

# 2035 Coulee Regional Bicycle Plan



## 2.0 Public Process

This chapter addresses the public involvement activities undertaken during the planning process for the regional bicycle plan. Section 2.1 discusses the role the Bicycle and Pedestrian Advisory Committee (BPAC) played in the development of this plan and the 1994 plan. Section 2.2 discusses the public workgroup meetings designed to make and modify recommendations for bicycle treatments on roadways. The last section on data collection discusses the survey activities undertaken to support the engineering recommendations discussed in chapter 4.

### 2.1 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) for the La Crosse Area Planning Committee is the longest standing committee devoted to bicycle and pedestrian issues in Wisconsin. While most bicycle and pedestrian committees are ad hoc (formed for a particular purpose and then dissolved), the BPAC was formed as a permanent technical committee of the LAPC Policy Board. It serves as a peer committee to two other LAPC technical committees: the Technical Advisory Committee (TAC) and the Transit Coordinating Council (TCC).

During this update process, the BPAC has served as the forum for evaluation of the existing plan and the development of goals, policies, and recommendations for the updated plan. A joint meeting of the BPAC and TAC produced the engineering and development policies included in this Plan.

### 2.2 Public Workgroup Meetings

LAPC staff conducted six public workgroup meetings. The first meeting was designed to provide input on goals and objectives for



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bicycling in the region. (These goals are different from the plan and plan process goals listed in chapter 1.) These goals and objectives can be found in both chapter 4 and appendix C.

The subsequent five workgroup meetings were designed to encourage feedback on recommended on- and off-road bicycle facilities in the planning area. Each meeting concentrated on a different region of the planning area and was held at a location within that region. The feedback was incorporated into the recommendations to create maps and summaries of preferred treatments. Appendix C provides a summary of each workgroup meeting.

## 2.3 Data Collection

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LAPC staff coordinated two major data collection activities: 1) a survey of property owners within the STH 16 corridor between Onalaska and West Salem and 2) a count of bicyclists on segments of significant roads at major intersections. The purpose of the survey was to determine the desire for a shared-use path within the STH 16 right-of-way between Onalaska and West Salem. The results revealed an overwhelming interest and excitement at the prospect.

The purpose of the bicyclist counts was to provide hard numbers to justify the recommended bicycle treatments on our major roads. The counts indicate that our major roads (excluding I-90 and the freeway portion of USH 53, which prohibit bicycles) are being used quite heavily by bicyclists. The trend indicates that the majority of bicyclists are riding on the sidewalks. Some ride on the sidewalk along congested roads and on the street on more local, low volume roads.

The results of these two activities are discussed in detail in appendix C. Chapters 3 and 4 discuss the results where relevant.

