

US 14 Improvements

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

Overview of Local Officials' Meeting #2

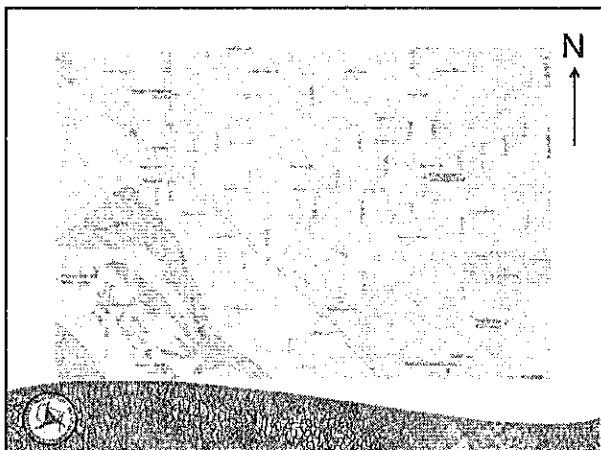
March 9, 2015
City of La Crosse's City Hall



Purpose of Meeting

- ▶ Discuss updated crash data
- ▶ Review updated typical sections
- ▶ Discuss mainline and intersection alternatives
- ▶ Discuss local official and public involvement efforts
- ▶ Review the project schedule
- ▶ Gather information and input





Crash Data Improve Safety

- › Crash data updated to 2009 – 2013 crash data

Mainline Segment	Total Crashes	AADT	Crash Rate	Statewide Average Crash Rate
Green Bay St. to West Ave.	52	17,000	520	423
West Ave. to 14 th Street	45	26,600	337	423
14 th Street to 16 th Street	36	25,850	287	423
16 th Street to Ward Ave.	67	25,100	775	423
Total for corridor	200	23,400	446	423



Crash Data Improve Safety

- › Generally two-way turn lane and raised median both safer than 4-lane undivided roadway
- › Minnesota study
 - 27% crash reduction with 3-lane TWLTL ("road diet")
 - 41% crash reduction with 5-lane TWLTL
 - 42% crash reduction with 4-lane w/ raised median

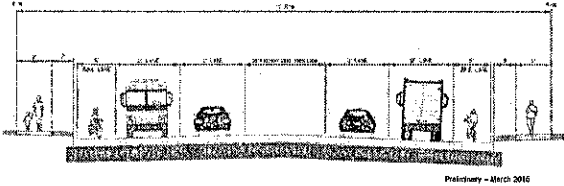


Road Diet Improve Safety

- › Feasibility based on traffic volume
 - Up to 17,500 vehicles per day (WisDOT FDM)
 - Up to 875 vehicles in peak direction during design hour (FHWA, *Road Diet Informational Guide*)
- › US 14/South Ave. existing traffic volumes
 - 17,000 – 26,600 vehicles per day
 - 973 – 1,522 vehicles in peak direction during design hour
- › US 14/South Ave. forecast traffic volumes
 - 19,600 – 29,900 vehicles per day
 - 1,122 – 1,711 vehicles in peak direction during design hour



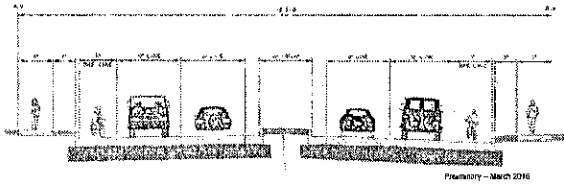
Mainline Typical Sections



91' RW - TWLTL Alternative



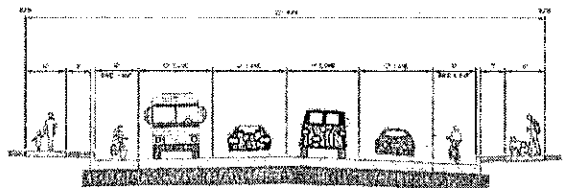
Mainline Typical Sections



91' RW - Raised Median Alternative



Mainline Typical Sections

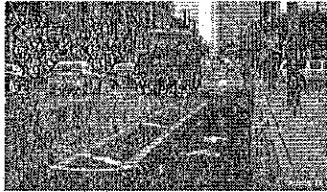


77' RW - No Median, Access Restricted Alternative



Bike Lane Options

- ▶ Buffered bike lanes



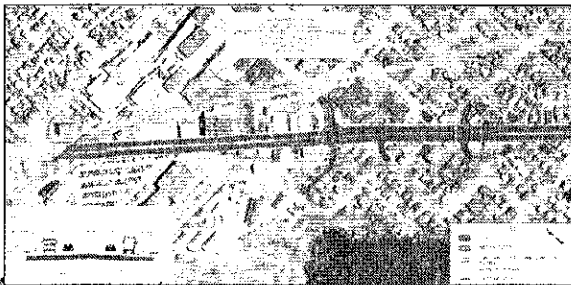
Bike Lane Options

- ▶ Protected bike lanes



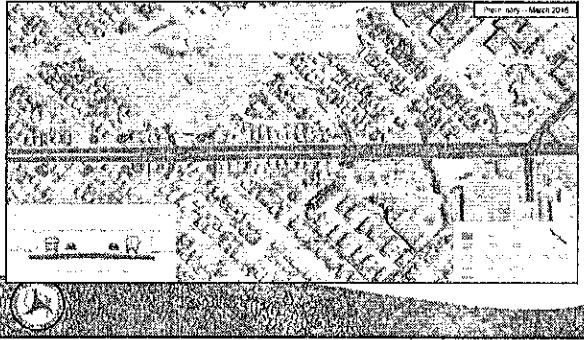
Mainline Alternative 1a West

5-Lane with TWTLS (from Highway 101 to Highway 102 South)



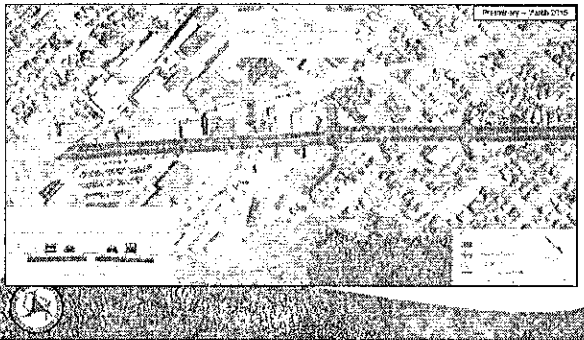
Mainline Alternative 1a East

Possible Improvements
5-Lane with Raised Median (Roadway Widened to the South)



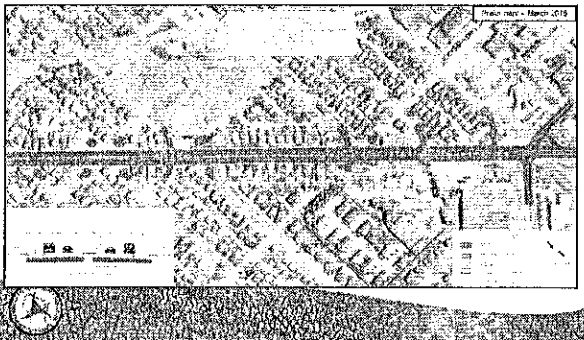
Mainline Alternative 1b West

4-Lane with Raised Median (Roadway Widened to the South)



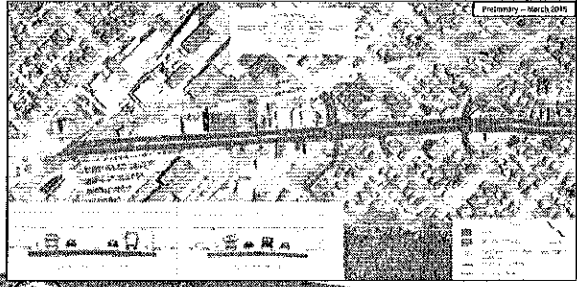
Mainline Alternative 1b East

Possible Improvements
4-Lane with Raised Median (Roadway Widened to the South)



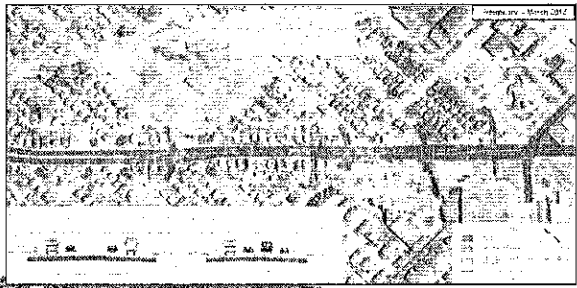
Mainline Alternative 2a West

5-Lane with TRLS (Possible Improvements to Reduce Impacts)



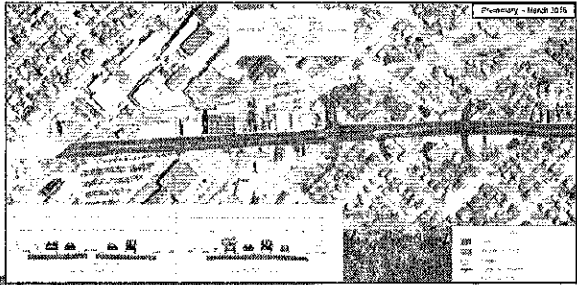
Mainline Alternative 2a East

5-Lane with TRLS (Possible Improvements to Reduce Impacts)



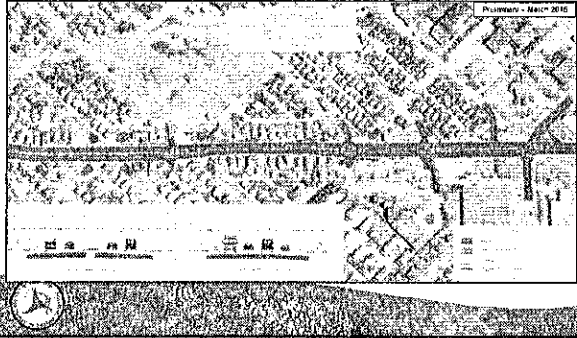
Mainline Alternative 2b West

4-Lane with Raised Median (Adjustments to Reduce Impacts)

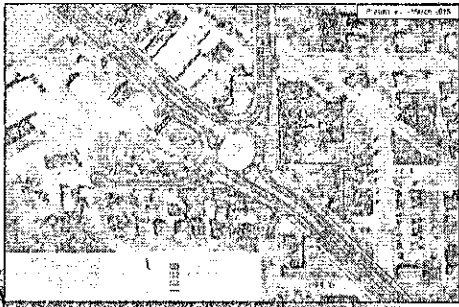


Mainline Alternative 2b East

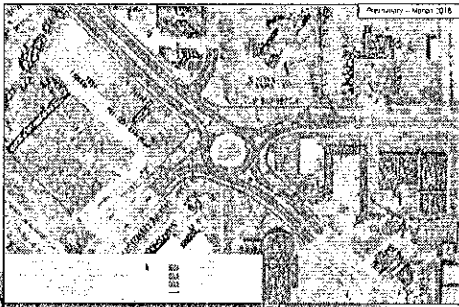
4-Lane with Raised Median (Improvements Reduce Impacts)

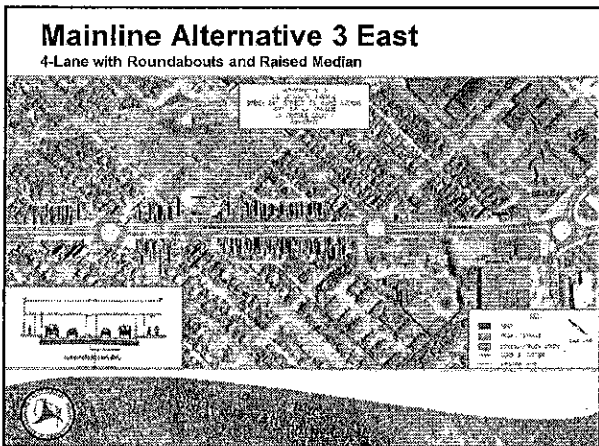


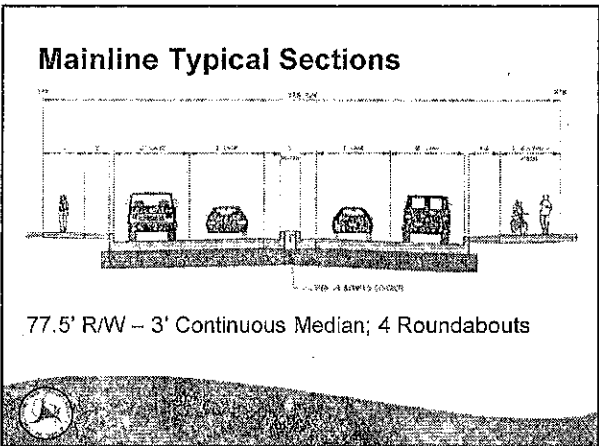
Roundabout Option West Ave.

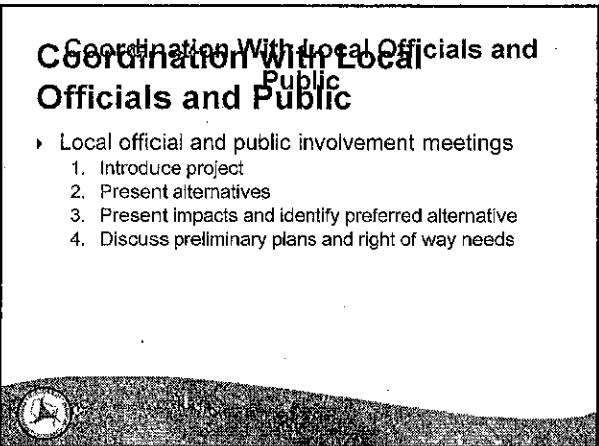


Roundabout Option Ward Ave.









Community Advisory Group

- ▶ Has met twice
 - Discussed alternatives vs. needs
- ▶ Final meeting in Summer/Fall
 - Discuss alternative impacts
 - Discuss preferred alternative



City of La Crosse Visioning Possible Improvements Answers Needed...

- ▶ Support for 4 through lanes with TWLTL or raised median options?
- ▶ Support for roundabouts?
- ▶ Bike lane options
 - On street bike accommodations
 - Buffered or protected on street bike accommodations



Project Schedule

Community advisory group meeting #2 (present alternatives)	February 18, 2015
Local officials meeting #2 (present alternatives)	March 5, 2015
Public involvement meeting #2 (present alternatives)	March 24, 2015
Community advisory group meeting #3 (discuss impacts and preferred alternative)	August 2015
Local officials meeting #3 (discuss impacts and preferred alternative)	August/Sept. 2015
Public involvement meeting #3 (discuss impacts and preferred alternative)	August/Sept. 2015
Environmental document (available for public review)	Winter 2015-2016
Preliminary plans (60%)	Spring 2016
Public involvement meeting #4 (preliminary plans and right of way)	Spring 2016
Right of way plat	May 2016
Final plans	May 2016
Construction begins	Spring 2016



Contact Information

Darin Blang, PE
OTIE Project Manager
5100 Eastpark Blvd., Suite 300
Madison, WI 53718
(608) 243-6475
dblank@otie.com

<http://www.wisconsin.gov/projects/swregion/14lacrosse/index.htm>