



# La Crosse Area Planning Committee

*Metropolitan Planning Organization  
Serving the La Crosse/La Crescent Urbanized Area*

Tom Faella, Director    Jackie Eastwood, Transportation Planner  
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February 15, 2011

Craig Falkum, P.E.  
District Structures Engineer  
Mn Dept of Transportation, District 6  
2900 48th Street NW  
Rochester, MN 55901

Re: Bicycle/Pedestrian Facility on new I-90 Dresbach Bridge Project S.P. 8580-149

Dear Mr. Falkum:

Thank you for your letter of January 21, 2011 indicating that the Mn/DOT Bridge Office and their bridge consultant have determined that it is not feasible to insert fittings or strengthen one of the new I-90 Dresbach bridges to accommodate a future bicycle/pedestrian facility.

We discussed Mn/DOT's position at the LAPC Bicycle Pedestrian Advisory Committee (BPAC) meeting yesterday and the committee asked me to write to you re-iterating our position as stated in the LAPC's May, 2010 *2035 Coulee Regional Bicycle Plan*.

As stated on page 4-04 of the bicycle plan:

“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.”

The BPAC believes that since the Dresbach Bridge will have a 50- to 100-year design life, the funding to analyze and include design modifications for a future accommodation is cost effective given the changes likely to happen in the greater La Crosse/La Crescent area. Increasing development, population, and the attractiveness of this area as a recreation destination will continue to increase the demand for accommodations on all Mississippi River crossings.

It may be that once the analysis and design is complete, the cost to include bridge enhancements for a future accommodation will be significantly less than the \$10 million quoted in your letter. Preparing for and including design modifications at this time will be much more cost effective than retrofitting them later.

In addition, the BPAC requests that Mn/DOT take a proactive stand toward future bicycle/pedestrian accommodations. Although the Wisconsin DOT has no plans now to fund a facility east of the Dresbach Bridge, progressive action by Mn/DOT may lead WisDOT to include bicycle/pedestrian accommodations in the I-90 corridor when future work is anticipated.

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Letter to Craig Falkum, February 15, 2011, continued.

The BPAC also requests an additional timely public meeting. Although significant decisions have been made by Mn/DOT and its consultants, the most recent public meeting was held in March of 2008. Bicycle advocates request that a meeting to discuss Dresbach Bridge plans with Mn/DOT be scheduled as soon as possible so that their input can be considered in final designs.

Thank you for considering these recent BPAC requests and I look forward to continuing to work with you on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Tom Faella".

Tom Faella, Executive Director

cc (by email): Michael Hoelker, Liz Walton, Kevin Western, Manjula Louis, Dan Prather, Nelrae Succio, Greg Paulson, Jai Kalsy, BPAC