

Minutes Brice Prairie Safety Committee
Wednesday, May 2, 2018
Brice Prairie First Responders Building

Members Present: Brian Tippetts, Vicki Burke, Jim Nissen, Jerri Monti, Dave DeBoe, Jolene Huiss, Fritz Funk, Scott Cooper (arrived 6:30 p.m.)

Others Present: Ron Chamberlain (La Crosse County Highway Commissioner), Paul Przywojski, Barb Elsen, Ken Davis

The meeting was called to order at 6 p.m. by Chair Tippetts. Those present introduced themselves.

Nissen moved, seconded by Monti to approve the agenda. Motion carried unanimously.

Funk moved to approve the minutes from the April 4, 2018 meeting, seconded by Monti. One correction was made in the sentence to read " April 18 meeting or subsequent meetings" instead of "May 16 and June meetings" in the 8th section of the minutes. Motion to approve with correction passed unanimously.

Ron Chamberlain, La Crosse County Highway Commissioner, answered questions from Jim Nissen related to plans for Brice Prairie. Those questions were prepared and presented by Jim Nissen, Committee Member.

Commissioner Chamberlain spoke of the highway needs of La Crosse County which total \$101,000,000. Decisions on road repair and replacement priorities are determined by safety issues and grant funding. Also La Crosse County looks to turn over roads to other municipalities. The roads on Brice Prairie will need resurfacing and overlays except for CTH Z which had an overlay with funding in cooperation with the Ho Chunk Nation which provides money for reservation roads. Chamberlain explained this program administered by the Federal Highway Administration. This money is available for county roads but not for town, village or city roads.

Chamberlain indicated that the other area of need involves storm water projects. He discussed the fact that homeowners have impacted water flow by filling in ditches which should not be happening.

In a question about reconstruction with 5 feet of side paving, Chamberlain explained that the La Crosse County tries to have a 6 foot--5 feet paved and 1 foot gravel-- for the protection of the road. La Crosse County has passed a Complete Streets Ordinance which takes into consideration pedestrians and bikes in planning but the Wisconsin State legislature has passed legislation which denies funds for complete street development. Only Federal funding is available. The Wisconsin Legislature also passed a law forbidding the use of eminent domain to acquire additional land for bike and pedestrian path development. La Crosse County does not do sidewalks. The County will cooperate with municipalities if they wish to provide the funding for roads. It is difficult to estimate the cost of providing additional space on roadways because not all roads are four rods or 66 feet wide. Subdivisions are required to provide four rods wide roads.

Chamberlain explained that municipalities may take over the responsibility for a road if they can secure funding, have priorities for the roads which meet the municipalities plans, and a have a desire to control what happens on the road.

Chamberlain commented on a possible bridge over the railroad tracks. A study was completed in 2007 which indicated a need for improved access to Brice Prairie. A separated grade crossing would cost 3.3 to 3.6 million according to that study. There would be difficulty with the footprint as well as environmental issues which would have to be worked out in cooperation with the U.S. Fish and Wildlife Department. The railroad might be interested in participating if there was a safety and cost benefit to them. They would, however, have to close one of the crossings.

When questioned about signage for bike trails Chamberlain indicated that education is necessary so that individuals act responsibly. La Crosse County will work with towns to develop signage but is not interested in working with groups because of the liability which the county has for the right of way. The Safe Ride To School educator with La Crosse County does provide education to groups.

Chamberlain indicated that speed limits are based on date and number of fatalities. A speed limit study is currently being conducted by the County. The Wisconsin DOT site will give information on what is included in that study. It may be finished by the end of 2018.

Chamberlain indicated that work on roads involves sealing cracks for 1 to 5 years, seal coating every 5-7 years, and doing an overlay every 7 to 15 years.

Chamberlain indicated that the storm water concerns on Brice Prairie are more urgent. Proper draining protects the roadway. It is important to remember that La Crosse County's liability and good engineering data drive La Crosse County highway decisions.

Following Chamberlains answering of questions the committee reviewed the notes prepared by Jim Nissen on the Brice Prairie Master Plan and the Brice Prairie Comprehensive Plan.

Discussion occurred on who might be best to speak at future meetings. Names suggested were Francis Shelfhout, Bike and Pedestrian Coordinator for the DOT, and Jack Zabrowski, former Bike and Pedestrian Coordinator for La Crosse County.

Committee members will review material from this meeting and the plans in preparation for the next meeting. Fritz Funk will review common themes in the 2050 Plan at the next meeting on May 16.

Nissen moved to recommend that Paula Przywojski, newly elected Town of Onalaska Board Member, be appointment to the committee. Seconded by Fritz Funk. Motion was approved unanimously.

Minutes recorded by Vicki Burke Secretary

Town of Onalaska Comprehensive Plan, 2005-2025, Volume 1 (Adopted May 26 2005):

Vision and Goals (page 2)

Note: Those goals that deal with connections, trails, etc. are listed here:

Our Town will:

- ⑩ Expand and support natural resource-based recreation amenities and opportunities.
- ⑩ Improve the overall safety, efficiency, and affordability of public facilities and services, including the transportation system.
- ⑩ Maintain and enhance a high quality of life for residents.

Comprehensive Plan Format (page 4)

Volume One: Comprehensive Plan. The Plan, this document, contains Onalaska's goal, objectives, policies, recommendations and actions for the next 20 years. It contains the following eight (8) plans, or elements: Housing Plan; Transportation Plan; Community Utilities and Cultural Resources Plan; Economic Development Plan; Intergovernmental Cooperation Plan; Land Use Plan; and Action Plan.

Volume Two: Existing Conditions Report. This report describes current and past conditions, planning efforts, opportunities and issues to be addressed in each of the required plan elements. It consists of a series of reports, or elements. The Existing Conditions Report contains nine chapters, as required by the planning law, and relevant appendices.

Planning Process (top of page 5):

Survey: Between December 3003 and January 2004, the Town mailed 1,855 surveys to every address and 740 surveys were returned for an outstanding 40 percent response rate. The following is a summary of the survey results. Note: Only those comments dealing with connections, bike/pedestrian trails, etc. are included here.

Survey Results - Transportation (page 7)

- ⑩ Over half of the respondents, 54.1 percent, said traffic is not a problem in the Town, while 36.4 percent believe traffic is a problem.

Survey Results - Recreation (page 8)

- ⑩ New hiking/biking trails to connect to the lakefront and existing trails are needed; and picnic areas/playgrounds should be added.

Note: The full summary is available on the Town's website under Town of Onalaska Survey Results Summary.

Land Use Scenarios Workshop (page 10)

Specifically, the Town was divided into four (4) districts, each representing a unique area. Initially, those Districts were defined as: District A: Brice Prairie to CTH XX (including Midway). During subsequent Land Use Element meetings after the land use scenarios workshop, Midway was moved to District B and the districts were renamed the following: District A: Brice Prairie District; District B: Great River Road District (including Midway);

District C: Halfway Creek District; and District D: Sand Lake Creek District. Note: Only recommendations for the Midway District will be summarized.

Individual Plan or Element Summaries for Town of Onalaska:

2. Housing Plan (page 15). *Note: No specific recommendations for connections, trails, etc.*

3. Transportation Plan (page 17).

Goal 1 (page 17): The Town of Onalaska will work with La Crosse County and neighboring jurisdictions to provide a safe, efficient, and economically sound transportation system that meets the needs of all its residents, businesses, and visitors.

Objectives, Policies & Actions

1.1 (page 17): Maintain and improve a balanced, efficient, and low cost transportation system. This system should take advantage of the existing infrastructure and accommodate a variety of transportation choices including driving, walking, biking, and rail.

- Action 1-1a (page 17): Prepare and annually update a multi-year transportation improvement plan to identify and prioritize short-term and long-term needs and funding sources for road improvements, new roads, pedestrian and bicycle paths and trails, and other transportation facilities. Allow for public review and comment on the Town's short and long-term transportation system improvement plans.
- ⑩ Action 1-1c (page 17): Contact La Crosse County at least one time each year to provide a list of the Town transportation projects and needs to be included in the County's Capital Improvements Program.
- ⑩ 1-2 (page 17): Improve safety problems at key or busy intersections and existing or potentially hazardous areas.
- Action 1-2a (page 17-18): Identify and prioritize intersections of concern and traffic hazard areas and develop a list of recommendations, budgets, and timelines for these problems to be addressed. Based on the comprehensive Town community survey conducted in 2004, residents identified the following intersections as traffic hazard areas (*Note: Only Brice Prairie and Midway intersections listed here*):
 - ⑩ CTH OT and CTH XX in mid-day
 - ⑩ Right turn no stop in Midway is confusing
 - ⑩ Narrow roads on Brice Prairie
 - ⑩ CTH ZN and CTH OT – building obstructing view
 - ⑩ Only two exits on Brice Prairie
 - ⑩ CTH ZB too narrow – lights
 - ⑩ Sharp corner by Prairie Produce on CTH Z
 - ⑩ CTH OT and CTH ZN Midway
- ⑩ Action 1-2b (page 18): Notify La Crosse County that speeding is the number one traffic safety issue in the Town, and work with the County to identify solutions to this problem.

1-4 (page 18): Accommodate and encourage safe, convenient non-motorized transportation choices (pedestrian, bicycle, etc.).

- Action 1-4a (page 18): Require all new developments to be safe places to walk and bike. This may be accommodated through safe street designs, formal or informal paths or trails (on or off street), and connected to existing or planned Town-wide or regional pedestrian or bicycle facilities. This action will require amending Town ordinances to include this requirement as part of the development review and authorization process.
- ⑩ Action 1-4b (page 18): Support County and State plans to provide bicycle trail improvements in the Town, per the discretion of the Town Board.
- ⑩ Action 1-4c (page 18): Work with neighboring jurisdictions to identify parcels within the Town as areas for potential easement or acquisition for future regional trail network enhancements.
- Action 1-4d (page 19): Work with the State, La Crosse County, and the LAPC (La Crosse Area Planning Committee) to create on-road bicycle facilities (e.g. bike lanes and paved shoulders) in conjunction with roadway reconstruction and determine necessary bicycle route signage.
- ⑩ Action 1-4f (page 19): Identify and create access to the Great River Trail at the mid-point of the Trail on Brice Prairie.
- ⑩ Action 1-4g (page 19): Any new or improved roads in the Town should be designed and constructed to accommodate bicycles.
- Action 1-4h (page 19): Continue to pursue the following transportation recommendations including (*Note: Only those dealing with Brice Prairie or the Great River Trail are listed*):
 - ⑩ Development of a bicycle trail on the north side of CTH Z which connects with the Great River Trail at Lytles Landing that would create a loop to the lake and/or through Brice Prairie to the lake.
 - Development of a bicycle trail from the Village of Holmen which generally follows Halfway Creek to Midway where it would connect to the Great River Trail. *Note: Completed.*
- ⑩ Provision of trails or sidewalks within and between new residential subdivision

1-5 (page 19): Coordinate the provision and improvement of transportation infrastructure with land use and development in and adjacent to the Town.

- Action 1-5a (page 19-20): Consider creating traffic and access circulation criteria that all new developments must meet and the Town Board approve prior to the issuance of a building permit, such as (*Note: Only one of the five provisions is listed here*):

- ⑩ Areas of historic pedestrian or recreational trail use, improvements of or connections to the bicycle and pedestrian trail system, and adequate access to significant public lands and waterways are provided through dedicated public trail easements and are proposed for appropriate improvements and maintenance.
- ⑩ Action 1-5c (page 20): Plan for infrastructure improvements, recreational trail corridors, and other transportation-related facilities and services when making land use decisions.

1-7 (page 20): Continue to participate in the La Crosse Area Planning Committee (LAPC), our region's metropolitan planning organization (MPO).

- ⑩ Action 1-7a (page 20): Appoint advisory committee members (technical and bicycle) to advocate for transportation policies and projects consistent with this plan.
- ⑩ Action 1-7b (page 20): Support regional transportation policies and projects that reflect the Coulee Visions plan.
- Action 1-7c (page 21): Review and recommend changes to LAPC documents, policies, and projects to enable implementation of this plan, including county highway functional classifications, long-term transportation plans, and transportation improvement projects.
- ⑩ Action 1-7d (page 21): Encourage Plan Commission and Board discussion of LAPC-related activities and identify issues and concerns to raise at LAPC planning meetings.

4. Utilities & Community Facilities (page 23).

Goal 1 (page 23): Ensure Town residents and businesses are adequately served by desired public utilities and facilities in a cost-effective way and in a manner that promotes a high quality of life.

Objectives, Policies & Actions

1-1: Continue to maintain low public service and facility costs in the Town.

- ⑩ Action 1-1f (page 24): Continue to seek grants, state and federal loans, and alternative methods of funding improvements.

1-3 (page 25): The provision of public services and facilities will improve the quality of life of Town residents, property owners, businesses, and visitors.

- ⑩ Action 1-3a (page 25): By involving the public in facility and utility expansion decisions, whenever possible, by asking for public comments and placing citizens on appropriate boards.
- ⑩ Action 1-3b (page 25): Continue to monitor the public's satisfaction with the provision of public services and facilities in the Town through efforts such as conducting surveys and inviting input at annual Town meetings.

Goal 3 (page 27): Continue to provide and improve outdoor recreational facilities for active uses (e.g. ball games) and natural areas for passive uses (e.g. bird-watching).

3-1 (page 27): Recreational facilities and programs should be planned to serve both local residents and tourists and should be designed at a scale appropriate to the intended use and the surrounding environment. Recreational uses and facilities should also be consistent with the other goals and objectives identified in this plan, especially those related to land use, transportation, and the environment.

- ⑩ Action 3-1f (page 27): Pursue joint projects with other municipalities, agencies and/or non-profit organizations to increase and enhance public community facilities within the Town (e.g. boat landings and trail access).

5. Agriculture, Natural & Cultural Resources Plan (page 23)

The Town of Onalaska has developed goals, policies and actions to manage and protect its important agricultural, natural and cultural resources. Many recommended actions may require that the Town work with La Crosse County, neighboring municipalities, the WI DNR, USFWS (U.S. Fish and Wildlife Service), and/or others to implement and protection policies.

Goal 2 (page 33): Enhance public access, use and enjoyment of the community's natural and recreational resources.

Objectives, Policies & Actions

2-1 (page 33): Work with La Crosse County, the Village of Holmen, the City of Onalaska, agencies, private landowners, developers, and others to establish and maintain an efficient system of parks, trails, pedestrian pathways, bicycle routes and greenways to provide access and linkage to natural and recreational resources.

- ⑩ Action 2-1a (page 33): Ensure that public recreational use of natural resources is enhanced in a manner that is compatible with the resource.
- ⑩ Action 2-1b (page 33): Support the provision of new parks within and near areas where significant residential development is occurring.
- ⑩ Action 2-1c (page 33): Promote public access for recreational use of Lake Onalaska. Identify specific locations for new boat landings, lakeshore fishing access, and viewing areas.
- ⑩ Action 2-1d (page 34): Emphasize the value of the Town's natural resources as focal points of natural beauty and recreation that contribute to the community's identity, and as economic benefits to the Town, region, and State of Wisconsin.

Goal 3 (page 34): Identify, conserve, and protect the Town's cultural, historical, and archaeological resources.

Objectives, Policies & Actions

3-1 (page 34): Encourage the preservation of the Town's rural historic character.

- ⑩ Action 3-1d (page 34): Encourage local festivals, fairs, farm tours, farm breakfasts, and markets that celebrate the Town's farming, hunting, fishing, wildlife watching, and biking heritage and rural way of life.

6. Economic Development Plan (page 38)

The Town of Onalaska has developed goals, objectives, policies and actions to encourage economic development that provides for Town needs, while respecting the rural character of the Town.

Goal 1 (page 38): Encourage economic opportunities that enhance the quality of life for Town residents, are appropriate for the levels of public services and facilities in the Town, and are environmentally sensitive.

Objectives, Policies & Actions

1-1 (page 38): Protect and enhance Onalaska's scenic and environmental character as an economic asset in the Town and region.

- ⑩ Action 1-1c (page 38): Explore options to sustain and possibly increase tourism and recreation businesses in the Town through development of biking trails, cross country ski trails, parks, walking trails, wildlife refuges, and /or nature sanctuaries. Ensure that these businesses do not negatively impact the rural character of the Town, nor harm the Town's outstanding natural resources.
- ⑩ Action 1-1d (page 38): Promote the Town's unique natural resources and recreation opportunities and encourage the development of tourism-based businesses to capture these economic opportunities. Such businesses may include bed and breakfasts; outdoor supply stores; restaurants; delis/cafes; and canoe, bike, cross country ski, golf, and other quiet sports rental companies.

7. Intergovernmental Cooperation (page 42)

Goal 2 (page 42): Participate in regional planning efforts and coordinate all planning activities with neighboring communities, La Crosse County, and relevant agencies.

Objectives, Policies & Actions

2-1 (page 42): Participate in regional planning efforts and coordinate planning efforts (e.g. comprehensive, land use, transportation, and natural resource protection), regulations, and specific land use decisions with neighboring communities, La Crosse County, and other relevant districts and agencies, such as the Holmen Area Fire Board, school districts, or USFWS (U.S. Fish and Wildlife Service).

- ⑩ Action 2-1h (page 43): Support regional efforts to expand transportation choices through such measures as expanding transit service and connecting multi-use trails to neighboring communities and the regional trail networks.

- ⑩ Action 2-1i (page 43): Encourage and participate in efforts to establish the Great River Road as an outstanding scenic gateway to and corridor through the Town with high quality public and private building, streetscape, landscape, and road designs; signage guidelines; and scenic views to the Mississippi River Valley. Encourage the State, County, LAPC and/or others to initiate this effort.

Goal 3 (page 47): Coordinate with neighboring communities, La Crosse County, other relevant agencies and districts, and non-profit organizations to provide high quality services in the most effective manner possible.

Objectives, Policies & Actions

3-1 (page 47): Continue to work cooperatively with neighboring communities to lower the costs of providing services.

- ⑩ Action 3-1b (page 47): Identify opportunities to jointly provide expanded or new services such as additional recreational programs, transit programs, and bicycle or park facilities with neighboring communities.

8. Land Use Plan (page 48)

Under Element 4. Land Use Policies & Recommendations

#14 (page 51): Implement the following conservation design principles to the greatest extent possible in the Brice Prairie, Halfway Creek, and Sand Lake Creek Districts. *(Note: For purpose of the Land Use Plan, the Town was divided into four Districts: Brice Prairie, Great River Road District (including Midway); Halfway Creek District, and Sand Lake Creek District. Refer to page 10 for a more thorough explanation.)*

- ⑩ l. (page 52) Provide wide areas for public access to parks and common open spaces.
- ⑩ n. (page 52) Create pedestrian trails through open space areas, allowing for future connections to other areas.

Under Element 6 (page 64). Planning Districts

6.1 (page 64). Brice Prairie District

Goals & Objectives (page 64):

- #5. (page 64): Protect and enhance Brice Prairie's status as a recreational gateway to the Great River State Recreational Trail, Lake Onalaska, the Black River Bottoms, and other areas within the Upper Mississippi River National Wildlife and Fish Refuge.

Actions (page 66):

- ⑩ #3. (page 66) Create a new multi-use trail, parallel to the Great River Trail, from the intersection of CTH Z/ZN to the Black River, with connections to the Great River Trail and CTH Z.
- #4. (page 66) Develop a second bike trail through Brice Prairie running along major subdivision and connect to Great River bike trail.

Brice Prairie Master Plan (Adopted 22 May 2006):

Summary Memorandum (19 pages + map):

Brice Prairie Vision (page 2):

2nd paragraph: A mixed-use trail system throughout Brice Prairie allows for safe outdoor activities such as hiking and biking.

3rd paragraph: Because of the strong land ethic and the excellent access to the Great River State Recreational Trail, Brice Prairie is an ecological and recreational gateway to Lake Onalaska and the Upper Mississippi River National Wildlife and Fish Refuge. Natural resource-based businesses thrive on the Prairie and add to the residents' high-quality of life and healthy lifestyle, while at the same time enhancing Brice Prairie as an important and attractive destination for those who choose to pursue outdoor experiences and recreational activities.

Master Plan Concepts (begins on page 6):

USFWS, Mathy and Capitol Air (page 11): 4th paragraph: Any public trail system that may be present on the USFWS (U.S. Fish and Wildlife Service) sand prairie should connect to the existing Lake Onalaska foot access at Clear water Cabins. The CTH ZB crossing should be made safe and inviting for pedestrians. *(Note: Both recommendations were accomplished. In addition, a small parking lot was constructed in support of the foot access. Further, an overlook and small parking lot were also constructed on the trail system located on the USFWS sand prairie.)*

Additional Connections (page 12): 2nd paragraph: The Town should work with the County and railroad operators to create an additional pedestrian/bicycle connection to the Great River State Trail. Workshop participants suggested a connection at the Oak Grove Family Learning Center as a pedestrian/bicycle extension of CTH ZZ. In conjunction with this new trail access, CTH ZZ should be designed to allow safe and comfortable bicycling between the Great River Trail and the hamlet community crossroads at CTH ZZ and CTH ZN.

3rd paragraph: Both concepts and the master plan show possible road connections and extensions.

....To preserve the Prairie's rural character, new streets should be no wider than necessary but still allow both safe driving and biking.

Brice Prairie Master Plan and Town Recommendations (page 18):

...The Master Plan operates within the construct of the Comprehensive Plan, but provides more details on the intended character of development and preservation on the Prairie.The Master Plan recommends the following Town actions:

3rd bullet (page 18): When the Mathy and Capitol Air parcels develop, encourage an internally and externally connected street network and the arrangement of uses (including the location of required park dedications) to support the goals of the USFWS center and open space.

4th bullet (page 18): Explore with La Crosse County public works an additional road connection between CTH ZB and the CTH Z wetland crossing. The timing and construction of the roadway could coincide with the development of the Capitol Air parcels.

5th bullet (page 18): In conjunction with La Crosse County, DNR (Wisconsin Department of Natural Resources), and the railroad, explore the creation of an additional pedestrian crossing over the rail tracks from the Oak Grove Learning Center to the Great River Trail.

8th bullet (bottom of page 18): Work with the USFWS (U.S. Fish and Wildlife Service) to coordinate their possible public access to the preserved open space with the existing pedestrian lake access at Clearwater Cabins. *Note: Completed.*

9th bullet (bottom of page 18): When Prairie roadways are resurfaced, redesigned, or otherwise changed, balance the need for safe biking on Brice Prairie roadways with the desire to maintain a rural character.

10th bullet (top of page 19): Consider the recommendations of the Environmental, Emergency Services, and Transportation Capacity Report. The recommendations vary from broad policy statements to specific actions by the Town and Brice Prairie residents.

Capacity Report with accompanying maps and figures:

(Note: Full document can be found on the Town's website in the Appendix to the Brice Prairie Master Plan.

Brice Prairie Capacity Analyses

Background (page 1 of 56)

The Brice Prairie Capacity Report considers the capacity of Brice Prairie to accommodate additional development. The report assesses three measures of capacity – environmental, emergency service response times, and transportation. The Capacity Analysis Report is the basis for and will be included as part of the Brice Prairie Master Plan.

Each of the three capacity reports were drafted as stand-alone documents and are included in this report. This introductory section summarizes the recommendations made in each of the three reports. Although the details differ for each of the three categories, Brice Prairie is nearing its capacity in all three areas. Overall, the limited capacity appears to be available for additional development on the Prairie, as long as it is done in an environmentally responsible manner, investments in emergency service staff and equipment are made and intersections and connections are improved.

Consolidated Recommendations: *(Note: A lengthy list of recommendations was included, particularly under the Environmental Capacity Report. Only those recommendations that deal with connections, trails, etc. are listed below. Also, rather than list the number of the bullet, the page on which the recommendation appears is included.*

Environmental Capacity Report (begins on bottom of page 1):

- ⑩ The boat ramps are important locations for recreational activities and should be well connected to the Prairie's park and recreation system (page 2).
- ⑩ It is extremely important to connect the pedestrian access points on the Prairie and Refuge to a network of bicycle and pedestrian facilities on the Prairie (page 2).
- ⑩ As development occurs and new parks are developed, it will be important to link the parks through the neighborhoods and to one another via pedestrian, bicycle, and greenway networks (page 2).
- ⑩ It is important to provide bicycle and pedestrian connections across the rail line and between the Great River State Trail and local pedestrian and bicycle networks on Brice Prairie (page 2).
- ⑩ Maintain and enhance the scenic Great River State Trail to provide a rustic, rural trail experience and connect trail networks from this corridor onto Brice Prairie (page 2).
- ⑩ The Great River State Trail is an excellent resource that should be linked to the Prairie through a local trail system (bottom of page 4).
- Work with surrounding municipalities and landowners to implement the Halfway Creek Trail and connection to the Great River Trail (bottom of page 4). *Note: This was completed.*
- ⑩ Create a new multi-use trail, parallel to the Great River State Trail, from the intersection of CTH Z/ZN to the Black River, with connections to the Great River State Trail and CTH Z (bottom of page 4).
- ⑩ Develop a second bike trail through Brice Prairie that runs along major subdivisions and connects to the Great River State Trail (top of page 5).
- ⑩ The Drainage Buffer Areas on the Environmental Features Map provide an excellent opportunity to provide greenways and trails, which should be dedicated through any development agreements (page 5).
- ⑩ La Crosse County updates their Comprehensive Outdoor Recreation Plan every 5 years. The Town should work with La Crosse County to target and protect sensitive environmental areas and parklands on the Prairie (page 5).
- ⑩ Promote area tourism by enhancing Brice Prairie's status as a gateway to Lake Onalaska and the Refuge (page 5).
- ⑩ Work to increase and enhance public access to Lake Onalaska and the Black River.
- ⑩ A trail network should connect from a possible Town Hall/USFWS (U.S. Fish and Wildlife Service) site to other neighborhoods, community destinations, the Great River State Trail and other trails on the Prairie (page 5).
- ⑩ The Town should encourage cluster development on Brice Prairie, with open space protected and enhanced for prairie habitat, and biking and hiking trails connecting throughout (bottom of page 5).

Emergency Services Response Times Capacity Report (top of page 6):

There were no recommendations dealing with connections, bike/pedestrian trails, etc.

Transportation Capacity Report (page 6):

- ⑩ To improve the safety of the Great River Trail crossing of CTH ZN, proper signage should be placed on CTH ZN in the vicinity and at the location of the trail crossing to alert motorists of potential pedestrians crossing the roadway (page 6).

- ⑩ Physical improvement to CTH ZN should be considered to force motorists to slow down approaching the Great River Trail crossing such as roadway narrowing, physical delineation of the crossing, or median installation (page 6).
- To improve the safety of the Great River Trail crossing of CTH Z near CTH ZM, proper signage should be installed near the trail crossing as well as physical improvements to the crossing to make motorists slow down and alert them of potential trail users (page 6).
- ⑩ To reduce or limit access along the external roadways, combined access between adjoining parcels should be implemented whenever possible and should be strongly promoted by the Town of Onalaska (page 6).
- ⑩ Adequate spacing of access points along CTH ZN, CTH Z, and CTH OT should be promoted to reduce the amount of conflict points over a short section of roadway, improving traffic flow and safety (bottom of page 6).

Note: For more background information on each of the capacity reports and recommendations, suggest reading the individual reports. They are all available on the Town's website in the Appendix to the Brice Prairie Master Plan. The Environmental Capacity Report begins on page 7, the Emergency Services Response Times Report begins on page 33, and the Transportation Capacity Report begins on page 38.

Table Comments from Public Workshop #1 at Sand Lake Elementary School, January 28 2006: *(Note: The full list of comments is available on the Town's website in the Appendix to the Brice Prairie Master Plan.)*

After an initial presentation that gave project background, described the recommendations of the capacity report and described some starter ideas, the meeting participants divided into six worktables. The public comment was recorded on flip charts and, to a lesser extent, on base maps. ***The following comments, dealing with connections, trail suggestions, etc. are listed by table:***

Table #1:

Under Open Space:

- ⑩ Bike/snowmobile trails – multi-use
- ⑩ Connections

Table #2:

Overall Character:

- ⑩ Walking trails – safe from traffic – more connections to State trails

Conservation Areas:

- ⑩ Take advantage of fish and wildlife area/trailhead with education opportunities, wildlife viewing

Table #3:

- ⑩ Safe bikeway along ZN and Z on south end of prairie

Table #5:

- ⑩ Overhead on train tracks
- ⑩ Bike lanes/sidewalks need to be developed; a big safety concern
- ⑩ Connect residential areas to bike trail
- ⑩ Natural connection to bike trail behind Oak Grove Learning Center
- ⑩ Need larger parks and play areas; get people out of house to meet each other

Table #6:

- ⑩ ZB and ZN bike and walking enhanced on shoulders
- ⑩ Ecotourism: Bikes, B&Bs
- ⑩ Lakeside trail
- ⑩ Foot access to lake from USFWS

Public Workshop Comments Generated During Workshop #2, February 11 2006:

(Note: The full list of comments is available on the Town's website in the Appendix to the Brice Prairie Master Plan.)

Discussion: After a presentation of two draft concepts for the Brice Prairie Master Plan, the workshop participants offered reactions and critiques. The following comments were recorded on a flip chart.” *(Note: Only those comments dealing with connections, trails, etc. are listed here.)*

- ⑩ Link to trails/lake
- ⑩ How does trail access affect traffic/safety
 - Access points and trains; is there a potential rail crossing at Oak Grove Learning Center school?