

US 14 Improvements

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

City of La Crosse Board of Public Works Meeting

April 4, 2016
City Hall



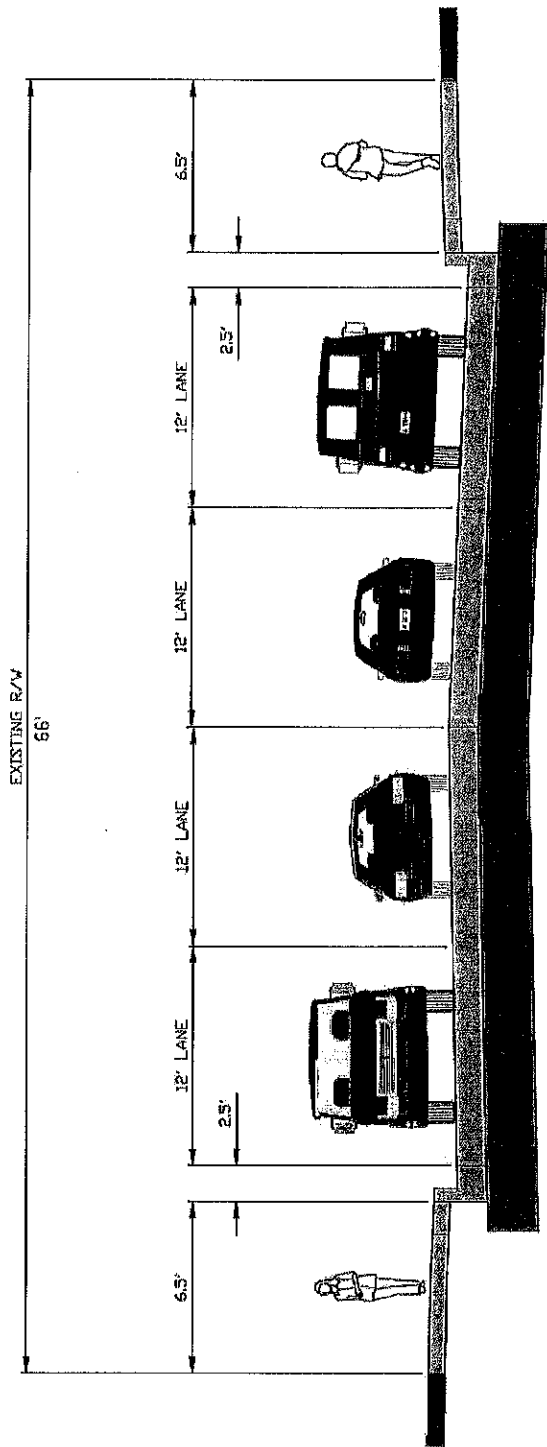
16-0325

January 2016 FHWA Meeting Summary

- ▶ Objective: an alternative that stays within existing 66' of R/W except at intersections. This would greatly reduce impacts and as byproduct slow traffic.
 - ▶ Narrow median to 2' – use overhead signing only
 - ▶ Narrow lanes and use integral curb & gutter at inside & outside lanes → 23.5' curb face to curb face
 - ▶ Outside of curbs, use minimum allowable values (3' grass median and 5' sidewalk)
- ▶ This prioritizes pedestrian accommodations (documented need) over bike accommodations (undocumented need) in this constrained environment.



Typical Section Alternatives

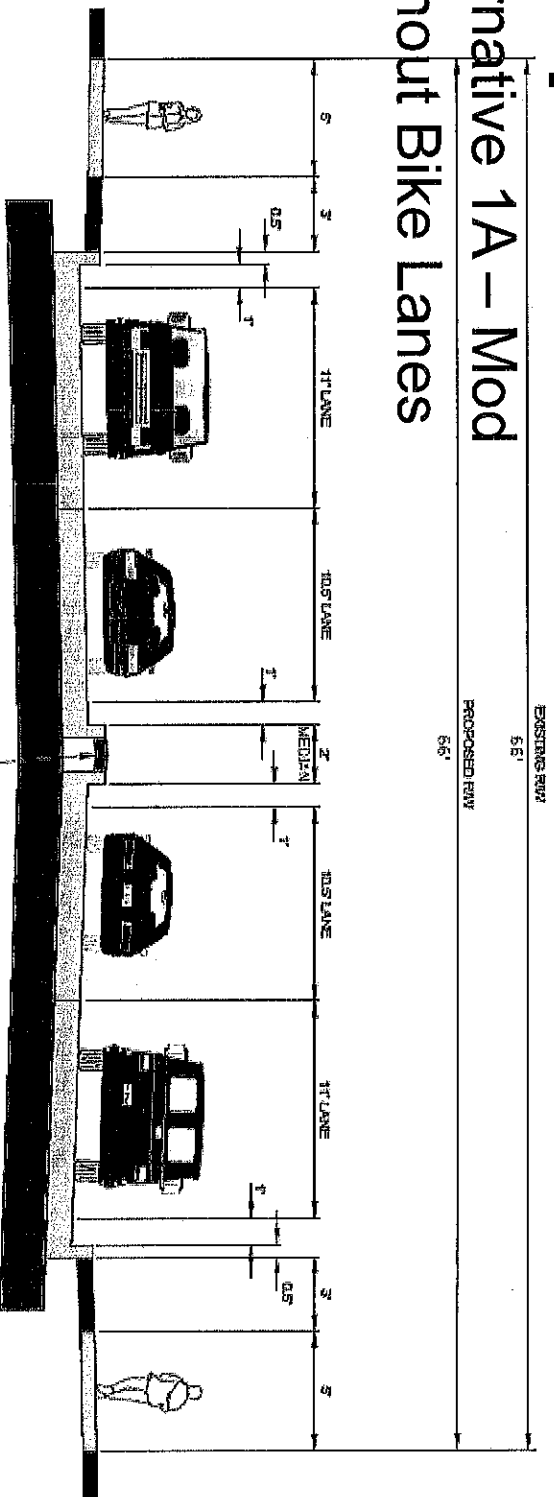


EXISTING TYPICAL SECTION

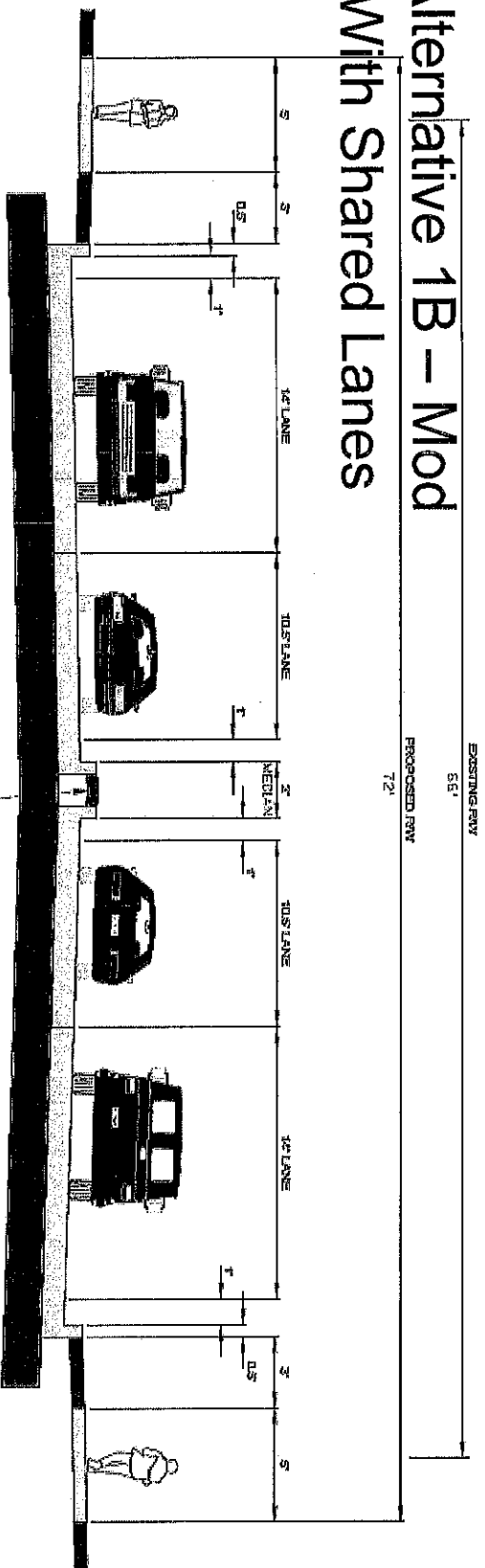


Proposed Narrow Median Sections

Alternative 1A – Mod
Without Bike Lanes



Alternative 1B – Mod
With Shared Lanes

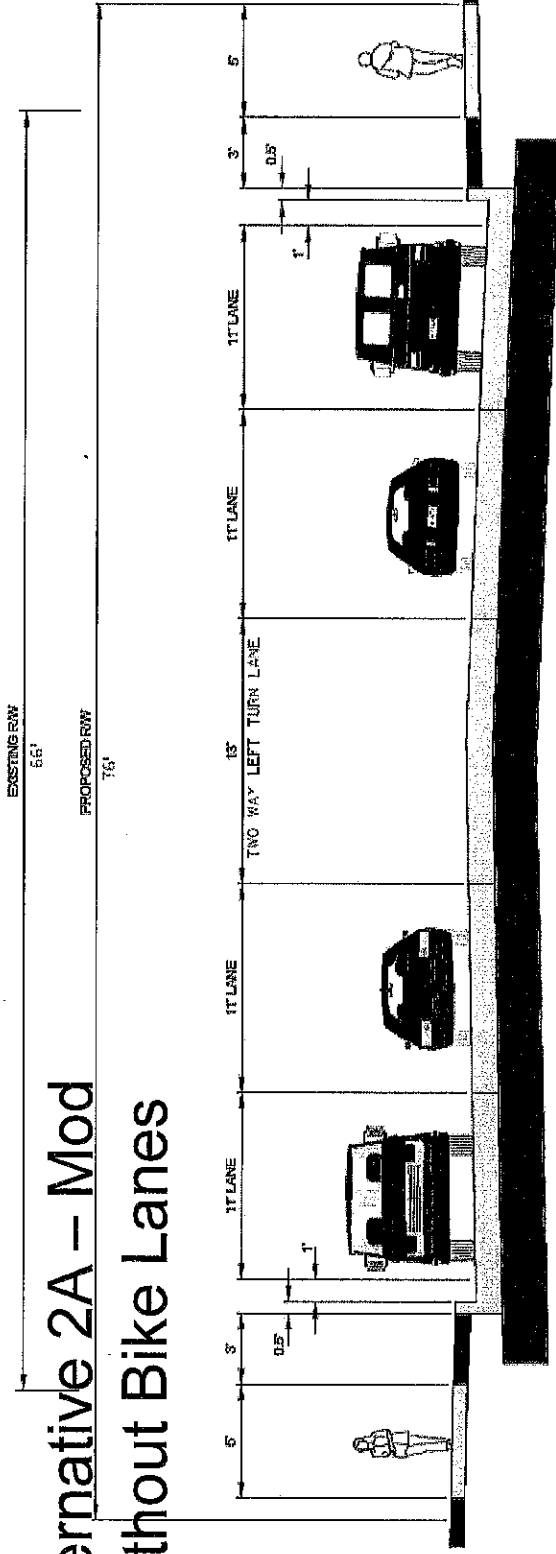


Preliminary – January 2016

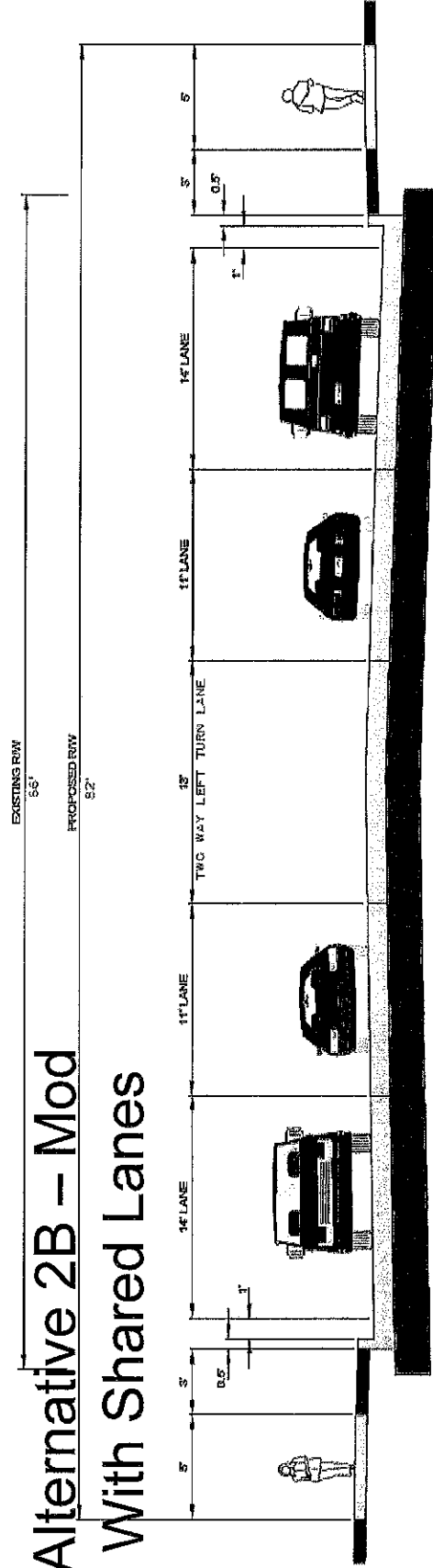


Proposed TWLTL Sections

Alternative 2A - Mod
Without Bike Lanes



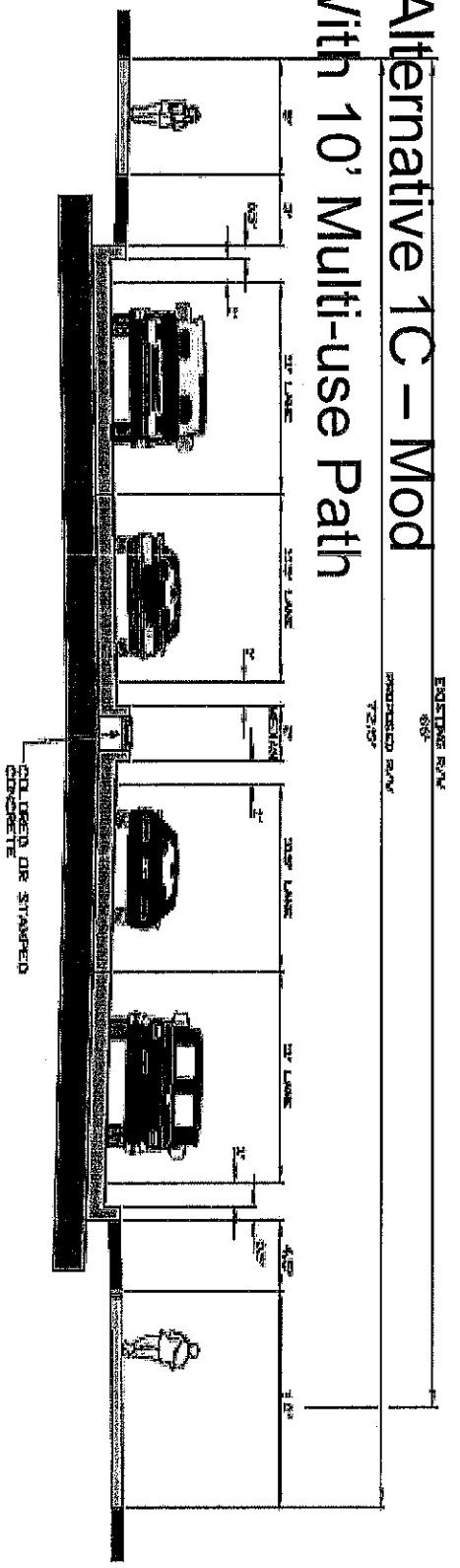
Alternative 2B - Mod
With Shared Lanes



Preliminary - January 2016

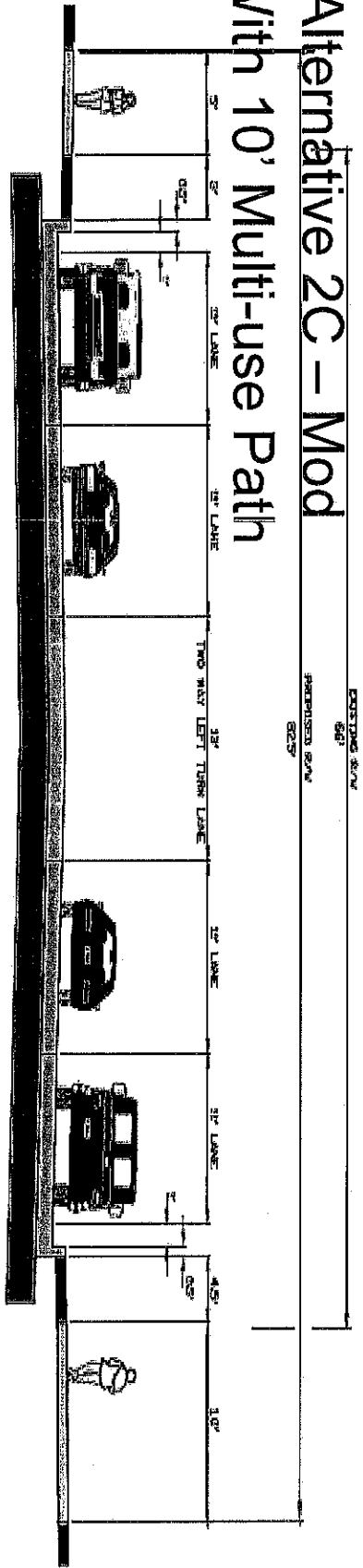
Proposed Multi-Use Sections

Alternative 1C - Mod
With 10' Multi-use Path



ALTERNATIVE 1C - MOD
WITH 10' MULT-USE PATH (SOUTH SIDE)

Alternative 2C - Mod
With 10' Multi-use Path

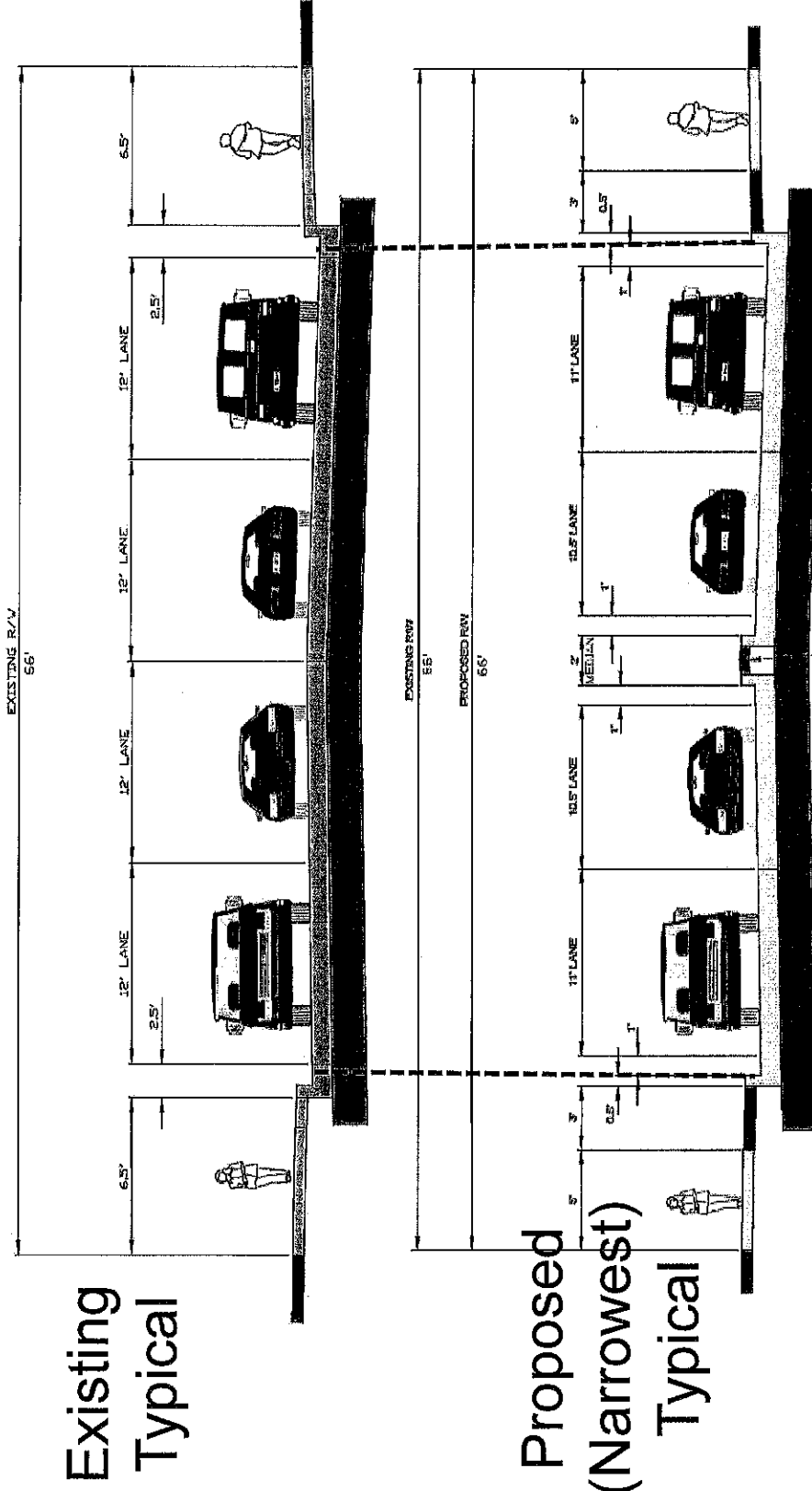


ALTERNATIVE 2C - MOD
WITH 10' MULT-USE PATH (SOUTH SIDE)

Preliminary - January 2016



Existing - Proposed - Comparison



Existing Typical

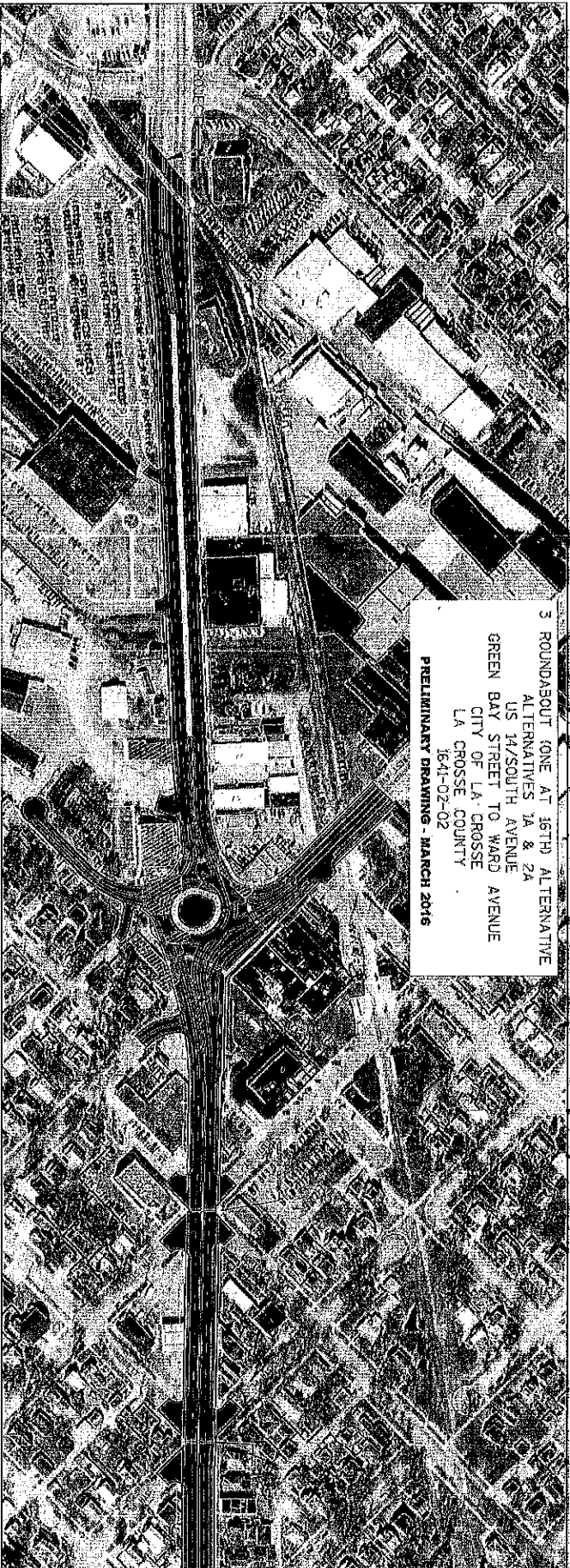
Proposed (Narrowest) Typical

Note: Proposed is 49' f to f (outside curbs). This 3' narrower than existing. Transferring 3' width to outside of curbs.

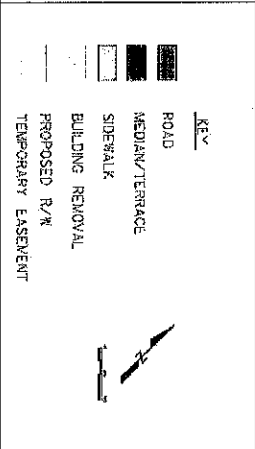
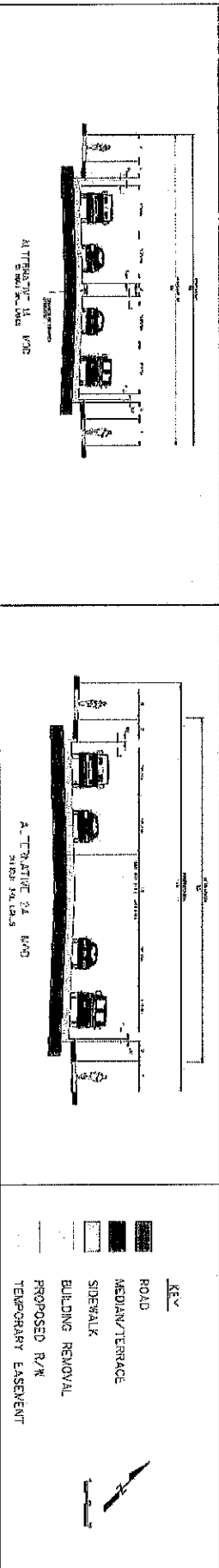
ALTERNATIVE 'A' - MOD WITHOUT BIKE LANES



Narrow Median - No Bikes - West



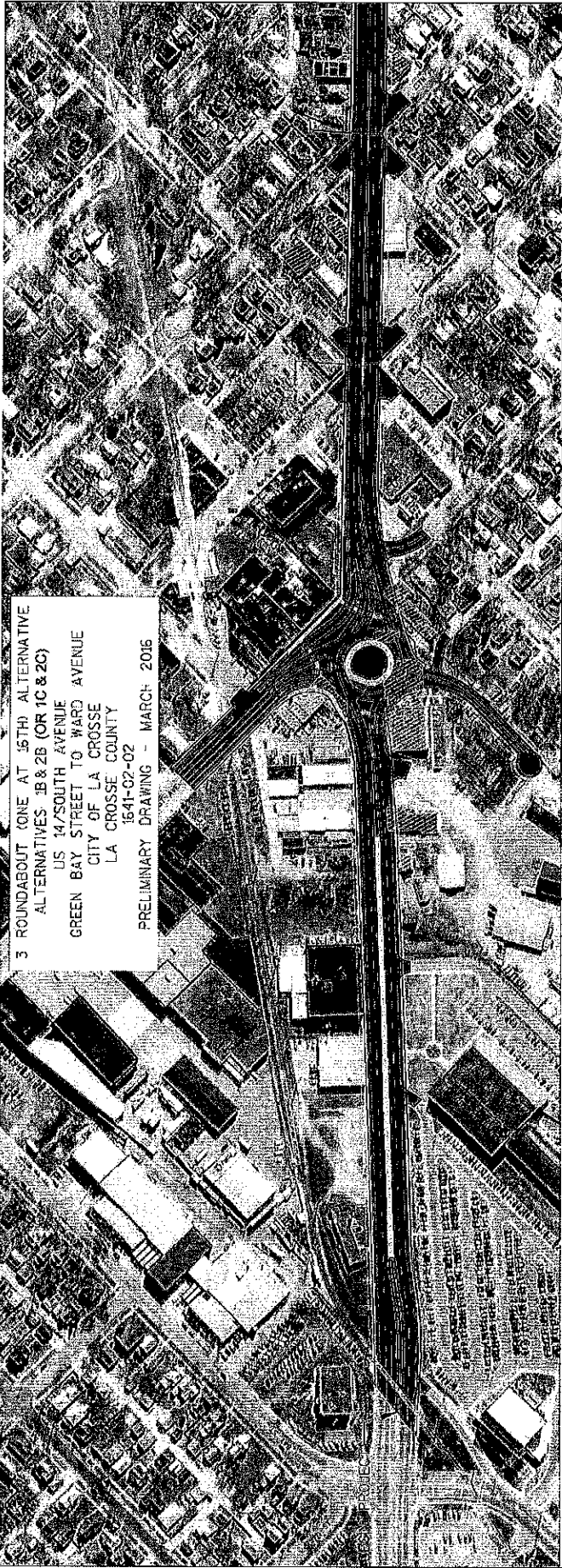
3 ROUNDABOUT (ONE AT 16TH) ALTERNATIVE
 ALTERNATIVES 1A & 2A
 US 14/SOUTH AVENUE
 GREEN BAY STREET TO WARD AVENUE
 CITY OF LA. CROSSE
 LA CROSSE COUNTY
 1641-02-02
 PRELIMINARY DRAWING - MARCH 2016



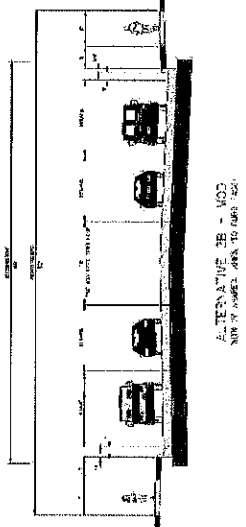
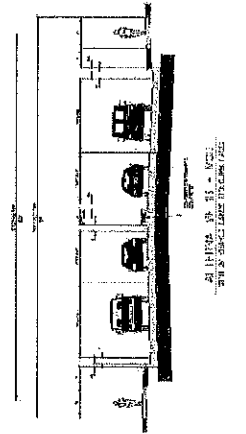
Preliminary - March 2016



Narrow Median- with Bikes - West



3 ROUNDABOUT (ONE AT 16TH) - ALTERNATIVE
 ALTERNATIVES B&2B (OR 1C & 2C)
 US 14/SOUTH AVENUE
 GREEN BAY STREET TO WARD AVENUE
 CITY OF LA CROSSE
 LA CROSSE COUNTY
 1641-02-02
 PRELIMINARY DRAWING - MARCH 2016



KEY

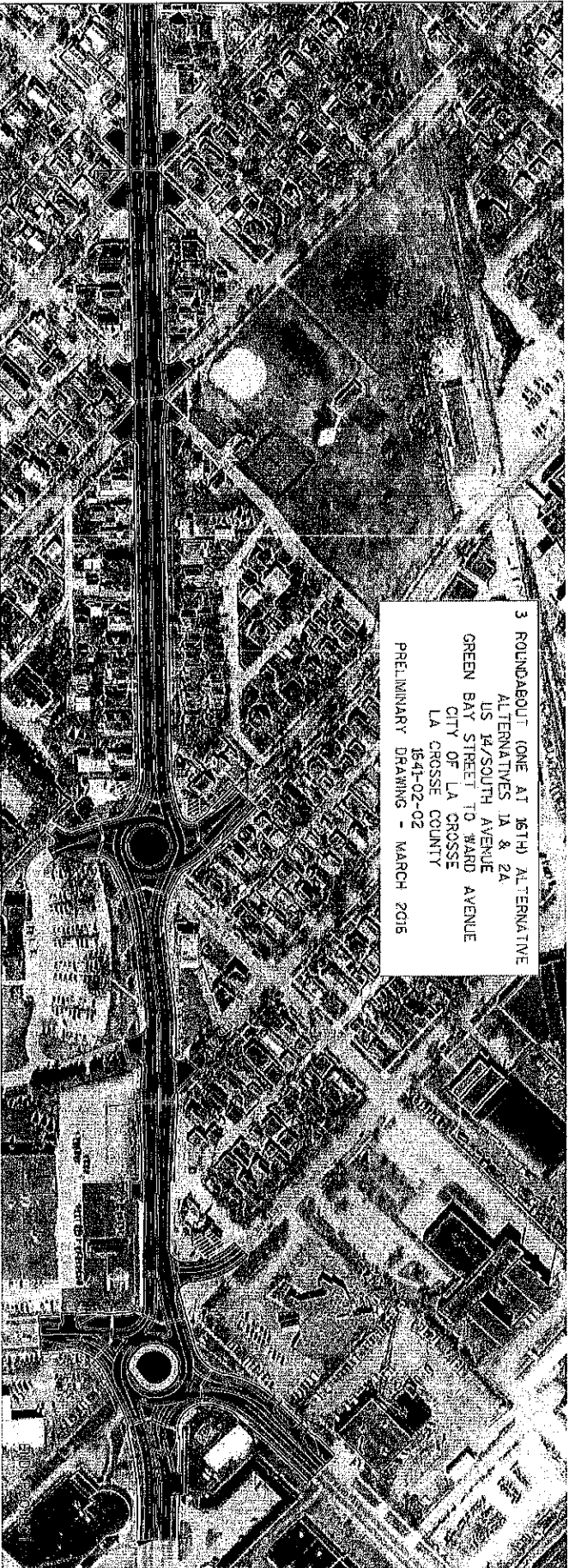
- ROAD
- MEDIAN/TERRACE
- SIDEWALK
- BUILDING REMOVAL
- PROPOSED R/R
- TEMPORARY EASEMENT

SCALE: 1" = 40'

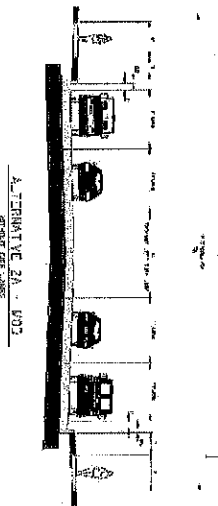
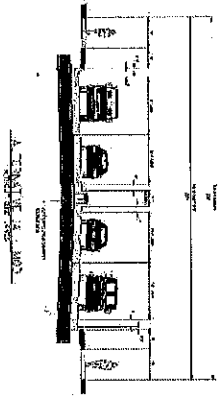
Preliminary - March 2016



Narrow Median - No Bikes - East



3 ROUNDABOUT (ONE AT 16TH) ALTERNATIVE
 ALTERNATIVES 1A & 2A
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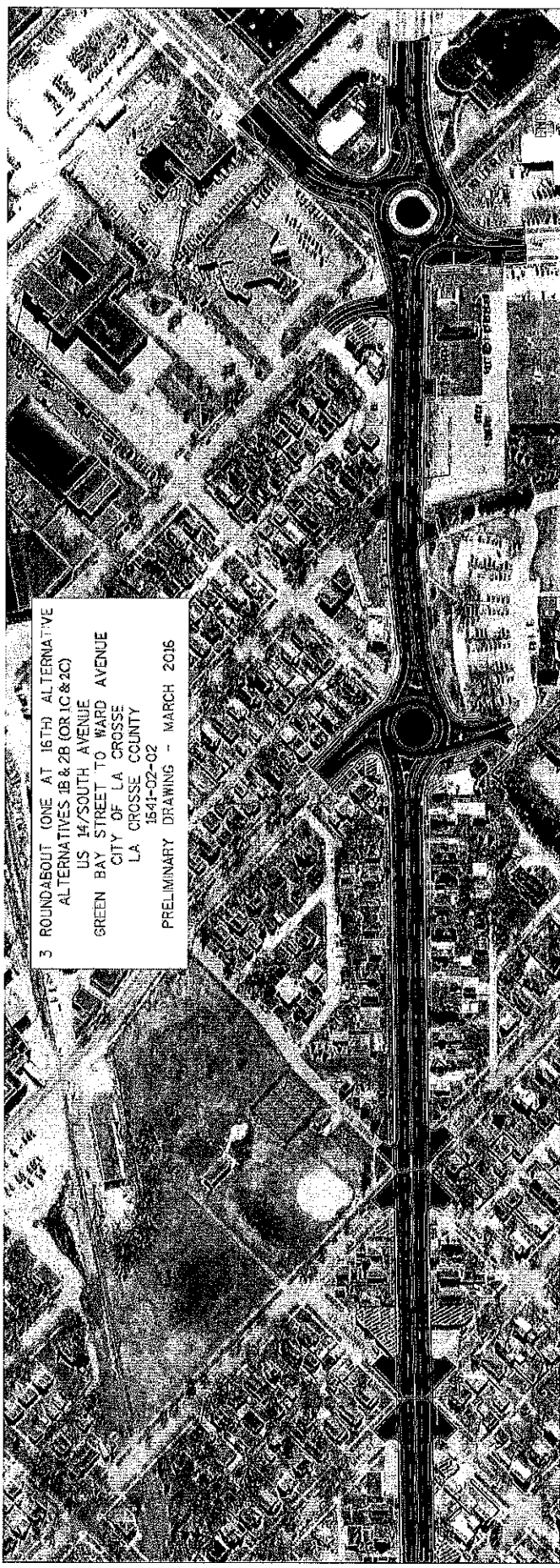


- KEY
- ROAD
 - MEDIAN/TERRACE
 - SIDEWALK
 - BUILDING REMOVAL
 - PROPOSED R/W
 - TEMPORARY EASEMENT

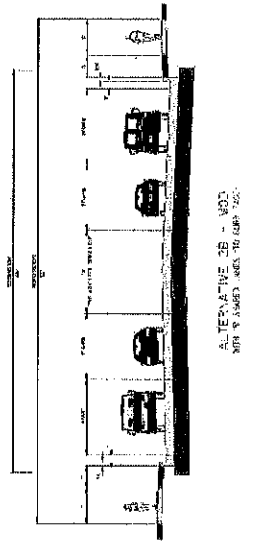
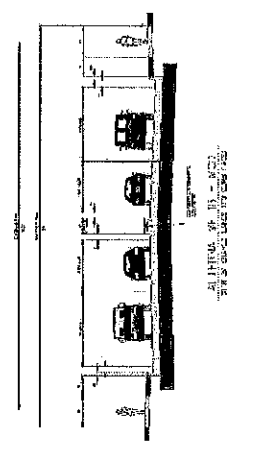
Preliminary - March 2016



Narrow Median- with Bikes - East



3 ROUNDABOUT (ONE AT 16TH) ALTERNATIVE
 ALTERNATIVES 1B & 2B (OR 1C & 2C)
 US 14/SOUTH AVENUE
 GREEN BAY STREET TO WARD AVENUE
 CITY OF LA CROSSE
 LA CROSSE COUNTY
 1541-02-02
 PRELIMINARY DRAWING - MARCH 2016



- KEY
- ROAD
 - MEDIAN/TERRACE
 - SIDEWALK
 - BUILDING REMOVAL
 - PROPOSED R/W
 - TEMPORARY EASEMENT

Preliminary - March 2016



South Avenue – Green Bay to Ward Avenue

REAL ESTATE IMPACTS/COSTS

MARCH 2016

Alternative	Quantity	Cost
Option A - No Bikes		
66'/76' Section		
Displacements (EACH)	8	\$2,024,333.00
Residential R/W; Fee (ACRES)	0.029	\$5,800.00
Residential R/W; TILE (ACRES)	0.488	\$976.00
Commercial R/W; Fee (ACRES)	1.563	\$625,200.00
Commercial R/W; TILE (ACRES)	2.259	\$9,036.00
Total		\$2,655,345.00
Options B (or C) - Shared Outside Lanes or Multi-Use on One Side - 72(.5)'/82(.5)' Section		
Displacements	17	\$3,212,320.00
Residential R/W; Fee (ACRES)	0.154	\$30,800.00
Residential R/W; TILE (ACRES)	0.519	\$1,038.00
Commercial R/W; Fee (ACRES)	1.686	\$674,400.00
Commercial R/W; TILE (ACRES)	2.266	\$9,064.00
Total		\$3,927,622.00

Notes:

1) R/W acreages do not include parcels purchased as part of displacements; those costs are included with displacement costs.



South Avenue – Green Bay to Ward Avenue

Alternative	Construction		Real Estate		Total	
	Cost	% Cost Difference	Cost	% Cost Difference	Cost	% Cost Difference
Option A (no bike facilities) - 66' / 76' Section	\$6.03		\$2.67		\$8.70	
Options B or C (shared lanes or path) - 72L/51' / 82L/51' section	\$6.33	4.98%	\$3.93	47.19%	\$10.26	17.93%

Notes:

- 1) All options consist of a TWLTL section from Green Bay Street to West Avenue, and a narrow median/roundabout section from West Avenue to Ward Avenue. The TWLTL section is 10' wider than the narrow median/roundabout section.
- 2) Costs shown are in millions of dollars

Summary Statement– Costs/impacts for providing bicycle accommodations are disproportionately high.



No Bikes Narrow Median Alternative- Advantages

- ▶ This alternative meets purpose and need of project by:
 - ▶ Eliminating left-turn movements out of thru traffic lanes
 - ▶ Reducing number of conflict points
 - ▶ Improving intersection safety
 - ▶ Improving bike and pedestrian crossings
- ▶ This alternative takes into account city feedback:
 - ▶ Reduced lane widths → Reduced speeds → Traffic Calming
 - ▶ Reduced lane widths → Reduced displacements/impacts
 - ▶ Roundabouts → Reduced speeds → Traffic Calming
- ▶ This alternative meets budget constraints.
 - ▶ Brings ratio of real estate costs to construction costs down to more reasonable levels
- ▶ “Because 3 out of 4 ain’t bad” in achieving City goals identified at 3/9/2015 LOM.



South Avenue Project Costs

- ▶ A. Design Costs:
 - ▶ Incurred costs high, Currently @~\$480K, need amendment
 - ▶ More alternative analysis performed than originally thought
 - ▶ More information available to help make decisions
 - ▶ Progress slow, last LOM 3/5/15, need public involvement
- ▶ B. Real Estate Costs:
 - ▶ Impacts to City's tax base would be minimized (~8 displacements) with Narrow Median Alternative with 3 roundabouts
 - ▶ Other alternatives may include cost sharing
- ▶ C. Construction Costs
 - ▶ Construction Costs for Narrow Median Alternative with 3 Roundabouts ~\$6.2 Million



South Avenue Project Schedule

- ▶ A. Review Public Involvement Plan:
 - ▶ Strategies – currently each round includes LOM, CAG, PIM Modify? Use different strategy?
 - ▶ Typicalals to move forward with
 - ▶ Alternatives to move forward with
 - ▶ Begin public involvement in early April or will not be able to deliver project on current schedule
- ▶ B. Preliminary Design Completed, May 2017, w/plat
- ▶ C. Final Plan submittal date: August 1, 2019
- ▶ D. Currently anticipated construction year: 2020



Open Discussion, Next Steps?

a. VIP Trail

b. West Avenue Intersection – Benora Lee Court Connection?

c. Others?



