

## Appendix A: Coulee Region Transportation Study

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### Refined Strategies

All information related to the Study, including links to the maps of strategies dismissed from going forward, can be accessed from the [Coulee Region Transportation Study](#) page on the Wisconsin Department of Transportation website. Refined strategies include:

- ⇒ “A” Strategies – WIS 16 and Losey Boulevard corridors and considers expansion of these existing facilities.
- ⇒ “B” Strategies – US 53 corridor and considers expansion of this existing facility.
- ⇒ “C” Strategies – WIS 35 corridor and considers expansion of the segment between US 53 and Clinton Street.
- ⇒ “D” Strategy – Eastern corridor that would navigate over/through the bluffs.
- ⇒ “E” Strategies – Western corridor that primarily utilizes Bainbridge Street along with some new roadway, bridges and other existing streets to create a connection to 2nd Street in downtown La Crosse.
- ⇒ “F” Strategies – Central corridor that utilizes portions of existing roadways (River Valley Drive, Gillette Street, and others) with some new roadway connections.
- ⇒ “G” Strategies – US 53 corridor, specifically the 3rd/4th Street portions and considered a conversion from one-way streets to bidirectional traffic.
- ⇒ “H” Strategy – Utilizing improved bike, pedestrian and transit facilities and implementing better Travel Demand Management (TDM), Transportation System Management & Operations (TSMO) and policy/legislation to avoid the expansion or creation of roadways.

### Strategies to Move Forward

The [Maps](#) page provides detailed descriptions and links to the maps for each of the strategy packages chosen to move forward in the Study:

- ⇒ Strategy Package [H + A1](#)
- ⇒ Strategy Package [H + F1](#)
- ⇒ Strategy Package [H + F3](#)
- ⇒ Strategy Package [H + F4](#)
- ⇒ Strategy Package [H + F5](#)
- ⇒ Strategy Package [H + E2 + F5](#)

## LAPC Resolution

WisDOT requested that the Policy Board approve a resolution supporting the six strategy packages. The final approved resolution included Strategy H as a standalone strategy. The WisDOT reacted to the resolution by stating that strategy “H” did not satisfy the goals of the CRTS and would not be going forward as a standalone strategy.

### La Crosse Area Planning Committee

#### RESOLUTION 03 - 2016

##### SUPPORTING ADVANCING

##### the Strategies from the

##### *Coulee Region Transportation Study for Further Study*

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) has completed the *Coulee Region Transportation Study*, a Planning and Environment Linkages process designed to cooperatively determine strategies to transportation problems in the La Crosse area that:

- Promote smart growth that considers all transportation modes along with changes to land use;
- Consider strategies that balance transportation needs with protection of the environment and community resources;
- Reduce the rate and severity of pedestrian, bicycle and vehicular crashes;
- Address pavement, structural, and geometric deficiencies and utilities;
- Provide comfortable, direct, reliable and convenient access for all modes of transportation;
- Promote/encourage the use of alternate modes of travel;
- Provide reliable travel times for both reoccurring and nonrecurring congestion;
- Reduce motor vehicle use during peak periods;

and

**WHEREAS**, the *Coulee Region Transportation Study* included over 100 presentations and discussions with municipal, agency, advocacy and neighborhood groups, including 12 LAPC policy and technical committee meetings; and

**WHEREAS**, 18 cooperatively developed strategies were reduced to 6 that are recommended to move forward to the more detailed environmental assessment stage using a series of cooperatively developed screening criteria; and

**WHEREAS**, all 6 of the strategies recommended to move forward include utilizing improved bike, pedestrian and transit facilities and implementing better Travel Demand Management (TDM), Transportation System Management & Operations (TSMO) and policy/legislation strategies to minimize the expansion or creation of new roadways; and

**NOW, THEREFORE, BE IT RESOLVED** that the La Crosse Area Planning Committee hereby supports and recommends that the 6 strategies developed in the *Coulee Region Transportation Study*, as well as Strategy Package H (TDM / Policy and Legislation / Bike and Pedestrian / Transit / TMO,) be moved forward into a National Environmental Policy Act (NEPA) / Project Design Phase to identify a preferred strategy that addresses safety, travel, modal and policy concerns in the La Crosse area; and

**BE IT FURTHER RESOLVED** that the Project Design Phase apply selection criteria including but not limited to the following principles recognized as of critical importance to the La Crosse area communities and citizens:

- The LAPC highly values the La Crosse River Marsh and existing city neighborhoods, and requires that improvements to existing roadways, and any new roadways avoid, minimize and mitigate any negative impacts, and improve, the natural condition and livability of these resources;
- Consider planning documents the LAPC and constituent municipalities have developed, such as *Coulee Vision* (the Metropolitan Transportation Plan for the La Crosse and La Crescent Area) and the *City of La Crosse Transportation Vision* that include principles and visions for the region's transportation networks,
- Transportation improvements have implications that affect regional land use and development patterns. Strategies studied in the environmental phase must be judged not only on congestion mitigation, but also on their ability to impact land use, commuting, and travel behavior changes that are in line with the guiding principles of *Coulee Vision* and other local planning documents; and

**BE IT FURTHER RESOLVED** that the municipalities that make up the LAPC commit to instituting policy measures that facilitate the construction of their desired transportation network including support for improved regional and fixed-route transit, increasing bicycle and pedestrian accommodations, park-and-rides, boundary agreements with an emphasis on infill development while enabling choices for urbanizing towns, parking policy review, and other travel demand reduction measures.

LA CROSSE AREA PLANNING COMMITTEE

  
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Tim Candahl, Chair

  
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Tom Faella, Executive Director

*Dated: March 16, 2016*

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