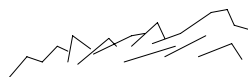
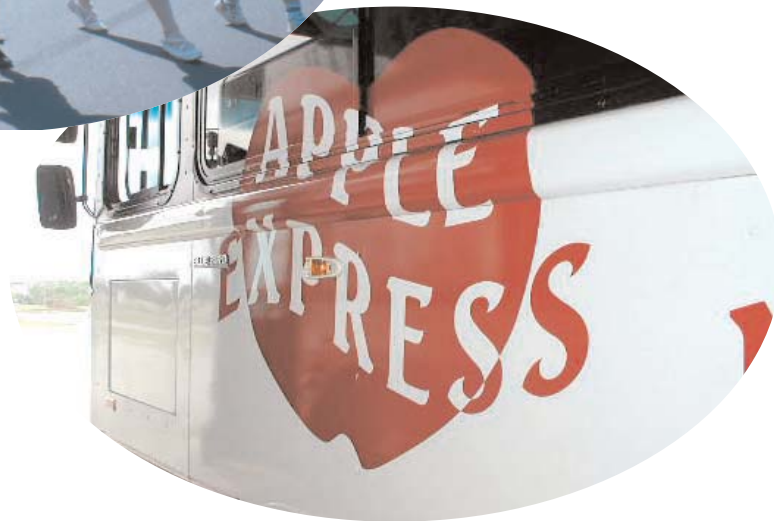


LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE AND PEDESTRIAN PLAN



J A N U A R Y
2 0 0 4



prepared by:
Charlier Associates, Inc.

Preface

As part of the long-range transportation planning process, the La Crosse Area Planning Committee (LAPC) commissioned Charlier & Associates to update the bicycle/pedestrian and transit elements of the *Long-Range Transportation Plan for the La Crosse Area*. These updates included a bicycle and pedestrian plan for the City of La Crescent, and a multi-modal transit plan for the La Crosse area.

These plans—in both their draft and final versions—were sent out for review to the Minnesota and Wisconsin Department’s of Transportation (DOT) and Federal Highway Administrations (FHWA). After reviewing these documents, the DOTs and FHWAs sent comments to the LAPC, who subsequently relayed them to the consultant. Appendix A includes a summary of the comments made by Minnesota DOT and FHWA, and Wisconsin DOT and FHWA that, due to time constraints, the consultants were unable to incorporate.

These plans have been accepted as interim plans during the long-range transportation planning update process and, as such, have been incorporated into the *Long-Range Transportation Plan for the La Crosse Area*. The LAPC will continue to work on and update these plans, as well as the existing highway, transit, and bicycle/pedestrian elements of the Long-Range Plan.

TABLE OF CONTENTS

1. Introduction	1
2. Corridor A	9
3. Corridor B	15
4. Corridor C	23
5. Strategic Implementation	27



This page left blank intentionally.



LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE & PEDESTRIAN PLAN



1. INTRODUCTION

1. INTRODUCTION



The City of La Crescent, MN, and the La Crosse Area Planning Committee (LAPC), along with trail advocacy groups such as Southeastern Minnesota Association of Regional Trails (SMART) and Houston County Trails, have had continual discussions for developing bicycle/pedestrian facilities in La Crescent and the surrounding vicinity.

Specific non-motorized projects that have been proposed for the La Crescent community have been addressed in varying degrees of detail within the following documents:

- ⇒ *Bicycle/Pedestrian Element: A Component of the Regional Transportation Plan*, La Crosse Area Planning Committee, November 1994
- ⇒ *Comprehensive Park and Recreation Plan*, City of La Crescent, 1994
- ⇒ *City of La Crescent Comprehensive Plan*, May 1999
- ⇒ *ATP-6 Enhancement Application for the Wagon Wheel Trail*, as submitted to Mn/DOT, February 2003

Each of the bicycle/pedestrian projects identified in these local and regional plans was included for additional study and refinement as part of the planning process for this *La Crescent Bicycle/Pedestrian Plan*. In spring 2003, the consulting firm of Charlier Associates, Inc. of Boulder, CO, was hired to develop this plan in conjunction with a Multi-Modal Transit Plan for the LAPC region. This bike/ped plan is intended to move specific projects out of the conceptual planning stage and into implementation.



figure 1.1
Corridor B working group.



figure 1.2
Leadership by Mayor Poellinger.



PUBLIC INPUT

More than 40 people participated in a public workshop led by Charlier Associates on July 21, 2003 to identify needs and desired types of bicycle and pedestrian facilities within the City of La Crescent, as well as connecting the community into a multi-state trail network. All projects listed in previous planning efforts were presented to workshop participants for discussion and consideration. New ideas were also generated. After a prioritization exercise, participants at the work session identified the following list of projects for the consultants to further explore and develop.

Safety for all modes in all projects was the over-riding theme, with the top bicycle/pedestrian needs identified as:

- 1) Enhanced connections between La Crescent and La Crosse, WI (Corridor B)
- 2) Connection to the Root River State Trail in Houston, MN (Corridor C)
- 3) Accommodation in the Mn/DOT Highway 14/61/16 Entrance Project (All)
- 4) Facilities for both Type A and Type B/C cyclists (All)
- 5) Connection to Winona, MN (Corridor C)

A second public workshop was held October 20, 2003, to solicit input on the draft La Crescent Bike/Ped Plan. Attended by 30 people, the participants further prioritized plan recommendations, with the top projects identified as:

- 1) Funding and construction of the Wagon Wheel Trail (Corridor B)
- 2) On-going coordination with Mn/DOT for signalization of crossings of US14/61/Mn16 (All)
- 3) Feasibility study for modifications to the West Channel Bridge (Corridor B)
- 4) On-going multi-jurisdictional coordination for trail routing along MN16 south to Miller's Corner (Corridor C, section 3)
- 5) Funding and construction of a trail in La Crescent from S. 14th Street to the Wagon Wheel Trail (Corridor C, section 2)
- 6) On-going multi-jurisdictional coordination to plan and develop trail from Miller's Corner west to Houston (Corridor C, section 4)

Other needs, such as completing missing segments of the City's pedestrian sidewalk system, were also discussed but were not group priorities. Key person interviews conducted by the consultants as part of the planning process yielded similar results. Therefore, the detailed focus of the remainder of this plan is on the identified desires of the local and regional community in an effort to create a financially constrained plan that meets their needs.

It should also be noted that bicycle lane striping on N. Elm and Seventh Streets (Corridor A) was also discussed in detail at both public workshops. Since infrastructure improvements in these corridors are eminent, the bicycle/pedestrian consultants coordinated with the City and County on recommended improvements as an incidental part of these projects. They were thus not included in the list of longer-term projects to be prioritized, but are addressed in detail as Chapter 2 of this plan.



REGIONAL COORDINATION

An additional priority that came out of the July 21 public workshop is the need for La Crescent to take on a leadership role in planning for bicycle/pedestrian projects that extend outside of the City limits. La Crescent is the largest community in Houston County and stands to benefit greatly from having several regional trail projects converge within its boundaries. Therefore, the City of La Crescent and local bicycle/pedestrian advocates should continue to coordinate and implement the planning process for larger regional trail projects.

Such effort may build off of the work undertaken by the plan consultants to conduct key person interviews and extend personal workshop invitations to staff of affected agencies, and assemble a database of contact information for interested parties, as maintained by LAPC staff. Several agencies have interest in the planned projects and are willing to be involved in a supporting role. Key parties that will need to actively participate in such multi-jurisdictional coordination are depicted in Figure 1.3.

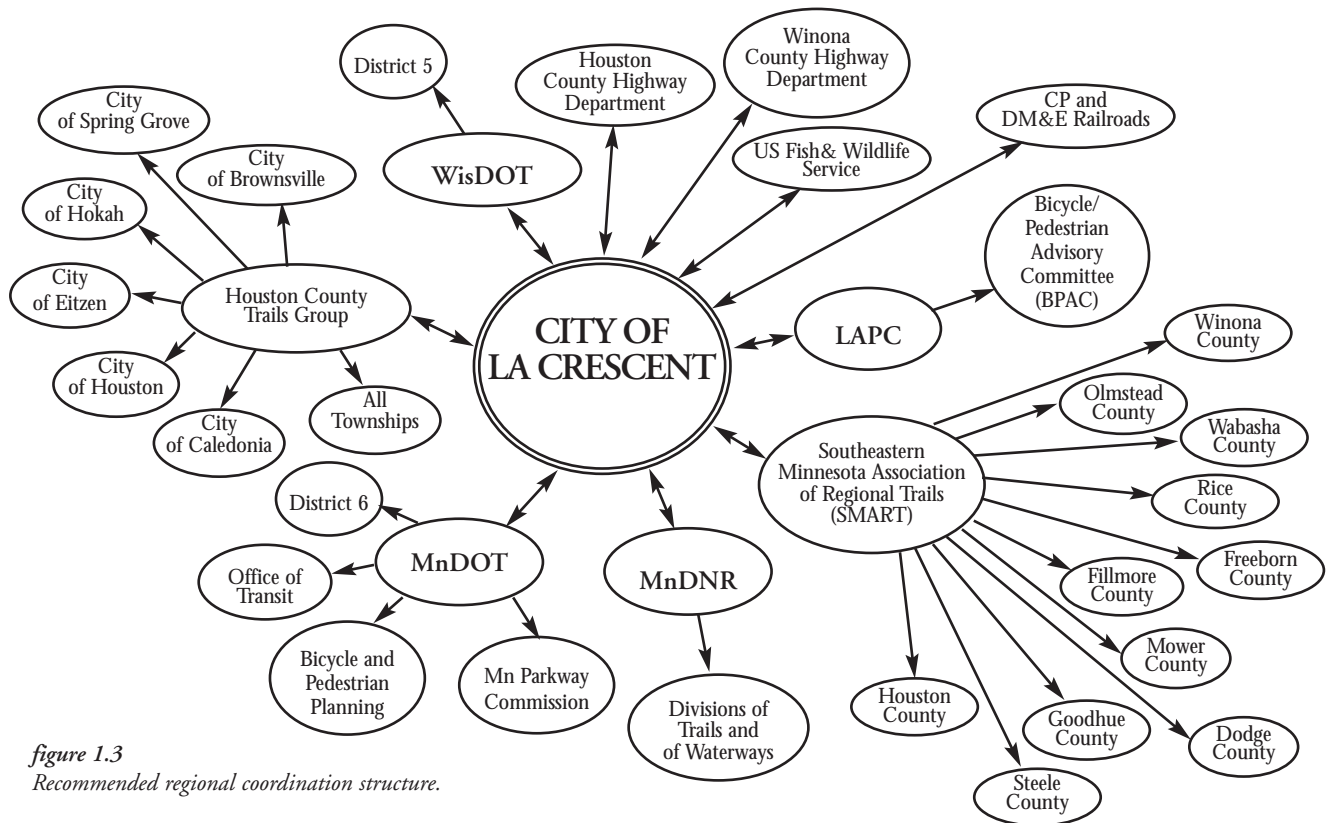


figure 1.3
 Recommended regional coordination structure.



DIFFERENT USERS, DIFFERENT NEEDS

Since 1994, the Federal Highway Administration (FHWA) has recognized three classifications of cyclists, based upon skill level:



GROUP A - ADVANCED CYCLISTS

Experienced riders who can operate under most traffic conditions. They comprise the majority of the current cyclists who use the street system, who prefer maximum riding speeds, direct access to destinations, and sufficient space on roadways or shoulders.



GROUP B - BASIC CYCLISTS

Casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be millions of basic cyclists. They prefer comfortable access to destinations with well-defined separation between bicycles and motor vehicles.



GROUP C - CHILDREN

Pre-teen riders whose roadway use is initially monitored by parents. Eventually they are allowed to ride independently, and become Group B cyclists. They and their parents prefer comfortable access to destinations with well-defined separation from vehicles.

Designing facilities based upon the specific needs of each classification of user is known as the "Design Bicyclist" approach, as presented in the FHWA publication *Selecting Roadway Design Treatments to Accommodate Bicycles*. Both Mn/DOT and WisDOT follow this approach and recommend making every street bicycle-friendly to serve Group A riders. This is accomplished by removing hazards to bicycle travel and providing additional operating space on busier roadways in the form of paved shoulders or wide curb lanes. For Group B/C riders, striped on-street bicycle lanes and paved off-road paths are recommended to create a network of designated bicycling corridors.



PEDESTRIANS

It is important to consider the needs of pedestrians separately from bicyclists since they generally move at slower speeds, have greater lateral mobility, usually travel shorter distances, and often walk in pairs or groups. Wheelchair users, the elderly, and persons with varying disabilities are pedestrians with additional needs that must be met through ADA requirements.



Basic pedestrian accommodations include providing continuous a sidewalk system with accessible curb ramps and safe street crossings. Additional amenities often provided for pedestrian use include benches, lighting, wayfinding, accessible transit stops, and multi-use paths through select corridors.

It is important to note that bicyclist use of sidewalks is not recommended. Sidewalks are typically too narrow to safely function as bicycle facilities, and many car/bike crashes occur at intersections where motorists are not watching for fast traveling bicycle traffic on sidewalks. Therefore, the sidewalk system should be reserved for pedestrian use.

RECOMMENDED PROJECTS

Previous recommendations for bicyclists and pedestrians have focused on the desire to complete three general projects, which are summarized as Corridors A, B, and C.

Each is summarized below, discussed in greater detail in the following plan sections, and depicted in detail on the graphic Bicycle/Pedestrian Plan on page 7.

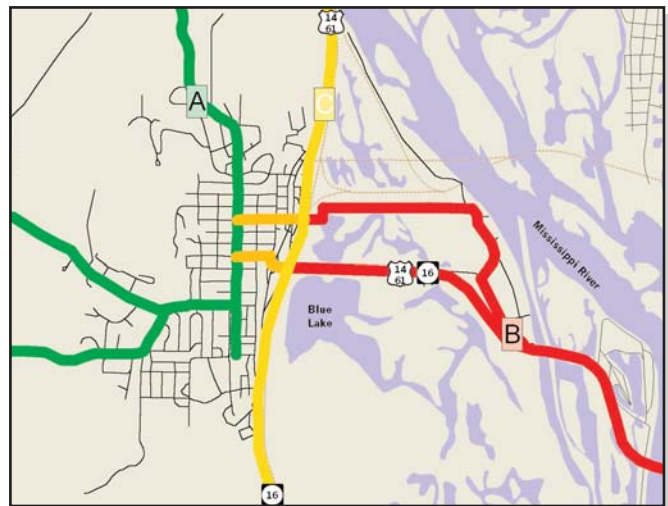


figure 1.4

Corridors A, B & C comprise the La Crescent Bicycle and Pedestrian Plan

CORRIDOR A:

ELM STREET, SEVENTH STREET AND LOCAL CONNECTIONS

Corridor A is comprised of those streets and highways within the City of La Crescent and at its edges that have right-of-way under the jurisdiction of either the City, Houston County, or Winona County. Moderate volume minor arterial streets will be targeted for designated bicycle facilities to complete an in-town bicycling network. A long-range goal should also be to complete additional missing sidewalk links and implement a Safe Routes to School program along selected City streets.

Significance:

- ⇒ represents preferred local routes through community
- ⇒ provides access to almost all of the community's access to parks, schools and destinations including Downtown La Crescent
- ⇒ focuses on making improvements to the only through routes available, excluding major State highways
- ⇒ is of national significance as the Mississippi River Trail (MRT) is proposed to traverse through La Crescent on N. Elm Street/Apple Blossom Scenic Drive. (see <http://www.mississippirivertrail.org/>) This project is a 10-state cycling route in process of development. It travels over 2000 continuous miles between the headwaters of the Mississippi at Lake Itasca, Minnesota and the Gulf of Mexico, winding its way through the states of Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee and Wisconsin.



CORRIDOR B:

LA CRESCENT TO LA CROSSE

Corridor B completes the 3.5-mile connection across The Pike to La Crosse, WI. Included are accommodations for both bicycles and pedestrians within the US14/61/Mn16 highway right-of-way, as well as an off-road alternative routing through La Crescent's Shore Acres neighborhood. This multi-use path, which is named the Wagon Wheel Trail because it routes along an historic wagon route, is located on part of the Upper Mississippi River National Fish and Wildlife Refuge lands and pristine wetland environments.

Significance:

- ⇒ links La Crescent with La Crosse
- ⇒ connects Shore Acres and Sycamore neighborhoods with rest of community
- ⇒ the proposed Wagon Wheel Trail and a trail along the south side of US 14/61/Mn16 will offer an alternative environment for less experienced users
- ⇒ has the long-term potential of linking four regional trail projects - the Mississippi River Trail, the Minnesota Department of Natural Resource's Root River State Trail, and the Wisconsin Department of Natural Resource's La Crosse River State Trail and Great River State Trail.

CORRIDOR C:

ROOT RIVER TRAIL TO WINONA

Corridor C is a larger regional project that will link together additional trails at the state and regional level, with the goal of bringing enhanced tourism to the City of La Crescent. At completion, this project, which is being dubbed "The Tourist Trail," will include connection to the current terminus of the Root River State Trail, 17 miles to the southwest in Houston, as well as connection to the City of Winona, 27 miles to the northwest.

Significance:

- ⇒ Minnesota State Trail designation
- ⇒ National Millennium Trail designation
- ⇒ part of proposed ten-state Mississippi River Trail (MRT) routing
- ⇒ part of Great River Road routing
- ⇒ brings regional tourism to La Crescent



LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE & PEDESTRIAN PLAN



2. CORRIDOR A

2. CORRIDOR A

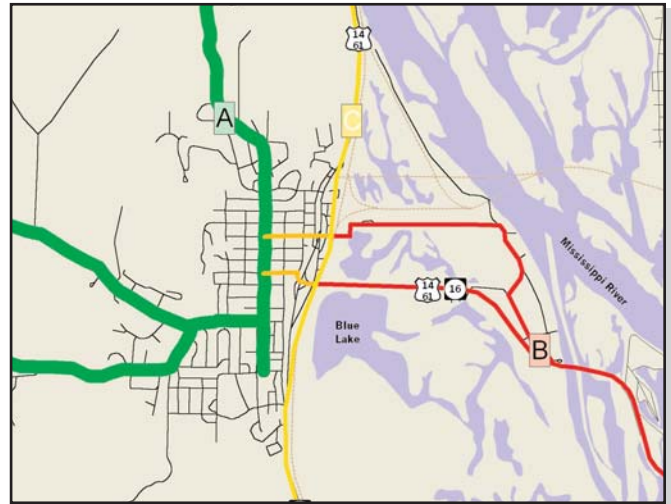


figure 2.1
Corridor A.

IN-TOWN CONNECTIONS

INTRODUCTION

Local streets and roadways are where most bicycling and walking activity occurs within communities. Local streets offer a network of transportation options that connect to schools, parks, shopping, friends' houses, and other important community destinations.

The majority of local and collector streets in the City of La Crescent carry very low volumes of vehicles traveling at slow speeds. Such streets are ideal for bicycling with no special accommodations. Walking occurs on sidewalks, or in the street if traffic is minimal. Selected low-volume streets may be signed as "bike routes" to indicate preferred connections to other bicycle facilities, otherwise no treatment is required beyond routine street maintenance. Bicycle route signing shall be supplemented with destination arrows and plaque signs as per Chapter 9B of the *Minnesota Manual on Uniform Traffic Control Devices*, December 2001. See plan map on page 7 for streets targeted for bike route signing.

On minor arterial streets, such as Elm Street and S. 7th Street, a level of separation from moderately heavy vehicular traffic is warranted. The recommended treatment is a bicycle lane -- striped and designated portions of the roadway reserved for the preferential use of cyclists. Bicycle lanes are always one-way facilities located on either side of a street. Signs and pavement symbols help educate users to ride on the proper side of the roadway, in the same direction as motorized traffic. In locations such as Elm Street and S. 7th Street, where on-street parking is present, the bicycle lane is placed between the parking and vehicular travel lanes. On sections of roadway such as Houston County #25 and Winona County # 1, paved and maintained shoulders may be designated as bicycle lanes.



figure 2.2
Bike route signing.



figure 2.3
Bike lane striping and pavement markings



figure 2.4
Bike lane signing.



DESIGN DETAILS

Streets with Curb and Gutter

N. Elm and S. 7th Streets fall under the jurisdiction of the Houston County Highway Department, are county state aid highways, and are designated truck routes. Average Daily Traffic (ADT) counts range from 3,750 - 6,500. Both are wide streets, with 44'-7" of pavement width, including gutters. Parking is intermittent, scattered along either side of the streets. Bicyclists currently ride both with and against traffic, in the street weaving in and out of parked cars, and also on the side-walks.



figure 2.5
 Cyclist use of N. Elm Street.



figure 2.6
 Cyclists riding both with and against traffic.

Proposed changes to better accommodate and channelize non-motorized travel movements include restricting parking to one side of the street and adding lane striping to delineate vehicular travel lanes, bicycle lanes, and a parking lane.

Depending on the needs of adjacent land uses, the parking location may switch sides on different sections of the street.

The 1996 Mn/DOT *Bikeways Manual* recommends bicycle lanes of varying widths depending on the combination of motor vehicle operating speed and ADT. (See Mn/DOT Table 4-6.0A.) These are "desirable widths" to be provided, with the minimum acceptable width for a bicycle lane being 1.2 m (4 ft), as defined by AASHTO. When retrofitting existing streets in La Crescent, bike lanes will end up being 5 feet in width when located adjacent to on-street parking, and 4.5 feet in width on the opposite side of the street, as illustrated in Figures 2.7 and 2.8.

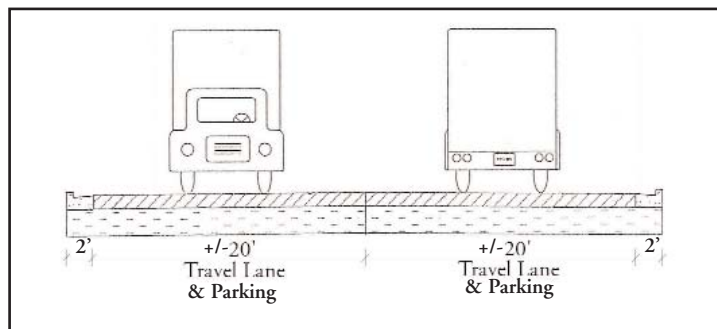


figure 2.7
 Existing conditions on minor arterial streets.

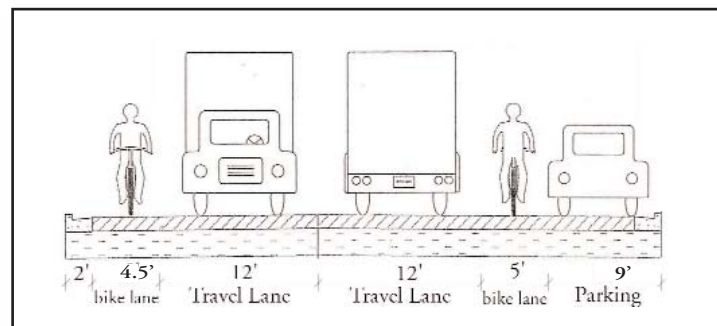


figure 2.8
 Proposed modifications to minor arterial streets.



Pavement markings including “bike lane” symbols and arrows, in conjunction with signing, will encourage cyclists to ride in the legal manner. Sidewalks will be reserved for pedestrian use.

The *Minnesota Bicycle Transportation Planning and Design Guidelines*, *AASHTO Guide for the Development of Bicycle Facilities*, and the *Manual on Uniform Traffic Control Devices (MUTCD)* shall be referenced when developing signing and striping plans. In general, bicycle lane striping should not be installed across any pedestrian crosswalks and, in most cases, should not continue through any street intersections. Bike lanes may be dropped prior to intersections where additional turning lanes are needed (figure 2.9), or provided to the left of a right turn lane if space permits. In general, skip dash lane striping should be used in locations where vehicles and bicycles may need to merge into each other's lanes (figure 2.10).

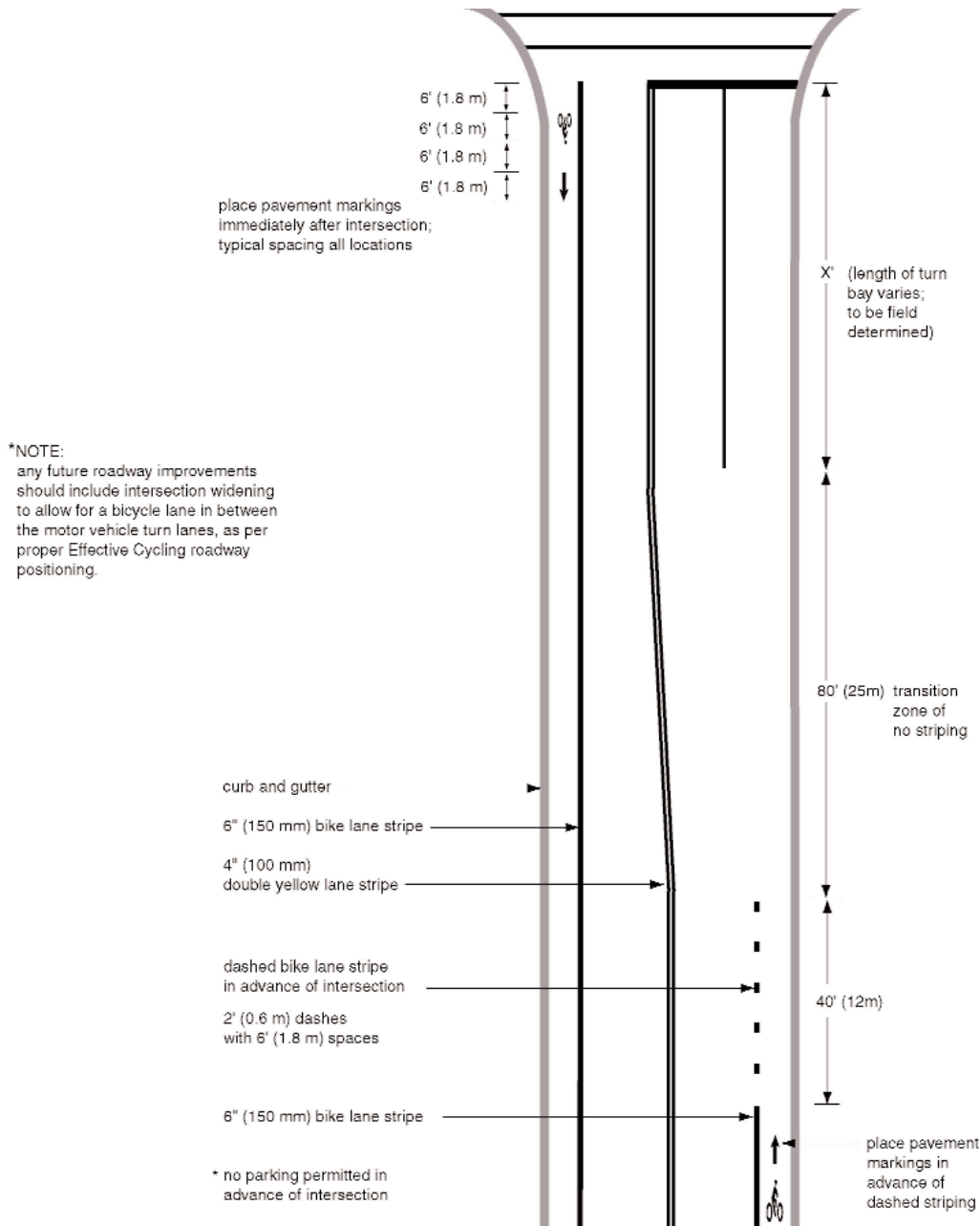


figure 2.9
Typical bike lane striping in advance of intersection with turn lanes.



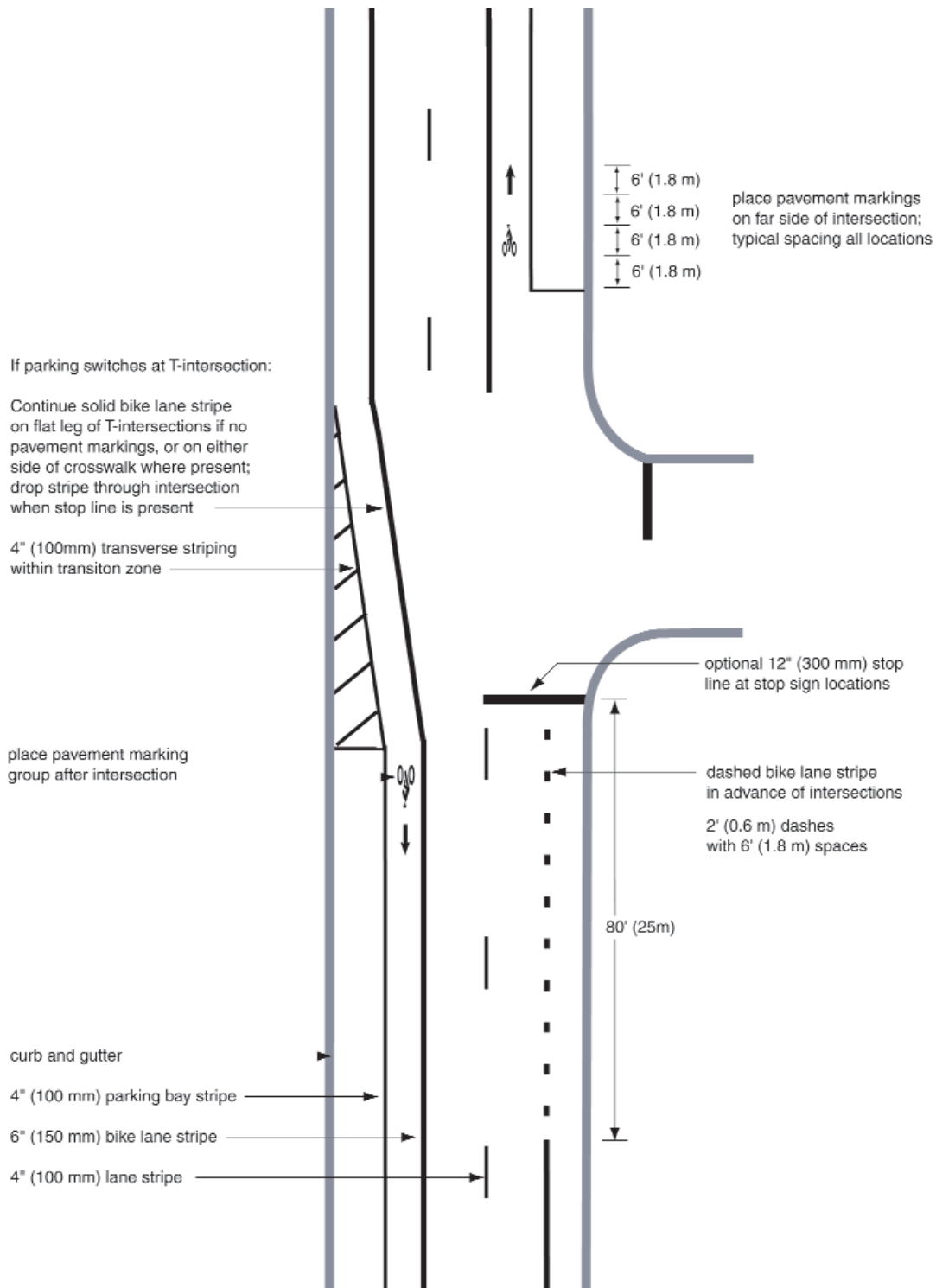


figure 2.10
 Typical lane striping with on-street parking



Roadway Sections without Curb and Gutter

Houston County #6, #25 and #29, and Winona County #1 have ADT counts in the 1,400 - 4,200 range, with speed limits of 30-55 mph. No sidewalks are provided, so motorists, cyclists and pedestrians must currently share the road. All four routes are county state aid highways, so State Aid rules apply.

Proposed modifications include adding paved shoulders a minimum 4 feet in width, with the exact width determined by Table 4-6.0B of the 1996 Mn/DOT *Bikeways Manual*. Shoulders are recommended to be striped and signed as designated bicycle lanes until speeds exceed 45 mph.

It is important that shoulder striping should not follow the turning radius at intersections, but break and resume as per the bike lane illustrations in Figures 2.9 and 2.10 so that cyclists are less likely to be cut off by right-turning motorists. All paved shoulders, whether or not designated as bicycle facilities, shall be routinely swept free of gravel and debris, and maintained as travelways for cyclists.

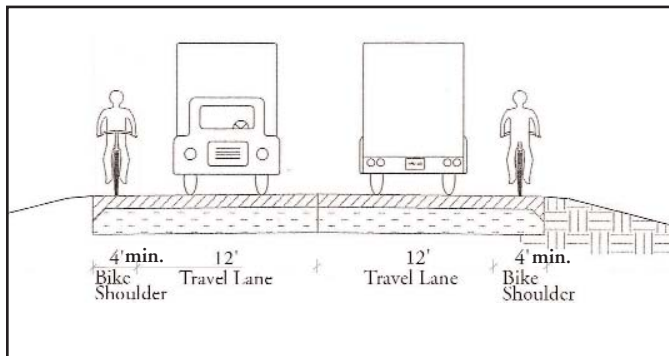


figure 2.11
Recommended treatment on County highways, with shoulders signed and striped as bicycle lanes.



figure 2.12
Cyclists and pedestrians using Houston County #29.

Pedestrian Accommodations

The City of La Crescent has historically done a good job of providing a sidewalk system for pedestrian use. The core part of town has a few missing segments; but newer subdivisions may have sidewalks lacking entirely. However, input into this planning process indicated that residents of La Crescent were not overly concerned about vehicle/pedestrian conflicts on low volume, low speed local streets. To develop a comprehensive, yet fiscally constrained bicycle/pedestrian plan, the community has identified the need to focus on areas with the greatest potential for motor vehicle conflicts. This is consistent with the Mn/DOT *Pedestrian Plan's* recommendations to concentrate sidewalk retrofit investments in areas of greatest need.

However, in FY2005, the City and Houston County are making improvements to the North Elm/Apple Blossom Drive corridor, which will include new sidewalk access along Elm Street to Hickory Hills Park. This was the only critical in-town pedestrian need identified through the planning process.

Other needed sidewalk infill projects should be completed as incidental components of future roadway infrastructure improvements whenever possible. All new developments should be required by City Ordinance to provide sidewalk facilities that meet ADA requirements, and follow guidelines presented in the 1994 LAPC *Bicycle and Pedestrian Plan Element* and 2001 Mn/DOT *Pedestrian Plan*. The recommend minimum width for a sidewalk or walkway is 1.5 m (5 ft), which allows two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near schools, at transit



stops, in downtown areas, or anywhere high concentrations of pedestrians exist. In addition, a buffer zone of 1.2 to 1.8 m (4 to 6 ft) is desirable and should be provided to separate pedestrians from the street.

Per the Federal Highway Administration (FHWA), sidewalks should be provided on both sides of streets in commercial and industrial areas, and along all major arterial and collector streets. Sidewalks are preferred on both sides, but required on at least one side of local residential streets with one or more dwelling units per acre. And a sidewalk is required on at least one side of any local street that is within two blocks of a school.

According to the Mn/DOT *Pedestrian Plan*, appropriate pedestrian facilities in addition to sidewalks include, but are not limited to: traffic control devices; curb ramps; grade separations (overpasses and underpasses); crosswalks; and other technologies, design features or strategies intended to encourage pedestrian travel (such as traffic calming devices including traffic circles, speed bumps, or planting strips).

With the exception of needed facilities in the design of pedestrian crossings of US14/61/MN16 at N. 2nd Street, S. 3rd Street and S. 14th Street, the planning process identified no outstanding needs for additional facilities in La Crescent. However, routine evaluation of changing traffic levels and land use patterns should be undertaken to determine future needs for additional design treatments that benefit pedestrian travel. In particular, the growing "Safe Routes to Schools" initiative may identify future public infrastructure improvements. The recent Traffic Safety and Operations Review at La Crescent-Hokah Elementary School on Oak Street is an example. Additional information is available through the Crosswalk Safety Program of the Minnesota Safety Council. (See <http://www.mnsafetycouncil.org/crosswalk/>)



LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE & PEDESTRIAN PLAN



3. CORRIDOR B

3. CORRIDOR B



figure 3.1
Corridor B.

THE LA CROSSE LINK

INTRODUCTION

The 1994 *Bicycle and Pedestrian Plan Element of the La Crosse Area Long-Range Transportation Plan* identified a La Crosse to La Crescent connection as the second highest non-motorized transportation priority project for the region. The document outlined a variety of recommendations for on-road bicycling improvements and pedestrian sidewalk improvements, which both WisDOT and Mn/DOT are accommodating in the current US14/61/Mn16 roadway plans for "The Pike." In addition, the 1994 regional plan recommended a separated, multi-use trail to better meet the needs of families wishing to traverse this corridor.

In the spring of 2003, the multi-use trail project was selected through the regional ATP process as a high priority. In July 2003, participants at the public workshop held for the La Crescent Bicycle/Pedestrian Plan likewise identified a continuous off-road option between La Crescent and La Crosse as the community's highest priority. Other priorities included adding bicycle/pedestrian safety enhancements to the intersection of US 14/61/Mn 16 and S. 3rd Street, and providing a variety of facilities for users of different types and skill levels, particularly along The Pike corridor. A follow-up planning meeting in October 2003 once again prioritized the La Crescent to La Crosse project as the top desire of the community. (See Chapter 1)

As discussed previously, there are a diversity of users seeking to use the Highway 14/61/16 corridor to gain access between La Crosse and La Crescent. A three-tiered design approach is thus recommended. This will include undesignated, on-road improvements for Group A cyclists; sidewalk facilities for pedestrians; and a multi-use path as an alternative for Group B/C cyclists, in-line skaters, and recreational walkers. See plan map on page 7 for details.

The Wagon Wheel Trail

DESIGN DETAILS

In February 2003, the City of La Crescent submitted an ATP-6 Enhancement Application to Mn/DOT to fund construction of the proposed Wagon Wheel Trail as an alternative for cyclists wanting to stay off of Highway 14/61/16, and as a pedestrian-friendly corridor for leisurely walking or running. (See Figures 3.3 and 3.4) Unfortunately, this \$780,000 project was the highest-ranking unfunded Mn/DOT Enhancements project for the 2006 grant program year.



figure 3.2
Wagon Wheel Trail across the Upper Mississippi River National Fish and Wildlife Refuge.



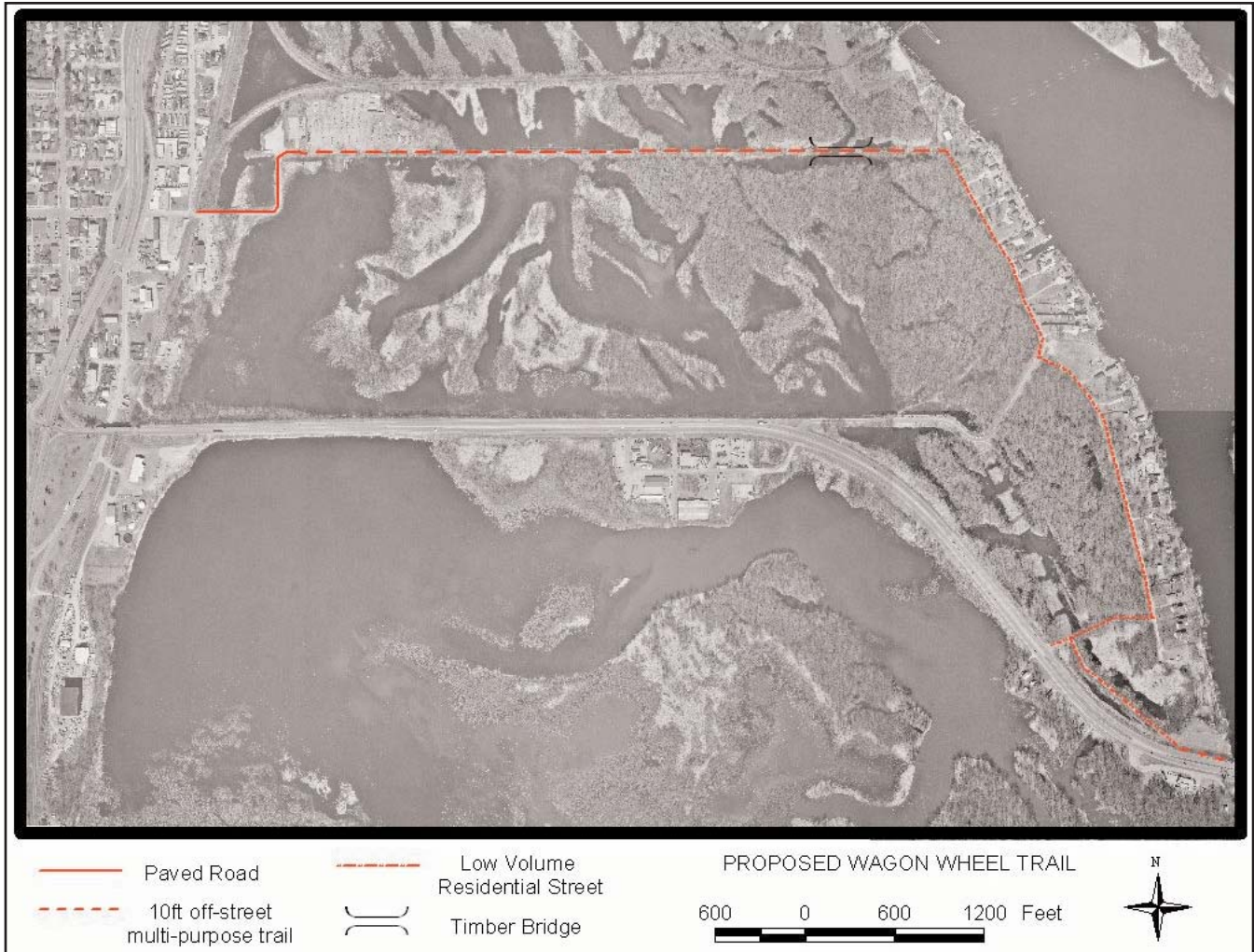


figure 3.3
 Proposed Wagon Wheel Trail routing.

Completing this project from the eastern terminus of Main Street east to Shore Acres Road is the current highest priority of the City of La Crescent, as revealed through key person interviews and public workshops conducted for this project. Key components include a 10-foot wide paved surface trail with a 5-foot wide gravel shoulder for running and jogging; a new timber bridge structure across a small waterway; a section of fence to separate the trail from truck traffic accessing the Light Industrial District of the City's compost center; and on-street routing along lightly traveled Shore Acres Road.

In addition to the agencies involved in the planning of this project (see Chapter 5), the State Historical Preservation Office may have interest in developing interpretive materials, since historically people would ferry across the river and then take the wagon trains into La Crescent, following the route of the proposed Wagon Wheel Trail. The US Fish and Wildlife Service is also interested in interpretive signage and potential development of overlook areas for wildlife viewing. In addition, the City will need to acquire a right-of-way permit to use Refuge Lands and should be flexible regarding final trail and shoulder dimensions to avoid the need for fill within wetlands.



ATP-6 ENHANCEMENT APPLICATION FORM

Name of Project: Wagon Wheel Trail

Project Type (See list of eligible activities, Page I.3) Provision of facilities for pedestrians and bicycles.

Brief Project Description (*see attached location map*). The Wagon Wheel Trail will serve the surrounding communities of LA Crescent and La Crosse. It will act as an alternate travel route for bicyclists wanting to stay of Highway 14/61 and as a pedestrian friendly corridor for leisurely walking or running.

PROJECT BUDGET

<u>Description of Work/Construction Items</u>	<u>Estimated Quantity</u>	<u>Unit Cost</u>	<u>Est. Construction Cost</u>
<u>1 Light Trail Prep w/ Tree Trim</u>	<u>1,500</u>	<u>\$8.00 LF</u>	<u>\$12,000.00</u>
<u>2 Medium Trail Prep w/ Tree Trim</u>	<u>2,850</u>	<u>\$11.00 LF</u>	<u>\$31,350.00</u>
<u>3 Heavy Trail Prep w/ Tree Trim</u>	<u>800</u>	<u>\$14.00 LF</u>	<u>\$11,200.00</u>
<u>4 Unclassified Exe.</u>	<u>1,000</u>	<u>\$10.00 CY</u>	<u>\$10,000.00</u>
<u>5 Borrow</u>	<u>1,000</u>	<u>\$15.00 CY</u>	<u>\$15,000.00</u>
<u>6 Riprap</u>	<u>750</u>	<u>\$75.00 CY</u>	<u>\$56,250.00</u>
<u>7 Bike Maze</u>	<u>1</u>	<u>\$5,000.00 LS</u>	<u>\$5,000.00</u>
<u>8 Bituminous Pavement</u>	<u>1,000</u>	<u>\$75.00 tons</u>	<u>\$75,000.00</u>
<u>9 Base Course</u>	<u>1,800</u>	<u>\$20.00 tons</u>	<u>\$36,000.00</u>
<u>10 Screenings</u>	<u>500</u>	<u>\$35.00 tons</u>	<u>\$17,500.00</u>
<u>11 Silt Fence</u>	<u>11,000</u>	<u>\$4.00 LF</u>	<u>\$44,000.00</u>
<u>12 Chain Link Fence</u>	<u>1,100</u>	<u>\$20.00 LF</u>	<u>\$22,000.00</u>
<u>13 Wayside w/ Bench and Table</u>	<u>3</u>	<u>\$6,000.00 EA</u>	<u>\$18,000.00</u>
<u>14 Topsoil and Seed</u>	<u>1,000</u>	<u>\$5.00 SY</u>	<u>\$5,000.00</u>
<u>15 Timber Bridge</u>	<u>3,000</u>	<u>\$100.00 SF</u>	<u>\$300,000.00</u>
<u>16 Bridge App.</u>	<u>2</u>	<u>\$3,000.00 LS</u>	<u>\$6,000.00</u>
		Line A: Total	\$664,300.00
Right of Way or Land Acquisition (<i>appraisal fees, legal fees, etc.</i>)			\$0
		Line B: Total	\$0
Administrative Costs (<i>preliminary and construction engineering</i>)			
<u>1 LS</u>	<u>Design Fee</u>	<u>\$99,645.00</u>	<u>\$99,645.00</u>
<u>1 LS</u>	<u>Permit Fees</u>	<u>\$3,321.00</u>	<u>\$3,321.50</u>
<u>54 Sta.</u>	<u>Construction Staking</u>	<u>\$75.00</u>	<u>\$4,050.00</u>
<u>54 Sta.</u>	<u>Pavement Staking</u>	<u>\$100.00</u>	<u>\$5,400.00</u>
<u>54 Sta.</u>	<u>Construction Testing</u>	<u>\$50.00</u>	<u>\$2,700.00</u>
		Line C: Total	\$115,116.50
1.	Total cost of proposed project: (<i>Lines A + B + C</i>)		\$ 779,416.50
2.	Items not eligible for enhancement funding: (<i>Lines B + C</i>)		\$ 115,116.50
3.	Total eligible costs - minimum \$200,000 (<i>Line A</i>)		\$ 664,300.00
4.	Applicant's contribution toward the eligible enhancement project costs (<i>20 to 50% of Number 3</i>)		\$ 132,860.00
5.	Total amount requested in enhancement funds (<i>Number 3 minus Number 4</i>)		\$ 531,440.00

figure 3.4
Proposed Wagon Wheel Trail grant application and project cost.



WisDOT Parallel Path

To continue with an off-road facility for Group B/C cyclists, WisDOT has been asked to modify their current highway improvement plans to upgrade the proposed 6-foot wide sidewalk on the south side of Highway 14/61/16 to an 8-foot wide multi-use path.

The American Association of State Highway and Transportation Officials (AASHTO) requires that shared, multi-use paths meet all criteria for designated bicycle facilities and two-way travel. One-way bike paths may be 6 feet in width, but end up frequently used as two-way facilities by both cyclists and pedestrians, and thus should be designed accordingly. The recommended two-way paved path width is 10 feet, but AASHTO also states that a reduced width of 8 feet can be adequate under certain conditions. Due to project constraints, an 8-foot pavement width is being requested, with a desired 5-foot min. distance between the edge of the shoulder and the shared use path. WisDOT has agreed to construct an 8-foot wide walkway on the south side of the new Main Channel Bridge into the City of La Crosse.

Highway Crossings

At either end of the proposed Wagon Wheel Trail, users must cross busy, multi-lane State and US highways to continue their path of travel. Proposed improvements for each of these locations include:

N. 2ND STREET

A signal is desired at this location to benefit both motorized and non-motorized users wishing to cross lanes of traffic on US 14/61 to access Downtown La Crescent. However, the Manual on Uniform Traffic Control Devices (MUTCD) lists 11 warrants, at least one of which must be met before traffic signals are installed. The warrants include criteria such as minimum vehicular volumes, pedestrian volumes, or a need to interrupt continuous traffic on a major roadway to minimize crossing delays or hazards. Although path crossings are not specifically listed in the MUTCD warrants, bicycle traffic accessing the Wagon Wheel Trail may be functionally classified as vehicular traffic and should be counted toward warrant criteria, along with pedestrian users of the trail. However, it is recognized that such counts will likely be quite low until after a signal is installed to aid people to cross on foot or bike at this location.



figure 3.5
Existing S. Chestnut street ramp to become multi-use path for cyclists and pedestrians

The following recommendations should thus be incorporated into the intersection design and signal timing once traffic counts are taken and a light is installed:

- ⇒ The existing S. Chestnut Street ramp, currently proposed to be removed by Mn/DOT, shall be modified to function as a path limited to bicycle and pedestrian use only. A crosswalk across US 14/61 shall be added to the south side of the intersection in alignment with the terminus of this path. Appropriate curb cuts and a short, 10-foot wide path shall be provided at the west end of the crosswalk to permit cyclists access to the old N. 2nd Street, which in turn provides access to the downtown local street network.
- ⇒ A bicycle and pedestrian refuge area is recommended to be provided in the Highway 14/61 median to aid non-motorized users in crossing multiple lanes of fast traffic without a signal.
- ⇒ Future signal design shall be for a four-way intersection, with one approach for use by non-motorized traffic only, rather than a T-intersection.



OLD MONTE CARLO ROAD

The interim connection from the Wagon Wheel Trail and Shore Acres Road facility into La Crosse will necessitate another unsignalized US 14/61 highway crossing at the entrance to Old Monte Carlo Road and the boat launch. Since this location, unlike N. 2nd Street, will likely to continue to experience very low volumes of vehicular traffic, the warrant criteria will be more difficult to meet. Thus a long-term solution is a proposed pedestrian walkway cantilevered under the West Channel Bridge. Interim solutions include:

- ⇒ A bicycle and pedestrian refuge area in the Highway 14/61/16 median to aid non-motorized users in crossing multiple lanes of traffic without a signal.
- ⇒ From this point, eastbound cyclists may ride on the shoulders of the highway, with traffic.
- ⇒ However, westbound cyclists leaving the WisDOT multi-use path should not be encouraged to ride on-road against traffic from the West Channel Bridge to the crossing point. Therefore, the 8-foot multi-use path should be continued beyond the West Channel Bridge to the boat launch entrance intersection as an interim design solution.



figure 3.6
Existing conditions at Old Monte Carlo Road crossing.

WEST CHANNEL BRIDGES

Two modifications are proposed to be made to the West Channel Bridges to accommodate a multi-use path:

- ⇒ On the north side, construct an 8-foot wide path from the boat launch parking lot under the west end of the West Channel Bridges. Due to fluctuating river elevations, this structure will likely need to be suspended from the existing roadway bridges, with a vertical clearance of 8 feet minimum, 10 feet desired. On the south side, the path will need to loop around and ramp up on the slope of the west abutments to bridge level, preferably at a 5 percent maximum grade. Bridges will need to be certified by a structural engineer to withstand additional loads. Decreases in the waterway opening and subsequently, the amount of water that can pass under the bridge, will need to be hydraulically analyzed and mitigated, if necessary.
- ⇒ The south side of the eastbound West Channel Bridge currently has a 5-foot pedestrian walkway area separated from an 8-foot wide paved shoulder by a jersey barrier and guard rail. It is recommended to examine the feasibility of moving this jersey barrier to the north to create an 8-foot wide multi-use travelway across the West Channel. Mn/DOT has identified that narrowing the bridge shoulder will prevent maintenance trucks from parking without full lane closure on the eastbound bridge. This infrequent need must be balanced with the desire to provide a bicycle and pedestrian facility on the bridge that comes closer to meeting State and Federal bikeway width guidelines.





figure 3.7
Existing conditions at west end of West Channel Bridge.



figure 3.8
Existing conditions on south side of West Channel Bridge

All bridge improvements or modifications necessary for trail construction should be designed by the promoters in consultation with Mn/DOT and WisDOT. Modifications to the West Channel Bridges will need Mn/DOT and WisDOT final approval.

On-road Pike Improvements

It is important to note that the provision of the above described multi-use path parallel to Highway 14/61/16 should not preclude bicyclist use of the roadway, but supplement the DOT plans for extra roadway width for bicyclist use. Many Group A cyclists ride on The Pike for commuting and touring purposes, and will desire to continue to do so even if an off-road path is constructed for Group B/C cyclists. Therefore the highway must be designed, as well as routinely swept and maintained, with the safety of these roadway users in mind.

Mn/Dot and WisDOT are coordinating facilities across the State lines to provide either paved shoulders or wide curb lanes for the entire length of The Pike. Due to traffic volumes in excess of 15,000 ADT and speeds greater than 50 mph, the highway should not be designated as a bicycle route, nor the shoulders as bicycle lanes. Such treatments could attract less experienced riders into environments that exceed their skill level. However, "Share the Road" warning signs may be appropriate, especially as a reminder to motorists prior to locations where right-turning movements may cut off a cyclist's path of travel on the shoulder.



figure 3.9
W11-1 sign with "Share the Road" plaque to be installed prior to right turn lanes

S. 3rd Street Intersection Design

Due to traffic volumes and speeds, it is anticipated that only Group A cyclists will be riding on the undesignated highway shoulders between the two communities. These cyclists would benefit from additional enhancements to the S. 3rd Street intersection at the entrance to La Crescent, as would pedestrians trying to walk across US14/61/Mn16 at this location. Suggested intersection modifications include the following:



PEDESTRIANS

- ⇒ Signal phasing to permit time to walk across multiple lanes of traffic, with pedestrian actuated walk lights as appropriate.
- ⇒ Pedestrian crosswalks striped perpendicular to travel lanes to shorten crossing distances.
- ⇒ On free-flow right-turn ramps, locate pedestrian crosswalks for optimal sight distances.
- ⇒ Consider raised speed tables or other crossing treatments to increase visibility and slow vehicular traffic.
- ⇒ Add a segment of sidewalk in the southeast quadrant of the intersection, from the MN16 exit ramp crosswalk, around the proposed Upper Chestnut Pond, to provide pedestrian access to the hub transit station.
- ⇒ Consider sidewalks parallel to The Pike east of the Mn/DOT railroad bridge, connecting to sidewalk facilities being provided in this corridor by WisDOT.

CYCLISTS

- ⇒ Share the Road warning signing in advance of right turn lanes.
- ⇒ Bike lane skip dash pavement markings to indicate transitions areas where cars will merge across bicyclist path of travel. (see below)
- ⇒ Bike slots, or short segments of bicycle lane, within the intersection to aid cyclists in positioning themselves properly on the roadway for through travel.

In general, the proposed roadway and bridge design is not the safest for westbound cyclists. Since the users will be experienced Group A cyclists, they will not be likely to use the sidewalk and pedestrian crosswalk. Instead, they will be forced to transition from a 10-foot paved shoulder into a shared traffic lane at a bridge and at the same point where vehicles begin to transition into a high-speed, free-flow right turn only lane. The following options are thus recommended alternatives, in order of preference. Such must be balanced with project cost constraints, with the goal of improving the safety for all users through this area.

- 1) Re-examine need for dual left turn lanes onto southbound MN16. If not warranted, eliminate one left turn lane at the intersection. Narrow the roadway and bridge width, as appropriate, while maintaining a 6-foot shoulder across the bridge for cyclists, in addition to the 6-foot sidewalk. Add lane skip dash markings through the merge area.
- 2) Widen bridge to provide a minimum 6-foot shoulder across the bridge and add skip dash markings through merge area.
- 3) If Mn/DOT determines neither of the above options are feasible, do not provide skip dash striping to aid west bound cyclists. Only component recommended in this situation would be to install a Share the Road warning sign in advance of the bridge.

Experienced cyclists may continue to ride into La Crescent on S. 3rd Street. However, due to traffic volumes and plans for S. 3rd to be striped as a four-lane street, bicycle route signing is not recommended.



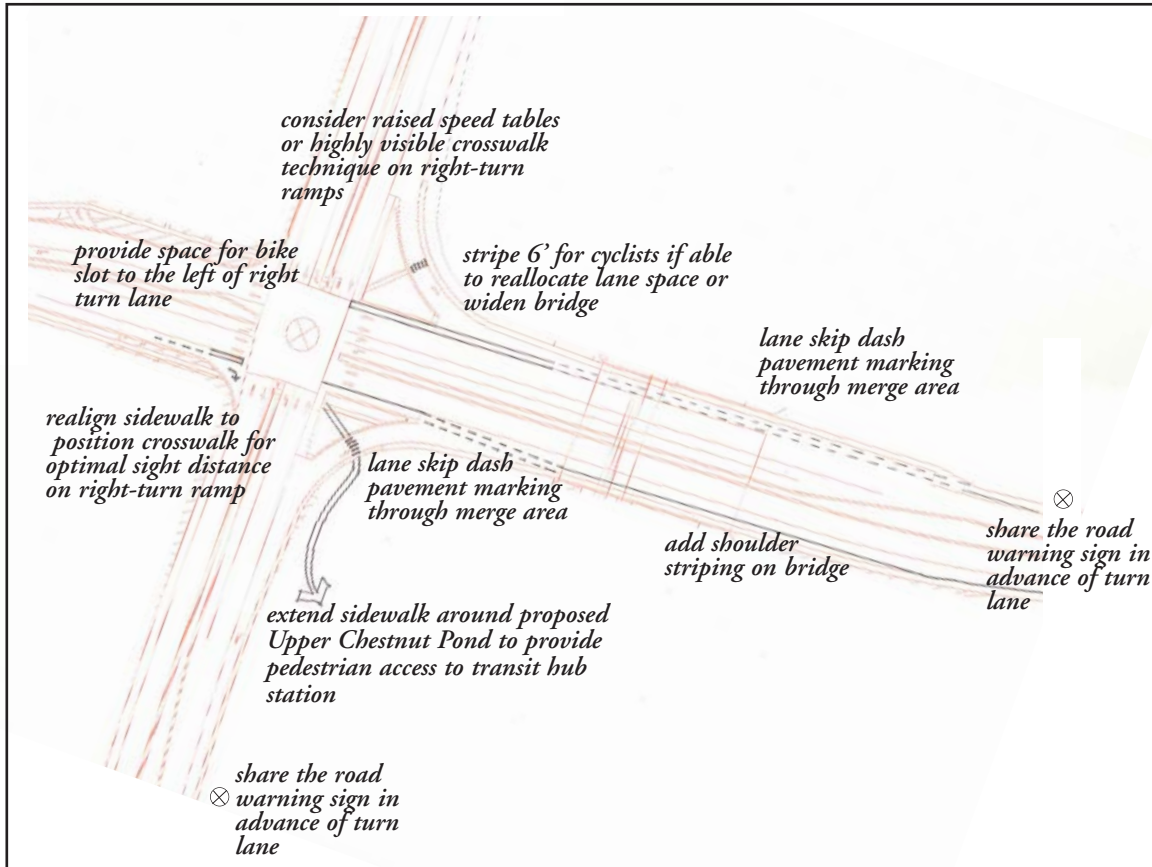


figure 3.10
Recommended bicycle and pedestrian enhancements to the S. 3rd Street intersection.



LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE & PEDESTRIAN PLAN



4. CORRIDOR C

4. CORRIDOR C



figure 4.1
 Corridor C

THE TOURIST TRAIL

INTRODUCTION

Corridor C, being referred to as "the Tourist Trail," represents a project of regional significance in several ways. The entire proposed project, spanning from Winona to Houston, is 45 miles in length. The portion from the City of La Crescent south to Miller's Corner is part of the Mississippi River Trail (MRT) routing - a ten-state network of bike trails and roads extending from Canada to the Gulf of Mexico, with the connection from La Crescent north to Winona part of a proposed MRT loop option. Both are part of the Great River Road routing and have National Millennium Trail designation. In addition, sections from Miller's Corner west to Hokah and Houston will link with the Root River State Trail and have Minnesota State Trail designation. As such, a continuous off-road facility is desired to be developed for tourism purposes.

DESIGN DETAILS

Due to the scope and extent of this project, it is being broken into four sections (see map above) for future planning and implementation. An additional segment from Dakota north to Winona is not included as part of the City of La Crescent plan.

Section 1: North of La Crescent to Old 61 Bikeway

The first section, from E. Main Street north to I-90, represents a very difficult and expensive portion of trail to complete, even though it is only 1.7 miles in length. Due to the steep topography that exists between the bluffs, the US14/61 Highway, the rail corridor and the river, options for trail development are severely limited.



figure 4.2
 Existing steep slope between US 14/61 and railroad corridor.



figure 4.3
 Existing conditions under I-90 bridge.



The adjacent rail line is very active, with frequent and high-speed freight and Amtrak service in a narrow right-of-way. Thus, constructing a trail on the east side of the Mn/DOT right-of-way, at the edge of the roadway shoulder may be the only potential option.

Assuming Mn/DOT owns adequate right-of-way, a conservative estimate for a 1.7-mile asphalt trail and retaining wall systems developed on steep cross slopes is \$1,000,000. Since drainage issues, soils, and other design factors are currently unknown, an engineering study will be required to determine feasibility, finalize a recommended cross-section, and develop more detailed cost estimates. Bridges in the I-90/SH 61 interchange that intersect with the proposed trail, will need to be checked for compatibility with the trail regarding lateral & vertical clearances.

At the time of Section 1 construction, Sycamore Street shall be signed and designated as a bicycle route to link with the Wagon Wheel Trail and Section 2 facilities. The La Crescent transit hub station shall serve as a trailhead parking lot, with signage kiosks and appropriate trailhead amenities added.

In the interim, the paved shoulders of US14/61 shall be maintained as undesignated bicycle facilities for Group A touring cyclists.

Section 2: In-Town La Crescent

This is the shortest and easiest-to-implement section of the project, spanning 1.0 mile within the City of La Crescent, from E. Main Street south to S. 14th Street. As such, it is also the segment likely to experience the highest levels of use. Therefore, the segment of off-road multi-use path from Chestnut to 14th should be a paved trail, 10-feet wide.



figure 4.4
Existing Mn16 crossing condition at S. 14th Street.



figure 4.5
Space for the Section 2 trail at the entrance to La Crescent

To complete linkages with the rest of the La Crescent bicycle/pedestrian system, Section 2 project components should include the following. Please reference the plan map on page 7 for details.

- ⇒ Signing S. 14th Street, from Spruce Drive to MN16, as a bicycle route.
- ⇒ Working with Mn/DOT on intersection enhancements at S. 14th Street and MN16.
- ⇒ Constructing a 0.4 mile segment of multi-use path from S. 14th Street to S. Chestnut Street.
- ⇒ Constructing S. Chestnut Street as a two-way street signed as a bicycle route.

Additional clear width beneath the US 14/61 bridge over the railroad will be required to provide either a parallel bike path or a two-way street since Mn/DOT is proposing a one-way section of S. Chestnut Street. Since providing a continuous two-way street benefits not only bicyclists but local motorists as well, this is the preferred recommendation. The City of La Crescent will need to coordinate with Mn/DOT District 6 and the Bridge Design Office in Oakdale regarding the bridge span and needed width of passage.



Section 3: South of La Crescent to Miller's Corner

Section 3 traverses 1.7 miles from S. 14th Street south to Miller's Corner. The topography of this section is similar to that of Section 1, only side slopes are typically not as steep and there are some sections that may be constructed parallel to MN16 without requiring retaining wall systems. However, this will be another relatively expensive segment to construct given existing right-of-way constraints.



figure 4.6
Side slopes along Mn16 are not as steep as north of town along US 14/61.



figure 4.7
Ample space for a multi-use path near Miller's Corner.

The possibility of constructing a system of boardwalks across wetlands east of the railroad was examined as part of Section 3, but there are no locations where a trail can cross the active rail line at existing at-grade crossings, nor opportunities for grade-separated structures.

Since Mn/DOT is considering the future widening of MN16 into a four-lane highway in this location, the most feasible long-term alternative may be to wait and have trail planning, right-of-way acquisition, project design and construction occur as an incidental part of such major infrastructure investment. In the interim, the paved shoulders of MN16 shall be maintained as undesignated bicycle facilities for Group A touring cyclists.

Section 4: Miller's Corner to Houston

This long-term project requires further planning and regional coordination to connect with the existing Root River State Trail terminus in Houston. Several options may exist for trail routing west of Miller's Corner, depending on the feasibility of obtaining easements from property owners. The former rail corridor has been abandoned and reverted to multiple owners. Routing options to be considered thus include following the rail corridor, the river, property lines, and/or roadway corridors.

For Section 4 to be realized, it will need to be a multi-jurisdictional and multi-agency project as outlined in Figure 1.3. The City of La Crescent will need to establish and maintain working relationships with MnDNR, surrounding Houston County communities, and regional trail advocacy groups to generate support for the project, identify property ownership, and select a desired trail routing. Subsequent phases will involve working with property owners to obtain easements, finalizing project design, identifying needed structures, and securing funding.



figure 4.8
Space for a pedestrian underpass has been provided in the design of the Mn 26 bridge at Miller's Crossing.



This page left blank intentionally.



LA CROSSE AREA PLANNING COMMITTEE

LA CRESCENT BICYCLE & PEDESTRIAN PLAN



5. STRATEGIC IMPLEMENTATION

5. STRATEGIC IMPLEMENTATION



INTRODUCTION

One of the objectives of this study was to identify specific projects and components to budget into the City of La Crescent Capital Improvements Program and the LAPC Transportation Improvement Program. This chapter addresses that need and further programs the recommended actions discussed in previous chapters into short-term, mid-term and long-term planning horizons as required by Mn/DOT. The program recommendations were developed through input from stakeholders and members of the general public who participated in the review of the draft plan and offered input on the prioritization of various action items.

The following strategic implementation chart also defines which parties within the region, as previously identified in Figure 1.3, will be responsible for working together to carry out the recommended action items.

As appropriate, dollar figures are provided for each item. Costs identified as incidental are those that can be accomplished with marginal, if any, additions to the regular operating expenses typically incurred by the responsible entities, or to an aspect of another program or project that is already funded. Some long-range items that require additional study and decision-making remain to be determined (TBD) based on the outcome of other programmed tasks.



	Responsible Parties											Costs	Timeframe		
	City of La Crescent	Houston County	Winona County	Mn/DOT	WisDOT	MnDNR	US Fish and Wildlife	railroads	LAPC	surrounding communities	trails groups	estimated costs	2004 - 2008	2009 - 2013	2014 - 2030
Sign and stripe bicycle lanes on selected minor arterial streets															
Elm Street, from S. 11th Street to McIntosh Road	X	X		X							incidental	X			
Houston County 29/Winona County 1, from McIntosh Road to northern City limits	X	X	X	X							incidental	X			
S. 7th Street/Houston County 6, from S. Elm Street to Town Hall Road	X	X		X							\$5,000	X			
Houston County 25, from S. 7th Street to western City limits	X	X		X							\$2,500	X			
Sign selected local street segments as bicycle routes															
Skunk Hollow Road/S. 14th Street, from Houston County 25 to Spruce Drive	X										\$1,200	X			
Spruce Drive/S. 11th Street, from S. Elm Street to S. 14th Street	X										\$1,200	X			
N. 2nd Street, from N. Elm to US14/61	X										\$800	X			
E. Main Street, from S. Chestnut Street to the Wagon Wheel Trail	X										\$1,200	X			
S. Chestnut Street, from E. Main to transit hub station	X										see below		X		
S. 14th Street, from Spruce Drive to Mn16	X										see below		X		
Add 4-foot paved shoulders on selected rural roadways and sign and stripe as bicycle lanes															
Houston County 6, from Town Hall Road to western City limits	X	X									TBD			X	
Maintain undesignated paved shoulders on major highways for use as bicycle travelways															
US14/61				X							incidental	X	X	X	
Mn16				X							incidental	X	X	X	
The Pike - US14/61/Mn16				X	X						incidental	X	X	X	
Make bicycle and pedestrian improvements in conjunction with the new community entrance and realignment of US14/61/Mn16															
N. 2nd Street – modification of S. Chestnut Street into a multi-use path connection to E. Main Street; also planning for future signalization of this intersection	X			X							incidental to the 14/61/16 project	X			
S. 3rd Street – intersection modifications for bicyclist and pedestrian safety	X			X							incidental	X			
S. Chestnut Street – expand into a two-way street that can be shared by both motorized vehicles and bicycles	X			X							incidental	X			

	Responsible Parties											Costs	Timeframe		
	City of La Crescent	Houston County	Winona County	Mn/DOT	WisDOT	MnDNR	US Fish and Wildlife	railroads	LAPC	surrounding communities	trails groups	estimated costs	2004 - 2008	2009 - 2013	2014 - 2030
Transit hub station – provide bicycle racks, lighting, and designated pedestrian waiting area with shelter	X			X					X			incidental	X		
Complete an off-road alternative between La Crosse and La Crescent															
Reapply for funding of the Wagon Wheel Trail through the Mn/DOT Enhancements grant program	X			X		X	X		X		X	\$780,000	X		
Construct an 8-foot multi-use path on the south side of US14/61/Mn16 across The Pike					X				X			incidental	X		
Make refuge island enhancements at locations where multi-use paths will need to cross highways at non-signalized intersections				X	X				X			TBD	X		
Examine engineering feasibility for modifications to the West Channel Bridges, including wider pedestrian walkway on south side and a pedestrian underpass under the west end of bridges				X	X		X		X			\$50,000 study	X		
Budget for and complete West Channel bridge improvements				X	X				X			TBD		X	
Develop Section 2 of the Tourist Trail within the City of La Crescent															
Sign S. 14th Street, from Spruce Drive to Mn 16, as a bicycle route	X											\$400		X	
Make intersection enhancements at S. 14th Street/ Mn 16	X			X								TBD		X	
Construct a multi-use path from S. 14th Street to S. Chestnut Street	X											\$120,000		X	
Make S. Chestnut a two-way street with adequate clearances under the US14/61 railroad bridge	X			X								TBD		X	
Sign two-way S. Chestnut Street as a bicycle route to link with the Wagon Wheel Trail, from E. Main to transit hub station	X											\$400		X	
Continue to take the lead in regional coordination and planning of the Tourist Trail to Winona and Houston															
Participate in SMART and Houston County Trails meetings	X	X	X	X	X	X	X	X	X	X	X	incidental	X	X	X
Examine engineering feasibility for a retaining wall trail system for Section 1 – along east shoulder of US14/61, from Sycamore Street to Old 61 Bikeway north of I-90	X			X				X	X		X	\$30,000 study		X	
Finalize feasibility and secure funding for Section 1 – parallel to US14/61, from Sycamore Street to the Old 61 Bikeway north of I-90	X			X					X	X	X	TBD			X

	Responsible Parties											Costs	Timeframe		
	City of La Crescent	Houston County	Winona County	Mn/DOT	WisDOT	MnDNR	US Fish and Wildlife	railroads	LAPC	surrounding communities	trails groups	estimated costs	2004 - 2008	2009 - 2013	2014 - 2030
Assess feasibility in developing Section 3 – parallel to Mn16, from S. 14th Street south to Miller’s Corner – as part of future Mn16 widening	X	X		X		X	X	X	X	X	X	TBD	X	X	
Conduct long-term planning for Section 4 – from Miller’s Corner through Hokah and on to Houston. Will need to select desired trail routing, obtain easements, finalize design, and secure funding	X	X		X		X		X	X	X	X	\$50,000 study	X	X	X
Make necessary improvements to enhance pedestrian safety and convenience															
Complete missing sections of sidewalk along N. Elm Street/County Highway 29	X	X										incidental	X		
Assess future pedestrian needs created by growth and increased traffic	X								X			incidental		X	X
Complete missing sections of sidewalk, crossings, and safe routes to school improvements as needed	X	X	X	X	X				X			TBD		X	X
Institutionalize bicycling and walking needs within City planning processes															
Ensure DOT projects meet the needs of all users, not just those of vehicular traffic	X	X	X	X	X				X			incidental	X	X	X
Incorporate recommendations of this plan into the the LAPC TIP and the City of La Crescent Comprehensive Plan and budget	X								X			incidental	X	X	X
Adopt AASHTO and Mn/DOT bike and ped standards and include within City Ordinances	X											incidental	X		
Require sidewalks and pedestrian facilities in all new developments	X											incidental	X	X	X

APPENDIX A: SUMMARY OF COMMENTS FROM DOT AND FHWA FOR FUTURE INCORPORATION

LA CRESCENT BICYCLE AND PEDESTRIAN PLAN

The following summarizes information/data suggested for incorporation into the Plan:

- Cost out the improvements over the life of the Plan (beyond the first five years)—critical for long-range planning purposes and fiscal constraint issues.
- Show overall implementations as 1-2 year plan, 5-10 year plan, and 10⁺ year plan vs. the fiscal year for each phase.
- Provide cost and revenue sources associated with the recommendations.
- Provide additional traffic volumes to put the improvements in context with the roadways.
- Add an inventory map of schools, parks, major retail, etc.
- Identify east-west connections between S 3rd St. and downtown La Crescent.
- Correct discrepancies within text concerning sidewalk gaps and recommend a retrofit of the most critical gaps.
- Reference La Crescent’s comprehensive plan and relevant ordinances (i.e., sidewalk) for additional background on key roadways.
- Recommend how La Crescent could modify its subdivision ordinance and sidewalk ordinance (if they have one).
- Consider other sign types to designate bike routes.
- Involve the Minnesota State Historic Preservation Office (www.mnhs.org/preserve/shpo/index.html) because of the potential impact on a well-documented historical area along the Wagon Wheel Trail.
- Increase the number of strategies that could be used to assist implementation.
- Include a section that identifies the “identified” projects, where they are identified (TIP, STIP, LRTP), and at what level they are in the planning stage.
- Include a narrative of the “second public workshop.”
- Include an appendix listing the agencies interested in the planned projects.
- Address the “Safe Routes to School” initiatives—identify and integrate routes.
- Describe the four regional trail projects.
- Provide a better detailed map for each of the corridors, indicating the area of interest and proposed projects.
- Improve the labeling and route delineation (current vs. proposed) of the main Plan map.

- Review the MN Bicycle Transportation Planning and Design Guidelines (preferred to AASHTO in order to meet State Aid Rules.
- Update data regarding roadway sections and speed limits.
- Describe the Wagon Wheel Trail enhancement project in more detail.
- Discuss needs, justifications, certifications, and approvals for recommendations regarding the West Channel Bridge. Check bridge compatibility (RR/TH14/61; I90/TH61; TH61/TH26) with trail regarding lateral and vertical clearances.