

# 2035 Coulee Regional Bicycle Plan



## RECOMMENDED ON- AND OFF-ROAD FACILITIES FOR WEST SALEM AND THE STH 16 CORRIDOR BETWEEN ONALASKA AND WEST SALEM

### *Detailed Recommendations by Roadway*

Table 4-3 describes the recommended off-road trails and on-road treatments and Map 4-2 illustrates the recommendations for the Village of West Salem and the STH 16 corridor to CTH B and Conoco Rd. Please note that these are preferred treatments. If recommendations that remove parking prove to be too contentious or infeasible, please refer to Table 4-1 for alternative treatments.

**Table 4-3: Recommended Bicycle Accommodations by Roadway Segment for West Salem & STH 16 from West Salem to CTH B**

Segment	Treatment
<i>County Roads Connecting Holmen &amp; West Salem (CTH D, CTH W, and CTH M)</i> Install Share the Road signage.	
CTH D between Deerwood St in Holmen and CTH W; CTH W between CTH D and CTH M; CTH M between CTH W and STH 16 in West Salem	When reconditioned/reconstructed, provide a minimum of 4-ft paved and striped shoulders. This route provides the most direct route between Holmen and West Salem and is a segment of some of the classic bike rides. Roadway improvements south of Gills Coulee Rd should be prioritized ahead of improvements to the rest of the alignment because CTH M serves to connect the subdivisions to the north of West Salem to West Salem. The bridge over the La Crosse River on CTH M is too narrow to safely accommodate bicycles and motor vehicles and should be widened to include wide shoulders.
<i>County Roads Connecting West Salem &amp; La Crosse</i> Install Share the Road signage.	
CTH M between STH 16 in West Salem and CTH B in Hamilton	CTH M alternates between accommodating bicycles on wide, paved shoulders on bridge structures to lacking paved shoulders along most connecting sections. When segments of CTH B are scheduled for resurfacing, provide a minimum of 4-ft paved shoulders.  Provide enhanced signage at the approach to STH 16 with "Bikes May Use Full Lane."



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**Table 4-3 (continued)**

Segment	Treatment
<p><b>CTH B</b> between CTH M in Hamilton and STH 16 / Conoco Rd in La Crosse</p>	<p>When CTH B between CTH M and CTH O is reconditioned/reconstructed, provide a minimum of 4-ft paved shoulders. CTH B currently has wide, paved shoulders between CTH O and Sablewood Rd and undesignated bike lanes between STH 16 and Greenwood Dr. When the segment between Greenwood Dr and Sablewood Rd is resurfaced in 2010, the travel lanes should be striped for undesignated bike lanes.</p> <p>Provide directional signage to the 3-Rivers Trail at STH 16.</p>
<p><i>County &amp; State Roads Connecting Mindoro to Holmen &amp; West Salem (CTH D &amp; STH 108)</i> Install Share the Road signage.</p>	
<p><b>CTH D</b> between CTH W in the Town of Onalaska and STH 108 in Mindoro; <b>STH 108</b> between CTH D in Mindoro and STH 16 in West Salem</p>	<p>Although, most of the area through which these alignments pass is out of our planning area, residents of the Town of Farmington asked to be included in the regional bike routing system. As segments of the Classic Rides bicycle touring routes and as the most direct connections between Mindoro and Holmen and Mindoro and West Salem, these roads should be improved to include a minimum of 4-ft wide paved and striped shoulders if feasible.</p>
<p><i>Connections within West Salem</i></p>	
<p><b>Elm St</b> between CTH M and Mill St S</p>	<p>When reconstructed, remove parking where permitted and install bike lanes.</p>
<p><b>Mill St</b> between Elm St E and Jefferson St E</p>	<p>Sign as a bike route only; no additional roadway treatment.</p>
<p><b>Jefferson St E</b> between Mill St S &amp; Rhyme St</p>	<p>Stripe the travel lanes between Mill St and City Loop at 12 ft. When the segment between City Loop and Rhyme St is reconditioned or reconstructed, provide a minimum of 4-ft paved and striped shoulders.</p>
<p><b>CTH B</b> between Rhyme St and the planning area boundary</p>	<p>When reconditioned or reconstructed, provide a minimum of 4-ft paved and striped shoulders.</p>



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**Table 4-3 (continued)**

Segment	Treatment
<b>Heritage Blvd</b> between Vets Park trail entrance and Meadow Ln	Sign as a bike route only; no additional roadway treatment.
<b>Meadow Ln</b> between Heritage Blvd and Waterloo Ave	Sign as a bike route only; no additional roadway treatment.
<b>Waterloo Ave</b> between Meadow Ln & CTH M	Sign as a bike route only; no additional roadway treatment.
<b>Franklin St</b> between CTH M & West Ave N	Remove parking from both sides and install bike lanes
<b>West Ave</b> between Elm St W and Brickl Rd	Remove parking from both sides and install bike lanes between Elm St W & Garland St W and between Commerce St to the trailer park entrance. Install sharrows with parking between the trailer park entrance & Brickl Rd to accommodate some of the businesses on Brickl Rd. Northern Engraving has a large parking lot that could be used for shared parking.  Install “Bikes May Use Full Lane” signage on the approaches to STH 16.
<b>Brickl Rd</b> between CTH M and STH 16	Remove parking from both sides and install bike lanes. Install “Bikes May Use Full Lane” signage on the approaches to STH 16. Replace the standard pedestrian signals with countdown signals.
<b>Hamlin St W</b> between STH 16 and Mark St N	Remove parking from both sides and install bike lanes to accommodate students. Install “Bikes May Use Full Lane” signage on the approach to STH 16.
<b>Mark St N</b> between Tilson St E & Garland St	Remove parking from both sides of the road and install bike lanes to accommodate students biking to school.
<b>Tilson St E</b> between Mark St N and the paved section of Tilson	Sign as a local bike route only. This currently unpaved section of road provides a direct connection to Lake Neshonoc and a proposed trail within a La Crosse County easement along Lake Neshonoc. Development is likely to occur on both sides of this roadway as the County develops its property.



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**Table 4-3 (continued)**

Segment	Treatment
<b>Garland St</b> between West Ave N & Linse Rd	<p>Between West Ave N and Leonard St N, remove parking from one side and install a bike lane on that side and a shared bike/parking lane on the other side.</p> <p>Between Leonard St N and the end of Garland St, remove parking from both sides and install bike lanes. Continue the bike lane treatment on Garland St to Linse Rd when the new road is constructed during the land development process as recommended by the La Crosse County Roadway Plan.</p>
<b>Leonard St</b> between STH 16 and Elm St	<p>Install shared bike/parking lanes between Elm St and Franklin St and remove parking from one side of the street between Franklin St and Lewis St for bike lanes. Install bike lane (Begin Bike Lane) near STH 16 for southbound bicyclists. The northbound bicycle lane would be ended at Lewis St allowing bicyclists to merge into the appropriate turn lane at STH 16.</p>
<b>Memorial Dr</b> between Leonard St S & Mill St S	<p>This section of road has been recommended in the Pathways enhancement project to be converted to a pedestrian mall with bicycle parking.</p>
<b>Neshonoc Rd</b> between Garland St E and Jefferson St E	<p>When resurfaced, provide 4-ft striped and paved shoulders between Garland St E and the overpass. The overpass itself, which ends at Jefferson St, currently has wide shoulders to accommodate bicyclists.</p>

***West Salem Trail Connections***

La Crosse River State Trail / Industrial Dr trail connection	<p>Children from Bangor often bike to West Salem on the state trail to go to the pool and library. This trail connection would allow children a shorter and safer means of accessing these destinations. If the segment of rail line crossed by the trail is within a Quiet Zone, the crossing itself as well as special safety measures would need to be approved by the FRA.</p>
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**Table 4-3 (continued)**

Segment	Treatment
West Salem La Crosse River Trail	This recreation trail is recommended in the La Crosse County Comprehensive Plan. It would follow within La Crosse County easement along Lake Neshonoc, travel along STH 108 to the north side of the La Crosse River, and then follow along the north bank of the La Crosse River to Old County Road B where it crosses the river to continue south to Veteran’s Park.
West Salem La Crosse River Trail Connector	This trail would connect the proposed river trail and the subdivisions north of the river via a bridge to West Salem at the trailer park.
Vets Park/N Kinney Coulee Rd Trail Connection	This trail would connect Vets Park in West Salem to N Kinney Coulee Rd in Hamilton. The slopes through here can be substantial, but it would provide a direct transportation route between West Salem, planned subdivisions, and Onalaska.

***STH 16 Corridor from CTH B/Conoco Rd in La Crosse to the Planning Area Boundary in Hamilton***

CTH B to Landfill Rd	No on-road bicycle treatments recommended. Recommended improvements through the corridor include intersection improvements (signage and crosswalks) and the construction of sidewalks and trail connections. Sidewalks should be a minimum of 8-ft wide (10-ft preferable) to accommodate both bicycle and pedestrian travel and should include the sign “Bikes Yield to Pedestrians.” Crosswalks should be ladder-style for enhanced visibility.
STH 16 Sidepath Access to Mall	The current sidepath has no access points into the mall area other than at STH 157, Braund St, and Theater Rd. These locations are completely auto-dominated and do not lend themselves easily to the safe access of bicycles or pedestrians into the mall area. The two locations recommended for trail connections provide safer links between the trail and the internal circulation of the mall area.



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**Table 4-3 (continued)**

Segment	Treatment
STH 16 / 12 <sup>th</sup> Ave overpass	As a result of the reconstruction of the STH 16 overpass of 12th Ave S, the sidepath is detoured down into Holiday Heights. A prominent desire line north of the bridge illustrates that bicyclists and pedestrians are traveling on the bridge. If allowed, the east shoulder should be protected by a barrier and used as the continuation of the sidepath. Trail crossing signs should be installed at the start of the free-flow lane and at the crossing, alerting motorists to the presence of bicyclists and pedestrians. Install cut-throughs in the median to allow bicyclists passage without ramping the curb or veering toward vehicles entering STH 16.
STH 157 / STH 16 intersection	The sidewalk system in the northwest sector of the intersection should be completed. Sidewalks at least 8-ft wide should be installed on the north of STH 157 between CTH PH and STH 16 and on the west of STH 16 between STH 157 and the access rd to the strip mall. A painted crosswalk and pedestrian activated light should be installed at STH 157 and CTH PH to assist the safe crossing of APAC and other workers across STH 157. Another crosswalk and pedestrian activated light at the north leg of the intersection should be installed when the sidewalk is installed to provide a safe connection between the proposed sidewalk on the west side and the sidepath on the east side of STH 16.
Braund St / Theater Rd intersections	No recommended improvements to the intersections. The City of Onalaska has added crosswalks and pedestrian activated lights to the west and south approaches of each intersection. A minimum of 8-ft wide sidewalks should be installed on the west side of STH 16 from STH 157 to Pralle Rd.
Pralle Rd/S Kinney Coulee Rd intersection	An 8-ft sidewalk should be installed along the west side of Pralle Rd to provide access to the bus stop and the local businesses. A crosswalk and pedestrian activated signal should be installed at the west approach of STH 16 to connect the sidewalk system on S Kinney Coulee Rd and the sidepath to the proposed sidewalks on the north side of STH 16.



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**Table 4-3 (continued)**

Segment	Treatment
STH 16 Sidepath Extension	The existing sidepath would be extended from its current terminus near S Kinney Coulee Rd out to Landfill Rd. The City of Onalaska submitted an enhancement application in 2008 for this segment; however, it was not funded. The major considerations for this segment is crossing two interstate ramps and squeezing between the footings of the I-90 overpass.
STH 16 / I-90 eastbound ramp	When the trail is constructed, post a trail crossing warning sign ahead of the trail along the right turn lane and a trail crossing sign at the trail. This ramp is controlled by a signal, which could be modified to include a pedestrian activation if user counts warrant. Use colored pavement for the trail crossing to further enhance the crossing.
STH 16 / I-90 westbound ramp	Same as above. Because this is a free-flow lane onto the interstate, a stop sign for trail users should be installed.
STH 16 / I-90 off-ramp	When the trail is constructed, the I-90 approach to this signalized intersection should be signed with a trail crossing warning sign ahead of the trail and a trail crossing sign at the trail. Use colored pavement for the trail crossing.
STH 16 / CTH OS / N Kinney Coulee Rd intersection	The existing crosswalk across the east approach should be repainted as a ladder-style for improved visibility. When the trail is constructed, post a trail crossing sign at the trail. A pedestrian activated light and a crosswalk should be installed to cross N Kinney Coulee Rd.
Other intersections with proposed sidepath	Install trail crossing signs and use colored pavement for trail crossing enhancement.
Landfill Rd to Gills Coulee Rd	WisDOT plans to widen this facility in 2015 to 4-lanes, with 10-ft paved shoulders. Install Share the Road signage.



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**Table 4-3 (continued)**

Segment	Treatment
Onalaska-to-West Salem STH 16 Sidepath (Landfill Rd to west side of bridge near Vet's Park)	This shared-use facility would be constructed on the south side of the highway within STH 16 right-of-way during the expansion of STH 16 from a two-lane facility to a four-lane facility in 2015. A new bicycle/pedestrian bridge over the La Crosse River will be needed to connect the terminus of the trail with the Veterans Park trail.
Gills Coulee Rd to Veteran's Park	This section is currently 4-lane; however, it does not have wide shoulders to accommodate bicyclists. As part of the 4-lane project, WisDOT may widen this section to include 10-ft paved shoulders to accommodate stopped motorists and bicyclists. Because the state project will end west of the bridge over the La Crosse River, a new bicycle/pedestrian bridge will be needed to connect the terminus of the trail with the Veterans Park trail.
Veteran's Park to end of urban section (just east of the La Crosse River east of the Village)	When this urban section is reconstructed, provide wide, striped shoulders for undesignated bike lanes.
End of urban section to planning area boundary	When this rural section is reconstructed, provide wide, striped shoulders.
<b>Other Connections to STH 16</b>	
<b>Landfill Rd</b> between STH 16 and Berlin Dr	Sign as a local bike route; no additional roadway treatment.
<b>Berlin Dr</b> between Landfill Rd and Luoyang Ave	Stripe the travel lanes at 12 ft to accommodate undesignated bike lanes. Sign as a local bike route.
<b>Luoyang Ave</b> between Berlin Dr and N Kinney Coulee rd	Stripe the travel lanes at 12 ft to accommodate undesignated bike lanes. Sign as a local bike route.
<b>N Kinney Coulee Rd</b> between STH 16 and its terminus in the Town of Hamilton	Stripe the existing paved section at 12 ft for undesignated bike lanes. When reconditioned/reconstructed, improve the unpaved section to include 4-ft striped and paved shoulders.



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**Table 4-3 (continued)**

Segment	Treatment
<b>S Kinney Coulee Rd</b> between STH 16 and Valley Vue Dr	Convert the segment between STH 16 and the Gundersen Lutheran Clinic drive from a 4-lane facility to a 3-lane facility with bike lanes. Provide “Bikes May Use Full Lane” signage on the approach to STH 16. When reconditioned/reconstructed, provide a minimum of a 4-ft paved shoulder between the Clinic drive and Valley Vue Dr.
<b>Access Rd / Pralle Rd</b>	Although the access to the Pralle Center Mall is not a city road, curbside sharrows should be installed to provide continuity in the bicycle system and safer access to the amenities of this commercial area by workers on S Kinney Coulee Rd. Enhanced signage alerting motorists that “Bicycles May Take Lane” should be installed at the approaches to the STH 16 intersection.

Recommended bicycle facilities for Onalaska illustrated in [Map 4-2](#), but not discussed in Table 4-3, are discussed in detail in [Table 4-2](#) and are better illustrated in [Map 4-1](#). Facilities illustrated south of West Salem and the STH 16 corridor are discussed in [Table 4-4](#) for rural La Crosse.

### *Recommended Short-Range Projects*

The recommended pilot project for West Salem involves striping both sides of **Leonard St** between **Elm St** and **Franklin St** at 12 ft from the curb and installing bicycle lane symbols for shared bike/parking lanes.

