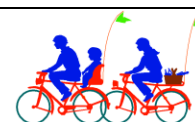


# 2035 Coulee Regional Bicycle Plan



**Table 4-2: Recommended Bicycle Accommodations by Roadway Segment for Holmen & Onalaska Corridors**

Segment	Treatment
<i>Connections between CTH HD and STH 93</i>	
USH 53 between Old Highway 93 and STH 93	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Old Highway 93 between Amsterdam Prairie Rd and USH 53	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Amsterdam Prairie Rd between CTH HD and Old Highway 93	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders.
Bluffview Ct between CTH HD and the Holland Bluff Trail	Sign as a regional bike route. No additional roadway treatments are necessary.
Holland Bluff Trail between Bluffview Ct and Old Highway 93	This portion of the trail should be signed as a regional bike route and should be paved and maintained during the winter for continued bicycle use.
<i>County Roads in the Towns of Onalaska and Holland</i>	
CTH Z between Lytle Rd and STH 35	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This roadway provides access for residents to the Great River State Trail off Lytle Rd and near CTH ZM. Oak Grove Elementary is also on Z.
CTH ZB	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This roadway provides connections to CTH Z and the Great River State Trail.
CTH ZN between CTH Z and Front St	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes. This segment provides an additional connection to the bike route system and the Great River State Trail.
CTH XX between STH 35 and CTH ZN	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and striped travel lanes between STH 35 and Remus Rd. Stripe the travel lanes at 12 ft between Remus Rd and CTH ZN.



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
CTH NA between CTH XX and CTH HD	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders and stripe travel lanes.
CTH OT between Front St/CTH XX/CTH ZN and CTH SN/Sand Lake Rd	When resurfaced, convert CTH OT between STH 35 and USH 53 ramp to a three-lane facility, with travel lanes striped at 12 ft. AADT (6,600 in 2005) is well below the capacity threshold (16,000) for a three-lane conversion. CTH OT provides direct access to the Great River State Trail.  Stripe travel lanes at 12 ft. between Front St and STH 35 and between USH 53 ramp and CTH SN.
CTH S between CTH SS in Onalaska and CTH M in Hamilton	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders. Install Share the Road signage.
<i>CTH MH/McHugh Rd between CTH XX and Holmen Dr N</i>	
CTH XX to Sunrise Ln	No change. This segment currently has 5-ft paved shoulders.
Sunrise Ln to Briggs Rd	When resurfaced, provide 5-ft paved shoulders to provide continuity of treatment.
Briggs Rd to Holmen Dr N	When resurfaced, convert to a three-lane (two through lanes and a center two-way left turn lane) with bike lanes. The AADT is very low (3,700 in 2005) and can easily accommodate a three-lane conversion that would provide the additional width for bike lanes. Because of the presence of Holmen High School on a roadway with higher traffic volumes than found on a local road, this segment merits a higher level of bicycle accommodation.



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
<i>Main St/CTH DH in Holmen between Holmen Dr N and Gaarder Rd</i>	
Holmen Dr N to State St	Parking is currently restricted on the west side of the road. Re-mark bike lane to provide one 5-ft southbound bike lane on the west side and a shared bike/parking lane on the east side. The current bike lane is too narrow for two-way travel and it is not recommended by AASHTO because it encourages wrong-way riding.
State St to Roberts St	Retain parking on both sides and install shared bike/parking lanes. The shared bike/parking lane would be striped 12 ft from the curb and would contain a bike lane symbol.
Roberts St to Gaarder Rd	Remove parking from one side and install bike lane. Install shared bike/parking lane on opposite side.
<i>Additional Local Circulation within Holmen</i>	
Briggs Rd between CTH MH and CTH XX	When reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders with travel lanes striped at 12 ft. This segment provides access to Holmen High by students living in the subdivisions off of Briggs Rd.
Eastwood St / Empire St between Briggs Rd and Holmen Dr S	Sign as a local bike route. Provides an additional connection on a quiet residential street within the local network.
Long Coulee Rd between Main St N and Juniper Ln	Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. As a primary route to Evergreen Elementary, Long Coulee Rd merits a higher level of bicycle accommodation.



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
<p>State St (CTH D) between Main St Deerwood St</p>	<p>The La Crosse County Roadway Plan lists a short-term improvement between Main St and Willann Ct be completed between 2009 and 2014. It calls for the segment to be widened to a three-lane with bike lanes.</p> <p>When resurfaced, provide a minimum of 5-ft paved shoulders between Willann Ct and Deerwood St to continue accommodation from the west. Do not mark as bike lanes, however. The short distance between Deerwood St and the school access drive may encourage children to ride on the wrong side of the street. A trail already exists connecting the subdivision with Deerwood Park south of Viking Elementary, but this trail is closed in the winter. An additional year-round trail that would connect students directly to the school would be optimal.</p>
<p><i>STH 35 from La Crosse County/Trempealeau County boundary to USH 53</i> Install Share the Road signage.</p>	
<p>County boundary to Blackwelder Pl</p>	<p>No change. This segment currently has 8-ft to 10-ft paved shoulders.</p>
<p>Blackwelder Pl to USH 53 intersection in north Holmen</p>	<p>When resurfaced, pave shoulders to at least 5 ft to meet design standards of Facilities Development Manual for the Great River Road. This segment currently has paved shoulders that vary from 3 ft to 4-ft on one or both shoulders.</p>
<p>USH 53 interchange in south Holmen to Poplar St</p>	<p>No change. This segment currently has 8-ft to 10-ft paved shoulders. NOTE: STH 35 runs concurrently with USH 53 between north and south Holmen. USH 53 is considered a freeway and state statute prohibits the use of bicycles.</p>
<p>Poplar St to Main St</p>	<p>This section is programmed to be reconditioned in 2011. Recondition to a three-lane (two through lanes and a center turn lane) with the travel lanes striped at 12-ft and an integral curb to provide 5-ft of bicycle accommodation between the travel lane and the curb. This section would not be marked for bike lanes.</p>

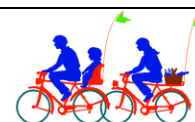


# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
Main St to Oak Forest Dr	This section is programmed to be reconditioned in 2011. Recondition to include two 11-ft inner lanes and two outside lanes striped at 12 ft. Reduce the boulevard widths from 7.5 ft to 6.5 ft to provide 4 ft of pavement between the stripe and the curb to accommodate Class A bicyclists. Do not mark as a bike lane.
<i>CTH HD (Holmen Dr) between STH 35/USH 53 in North Holmen and STH 35/USH 53 Interchange in South Holmen</i>	
USH 53 to McHugh Rd	When resurfaced, pave shoulders to at least 5 ft to continue wide shoulder treatment from STH 35.
McHugh Rd to roughly Cole Ct	When reconstructed, provide at least 5 ft to the right of the stripe of the outside travel lanes. Currently, this urban section is striped at the gutter pan, which provides 12-ft travel lanes and 2 ft to the right of the stripe.
Cole Ct to USH 53	No change. This segment currently has 8-ft to 10-ft paved shoulders.
<i>CTH SN / Sand Lake Rd between Main St S in Holmen and Main St / STH 157 in Onalaska</i> Install Share the Road signage.	
Gaarder Rd / CTH SN east of Main St S to Alpine Ln	Stripe travel lanes at 12 ft.
Alpine Ln to CTH OT	<p>When reconditioned or reconstructed, provide a minimum of 4-ft of paved shoulder to accommodate bicyclists. Stripe the travel lanes.</p> <p>Construct a separated path that connects the subdivision with the school. One option would be to construct a path connecting the southwest corner of the subdivision with the northwest corner of school property adjacent to WisDOT USH 53 right-of-way. Another option would be to construct a path within CTH SN right-of-way between the southeast corner of the subdivision and the northeast corner of school property.</p>



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
CTH OT to CTH S	No change. This section currently has wide, paved shoulders.
CTH S to Redwood St	This section is programmed for reconstruction in 2010. Reconstruct with 5-ft shoulders between the stripe of the travel lane and the curb. Construct an 8-ft sidewalk on each side of the road to accommodate two-way pedestrian and one-way class B/C bicycle traffic.
Redwood St to Well St	No change. This segment currently has bike lanes.
Well St to Main St	Remove parking from one side and install bike lanes. This segment is commercial with a significant amount of off-street parking. Because of the presence of the school at Main St, bike lanes should be installed instead of lesser levels of accommodation such as just striping the travel lane as is currently the case.

***Onalaska Neighborhood Connections***

12 <sup>th</sup> Ave S between Main St in Onalaska and CTH SS	No change between Main St and Wilson St. Currently, this segment has striped travel lanes. Although, this is not optimum, the low volume of parking (few residences) provides little to no conflict between motorists and bicyclists.
	No change between Wilson St and CTH SS. This segment currently has bike lanes.
East Ave between CTH SN/Sand Lake Rd and Quincy St	Stripe travel lanes at 12 ft between CTH SN and Mason St.
	Remove parking from one side and install bike lane and install shared bike/parking lane on other side of street between Mason St and Spruce St. Because this segment provides connections with the YMCA and Northern Hills Elementary, it merits a higher level of bicycle accommodation.
	Install sharrows with parking between Spruce St and Quincy St. The roadway is too narrow to provide a higher level of accommodation unless parking is removed from both sides.



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
<b>Riders Club Rd</b> between STH 35 to Sand Lake Rd	<p>No change. Currently the travel lanes are striped at 12 ft. Although, this is not optimum, the low volume of parking (mainly event-based at the Omni Center) provides little to no conflict between motorists and bicyclists.</p> <p>Provide “Bicycle Crossing” signage on STH 35. Construct a path connecting STH 35 to Sunset Vista Rd for direct access to the Great River State Trail.</p> <p>The intersection at Sand Lake Rd will be reconstructed with a roundabout. Raised and colored crosswalks should be installed to further slow traffic and alert motorists to bicyclists and pedestrians crossing.</p>
<b>Quincy St</b> between STH 35 to Sand Lake Rd	<p>Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. Because this segment provides connections with the Onalaska Middle School and Northern Hills Park, it merits a higher level of bicycle accommodation.</p> <p>Provide “Bicycle Crossing” signage on STH 35. Construct a path connecting Quincy St to the access path to the Great River State Trail.</p>
<b>Wilson St</b> between 3 <sup>rd</sup> Ave S and Oak Forest Dr	<p>Install sharrows. The presence of schools would normally warrant a higher level of bicycle accommodation such as bike lanes, but with the demand for parking and the schools being high schools with older students, sharrows should provide an adequate level of accommodation.</p>
<b>Oak Forest Dr</b> between Wilson St and Main St	<p>Stripe travel lanes at 12 ft and sign as a local bike route.</p>
<b>Oak Forest Dr</b> between Hilltopper Dr and Oak Ave S & Oak Ave S between Oak Forest Dr and 3 <sup>rd</sup> Ave S	<p>Sign for the Great River State Trail.</p>



# 2035 Coulee Regional Bicycle Plan



**Table 4-2 (continued)**

Segment	Treatment
3 <sup>rd</sup> Ave S between Oak Ave S and Main St	Remove parking from one side and install bike lane. Install shared bike/parking lane on other side. As the proposed urban routing for the Great River State Trail, the potential for class B/C cyclists to use this segment is high and, therefore, warrants a higher level of bicycle accommodation. It will also connect into the planned bike lanes scheduled for installation in 2009.
Oak Ave S between Oak Forest Dr and Enterprise Ave	Install bike lanes between Oak Forest Dr and 500 ft south of Oak Forest Dr. No change south of here. The City installed bike lanes in 2009.
CTH PH West	Sign as local bike route. This route currently connects Crossing Meadows to the east side neighborhoods and STH 16 commercial area via the Crossing Meadows Trail under I-90.
CTH PH from STH 157 to Theater Rd	Sign as a local bike route only. This road currently has wide, striped shoulders.
<i>Main St in Onalaska between STH 35 and STH 16</i>	
STH 35 to 6 <sup>th</sup> Ave N	Install bike lanes. This segment is wide enough to install bike lanes without impacting parking. The segment between 2 <sup>nd</sup> Ave and 3 <sup>rd</sup> Ave is planned to receive bike lanes as part of the Great River State Trail Connector project.
6 <sup>th</sup> Ave N to 11 <sup>th</sup> Ave N	Retain parking and install shared bike/parking lanes.
11 <sup>th</sup> Ave N to Sand Lake Rd	Install curbside sharrows.
Sand Lake Rd to Theater Rd	Install curbside sharrows. Although parking is already restricted along here, the roadway width is too narrow to accommodate four travel lanes and bike lanes.  The study of Main St through the USH 53 and Green Coulee Rd intersections should include consideration of a four-lane-to-three-lane conversion option. This option should be studied for Main St from Sand Lake Rd to Market Pl.



# 2035 Coulee Regional Bicycle Plan



Table 4-2 (continued)	
Segment	Treatment
Theater Rd to Market Pl	Study the option of a four-lane-to-three-lane conversion.
Market Pl to STH 16	Install “Share the Road” and “Bikes May Use Full Lane” signage at approach to STH 16.
<i>Midwest Dr Commercial Connections</i>	
<b>Midwest Dr</b> between Theater Rd and Market Pl	Restrict parking and install bike lanes. This area is commercial with abundant off-street parking.
<b>Market Pl</b> between Midwest Dr and Main St (CTH OS)	Install curbside sharrows.
<b>Theater Rd</b> between Main St (CTH OS) and STH 16	Install bike lane placards in the existing bike lanes between Main St (CTH OS) and CTH PH.  Install “Share the Road” and “Bikes May Use Full Lane” signage on approach to STH 16 between CTH PH and STH 16.
<i>Onalaska Trail Connections</i>	
Esther Dr Trail	Construct a bicycle/pedestrian “bypass” trail that begins at Main St behind Kwik Trip, connects to Sandalwood Park and Esther Dr., travels on-road along Esther Dr to Germann Ct, and then continues off-road again to connect to Theater Rd and Midwest Dr.
Sand Lake Rd Bypass Trail	Construct a trail along the utility easement between Main St near Greens Coulee Rd and Riders Club Rd.

Recommended bicycle accommodations illustrated on the map for French Island and Enterprise Ave south are discussed in [Table 4-5](#) and illustrated in [Map 4-4](#) for North La Crosse and French Island. Recommended accommodations within the STH 16 corridor are addressed in [Table 4-3](#) and [Map 4-2](#) for West Salem and the STH 16 corridor between Onalaska and West Salem.

