



La Crosse Area Planning Committee

Metropolitan Planning Organization

Serving the La Crosse/La Crescent Urbanized Area

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Minutes of Committee on Transit and Active Transportation Meeting, September 14, 2017

Minutes of the meeting of the CTAT held on Thursday, September 14, 2017 at 3:00 pm in room 1107 of the La Crosse County Administrative Center, 212 6th St N, La Crosse, WI.

Members Present: Stephanie Averbeck, Lewis Kuhlman, Kurt Wayne, Susan Lundsten, Sandy Sechrest, Cathy Van Maren, Peter Fletcher, Krista Heinz, Francis Schelfhout (non-voting member), Jim Longhurst, Jackie Eastwood. **Excused:** Steve Johnson, Rick Diermeier, Carolyn Dvorak, Ginny Loehr. **Others Present:** None.

1) Approval of minutes of the July 13, 2017 CTAT Meeting:

Sandy Sechrest motioned to approve the minutes of the July 13, 2017 meeting; Lewis Kuhlman seconded. All other voting members were in favor.

2) Next steps for pursuing Vision Zero:

Jackie Eastwood stated that the recommendation to pursue Vision Zero came out of the bicycle and pedestrian safety study and that MPO staff have included a general statement for “education and promotion of Vision Zero at the local and regional level” in the work program for next year. She went on to provide some background on Vision Zero and referenced one document from the Vision Zero Network that outlined principles, policies, and practices and another that discussed centering safety at MPOs. Ms. Eastwood explained that the document on centering safety at MPOs treated all MPOs the same when in reality they have different authorities based on how big they are. The LAPC is a small MPO that tracks performance and prioritizes STP-Urban projects through a set of criteria that includes safety, but ultimately, the DOT determines what information must be submitted on the applications and decides which projects get funded. Ms. Eastwood suggested that the MPO revamp its criteria to emphasize safety, but the real change will only come through the City of La Crosse committing to Vision Zero principles and safe roadway design.

Ms. Eastwood stated that she had viewed a couple of recommendations for treatments at Badger St and King St recommended by WisDOT, but she was not privy to the conversations with the City. Francis Schelfhout stated that the discussions revolved around “preventable” crashes and treatments at Badger St and King St because other West Ave intersections were going to be addressed in other projects. The Badger St treatment would include adding an 8-foot wide north crosswalk, widening the existing south crosswalk to 8 feet, and installing RRFBs in all four quadrants. King St as a bike boulevard would receive a similar treatment except there would be separate cut-throughs for bicyclists and pedestrians. Lewis Kuhlman brought up the signal timing to which Mr. Schelfhout responded that the timing is the responsibility of the City. Ms. Eastwood stated that Matt Gallager has been working on the pedestrian signal timings, but we still need to get people to push the button. Cathy Van Maren suggested that the signals should be upgraded to an automated pedestrian detection, which would benefit drivers also.

3) First/last mile to transit:

Jackie Eastwood stated that this topic was an issue when she conducted the bus survey and in discussions for the 7 Rivers Region Alliance WISE Plan. Main goals of the WISE Plan are to retain and recruit employees and good transportation is a key element. Ms. Eastwood commented that the City of Onalaska should apply for a TAP grant to fill a critical gap between the existing trail ends near S Kinney Coulee Rd and at Landfill Rd, but they are waiting on the STH 16 project. Francis Schelfhout responded that the City shouldn't wait on that project because it keeps getting pushed out in the schedule.

4) Discuss next bike route to establish and sign:

After much discussion, the group decided to pursue three routes: 1) a continuation of the Route 1 along the west side of La Crosse; 2) a Route 3 aligned up the middle along East Ave and 17th St; and, 3) a Route 5 that is the current Mississippi River Trail (MRT). Jim Longhurst announced that the Driftless Convergence Silent Sports event at the

OmniCenter in May of 2018 will be making use of the Route 1. Jackie Eastwood stated that she would map out the alignments as she understood the discussion and send them out for review.

5) Updates and information items:

Peter Fletcher announced the start on October 2 of a pilot project for SMRT bus service between Tomah and La Crosse. The pilot service will operate for the first three months after which he will work with WisDOT to continue service next year. Gundersen Health Systems (GHS) and La Crosse County have contributed funding so far. The service will begin with two round trips per day beginning in Tomah, with a mid-day trip added next year. They were able to obtain a vehicle on a no-cost lease from the Opportunity Center in Prairie du Chien. They only have to maintain it. Mr. Fletcher went on to say that the SMRT Bus was awarded the Economic Development Initiative Award at WEDA's Community & Economic Development Awards event in Madison on September 13. Organic Valley was also there and received a number of awards.

6) Future agenda items:

None suggested.

7) Other business; Adjourn; Next meeting to be announced:

Susan Lundsten motioned to adjourn at 4:30 pm; Jim Longhurst seconded. All voting members were in favor.