

2035 Coulee Regional Bicycle Plan



RECOMMENDED ON- AND OFF-ROAD FACILITIES FOR LA CRESCENT

Detailed Recommendations by Roadway

Table 4-7 describes the recommended off-road trails and on-road treatments and Map 4-7 illustrates the recommendations for the city and township of La Crescent and the township of Dresbach. 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 4-7: Recommended Bicycle Accommodations by Roadway Segment for La Crescent

| Segment | Treatment |
|--|--|
| <i>Major U.S. and State Highway Connections to La Crescent</i> | |
| TH 14/61 Corridor between CSAH 12 in Dakota and through the I-90 Dresbach Bridge and interchange | <p>Because TH 14/61 runs concurrently with I-90 in Dakota and down to the I-90 Dresbach Bridge, bicycles are not allowed on the roadway. River St and Riverview Dr in Dresbach, which run parallel to I-90 / TH 14/61, are currently signed as a bike route. They are also part of the Mississippi River Trail (MRT) in Minnesota. Install new bike route signage along River St and Riverview Dr between CSAH 12 and Old Highway 61. Old Highway 61, which also runs parallel to I-90 / TH 14/61 serves as an off-road segment of the MRT between Riverview Dr and the entrance to the Dresbach Welcome Center (rest area).</p> <p>Reconstruction of the I-90 interchange should include safe accommodation for bicyclists to access the rest area, Old 61 (MRT), and the shoulders of TH 14/61 (south of I-90). Provide no less than 6-ft shoulders on low-speed roads in the vicinity of the rest area and 10-ft shoulders on ramps and roadway segments whose operating speeds exceed 50 mph. Install Share the Road signage on approaches to rest area and on TH 14/61. Provide a pedestrian-activated signal or a grade-separated facility for safe crossing of TH 14/61. Install sharrow symbols within the roundabout if designed. Bicyclists should not cross free-flow lanes at-grade. ↓</p> |



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Table 4-7: (continued)

| Segment | Treatment |
|---|--|
| I-90 Dresbach Bridge | 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. |
| TH 14/61 between the I-90 interchange and MN 16 | No change to the roadway. This segment currently has wide, paved shoulders. Install Share the Road signage. Install cameras for bicycle detection in the CSAH 6 / TH 14/61 / MN 16 intersection. (See <i>Trail Connections</i> for discussion of a proposed trail east of TH 14/61.) |
| TH 14/61 between CSAH 6 / MN 16 intersection and the west end of the West Channel Bridge | Provide skip-dash pavement markings through northbound free-flow lane to intersection on westbound TH 14/61. Install “Begin Right Turn Lane Yield to Bikes.” Share the Road signage was installed in 2009. |
| MN 16 between TH 14/61 and the planning area boundary | No change to the roadway. Maintain wide, paved shoulders. Install Share the Road signage. |

Regional County Road Connections

| | |
|--|---|
| CSAH 1 between the planning area boundary and the La Crescent city limits | When reconditioned/reconstructed, provide at least 4-ft of paved shoulder if feasible. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage. |
| CSAH 29 between the La Crescent city limits and 11 th St S | No change. This segment currently has bike lanes. Install Share the Road signage. |



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Table 4-7: (continued)

| Segment | Treatment |
|--|---|
| CSAH 6 between the planning area boundary and Elm St | <p>When reconditioned/reconstructed, provide at least 4-ft of paved shoulder if feasible between the planning area boundary and Pine Creek Rd. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage.</p> <p>Install bike lanes between Pine Creek Rd and Elm St. Remove parking from one side of 7th St between Elm St and CSAH 25.</p> |
| CSAH 25 between the planning area boundary and CSAH 6 | <p>When reconditioned/reconstructed, provide at least 4-ft of paved shoulder, if feasible, between the planning area boundary and Crescent Ave. This roadway has many topographical constraints that may preclude widening beyond the current 2-ft paved shoulder. Stripe the travel lanes, but do not mark as bike lanes. Install Share the Road signage.</p> <p>Install bike lanes between Crescent Ave and CSAH 6.</p> |
| Local Circulation in La Crescent | |
| Main St between Elm St and N Chestnut St | Modify the current diagonal parking to accommodate back-in-only diagonal parking and install bike lanes. |
| 3 rd St S between Elm St and TH 14/61 | <p>Convert 3rd St between Elm St and Walnut St to a 3-lane roadway with bike lanes.</p> <p>Install curbside sharrows between Walnut St and TH 14/61 / MN 16.</p> |
| 11 th St S between Elm St and Lancer Blvd | Remove parking from both sides and install bike lanes. This segment provides a direct connection with Lancer Blvd and the La Crescent High School. |
| 14 th St S between Skunk Hollow Rd and TH 14/61 | <p>Install bike lanes. Parking is currently restricted between La Crescent High School and TH 14/61.</p> <p>Remove parking from one side of the road west of the high school to Skunk Hollow.</p> |
| Skunk Hollow Rd between CSAH 25 and 14 th St S | Stripe the roadway for 12-ft shared bike/parking lanes. |

