



Minutes of BPAC Meeting, October 12, 2009

Minutes of the meeting of the Bicycle and Pedestrian Advisory Committee held on Monday, October 12, 2009 at 5:30 p.m. in Room B190 of the La Crosse County Administrative Center, 400 4th St N, La Crosse, WI 54601.

Members Present: Sandy Sechrest, John Boland, Bob Fisher, Tim Acklin, Tim Tiber, Bill Ferguson, Rachel Hazuga, Ed West. **Members Excused:** Mike Henderson, Ginny Loehr, Jeremy Gragert **Others Present:** Jared Holter, Mike Charron, Travis Parish, Rick Diermeier, Michael Barreyro, Dan Novak, Larry Kirch, Tim Keneipp, Scott Hoffmann, Sean Dwyer, Mary Pamperin-Volk, Sue Howe, Don Smith, Tim Mitchell, Jackie Eastwood, Tom Faella.

1. Approval of Minutes of the September 14, 2009 Meeting:

Ed West called the meeting to order at 5:30 p.m.

Sandy Sechrest motioned to approve the minutes of the September 14, 2009 meeting. Tim Acklin seconded. Bob Fisher, Tim Tiber, Bill Ferguson, Rachel Hazuga, Ed West were in favor. John Boland excused.

John Boland took over the meeting upon arrival. Introductions were made.

2. Discussion of bicycle and pedestrian accommodations on the new I-90 Dresbach Bridge:

Scott Hoffmann of the Driftless Region Bicycle Coalition (DRBC) read the Coalition's position statement in support of a bicycle/pedestrian facility on the I-90 Dresbach Bridge:

Re: Inclusion of Bicycle & Pedestrian Facilities on I90 in BPAC Plan

It has come to the attention of Driftless Region Bicycle Coalition (DRBC) that within the next few years the I90 bridge crossing the main channel of the Mississippi river will be replaced. There are also other I-90 corridor facility improvements planned/programmed by the Wisconsin DOT between the I-90 Dresbach bridge project and the Wisconsin State Highway 53/35/I-90 interchange. The DRBC believes this is an opportunity to include bicycle facilities in the planning and development stages of projects in the I90 corridor to improve transportation opportunities between communities on both sides of the river. Both the Wisconsin and Minnesota Department's of Transportation have noted that the current MPO Bicycle and Pedestrian Plans does not include any mention of facilities in the I90 corridor.

DRBC respectfully recommends that the BPAC immediately reconsider including bicycle facilities on the I90 corridor in its long range plan where it crosses the Mississippi River. DRBC also asks that written correspondence be sent to the appropriate Minnesota, Wisconsin and U.S. Department's of Transportation regional representatives, notifying them of the inclusion of I90 bicycling facilities in the Regional Bicycling Plan long range plan. This change in the plan is information that should be included in the planning and execution of upcoming projects on both sides of the river.

DRBC understands that there may be not be an opportunity to fully connect both sides of the river in the immediate future. DRBC also understands that if the requested facilities are not in the Regional Bicycling Plan, then no opportunity will exist even if circumstances where to change. DRBC is not asking for any special status for the I90 facilities other than their inclusion in the Regional Bicycling Plan to take advantage of future opportunities. Failure to include these facilities in the plan will have long term effects on our region's ability to access federal funds and impact future projects.

Further DRBC offers the services of its board and members to the BPAC and both the Wisconsin and Minnesota Departments of Transportation as interested parties and users of these types of facilities. We look forward to working with you in the future on issues surrounding bicycling in our region. DRBC's board and members are working towards getting more people on bikes, more often by advocating for an improved bicycling infrastructure, and a dynamic bicycling culture.

As a member of the technical advisory committee for the Dresbach Bridge project, Tom Faella provided the reasoning behind Mn/DOT's and WisDOT's decision against accommodations on the Dresbach Bridge:

- 1) With the current investment in the Wagon Wheel Trail, the past investment in the Cameron Ave Bridge and the Pike, and the designation of Old 61 and USH 14/61 as the Mississippi River Trail, USH 14/61 became the priority corridor for connecting La Crescent and La Crosse.
- 2) The construction costs and environmental impacts east of the Dresbach Bridge make a bike/ped accommodation on I-90 infeasible.

John Boland voiced his concern for funding priority projects in the area and losing credibility with the DOTs.

After much debate and discussion, Tim Acklin motioned that the BPAC include in the updated bicycle plan that I-90 between USH 14/61 and USH 53/STH 35 be considered as a long-term future bicycle and pedestrian corridor. Sandy Sechrest seconded. Bob Fisher, Tim Tiber, Bill Ferguson, Rachel Hazuga, and Ed West voted in favor and John Boland voted against the motion.

Tim Acklin motioned that a letter be sent to Mn/DOT and WisDOT indicating that the BPAC will include the section of I-90 between USH 14/61 and USH 53/STH 35 as a long-term future bicycle and pedestrian corridor in the updated bicycle plan and that the designs for all projects within this corridor consider bicycle and pedestrian accommodations. Ed West seconded. Bob Fisher, Tim Tiber, Bill Ferguson, Rachel Hazuga, and Sandy Sechrest voted in favor and John Boland voted against.

Tom Faella will write a letter, which will come back to the BPAC in November. He also informed the group that there would be a public meeting in La Crescent in late November or early December. Jackie Eastwood will e-mail everyone with the date and time when known.

3. Discussion of bicycle and pedestrian accommodations in roundabout plan for Riders Club Rd / Sand Lake Rd intersection:

Jarrod Holter presented the up-to-date design for the roundabout at Sand Lake Rd and Riders Club Rd. He stated the original design was a multilane roundabout whereas the new design is a single lane. A 9-ft wide shared-use facility will be installed along the east side of Sand Lake Rd.

Attendees voiced concern over the safety of bikes and peds through the intersection. Tim Mitchell recommended some changes in the proposed design, stating that if roundabouts are designed properly, they work very well.

4. Discussion of 2010-2013 TIP projects on roads with recommendations for bicycle facilities:

This item is forwarded to the next meeting.

5. Updates and information items:

None.

6. Future Agenda Items:

- TIP projects (forwarded).

7. Other business; Adjourn; Next meeting TBA:

Sandy Sechrest motioned to adjourn at 7:55 p.m. Ed West seconded. Bob Fisher, Tim Tiber, and John Boland were in favor. Tim Acklin, Rachel Hazuga, and Bill Ferguson excused.