

Multiple South Avenue Projects

There are two studies being conducted of South Avenue: the South Avenue Multimodal Assessment Study (this study) and the Wisconsin DOT U.S. 14 Study. While the studies are related, they have different goals, project areas, and scopes.

The table below provides a brief overview of each project.

	South Avenue Multimodal Study	WisDOT U.S. 14 Study
Goal	Examine multimodal transportation issues in the broader South Avenue area, including bicycle and pedestrian issues along and across South Avenue	Reconstruct South Avenue to improve the safety of all users of the street
Project Area	The South Avenue area, roughly bounded by Green Bay Street, East Avenue, and the river (see map)	South Avenue from Green Bay Street to Ward Avenue
Timeframe	Recommendations this summer, implementation over the next decade or more	Preferred alternative selected this summer, construction in 2022
Impacts	Project <i>may</i> recommend changes to the WisDOT study to improve bicycle and pedestrian access and safety, as well as improved bicycle routing through the neighborhood, and potential new path and street connections (long-term)	Project <i>may</i> include a variety of changes to the street including roundabouts, widening, elimination of left turns, and property acquisition

Pedestrian Facility Types



Sidewalk

- The pedestrian facility adjacent to most streets
- May be used by bicyclists in La Crosse outside of downtown (bicyclists should yield to pedestrians)
- Typically concrete and 5 to 8 feet wide



Crosswalk - Marked

- A marked portion of a street for pedestrian use
- Connect pedestrian facilities on one side of a street to facilities on the other side of the street
- Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal



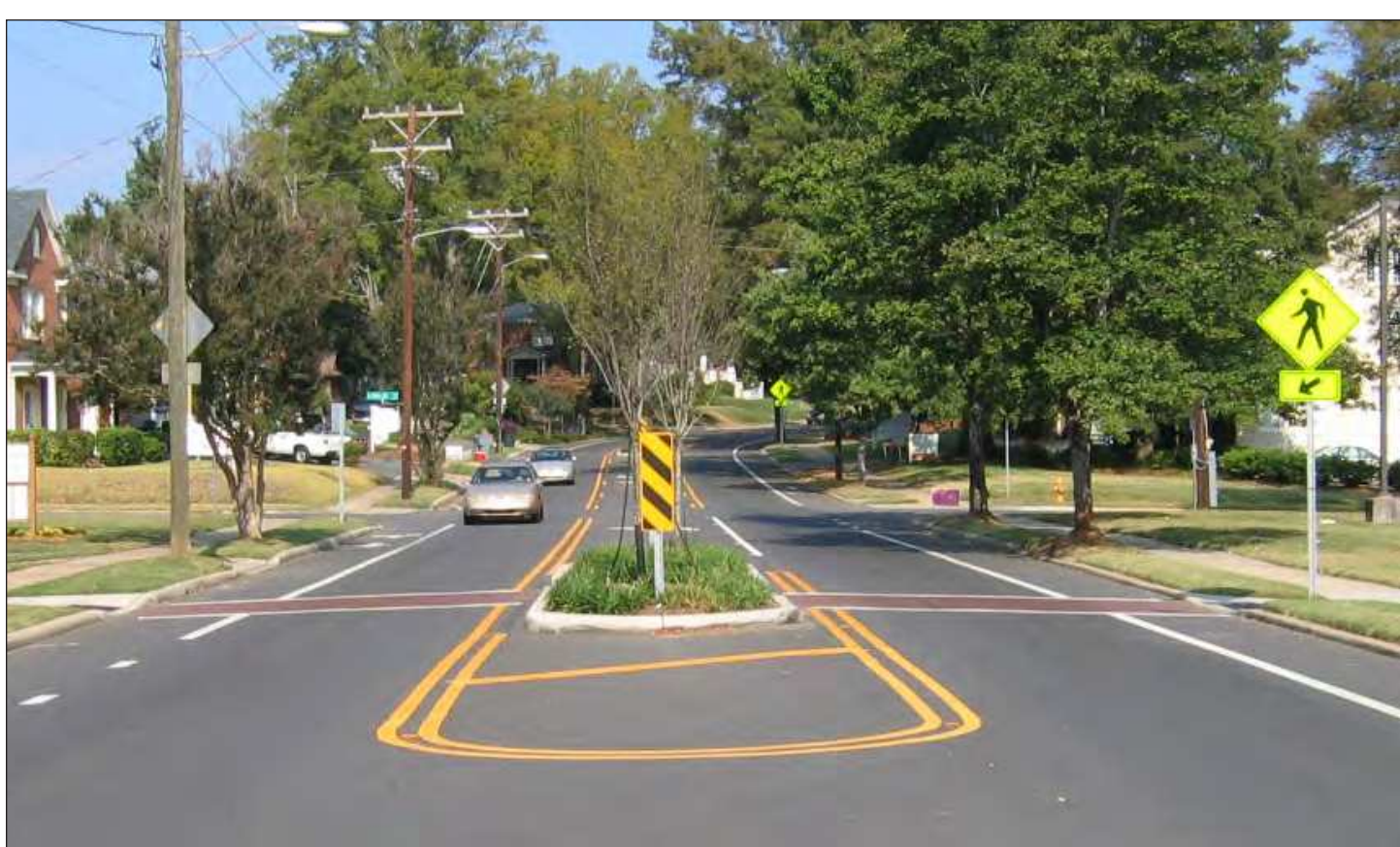
Crosswalk - Unmarked

- The unmarked connection between a pedestrian facility on one side of a street to a pedestrian facility on the other side of the street
- Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal



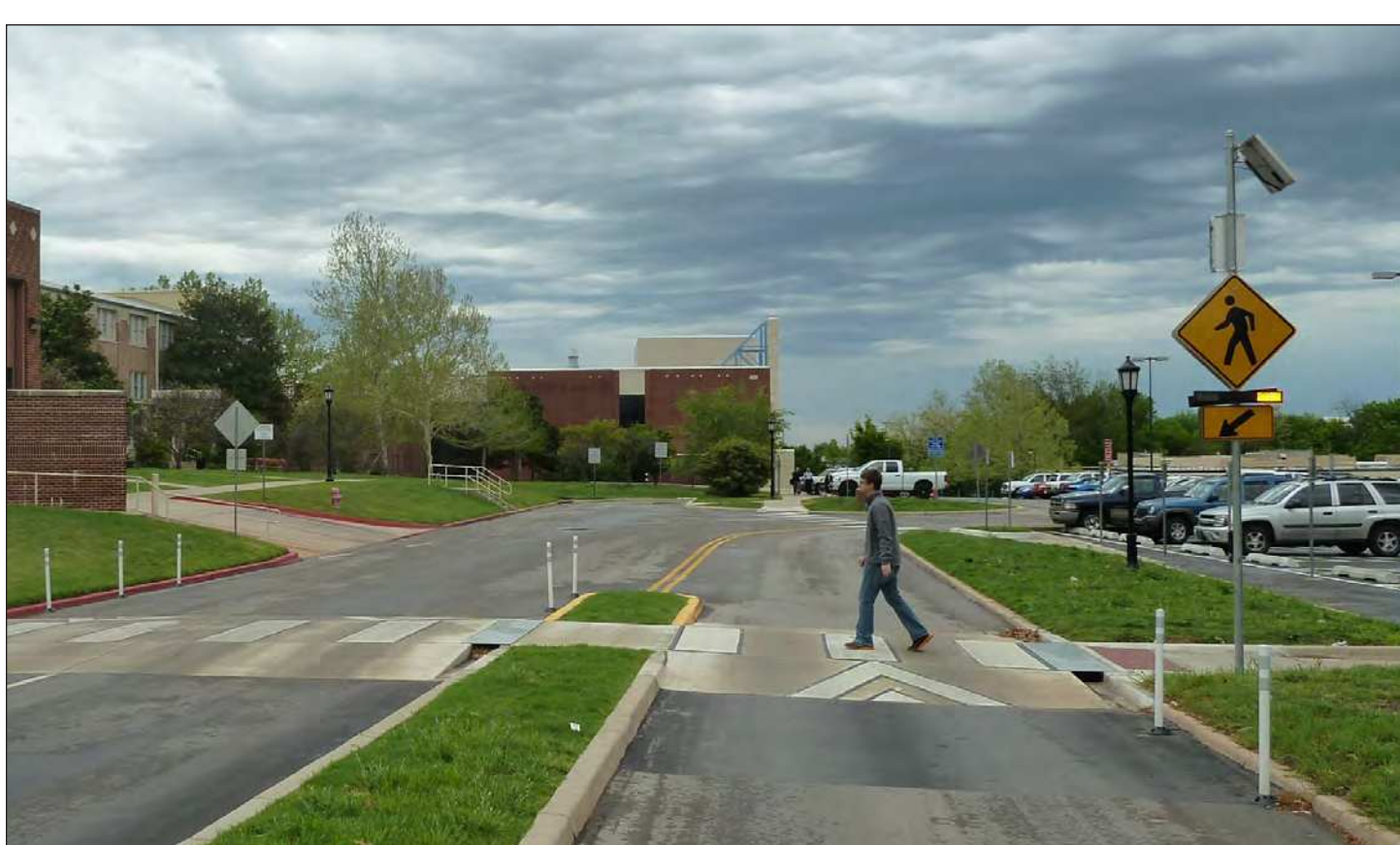
Curb Extension

- Extension of the sidewalk at corners or mid-block
- Increase safety by shortening the pedestrian crossing distance, increasing pedestrian visibility, and calming traffic
- Can also provide additional space for amenities such as street trees, bicycle parking, or other treatments



Crossing Island

- Raised islands that provide a pedestrian refuge in the middle of a street
- Allow pedestrians to cross wide streets in two stages
- Can be located mid-block, at intersections, or at roundabouts



Rectangular Rapid Flash Beacon

- Pedestrian-actuated strobe lights and sign to alert motorists to the presence of pedestrians at a crossing
- Improve pedestrian visibility and motorist yielding

Bicycle Facility Types



Bicycle Lane — Conventional

- Space for bicyclists designated with pavement markings and signs
- Located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic
- Typically on the right side of the street
- Used on medium and high volume streets



Bicycle Lane — Buffered

- Conventional bicycle lanes paired with a painted buffer space
- Buffer may separate the bicycle lane from the adjacent motor vehicle travel lane, the parking lane or both
- Increases operating space and comfort for bicyclists
- Typically used on medium and high volume streets



Bicycle Lane — Protected (Cycle Track)

- Bicycle facility within the street right of way that provides physical separation from the adjacent travel lane
- Separated with curbs, bollards, parked cars or other means
- Cycle track may be at street level, sidewalk level or an intermediate level
- Typically used on medium and high volume streets with few intersections or driveways



Shared Lane Marking (“Sharrow”)

- Markings used to indicate a shared lane for bicyclists and motorists
- Indicate to bicyclists where they should position themselves in a lane
- Sharrows reinforce to motorists that bicyclists belong in the lane
- Typically used on low- and medium-volume streets where bicycle lanes cannot be accommodated



Neighborhood Greenway

- Streets with low motorized traffic volumes and speeds designated to provide priority to bicyclists
- Designed to discourage speeding and cut-through traffic
- Often used to connect schools and parks and as an alternative to a nearby busy street
- May include traffic calming devices such as speed tables or traffic circles



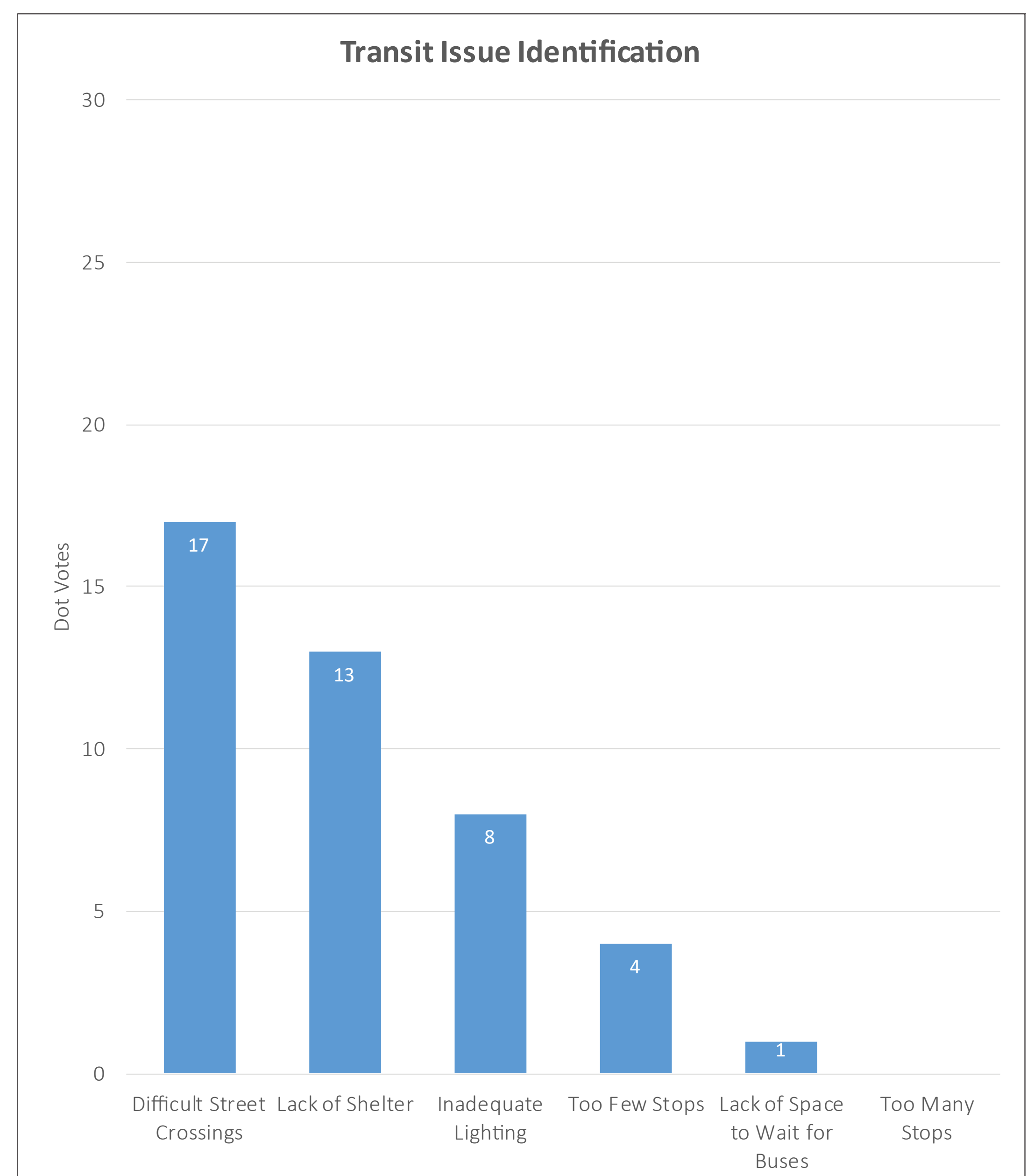
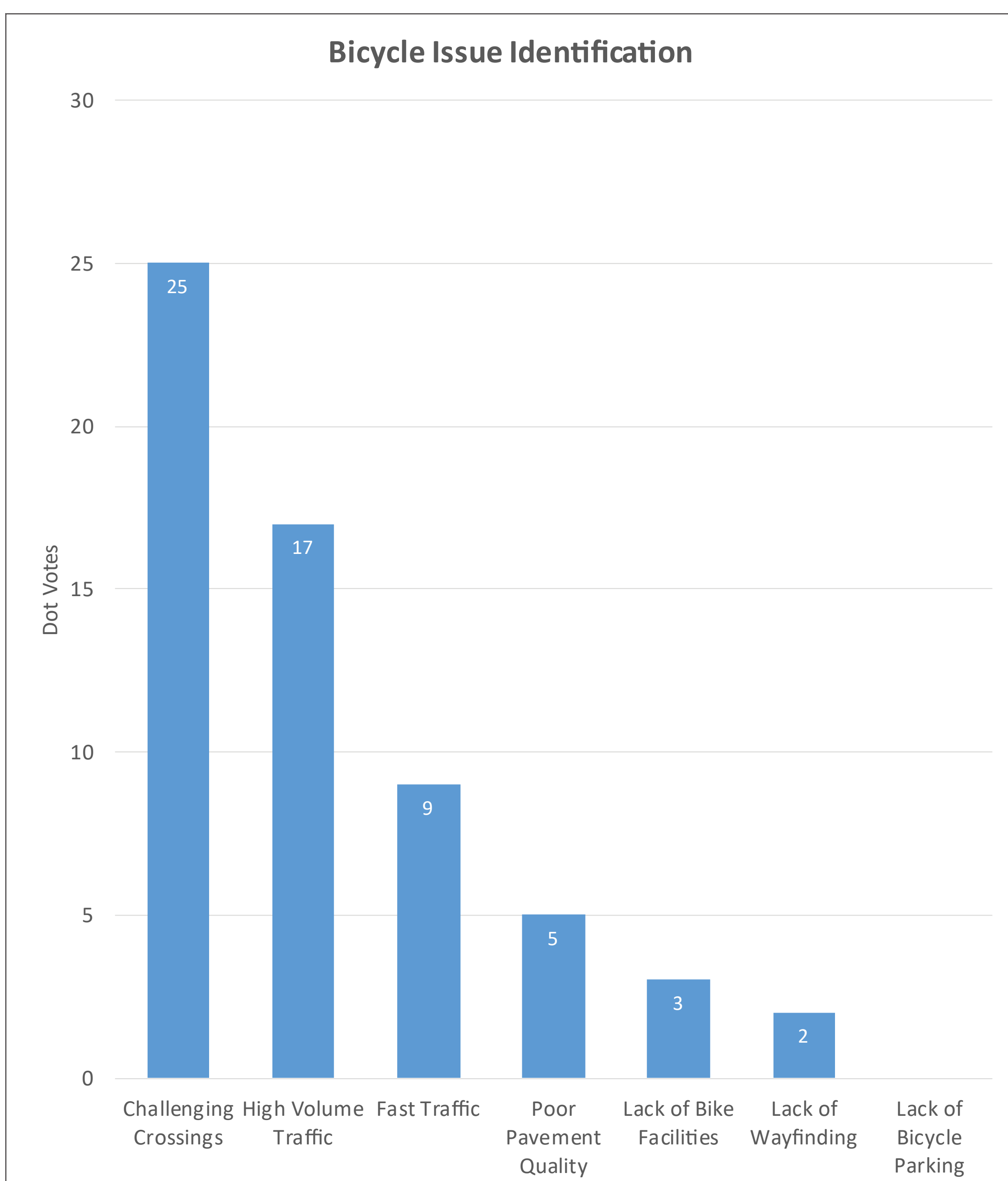
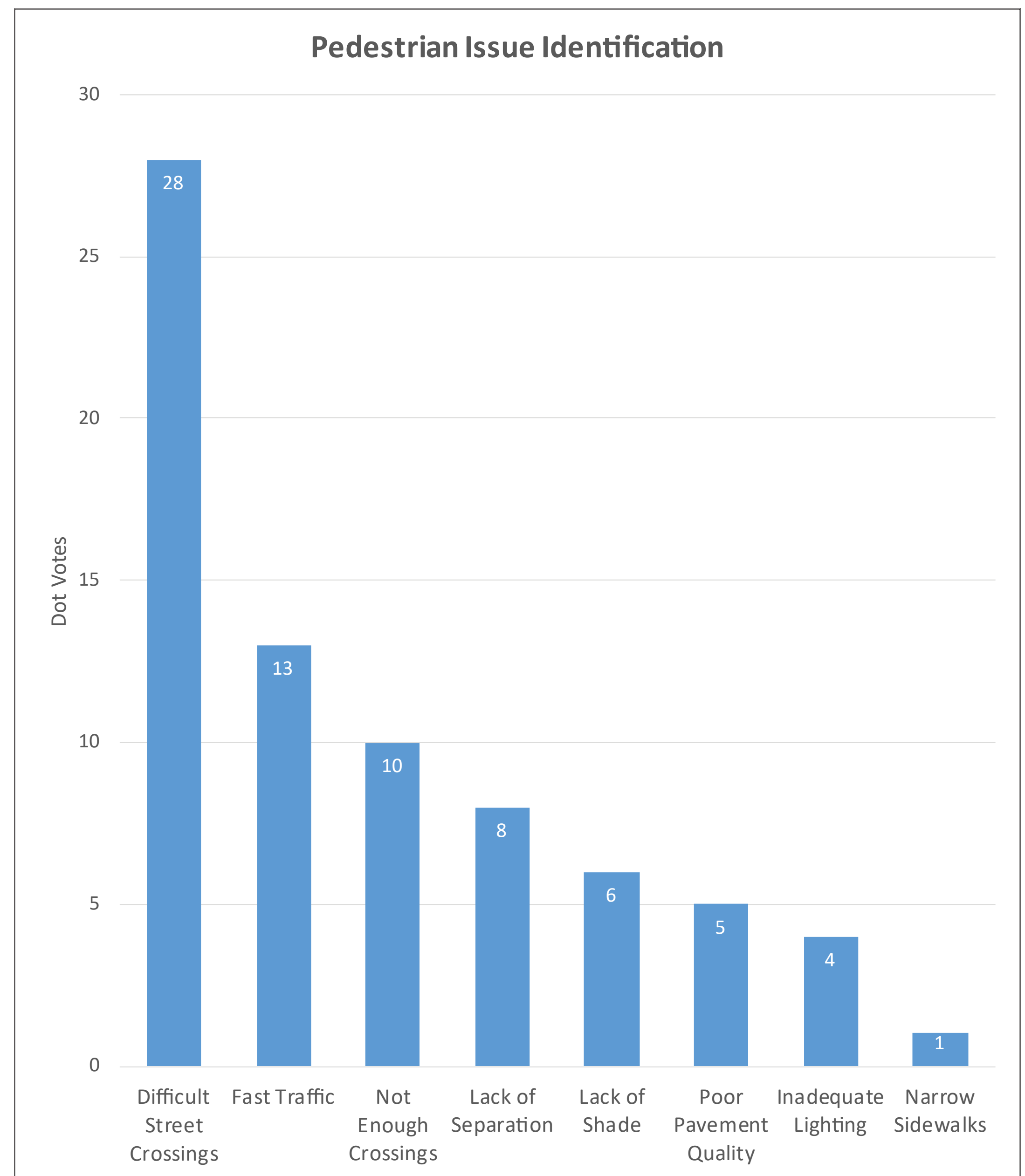
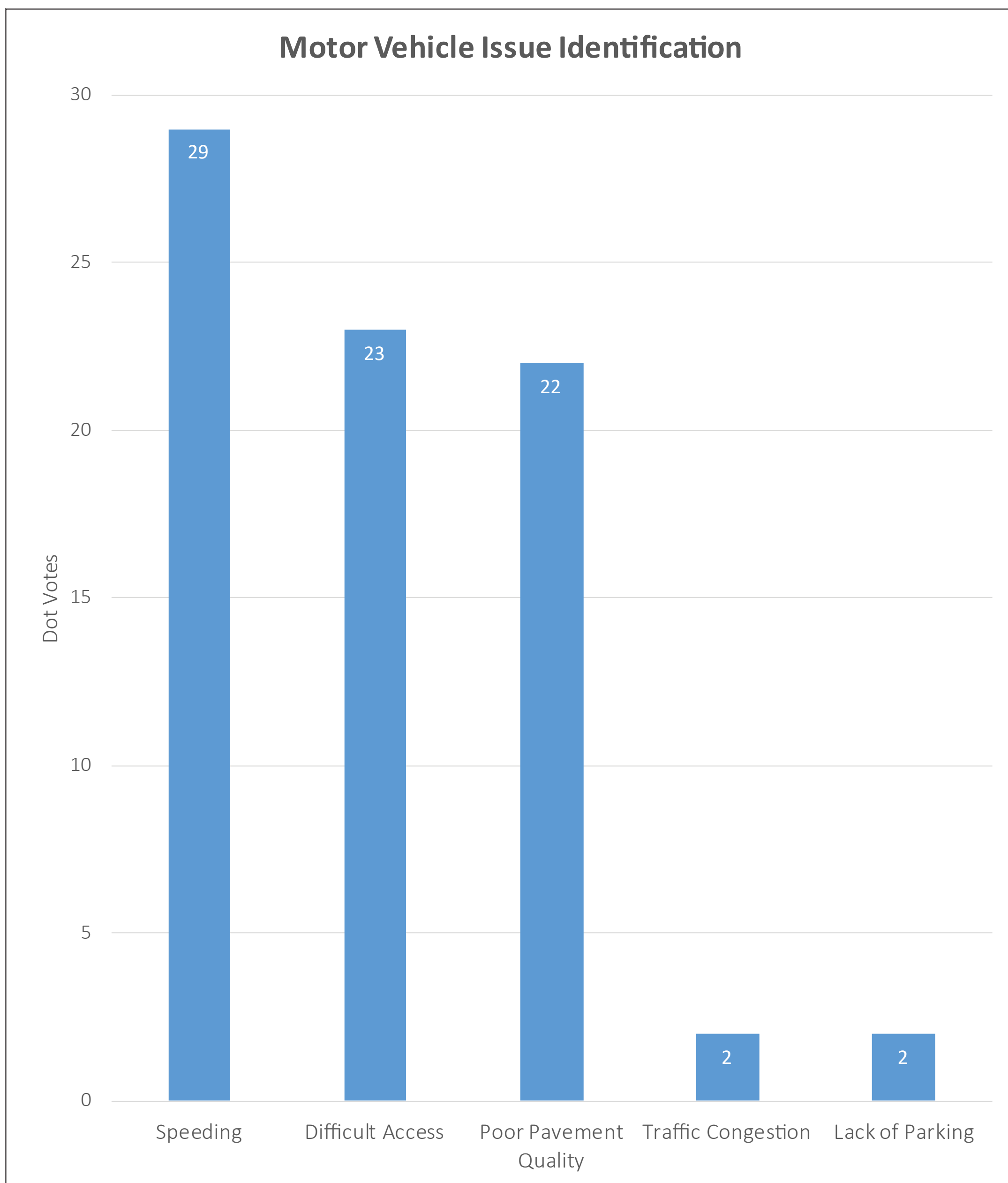
Shared Use Path

- Path fully separated from a street or road
- Typically paved and 10- 12 feet wide
- Open to most non-motorized uses
- Often installed in urban areas in rail corridors, utility corridors or along streams, rivers or other linear features

Public Feedback

Participants at the first public meeting for this project were asked to vote on the top issues or concerns they had with a variety of transportation issues in the South Avenue corridor.

The results are displayed below.

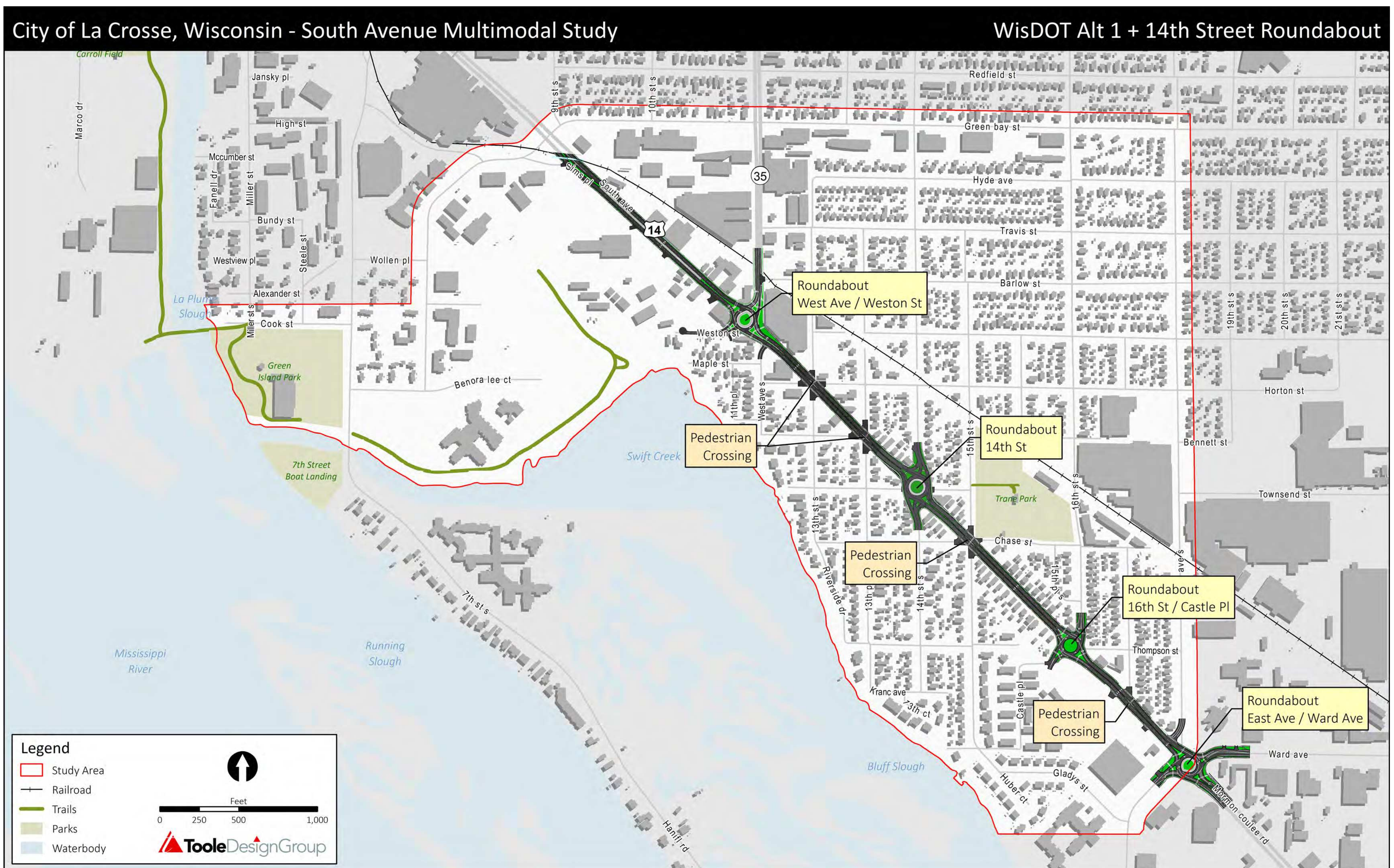


South Avenue Alternative Selection

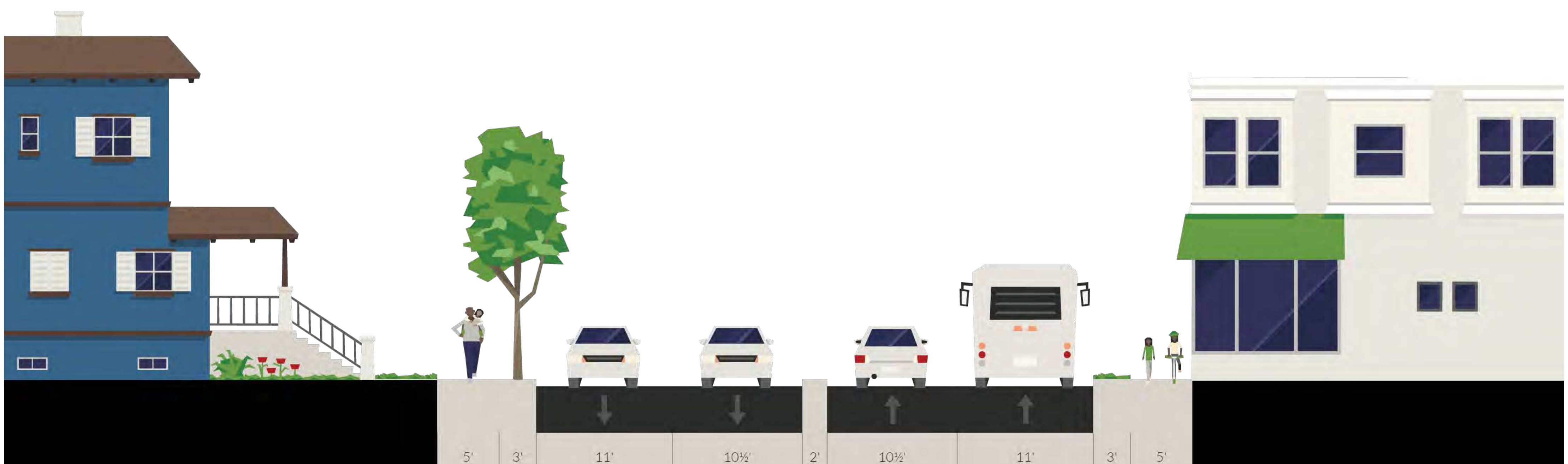
Alternative Selection

- Recommend Wisconsin DOT's Alternative 1 with modifications
- Alternative 1 has least impact on surrounding neighborhood
- Provides two travel lanes in each direction with roundabouts at West Avenue, 16th Street, and East Avenue
- Continuous center median eliminates all left turns
- Recommend additional roundabout at 14th Street to enhance neighborhood access
- Additional recommendations on other posters

Alternative 1 Map (with 14th Street Roundabout)



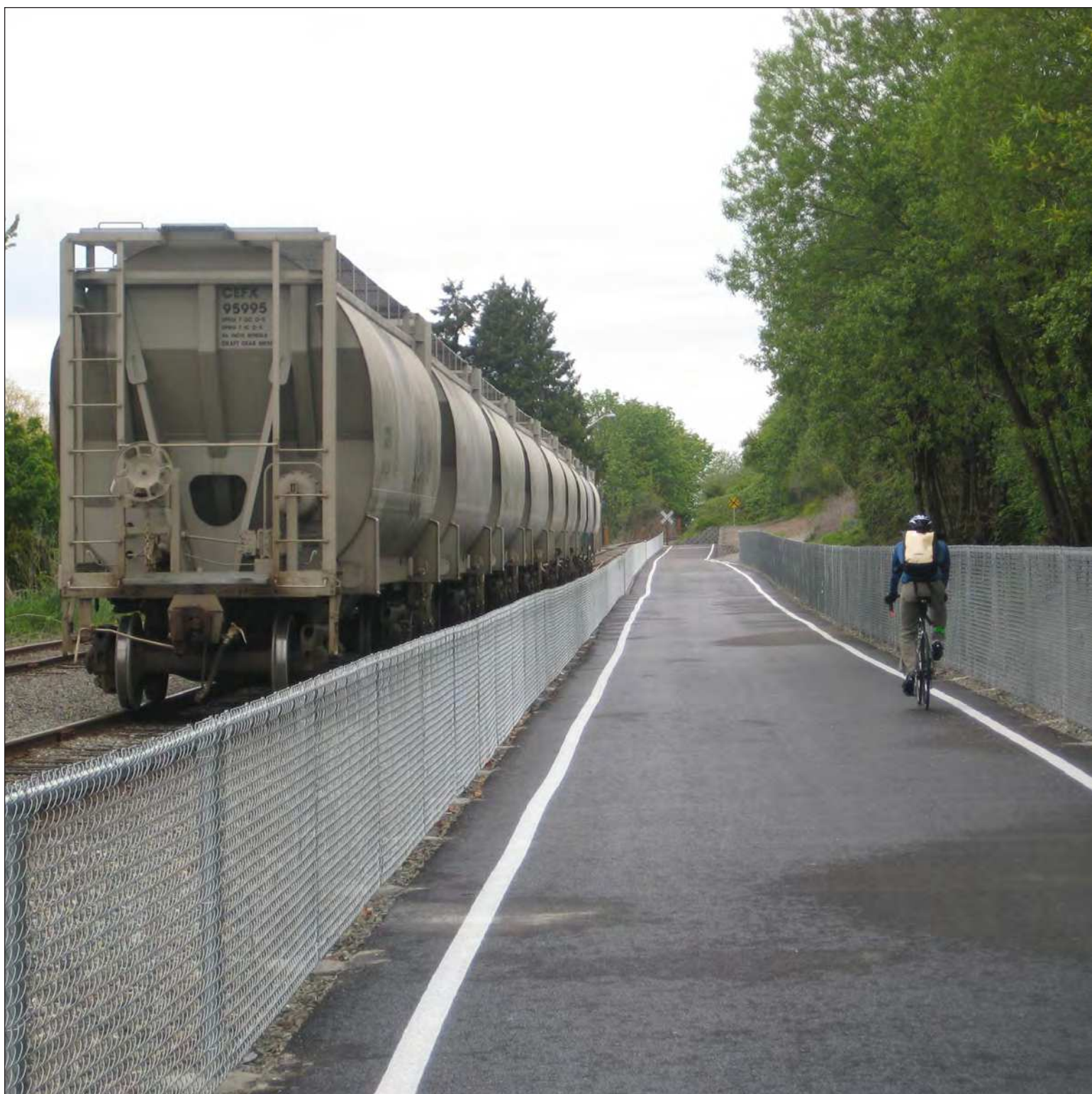
WisDOT Alternative 1 Cross Section



Note: Cross section does not display with of curbs or gutter areas

Alternative 1 Recommendations

Issue: Lack of Bicycle Facilities



Example of a shared use path adjacent to an active rail line.

- **Issue:** Alternative 1 does not include any bicycle facilities on South Avenue.
- **Recommendation:** Provide widened sidewalks where possible to accommodate people on bicycles.
- **Recommendation:** Provide a well-signed bicycle route on streets close to the river.
- **Recommendation:** Provide a path along the railroad tracks between Ward Avenue and Weston Street (see New Connections poster).

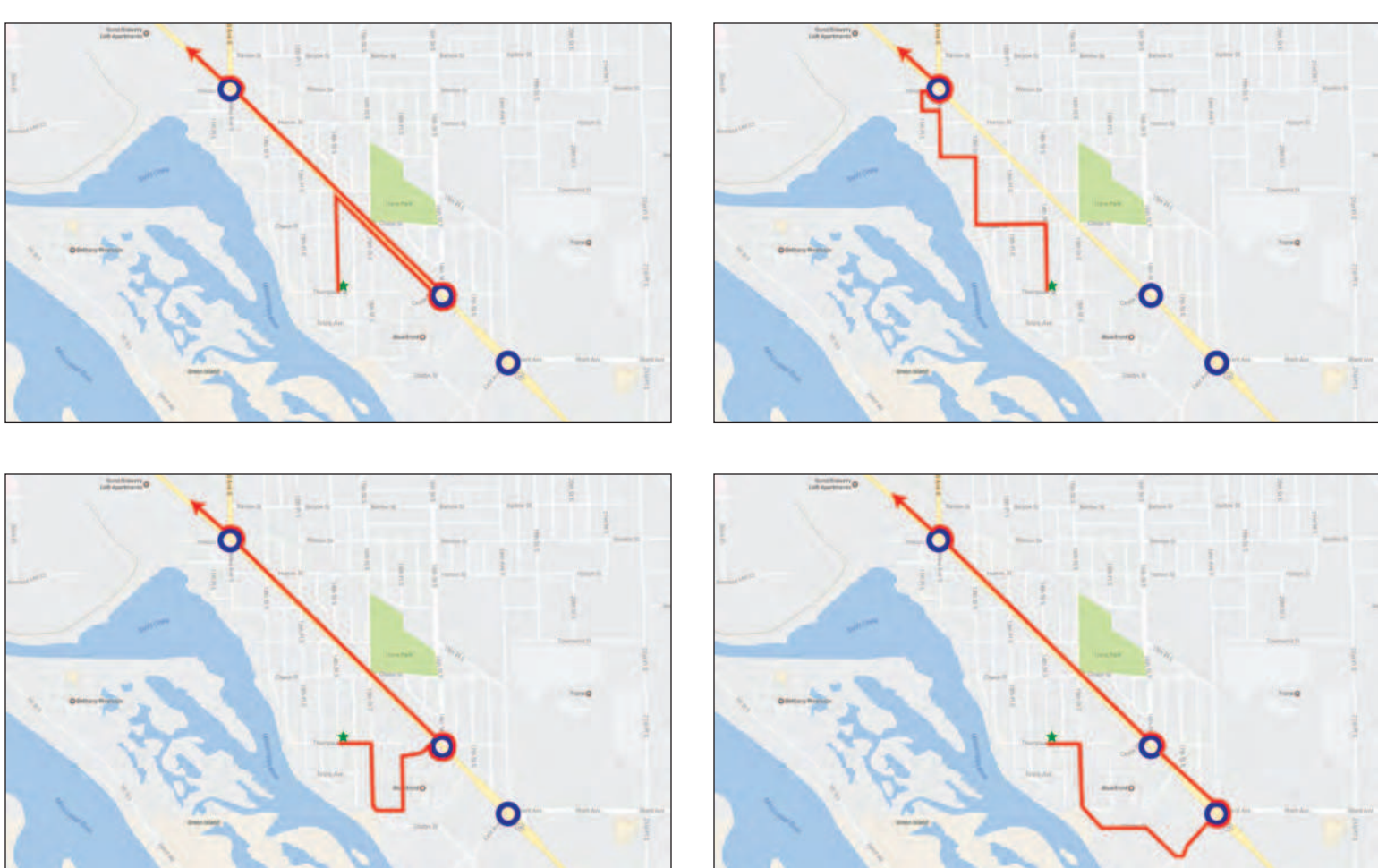
Issue: Pedestrian Crossing Safety



Example of a high visibility pedestrian crossing with RRFBs.

- **Issue:** Pedestrian crossings of multi-lane roundabouts and mid-block locations can be difficult.
- **Recommendation:** Use high-visibility crosswalk markings and signs to highlight pedestrian crossing locations.
- **Recommendation:** Provide rectangular rapid flash beacons (RRFBs) at select locations to further enhance pedestrian crossings.
- **Recommendation:** Design roundabouts to reduce motorist speeds entering and exiting the roundabout.

Issue: Limited and Convoluted Neighborhood Access



Examples of routing options from 14th Street and Thompson Street toward downtown with only three roundabouts as proposed by WisDOT.

- **Issue:** Lack of intersections/roundabouts between West Avenue and 16th Street lead to convoluted vehicle routing using alleys or semi-private streets.
- **Recommendation:** Provide a fourth roundabout at the intersection of South Avenue and 14th Street to provide more direct access to and from South Avenue.

Alternative 1 Recommendations

Issue: Traffic Speeds



A radar board provides real-time feedback to motorists about their speed.

- **Issue:** Motorists commonly drive too fast on South Avenue, and eliminating left turns may increase motorist speeds.
- **Recommendation:** Post a speed limit of no more than 30 mph, and preferably 25 mph, and make signs highly visible.
- **Recommendation:** Narrow the inside lanes from 10.5 feet to 10 feet wide to provide a constrained travel environment and slow motorists
- **Recommendation:** Design roundabouts to reduce motorist speeds entering and exiting the roundabout.
- **Recommendation:** Consider using radar boards that provide feedback to motorists about their speed.

Issue: Limited Access for Emergency Vehicles



A mountable curb, shown here on a pedestrian refuge island, can provide access for emergency vehicles.

- **Issue:** A continuous center median on South Avenue will limit emergency vehicle access to properties on South Avenue and the neighborhoods abutting South Avenue.
- **Recommendation:** Design the center median with a mountable curb that can be crossed by emergency vehicles, but still discourages crossing by private vehicles.

Issue: Unattractive Gateway into La Crosse

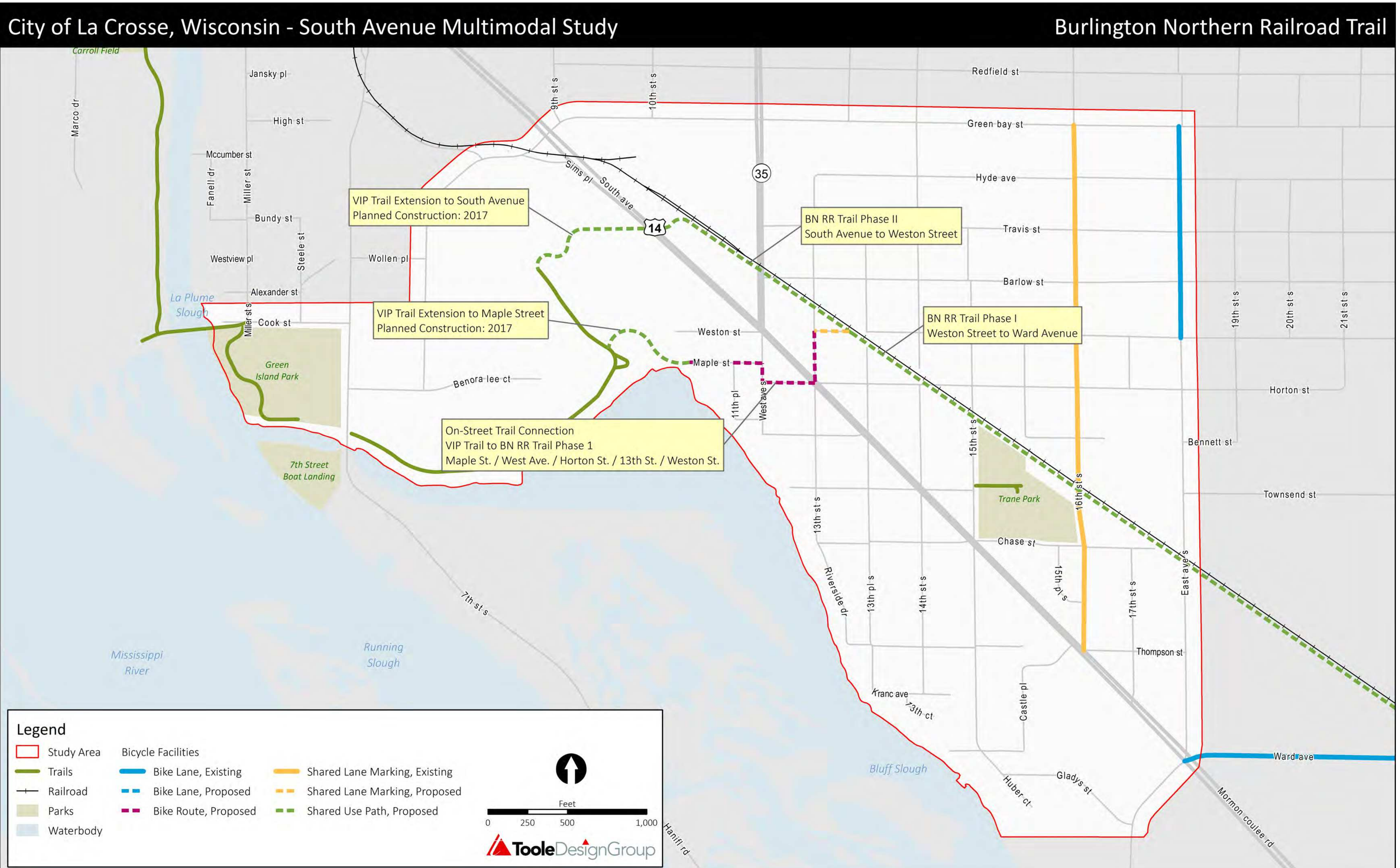
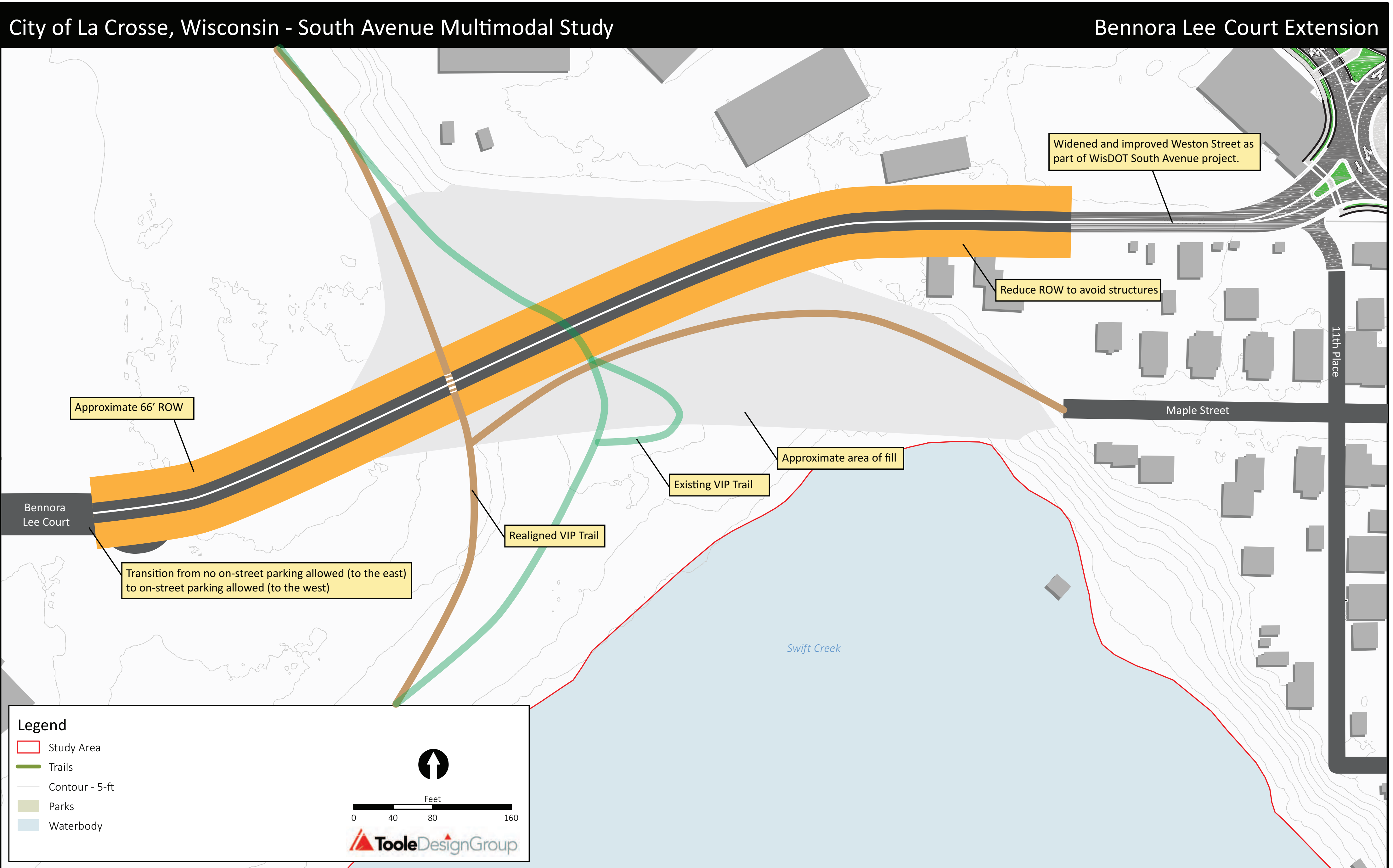


Roundabouts can include placemaking features such as this sign for the City of Oshkosh.

- **Issue:** The South Avenue corridor is an unattractive area for residents living in the area as well as people entering and exiting the city.
- **Recommendation:** Design the roundabouts to be attractive and consider placing a gateway feature in the roundabout at South Avenue, Ward Avenue, and East Avenue.
- **Recommendation:** Provide attractive pedestrian-scale street lighting and landscaping along South Avenue.

New Connections

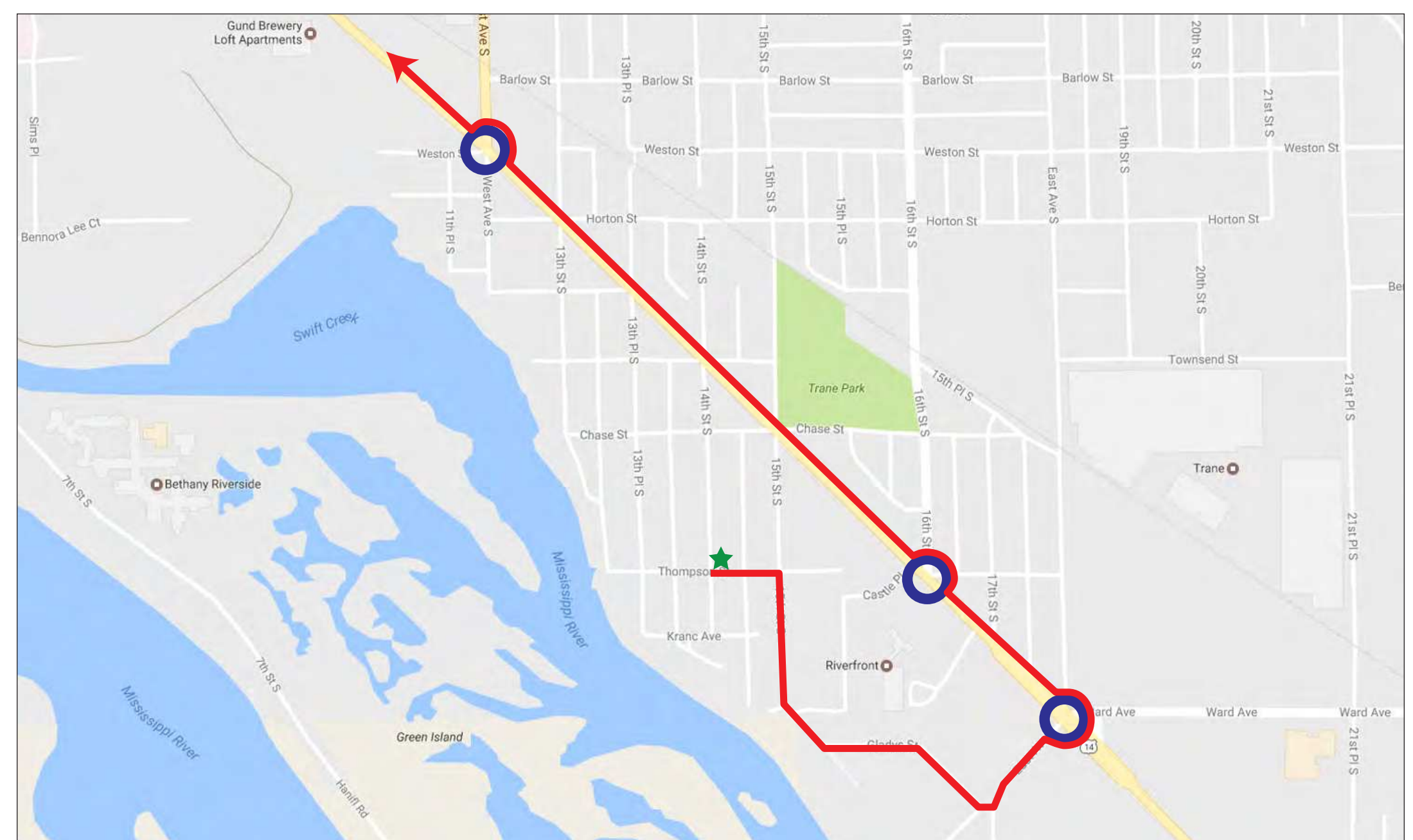
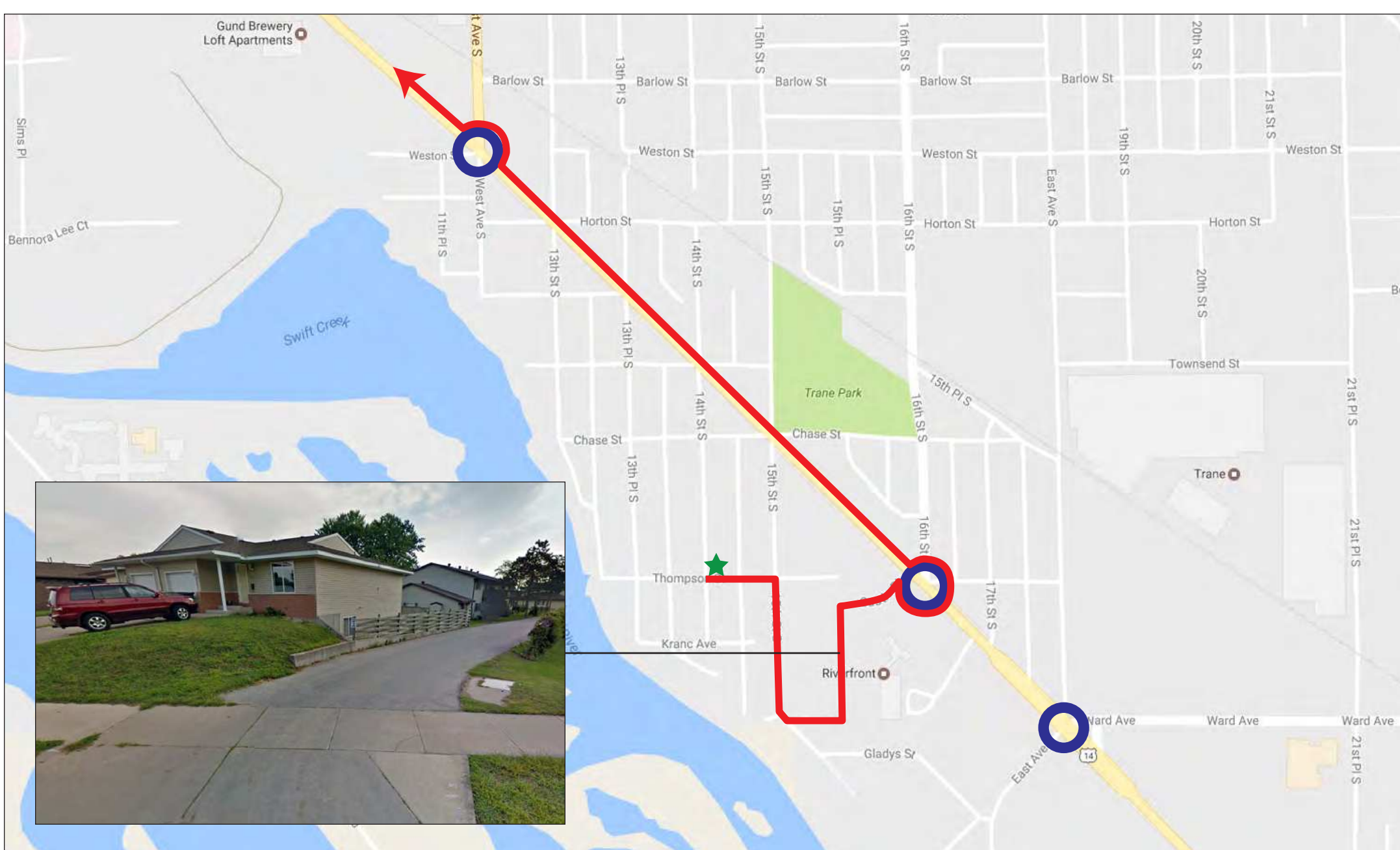
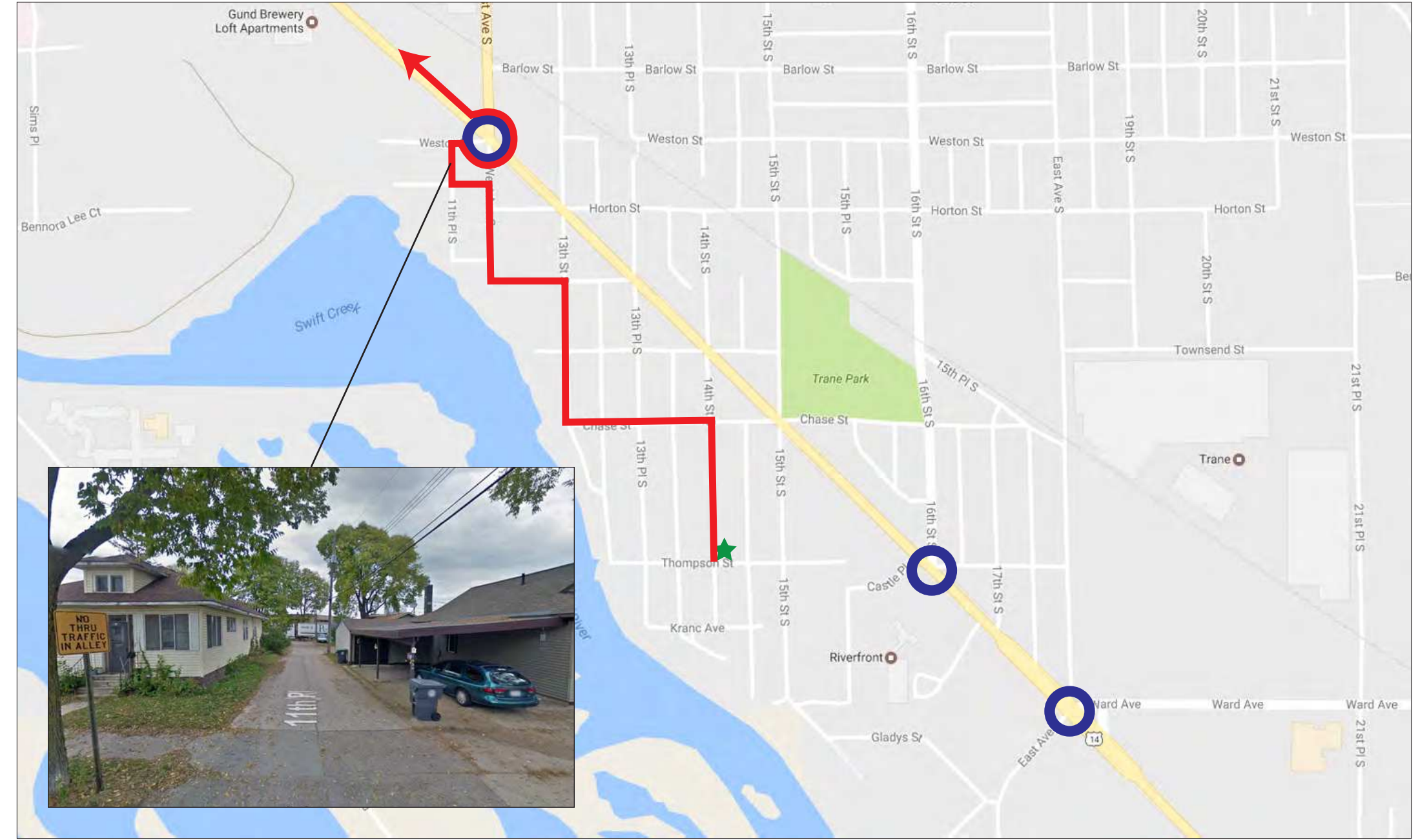
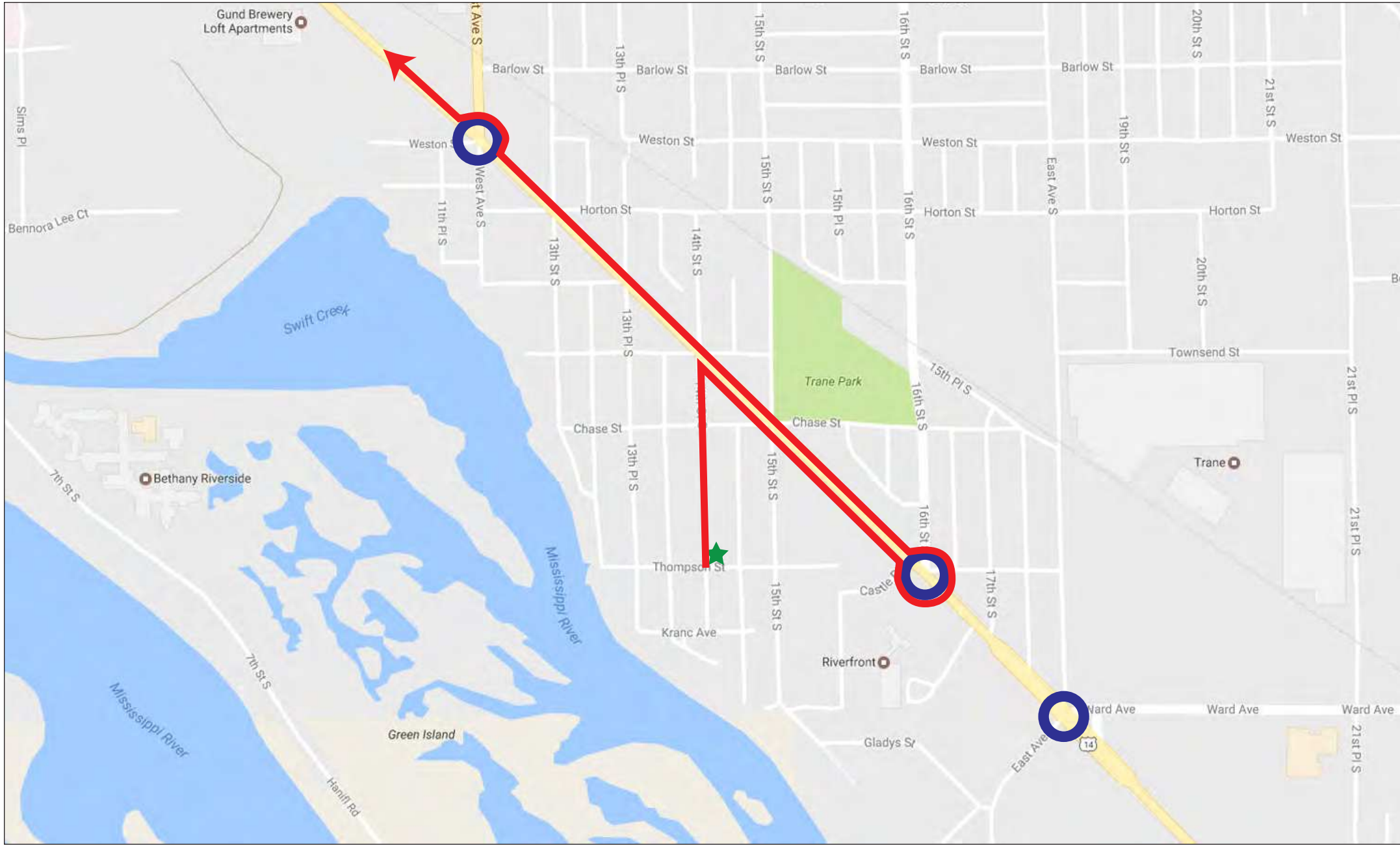
The South Avenue project provides an opportunity for new transportation connections: an extension of Bennora Lee Court and a new path along the railroad.



14th Street Roundabout

WisDOT's Alternative 1 includes roundabouts at West Avenue, 16th Street and East Avenue. Providing roundabouts only at these locations results in convoluted routing for residents living south of South Avenue.

The maps below depict routes available to someone who lives at 14th Street and Thompson Street and wants to drive downtown.



Providing a fourth roundabout at 14th Street provides direct access to South Avenue.

