



US 14 Improvements

City of La Crosse, South Avenue
Green Bay Street to Ward Avenue
La Crosse County
WisDOT Project ID 1641-02-02



Public Involvement Meeting #2

March 7, 2017
5:00 pm
La Crosse Central High School

Welcome to the second Public Involvement Meeting for the US 14/South Avenue project in the City of La Crosse. The purpose of the meeting is to introduce and gather initial input regarding improvement alternatives. At today's meeting you will see exhibits showing potential roadway improvement alternatives.

There will be a short presentation at 5:30, followed by an opportunity to ask questions and discuss issues with WisDOT and consultant staff who make up the project team.

Your comments are important to us. Comments can be made in writing or via email to the project team member listed below.

For more information, please contact:

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Project information

The US 14/South Avenue project begins on the easterly side of the Green Bay Street intersection and continues southeast for approximately one mile through the Ward Avenue intersection.



US 14/South Avenue location map

Purpose of Project

The purpose of the project is to address pavement needs and improve safety along US 14/South Avenue by removing left turning vehicles from the through traffic lanes and improving intersection operations. As with all WisDOT projects, all modes of transportation will be taken into consideration.

Previous public involvement efforts

The first public involvement meeting for the project was held in November 2014. This meeting was used to introduce the project to the public, and to present preliminary concepts for improving the roadway. At this meeting, the Wisconsin Department of Transportation (WisDOT) asked for input on potential members to serve on a Community Advisory Group. Based on the recommendations received, a group made up of local business people, residents, and community organizations/resources was formed to provide additional local community input to WisDOT throughout the project process.

Two meetings have been held with the Community Advisory Group. Group members helped to assess and prioritize needs relating to land use, safety, bicycle/pedestrian accessibility, aesthetics, and traffic along the project corridor. A preliminary range of alternatives was presented; these alternatives included potential displacements to homes and business along the corridor.

Alternatives Development

Following the second Community Advisory Group meeting, WisDOT continued to refine alternatives, in coordination with the City of La Crosse. During this process, a wide range of potential improvement alternatives were developed. Some of the issues discussed with the City include:

- The need for bicycle accommodations along the corridor; concepts were developed for on road and off road accommodations
- Lane widths; alternatives were developed with both desirable (12-foot wide lanes) and minimum (10.5 to 11-foot wide lanes) widths
- Intersection control; options were developed for both signalized intersections and roundabouts
- The feasibility of making some side street closures at the 5 and 6-leg intersections
- Whether the roadway would include raised median or a two-way left turn lane similar to the section of US 14/South Avenue to the south of Ward Avenue
- Additional alternatives were developed and evaluated that minimized impacts to adjacent properties

In spring 2016, the City of La Crosse decided to retain an outside consultant to complete a comprehensive study of the US 14/South Avenue corridor. This study will look at land use, road linkages, and traffic issues along the corridor, and will include potential improvement suggestions for the roadway. A representative from WisDOT will participate in this study.

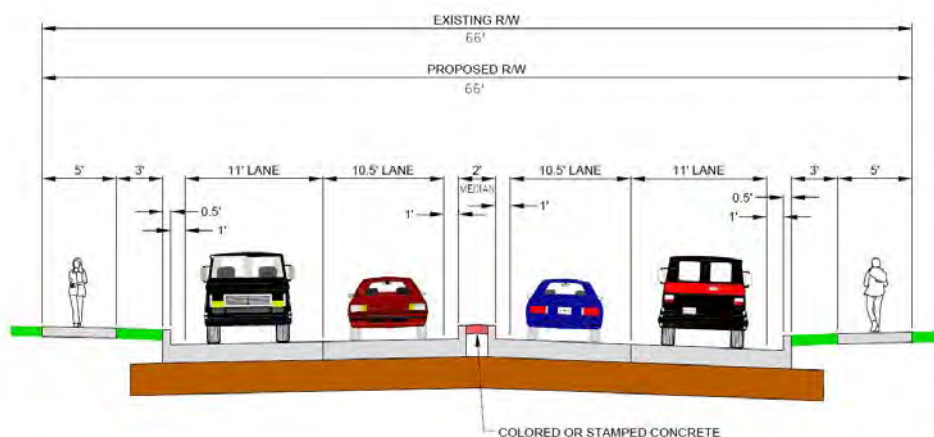
Next Steps

The study being completed by the City of La Crosse will proceed concurrently with the WisDOT project. Results and recommendations from the City's study, along with input from the public and the Community Advisory Group, will be considered by WisDOT in selecting a preferred alternative.

A narrowed range of alternatives has been developed. An approximate number of residential/business displacements for each alternative are shown tonight. There are also various concepts for accommodating bicycles. These concepts include on road bike lanes, separated bike lanes, shared vehicle/bike lanes, and off road multi-use paths. Additional right of way and residential/business displacements are needed for the bicycle accommodations. The remaining alternatives can be mixed and matched, with different alternatives used on different sections of the roadway. In addition, different bike accommodation concepts can be used with all of the alternatives. The alternatives include:

Alternative 1 – Minimum width with roundabouts alternative (no bike accommodations)

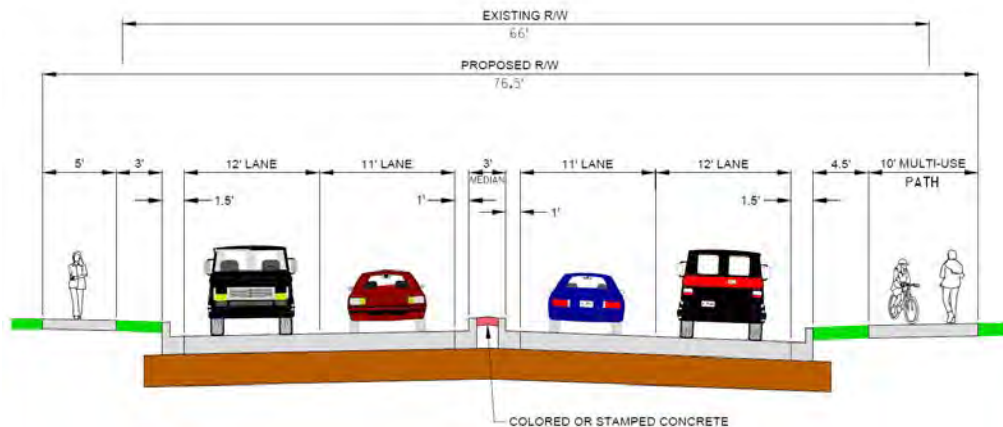
This alternative includes minimum lane and median widths and does not provide separate accommodations for bicycles. The alternative would have a 66-foot wide right of way, which would generally fit within the existing right of way. There would be three roundabouts along the corridor, at West Avenue, 16th Street, and Ward Avenue; all other side streets would have right in/right out access to US 14/South Avenue. Residential/business displacements would be necessary to accommodate the roundabouts. In addition, there would be marked pedestrian crossings at most intersections.



Alternative 1 – Minimum width with roundabouts alternative (no bike accommodations)

Alternative 2 - Narrow median with roundabouts alternative (with multi-use path)

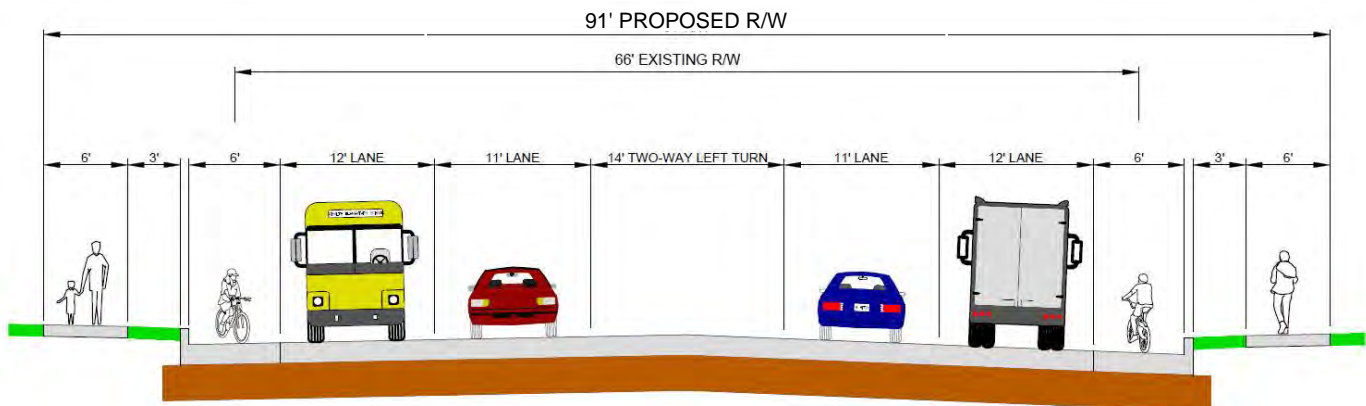
This alternative includes more desirable lane and median widths and accommodates bicycles with an off road multi-use path along one side of the roadway. The alternative would have a 76.5-foot wide right of way, which would require acquisition of additional right of way and additional residential/business displacements. There would again be three roundabouts along the corridor, at West Avenue, 16th Street, and Ward Avenue; all other side streets would have right in/right out access to US 14/South Avenue. Residential/business displacements would be necessary to accommodate the roundabouts. There would be marked pedestrian crossings at most intersections.



Alternative 2 – Narrow median with roundabouts alternative (with multi-use path)

Alternative 3 – Two-way left turn lane alternative (with bike lanes)

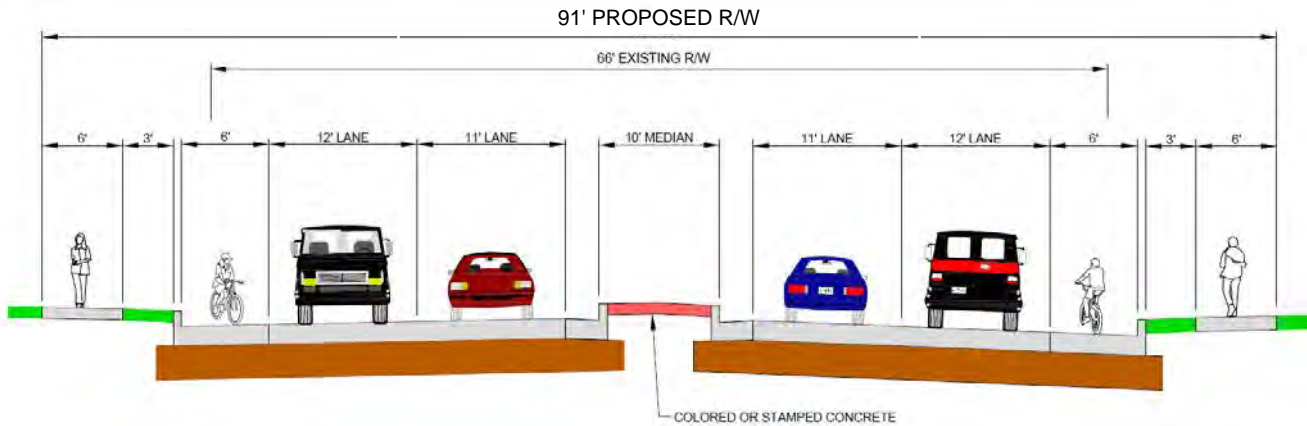
This alternative includes desirable lane widths and accommodates bicycles with on road bike lanes. The alternative would have a 91-foot wide right of way, and includes a two-way left turn lane. There would be signalized intersections, at West Avenue, possibly at 14th Street, 16th Street, and Ward Avenue. Some side street connections with US 14/South Avenue would likely be closed. Residential/business displacements would be necessary to accommodate the wider right of way width and signalized intersections.



Alternative 3 – Two-way left turn lane alternative (with bike lanes)

Alternative 4 – Raised median with left turn lane alternative (with bike lanes)

This alternative includes desirable lane widths and accommodates bicycles with on road bike lanes. The alternative would have a 91-foot wide right of way, and includes a raised median with left turn lanes. There would be signalized intersections, at West Avenue, possibly at 14th Street, 16th Street, and Ward Avenue. Some side street connections with US 14/South Avenue would likely be closed. Residential/business displacements would be necessary to accommodate the wider right of way width and signalized intersections.



Alternative 4 – Raised median with left turn lane alternative (with bike lanes)

Proposed Schedule

Project Activities	2014				2015				2016				2017				2018				2019				2020				2021				2022			
	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct				
Preliminary Design																																				
Environmental Document																																				
Purchase Real Estate																																				
Final Design																																				
Construction																																				

★ = preferred alternative selected

Additional Community Advisory Group, local official, and public involvement meetings will be held in Summer 2017 to discuss the preferred alternative.

Additional project information is available online at:

<http://wisconsindot.gov/Pages/projects/by-region/sw/14lacrosse/default.aspx>

**SOUTH AVENUE (US 14)
GREEN BAY STREET TO WARD AVENUE
LA CROSSE COUNTY
PROJECT ID 1641-02-02**

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