments Map

Draft/Proposed

All Ages and Abilities Bikeway Network Primer

- Bikeway Network Recommendations Map is guide for routes
- Propose using the NACTO guidance to determine bikeway type (leaning towards more separation whenever possible)
- FHWA Bikeway Selection Guide produces similar results and would also work

Figure 1. Contextual Guidance for Selecting All Ages and Abilities Bikeways (NACTO)

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

All Ages and Abilities Bikeway Network Primer Continued

- Example of a separated bikeway using a concrete bike barrier as a form of physical protection from the travel lane
- La Crosse Example – 2nd St
- Photo from the City of Minneapolis Flicr account

All Ages and Abilities Bikeway Network Primer Continued

- Example of a buffered bike lane on a lower volume street (*on a resurfaced St)
- La Crosse Example of Standard Bike Lane – Ranger Drive
- Photo from the City of Minneapolis Flicr account

All Ages and Abilities Bikeway Network Primer Continued

- Example of a bike boulevard on a low volume street with a traffic circle and bike boulevard stamp
- La Crosse Example – King St
- Photo from the City of Minneapolis Flicr account

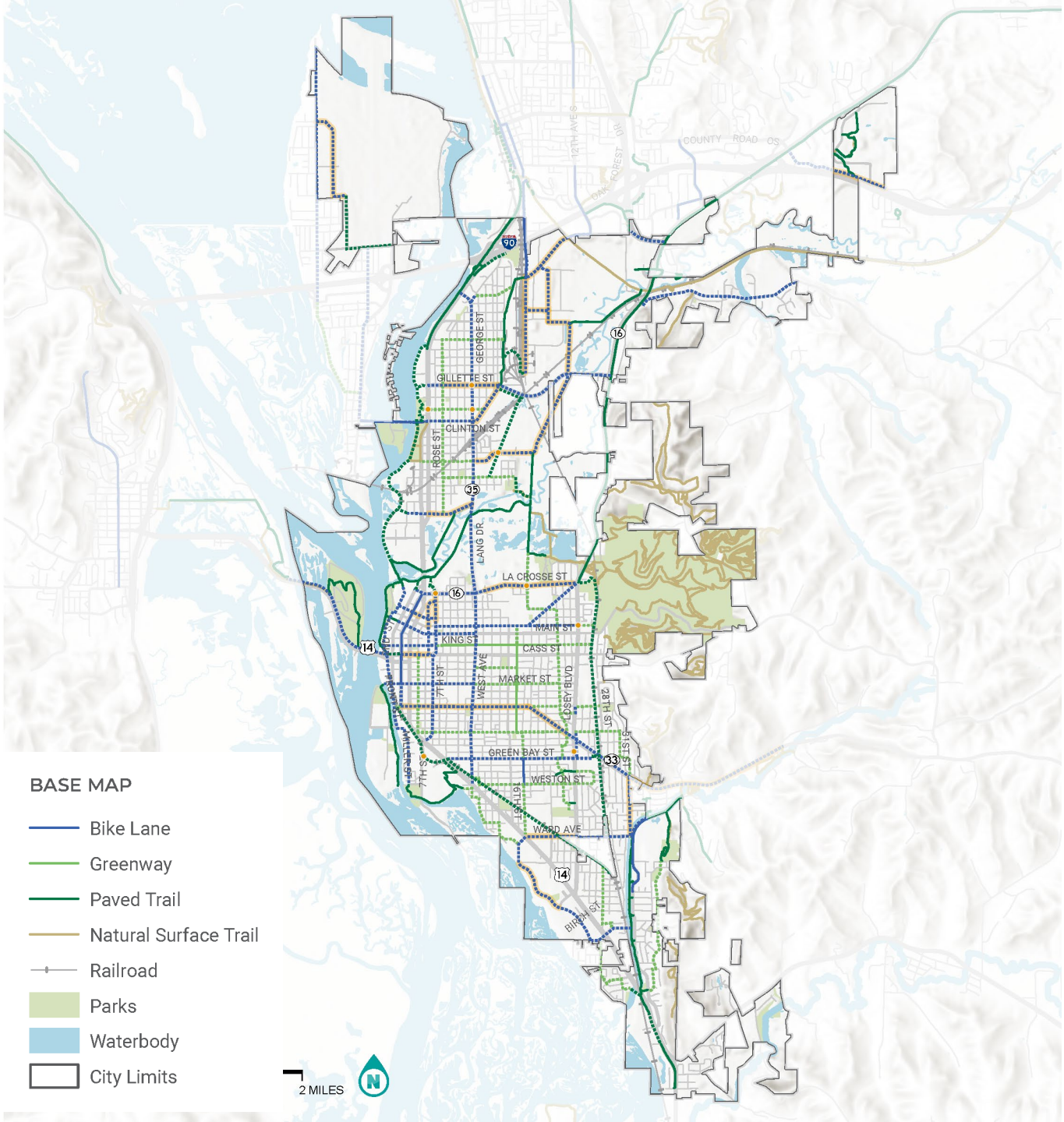
All Ages and Abilities Bikeway Network Primer Continued

- Example of a trail that aligns with an old rail line
- Trails are separated bikeways that aren’t directly tied to busy streets
- La Crosse Example – Great River State Park Trail
- Photo from the City of Minneapolis Flicr account

Draft Network Approach

- Review existing facilities.
  - Are they acceptable? Do they need to be upgraded?
- Review previously-planned facilities.
  - Do they still make sense? Do they need to be upgraded? (especially important since many of the recommended “facilities” in La Crosse are shared roadways).
- Review public input. Which areas are clear that a new/updated facility is needed?
- Look for missing links. Are there obvious segments that are missing between two existing facilities that could create a more connected network?
- Connect facilities to priority destinations (schools, parks, employment centers, grocery stores, commercial hubs, etc.

Bikeway Network Recommendations



RECOMMENDED FACILITIES

- Greenway
- Separated Bike Facility
- Trail
- Upgraded Existing Facility

CROSSING TREATMENTS

- Added Access
- Intersection Improvement
- Signal Addition or Adjustment

BASE MAP

- Bike Lane
- Greenway
- Paved Trail
- Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

Strategies and Actions

Draft/Proposed

High level- more detailed language will be emailed later this week

6 Topics (draft)

- Walking and Rolling
- Bicycling
- Safety
- Winter Maintenance
- Policies and Practices
- Programs

Notes on Strategies and Actions

- Emphasize these are draft – very interested in your feedback next month – we will send out a draft document by the end of the week
- 10-year timeframe (Want to focus on strategies and actions that feel implementable)
- Will identify:
    - Priority level
    - Timeframe
    - Lead or support role

Topic: Walking and Rolling

- Improve *intersection safety at priority locations* (quick build, retrofit/spot improvements, and full reconstruction)
- Use *demonstration projects* to evaluate improvements along corridors and at intersections
- Fill *sidewalk gaps* as opportunities arrive
- Complete *connections* across key barriers, including complex intersections, freeways, highways, railroads and natural features such as creeks and marshes

Topic: Walking and Rolling (Continued)

- *Sidewalk maintenance* (damaged, missing, and heaved panels)
- Adding and maintaining *marked crosswalks* at priority intersections
- Coordinate pedestrian improvements with *ADA transition planning* to support **overall accessibility**
- Implement improvements to or connecting to schools as a part of *Safe Routes to School* planning efforts
- Identify opportunities for improved *pedestrian-scale lighting* along priority pedestrian routes

Topic: Bicycling

- Implement the *All Ages and Abilities (AAA) bicycle network* by providing separated bike lanes, trails, or neighborhood greenways based on the context of the location
- Improve safety and ease of bicycle crossings at *complex intersections*
- Fill *bicycle network gaps via connections* across physical barriers, including complex intersections, freeways, highways, railroads and natural features such as creeks and marshes

Topic: Bicycling (Continued)

- Develop and implement a *targeted wayfinding campaign*, including themed directional signage, destination signage, and bike parking as the bicycle network is implemented
- Evaluate pavement surface of existing bicycle facilities and develop a *maintenance plan* to improve rideability
- Support *bike share via promotion* and identifying opportunities to *encourage* more people to ride

Topic: Winter Maintenance

- Develop a *pedestrian winter sidewalk maintenance education* campaign that reminds property owners their responsibilities for clearing the sidewalk in front of their property and notify of resources available to assist
- Encourage opportunities for neighborhoods to organize *snow clearing support* for certain populations that may require assistance, such as older adults and people with mobility limitations.
- Explore options for *winter maintenance of bicycle facilities for year-round use* , prioritizing the AAA Network

Topic: Safety

- Develop a *traffic calming program* to identify projects to reduce speed and improve pedestrian crossings
- Include a *multi-modal component in the Safe Streets for All Planning Grant* and coordinate with key priority projects identified in this plan update
- Adopt a *Vision Zero policy* commitment to complement the Safe Streets for All Planning Grant
- Convene a *safety action committee* with local and regional partners

Topic: Policies and Practices

- Update the *Green Complete Streets Policy* to include a modal priority framework
- *Develop and adopt a street design guide* that emphasizes details on how to deliver pedestrian, bicycle, and green stormwater projects
- Utilize *existing capital projects* to improve walking and biking by considering the needs of people of all ages and abilities road design
- Review the *capital budget process* for future opportunities to integrate pedestrian and bicycle projects as stand-alone projects (quick build and retrofit projects)

Topic: Programs – Education

- Integrate *bicycle safety education* into the routine curriculum by collaborating with the school district, local bicycle groups, and parents to establish *Safe Routes to School programs* for all K-12 schools.
- Develop opportunities for *bicycle education aimed at adults*, with a focus on people who currently feel unsafe or uncomfortable
- Develop an *education campaign paired with newly installed bicycle and pedestrian projects*, which can include posters with QR codes that explain the purpose and benefits of the project.

Topic: Programs – Encouragement and Evaluation

- Encouragement
  - Organize *promotions and celebrations* of walking and biking on special dates like National Bike to Work Day, International Walk to School Day, Wisconsin Winter Walk to School Month, and others
- Evaluation
  - Implement an ongoing *pedestrian and bicycle count program*
  - Conduct *pre- and post-evaluations for pedestrian and bicycle projects* to understand their impact and lessons learned for future project

Next Steps: Draft plan elements

- Will share a draft of everything we shared today by Friday
- Ask you to review and send comments by March 1st
- Will share updated thoughts and other draft plan elements on March 12th
- Host a public open house later in March – along with an organized ride!
- Finalize the plan soon after

Thank you!