

## RESOLUTION 5 – 2011

**WHEREAS**, the La Crosse Area Planning Committee (LAPC) approved the *2035 Coulee Region Bicycle Plan* on May 19, 2010, a component of the La Crosse and La Crescent Area *Metropolitan Transportation Plan*; and

**WHEREAS**, said bicycle plan has specific recommendations for bicycle facilities throughout the metropolitan planning area, including the following for the I-90 Dresbach Bridge replacement project known as the “Dresbach Crossing”:

“Because facilities in this corridor have a 50- to 100-year design life, design the capacity for bicycle and pedestrian accommodations into all projects within the I-90 corridor between the Minnesota MRT and USH 53/STH 35 (Exit 3), including the Dresbach Bridge project and its interchange,”

;and

**WHEREAS**, since the Wisconsin Department of Transportation (WisDOT) is planning significant maintenance and upgrade projects in the I-90 Corridor between the Dresbach Bridge and Exit 3, action by the Minnesota Department of Transportation (Mn/DOT) to prepare for future bicycle and pedestrian accommodations and facilities would give the WisDOT more rationale for providing similar accommodations and facilities in Wisconsin; and

**WHEREAS**, the Mississippi River Trail (MRT) and the Great River Road National Scenic Byway are both 10-State designations and exist on both sides of the Mississippi River in Wisconsin and Minnesota within the planning area, and a bicycle facility within the I-90 Corridor would connect these national facilities, as well as improve a connection to the Wisconsin State Trail system and other federally funded bicycle and pedestrian facilities in Wisconsin; and

**WHEREAS**, Mn/DOT after having agreed to include engineering for future accommodation for bicycle and pedestrian use announced, in a letter dated January 21, 2011, without any public meetings or process, that they had decided to NOT include engineering for future bike/pedestrian accommodation sighting, among other refutable matters, ‘cost’ (when it was well within MnDOTs standard of cost for consideration) and “that it was not part of the transportation plan” (which is erroneous), and

**WHEREAS**, both Minnesota and Wisconsin have adopted state laws regarding Complete Streets and since 1991 the U.S. Department of Transportation has clearly articulated that the transportation system be multimodal in nature; and

**WHEREAS**, the project has a design life of 75 years and decisions being made in 2011 will affect multiple generations and decisions being made for the Dresbach Crossing project are already affecting the decision process for the remainder of the I-90 Corridor in Wisconsin to Exit 3; and

**WHEREAS**, the LAPC considers that the public outreach requirements inadequate as part of the Environmental Assessment process for the Dresbach Crossing has been marked by insufficient public meetings and notification as demonstrated by the fact that no public meeting has been held since November 2008 and adequate public participation being the hallmark of the NEPA process and paramount for a project of this magnitude; and

**WHEREAS**, MnDOT has chosen to pursue *final bridge design* prior to publicly sharing the *preliminary design* in a fast tract process referred to as 'risky' (by MnDOT staff) at the 4-11-2011 Bicycle Pedestrian Advisory Committee meeting and without first completing the EA (environmental analysis) and subjecting its findings to public scrutiny and input; and

**WHEREAS**, all federally funded projects including the Dresbach Crossing project must be included in the LAPC Transportation Improvement Program (TIP).

**NOW, THEREFORE, BE IT RESOLVED** that the LAPC hereby formally requests that the Minnesota Department of Transportation adhere to the *2035 Coulee Region Bicycle Plan* by designing the capacity for future bicycle and pedestrian accommodations into the final design for the replacement Dresbach Bridge.

**BE IT FURTHER RESOLVED** that the LAPC requests that the FHWA review and certify that all aspects of the National Environmental Policy Act (NEPA) Environmental Assessment process have been adhered to in the Dresbach Crossing project, and that Mn/DOT and WisDOT adhere to the *2035 Coulee Region Bicycle Plan* for this project and for all future I-90 Corridor Projects as outlined in the *2035 Coulee Region Bicycle Plan*.

**BE IT FURTHER RESOLVED** that the Executive Director communicate with area legislators, local and county officials in Minnesota and Wisconsin, the Governors of Minnesota and Wisconsin, the Minnesota Transportation Commissioner, the Secretary of the Wisconsin Department of Transportation, the FHWA national and regional staff in Minnesota and Wisconsin, the Secretary of the U.S. Department of Transportation, Minnesota DOT District 6 officials, and the Minnesota and Wisconsin State Bicycle and Pedestrian Coordinators that the LAPC expects that Mn/DOT include the design for bicycle and pedestrian accommodations in the Dresbach Crossing project and that MnDOT involve improve its public participation process and involve the public early and often and insure that public participation as required by NEPA for the Dresbach Crossing project is fully adhered to and that the LAPC transportation plans be followed as approved.

LA CROSSE AREA PLANNING COMMITTEE

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Chairperson

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Tom Faella, Executive Director

*Dated: May 18, 2011*