

La Crosse Street Project

City of La Crosse, La Crosse Street
Oakland Street to Losey Blvd.
La Crosse County
WisDOT Project ID 7575-07-03

Virtual Public Involvement Meeting Comment Summary

A Virtual Public Involvement Meeting was for the La Crosse Street project. A virtual presentation, exhibits, and a comment form were made available on the WisDOT website on July 13, 2020. Letters were sent to residents and other stakeholders informing them of the information available on the project website, along with contact information. The letter also stated that hard copies of the virtual public involvement exhibits would be mailed upon request. The project team asked that comments be sent by August 14, 2020. The following is summary of comments and questions received, along with responses by the Wisconsin Department of Transportation project team.

1. Question/Comment:

Locate boulevard trees on the opposite side of overhead utility lines, ideally, on the south side.

Response:

Coordination with the utilities for their relocation design is on going. Trees on the south side terrace between the curb and the sidewalk need to be removed to remove and replace the storm sewer system. For that reason, the terrace on the north side was widened to foster trees.

2. Question/Comment:

Where will snow initially be placed during plowing operations with a smaller terrace between the curb and sidewalk on one side of the road?

Response:

The assumption is that the snow will initially be placed in the terrace between the curb and the sidewalk. There will be a 5.5 foot terrace on the north side and a 3.5 foot terrace on the south side. Snow removal is the responsibility of the city of La Crosse.

3. Question/Comment:

Consider expanding the storm sewer capacity.

Response:

The storm sewer has been designed per Wisconsin Department of Transportation standards. Additional inlets and pipes will be added.

4. Question/Comment:

Pave La Crosse Street with concrete instead of asphalt.

Response:

A pavement design report using projected traffic volumes and truck percentages was completed for the La Crosse Street project. This also included a life cycle cost analysis. Asphalt was found to be the most cost effective alternative.

5. Question/Comment:

Objection to the Two Way Left Turn Lane on La Crosse Street.

Response:

The construction of a Two Way Left Turn Lane is a safety measure to reduce rear end crashes. Traffic calming measures have been implemented into the project including Rapid Flashing Beacons at two protected pedestrian crossings, medians for two additional pedestrian crossings, and a bio-swale median near the west end of the project.

6. Question/Comment:

Provide a two-way protected bike lane or protected bike lanes along La Crosse Street.

Response:

Two-way protected bike lanes are not feasible for this project due to the amount of right-of-way required. Two-way protected bicycle lanes are also not prudent due to the number of access points, and because destinations and other bicycle facilities are located on both sides of La Crosse Street.

7. Question/Comment:

Accelerate the project schedule to build La Crosse Street sooner to improve the pavement condition.

Response:

Construction is scheduled for the year 2022. Further utility coordination and real estate acquisition for sidewalk curb ramp replacements is required.

8. Question/Comment:

Where will bicyclists travel west of Oakland Avenue?

Response:

Bicycles west of Oakland Avenue on La Crosse Street will travel as they do now. Work associated with this project west of Oakland Avenue is limited to storm sewer trunk line, sanitary sewer, and water main, along with associated pavement removal and replacement, to connect those utilities to West Avenue.

9. Question/Comment:

Will any trees remain in the terrace between the curb and the sidewalk?

Response:

Community sensitive design was implemented to minimize impacts to the terraces and trees of La Crosse Street. Monthly coordination meetings were held with the City of La Crosse's Engineering and Parks and Recreation staff, as well as involvement from neighborhood groups. Aesthetic impacts were discussed at these meetings. The roadway was shifted south to allow a larger terrace between the new curb and existing sidewalk on the north side of La Crosse Street. The City decided to wait until after the project to plant any replacement trees. With the City waiting until after the project to plant the trees, the city can work with the neighborhood associations and plan for landscaping that meets everyone's needs. By the City choosing to do the tree planting themselves after the project, the success rate is also anticipated to be improved.

WisDOT and the City of La Crosse have agreed to work together utilizing the City of La Crosse arborist to review the existing trees in the north terrace, and helping the design team, construction team and contractor determine which trees can remain without significant damage to their root structure during construction. During 2021, the City will determine which trees should be removed in the north terrace. The list may not include some larger trees in an effort to save them. During the fall of 2022 (during construction), the remaining trees in the northerly terrace will be evaluated again by the City and any stressed trees will be removed with the project. It is anticipated that the City will replace the removed trees in the north terrace with street scape type trees in 2023. None of the trees are planned to be replaced in the southerly terrace because of the narrowness of that terrace and the continued presence of underlying storm sewer at that location.

10. Question/Comment:

Will the lighting be the same style as the existing lighting along UW-L on the south side of La Crosse Street?

Response:

No. The lighting on the south side of La Crosse Street near UW-L is owned by UW-L. The lighting proposed for this project will be standard lighting, not the decorative style owned by UW-L. However, the standard lighting will be painted black for aesthetic purposes.

11. Question/Comment:

Were other means of slowing down traffic considered to reduce rear end crashes?

Response:

The intent of this project is crash reduction, not speed reduction. The construction of a Two Way Left Turn Lane is a safety measure to reduce rear end crashes. Most urban rear end crashes are caused by a combination of congestion and inattentive driving, not excessive speed. The two-way left turn lane reduces the rear end crash potential by removing the left turners from the traffic stream, which aids in nullifying the effects of inattentive driving when the congestion is caused by a stopped left turner in traffic. As it exists today, all through traffic must maneuver around a stopped left turner, on the right. It only takes one driver to be inattentive, and fail to see the stopped left turner in traffic, to generate a crash. With the presence of a two-way left turn lane, through traffic no longer has to make this maneuver.

Traffic calming measures have been implemented into the project including Rapid Flashing Beacons at two protected pedestrian crossings, medians for two additional pedestrian crossings, and a bio-swale median near the west end of the project.

12. Question/Comment:

Reduce number of joints in the concrete bike lane.

Response:

Joints will be placed per WisDOT standard. Decreasing the number of joints have an affect on the long term performance of the pavement.

13. Question/Comment:

Consider the best pathways for biking that are feasible.

Response:

One way marked bike lanes will be constructed along La Crosse Street, in the same direction as vehicular travel.

14. Question/Comment:

How can additional information be obtained about the La Crosse Street and West Avenue traffic signal project?

Response:

Additional information can be obtained by contacting the City of La Crosse Engineering Department.