

LIVABLE NEIGHBORHOODS

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NORTH – SOUTH CORRIDOR - POP QUIZ

The answers are on the back!

- 1) When was a new highway through the marsh first officially proposed?
 - a) 1940
 - b) 1946
 - c) 1951
 - d) 1975
- 2) Annual Average Daily Traffic (AADT)¹ has a margin of error of at least:
 - a) 1%
 - b) 3%
 - c) 5%
 - d) 10%
- 3) Level of Service (LOS) has 6 different grades (A, B, C, D, E and F) and refers to rush hour traffic counts.
 - a) True
 - b) False
- 4) Adding capacity always reduces traffic congestion.
 - a) True
 - b) False
- 5) The DOT surveys AADTs every ___ year(s).
 - a) 1
 - b) 2
 - c) 3
 - d) 4
- 6) Pavement covers over 50% of most urban areas in the form of roads, parking lots, garages and driveways.
 - a) True
 - b) False
- 7) Road design is the most important factor in reducing crash rates.
 - a) True
 - b) False
- 8) If *Coulee Visions* were fully implemented the supposed need for a N-S Corridor would likely be _____.
 - a) Eliminated.
 - b) Reduced.
 - c) Delayed.
 - d) Inconsequential.
- 9) Projected AADTs always assumes a gradual increase in both the number of vehicles and the number of miles driven.
 - a) True
 - b) False
- 10) If the proposals that increase capacity are not approved locally, the Federal Highway Administration (FHWA) will: _____.
 - a) Expand and build the roads anyway
 - b) Threaten to withhold Federal highway funds for any improvements to existing roads
 - c) Require local municipalities institute policy changes in land use
 - d) Provide more funds for mass transit and other alternatives
- 11) Federal highway money for the proposed N-S Corridor is already enumerated and just waiting for approval and local funding so construction can proceed.
 - a) True
 - b) False
- 12) If the City of La Crosse refuses to fund their portion of the N-S Corridor, the County can:
 - a) Provide funds for the City's portion to build the road.
 - b) Hold a referendum that requires the City fund their portion of the road.
 - c) Approve a resolution requesting the City to fund their portion to build the road.
 - d) Enact an ordinance requiring the City to fund their portion to build the road.

¹ [The average number of vehicles passing a point on a trafficway in a day, for all days of the year, during a specified calendar year]

NORTH – SOUTH CORRIDOR - POP QUIZ

The answers are **highlighted!**

- 1) When was a new highway through the marsh first officially proposed?
 - b) 1946 - with the same arguments that if we don't build it, we'll experience more crashes and congestion, waste more time and fuel, and we'll lose businesses.
 - 2) Annual Average Daily Traffic (AADT)¹ has a margin of error of at least:
 - d) 10% - putting most of the projections within the margin of error and thus statistically insignificant.
 - 3) Level of Service (LOS) has 6 different grades (A, B, C, D, E and F) and refers to rush hour traffic counts.
 - b) False - the LOS is based solely on the AADTs, not peak traffic volume
 - 4) Adding capacity always reduces traffic congestion.
 - b) False, no community in history has ever built their way out of congestion
 - 5) The DOT surveys AADTs every ___ year(s).
 - c) 3 – The surveys last 48 hours at each location
 - 6) Pavement covers over 50% of most urban areas in the form of roads, parking lots, garages and driveways.
 - a) True – adding to urban decay and blight (who wants to live next to a highway or parking lot?) and creating real and very expensive problems with storm water runoff, surface water pollution, etc.
 - 7) Road design is the most important factor in reducing crash rates.
 - b) False - Driver behavior (speeding, failure to yield, following too close, inattentive driving, etc.) are the most important factors in crash rates.
- 8) If *Coulee Visions* were fully implemented the supposed need for a N-S Corridor would likely be _____.
 - d) Inconsequential. FHWA policies always insist additional capacity will be needed in any urban community at some point in the future
 - 9) Projected AADTs always assumes a gradual increase in both the number of vehicles and the number of miles driven.
 - a) True – We're just dumb animals with limited cognitive functioning, unable to change our behavior
 - 10) If the proposed increases in capacity are not approved by local municipalities, the Federal Highway Administration (FHWA) will require Wis DOT to:
 - b) Threaten to withhold Federal highway funds for any improvements to existing roads
 - 11) Federal highway money for the proposed N-S Corridor is already enumerated and just waiting for approval local funding so construction can proceed.
 - b) False - the money still will needed to be provided
 - 12) If the City of La Crosse refuses to fund their portion of the N-S Corridor, the County can:
 - c) Approve a resolution requesting the City to fund their portion to build the road.

BONUS QUESTIONS

- 13) The vote of 11,951 (63%) to 7,076 (37%) in the 1998 referendum makes it highly unlikely in the foreseeable future that the City will approve the 5B1 N-S Corridor.
 - a) True – This is the political reality.
- 14) Adding capacity by removing parking on George St, adding 2 lanes to Hwy 16 and converting La Crosse St to 4 lanes, and putting in the northern portion of 5B-1 only as far south as Gillette St are all politically viable.
 - b) False – All of these options are politically DOA. Even if the remnants of the Marsh were still considered a wasteland, this will only be another step in the road to ruin of our beautiful City.
- 15) If *Coulee Visions* is not approved by local municipalities, the Federal Highway Administration (FHWA) will require Wis DOT to:
 - c) Do nothing - land use decisions are a local concern.
- 16) Implementing policy changes to expand and improve mass transit, increase density of new development, enhance telecommuting and distance learning, stagger work and school hours, charge the true costs for off-street parking, manage on street parking, provide incentives for alternatives, etc. are _____.
 - d) Feasible - but socially and politically difficult to implement – especially given the lack of funding.