

IMAGINE

2040 LA CROSSE DOWNTOWN PLAN

Capital Projects Sub-Committee
Meeting #2: Mobility

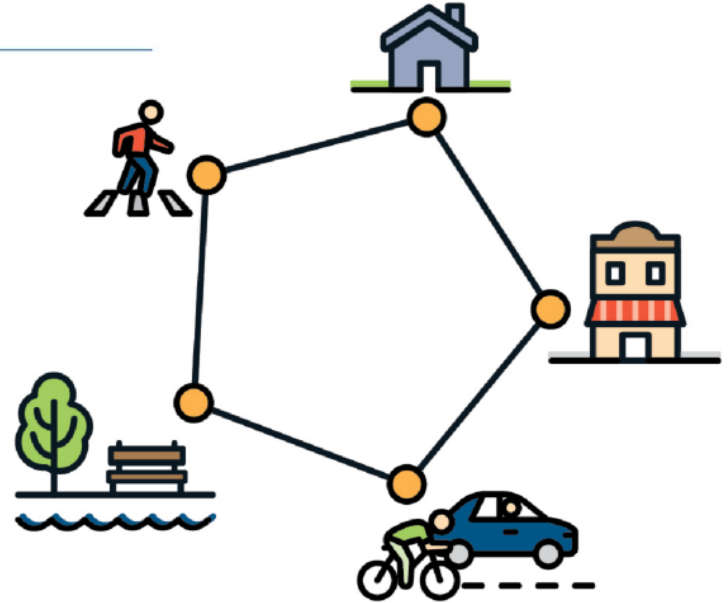


VISION

A CONNECTED CITY

WE ENVISION A DOWNTOWN WITH STRONG CONNECTIONS FROM THE RIVER TO DOWNTOWN, TO THE NEIGHBORHOODS, AND TO THE BLUFFS.

Having strong connections between spaces is instrumental to our downtown's success and fosters intangible connections. Our greatest gains will come with a commitment to being more equitable to all modes of transportation.

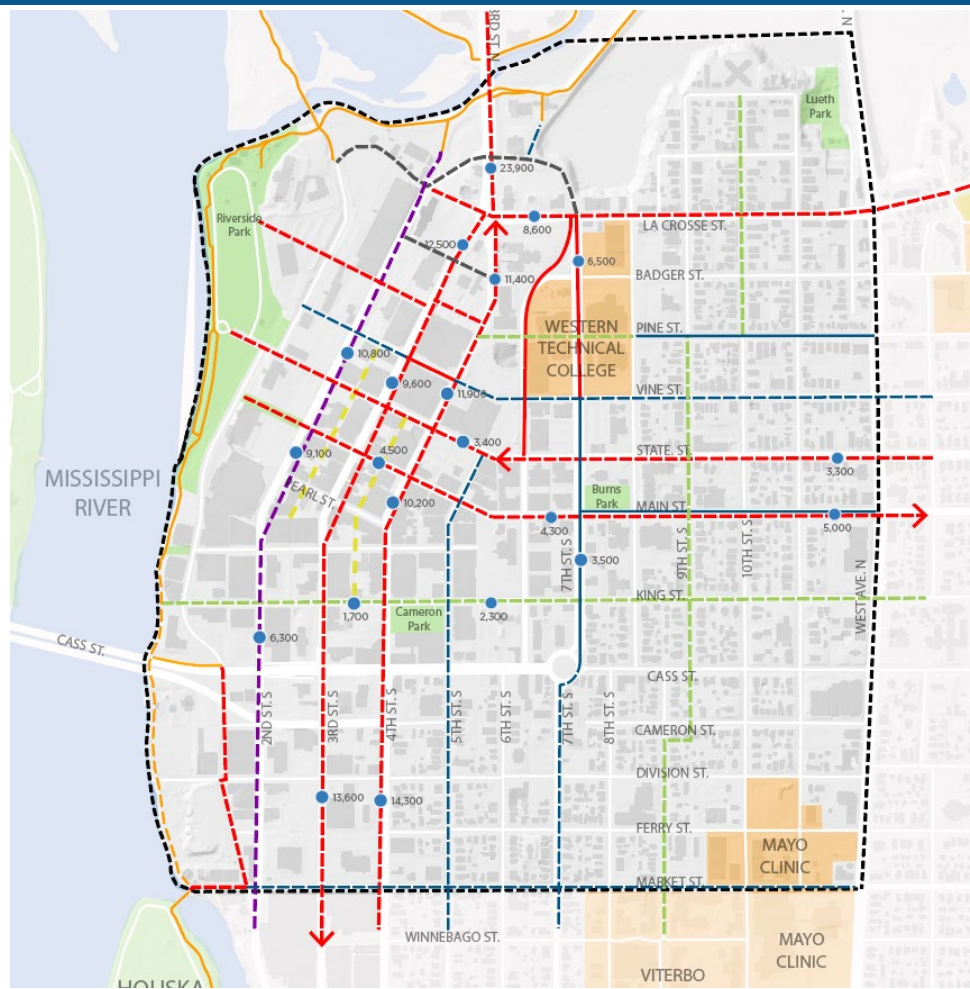


Topics

1. Mobility Network

2. Demonstrations

- DOT Project: 3rd and 4th Streets
- 2nd Street Cycletrack
- Main and State Street Sections
- Festival Streets – Pearl and La Crosse Streets
- **“Connector Corridors”**
- **Typical Intersection Treatments**
- **gAlleys**



Mobility Network

LEGEND

BIKE LANES



TRAIL



SHARED LANE MARKING



CYCLE TRACK



BICYCLE BOULEVARD



VEHICULAR CONNECTION



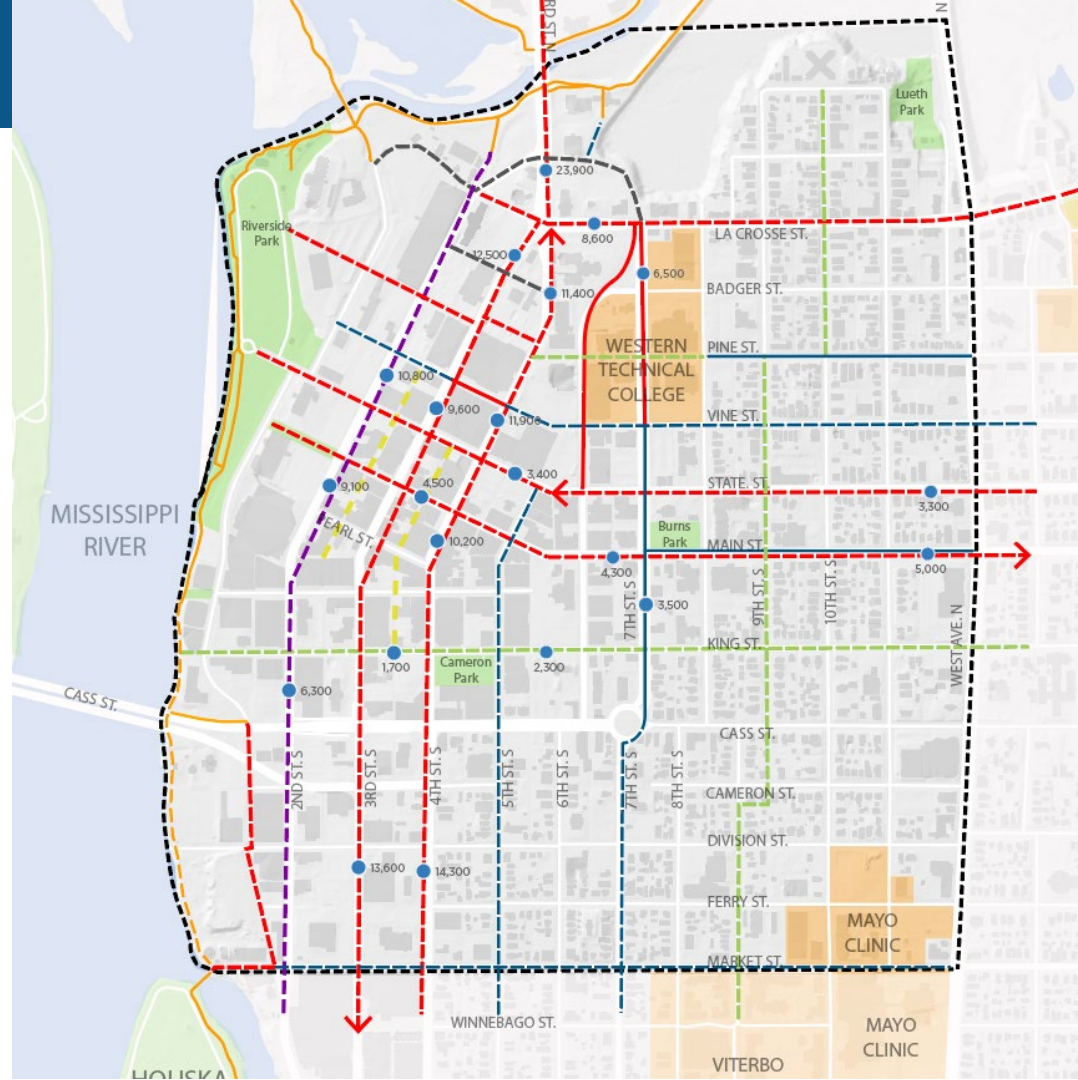
ALLEY CONNECTION



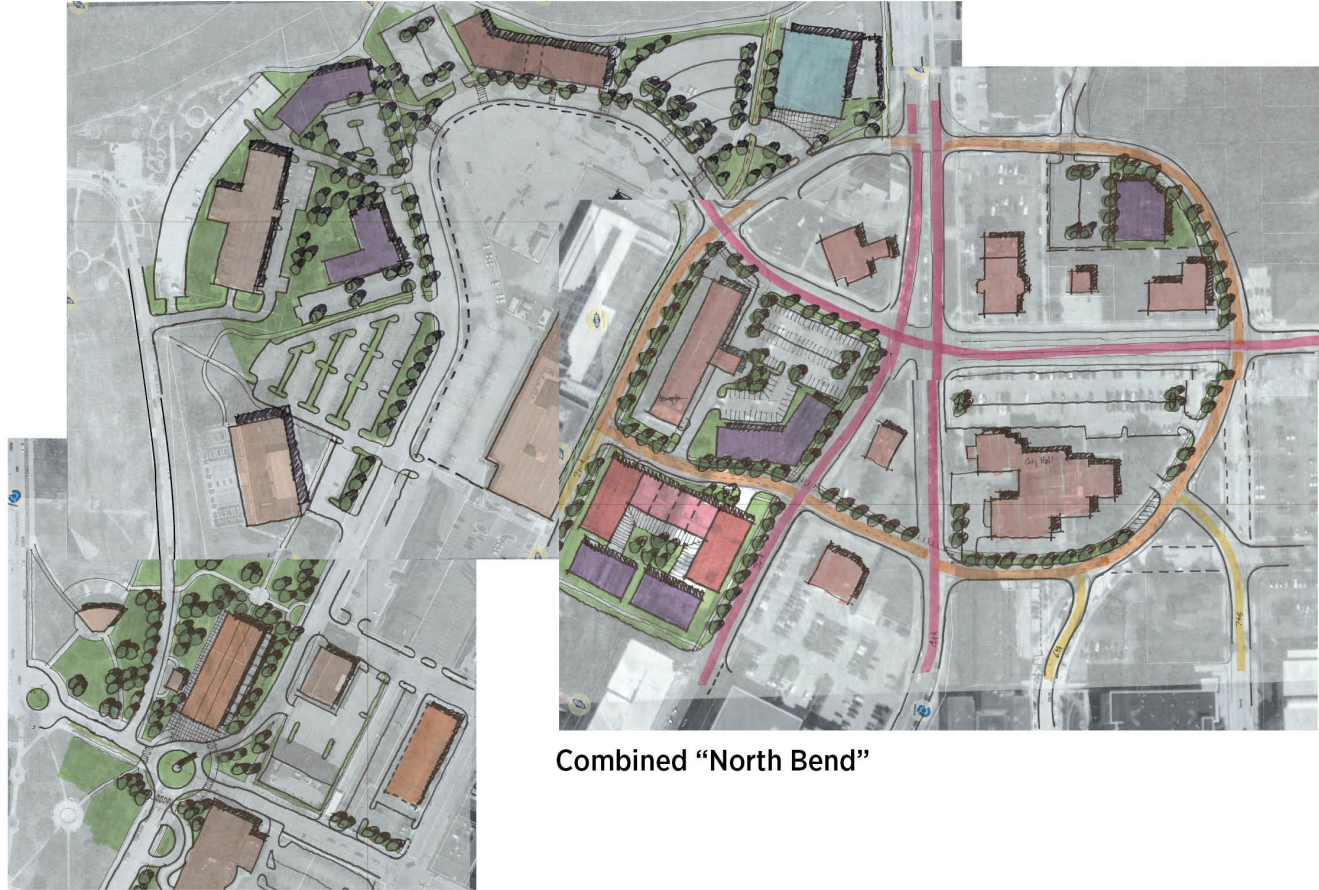
STUDY AREA



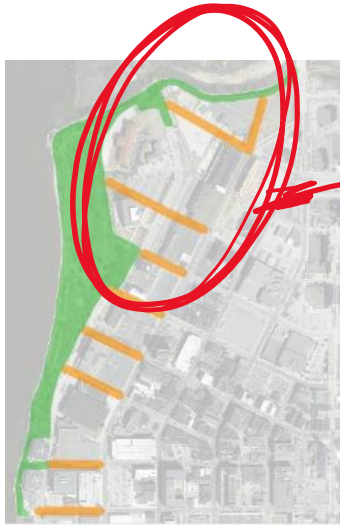
TRAFFIC COUNT



More to Come: La Crosse Street Extension



More to Come: Pine Street Pathway



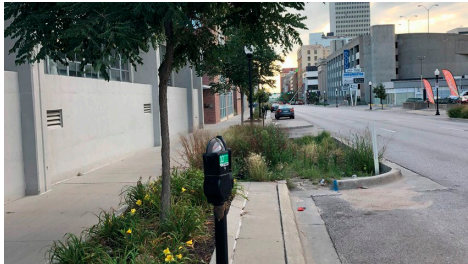
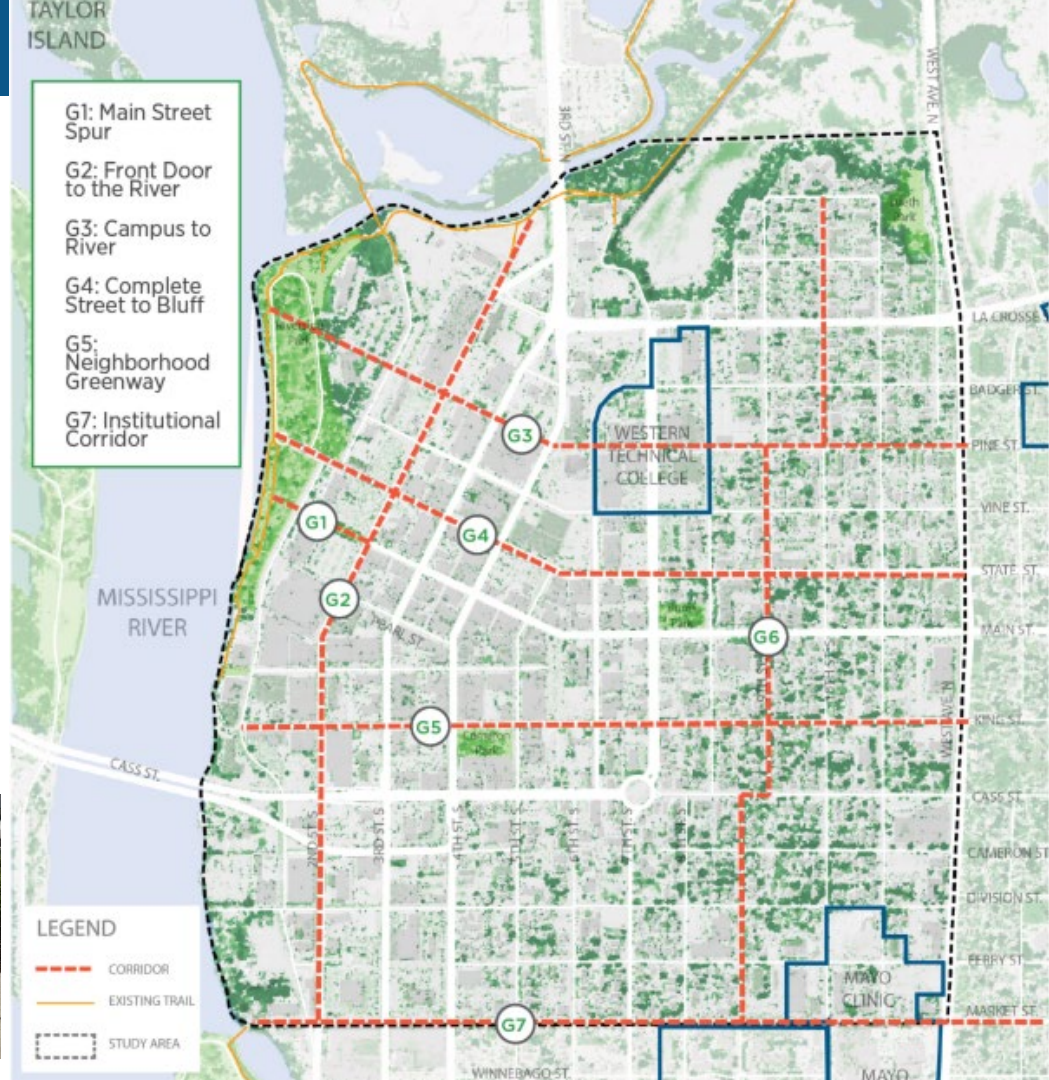
Possibilities



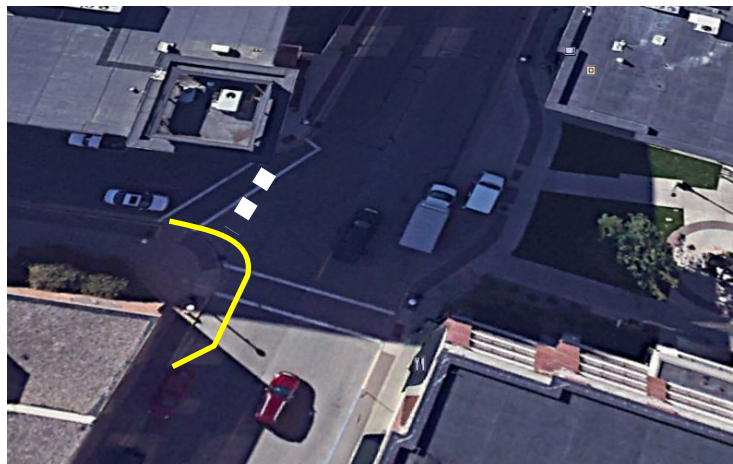
More to Come: Connecting Corridors

Routes with **additional treatment** to set them apart from standard streets

- Very **walkable** and **bikeable**
- Good **tree canopy**
- Installations such as **bioswales** and **rain gardens**



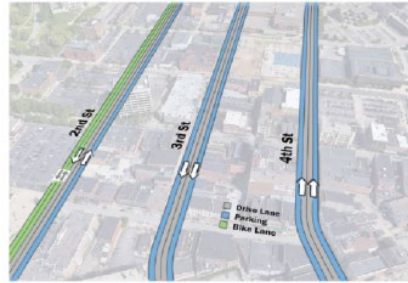
More to Come: Connecting Corridors



BPAC Scenarios: 3rd and 4th Streets

SCENARIO 1A: 2ND STREET CYCLETRACK

A two-way separated cycle track on 2nd Street with no bicycle facilities on 3rd or 4th Streets



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 2nd Street
- Reduced parking on 2nd Street by about 70 stalls between Vine and Cass Streets

2ND STREET

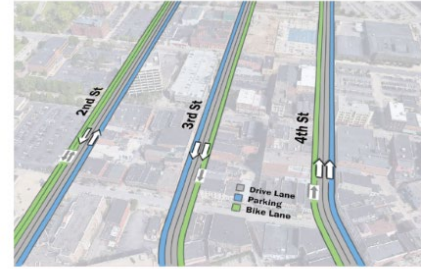


4TH STREET



SCENARIO 2B: RAISED BIKE LANES ON 3RD AND 4TH STREETS

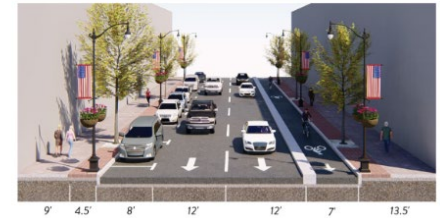
Add one-way raised bike lanes on 3rd and 4th Streets, requiring removal of parking from one side.



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- Significant amount of impervious surface that increases stormwater runoff
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination

3RD STREET LOOKING NORTH



4TH STREET LOOKING SOUTH



SCENARIO 1B: 2ND STREET CYCLETRACK

Same as Scenario 1A but the street channel is narrowed to 40 feet



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 2nd Street
- Reduced parking on 2nd Street by about 70 stalls between Vine and Cass Streets



SCENARIO 2A: BIKE LANES ON 3RD AND 4TH STREETS

Add bike lanes on 3rd and 4th Streets, requiring removal of parking from one side.



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles by street curb or vertical separation
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 3rd and 4th Streets
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination



SCENARIO 3: EXPANDED SIDEWALKS

Wider sidewalks with removal of parking.



Evaluation

- + Significant amount of pedestrian space on 3rd and 4th Streets
- + Adequate space for street trees and street furniture
- + Possibility to include vertical separation and additional buffering
- + Reduced parking on 3rd and 4th Streets
- + Possible to include a one-way lane
- + Possible to include a one-way lane
- Significant amount of impervious surface that increases stormwater runoff
- Large reduction in on-street parking on 3rd and 4th Streets
- Not enough pedestrian activity to fill sidewalks

SCENARIO 4A: CONVERT TO TWO-WAY CIRCULATION

Convert 3rd and 4th Streets to two-way circulation. A cycletrack on 2nd Street provides the primary bicycle movement.



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson

2ND STREET



SCENARIO 4B: TWO-WAY WITH BICYCLE LANES

Convert 3rd and 4th Streets to two-way circulation. A cycletrack on 2nd Street provides the primary bicycle movement. Additional raised bicycle lanes are added to 3rd and 4th Streets, requiring removal of parking from one side.



Evaluation

- + Bicyclists have a dedicated space
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson

2ND STREET

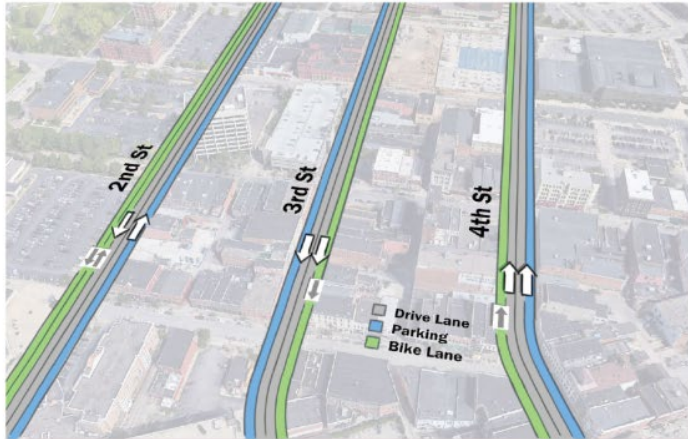


BPAC Scenarios: 3rd and 4th Streets

SCENARIO 2B:

RAISED BIKE LANES ON 3RD AND 4TH STREETS

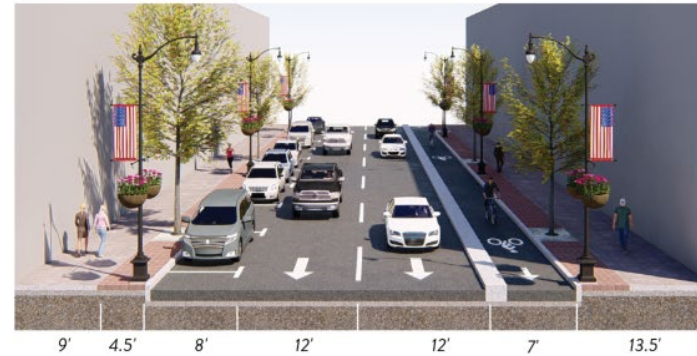
Add one-way raised bike lanes on 3rd and 4th Streets, requiring removal of parking from one side.



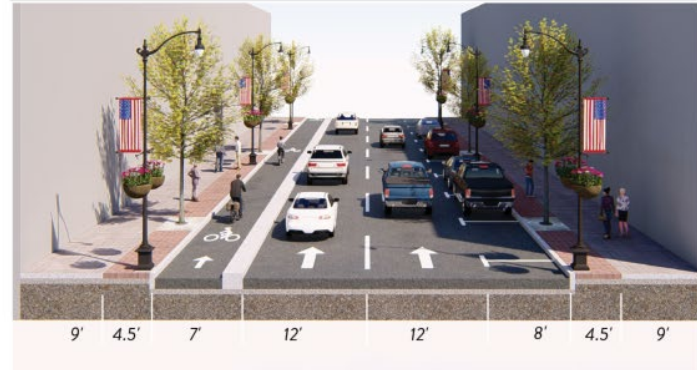
Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
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- + Adequate space for street trees
- Significant amount of impervious surface that increases stormwater runoff
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination

3RD STREET LOOKING NORTH



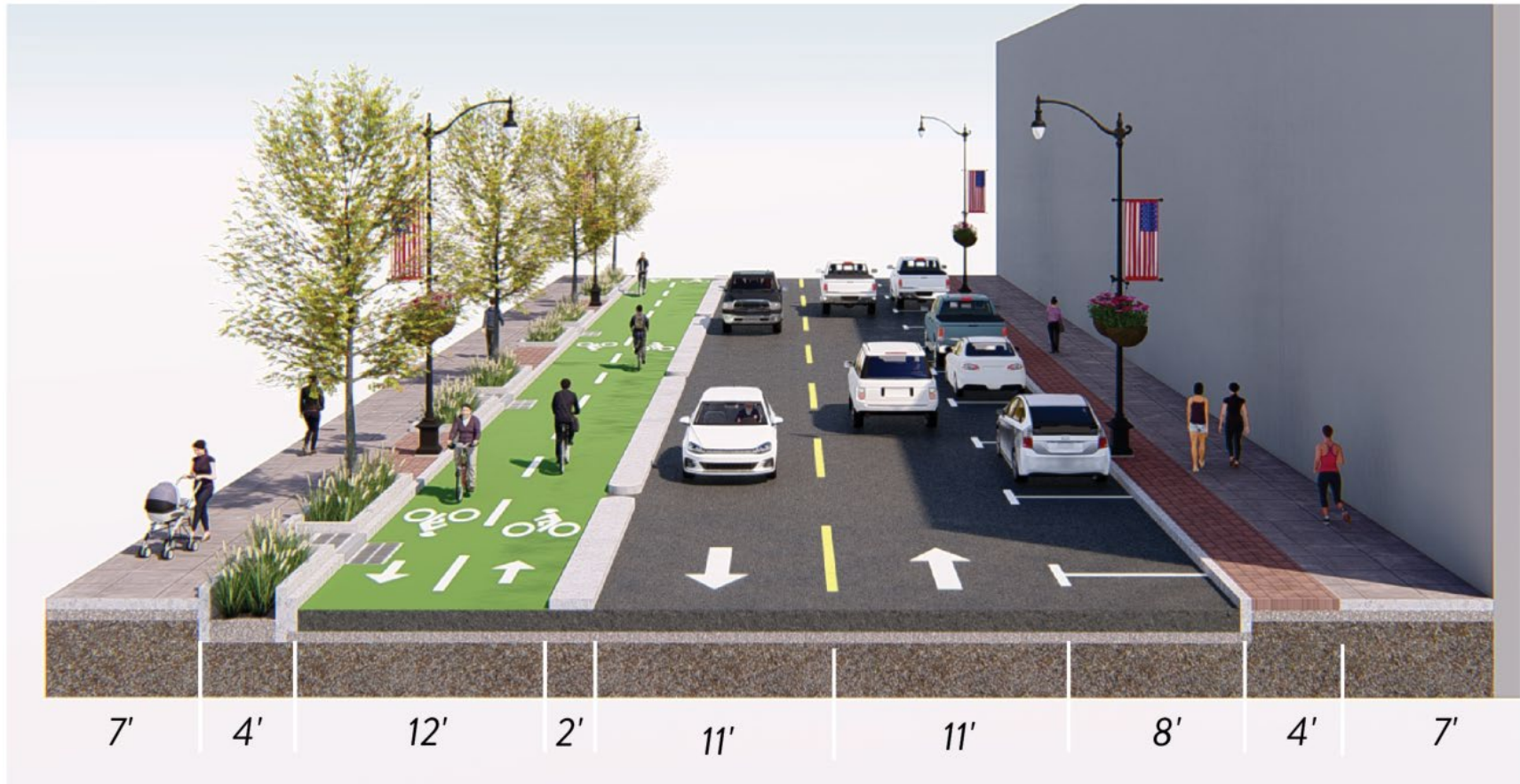
4TH STREET LOOKING SOUTH



Scenario 1A: 3rd and 4th Street Concept



All Scenarios: 2nd Street Concept



2nd Street Concept



2nd and Main Street Intersection



2nd Street Concept



2nd and Jay Street Intersection

2nd Street Concept (view from Vine looking south)



BEFORE

2nd Street Concept (view from Vine looking south)



AFTER

State and Main Street Concepts

MAIN STREET (DOWNTOWN)



6' 4' 8' 5' 11' 11' 8' 10'

STATE STREET (NEIGHBORHOOD)



6' 4' 8' 11' 11' 5' 8' 10'





The Crow



Dublin Square

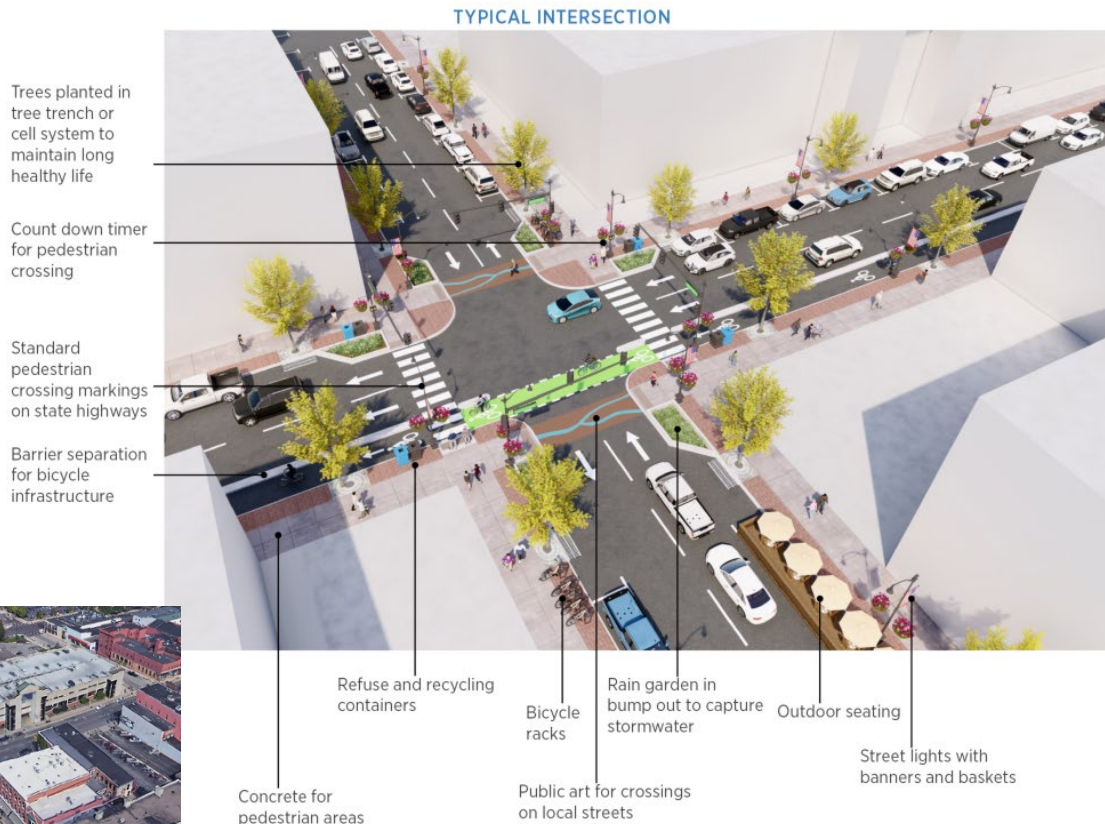
Verve

Broncos

Typical Intersection

Typical Features:

- Crossing Features
 - Count down timers
 - Painted crossings
 - Smooth sidewalks
- Obstacle Free Zone
- Streetscape Features
 - Bicycle racks
 - Refuse and recycling bins
 - Trees and plantings (stormwater features)
 - Streetlights with banners
- Parklet/Outdoor seating



gAlleys

GREEN
LAND

PHASE 1:
Connecting the
Parking Garages
(between 2nd and 3rd)

PHASE 2:
Between 3rd and 4th Streets

LA CROSSE
BADGER
PINE ST.
VINE ST.
STATE ST.
MAIN ST.
KING ST.
CASS ST.
MADISON

gAlleys

Lighting

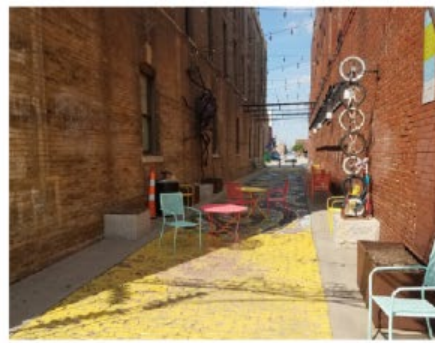
Artwork

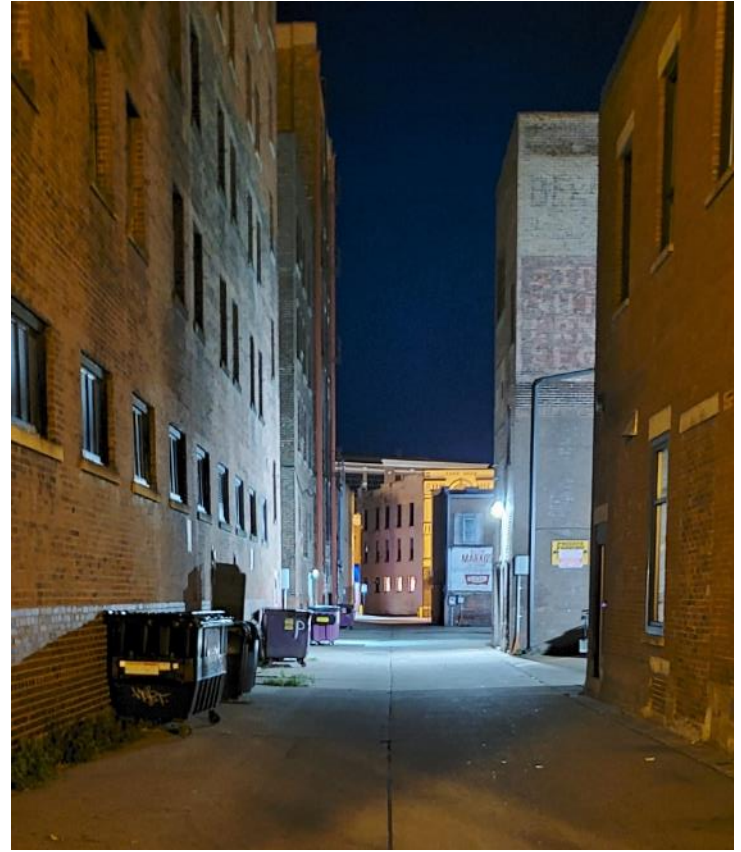
Pavement

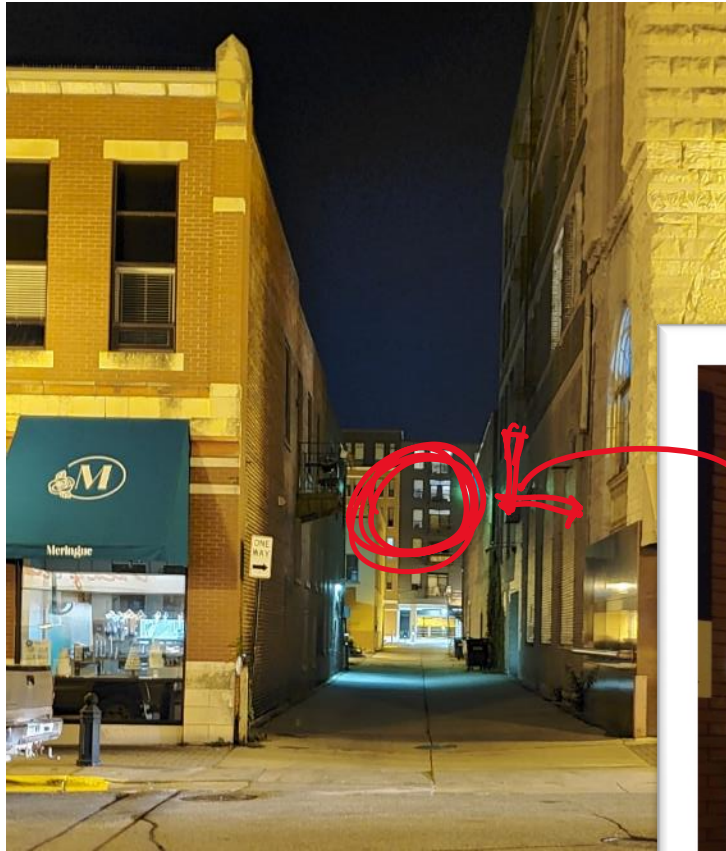
Greenery

Seating

Multi-purpose

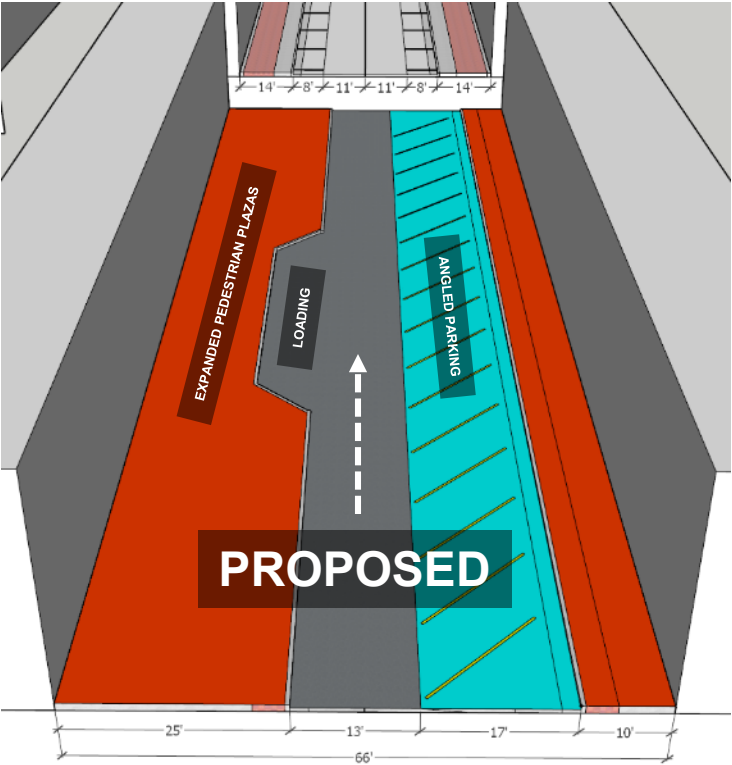






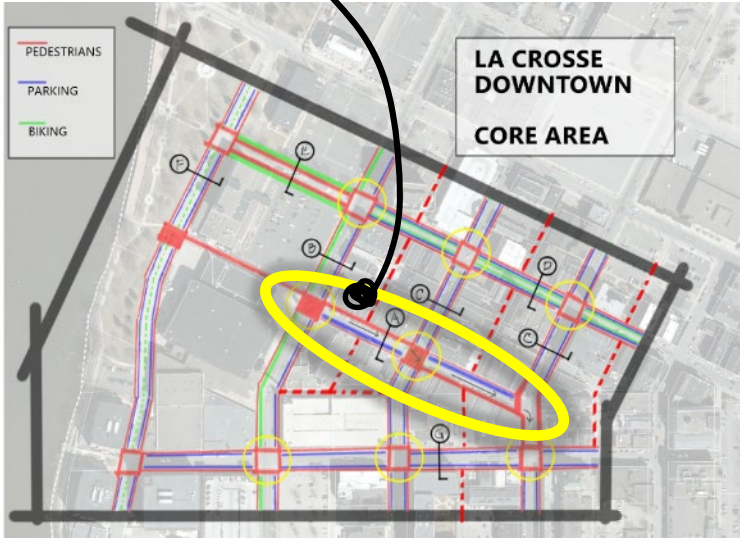
Festival Street - Pearl Street

EXISTING

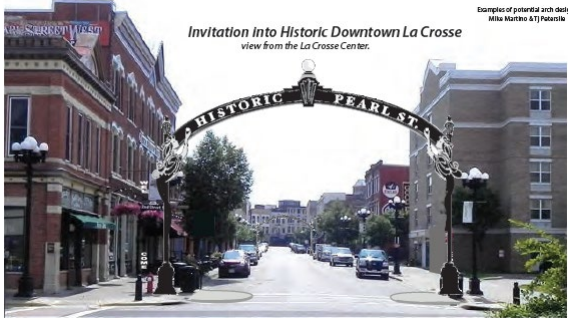


PROPOSED

PEARL STREET (A)



Festival Street - Pearl Street: TJ's document



String lights along sidewalks and
across Pearl Street's 40' arches.



ANGLED PARKING • CAFE SEATING • TEMPORARY SIDEWALK



December Meeting: Revised Concepts for both Development and Transportation

