

WELCOME



LA CROSSE AT-GRADE RAILROAD CROSSING PUBLIC INVOLVEMENT MEETING

DECEMBER 13, 2023

HAGAR STREET/AVON STREET AND
ST. CLOUD STREET/LIBERTY STREET CROSSINGS

PLEASE SIGN IN

STOP BY OUR
WELCOME TABLE

OR

SCAN QR CODE TO
SIGN IN ELECTRONICALLY



EXISTING CONDITIONS

LA CROSSE AT-GRADE RAILROAD CROSSING PROJECT: HAGAR STREET/AVON STREET AND ST. CLOUD STREET/LIBERTY STREET CROSSINGS

CHARACTERISTICS

Avon, Hagar, St. Cloud and Liberty streets:

- Two-lane local streets
- Posted speed limit of 25 mph
- On-street parking is allowed on both sides of the street
- Medians at all railroad approaches – 4.5 ft. wide; 60-100 ft. length

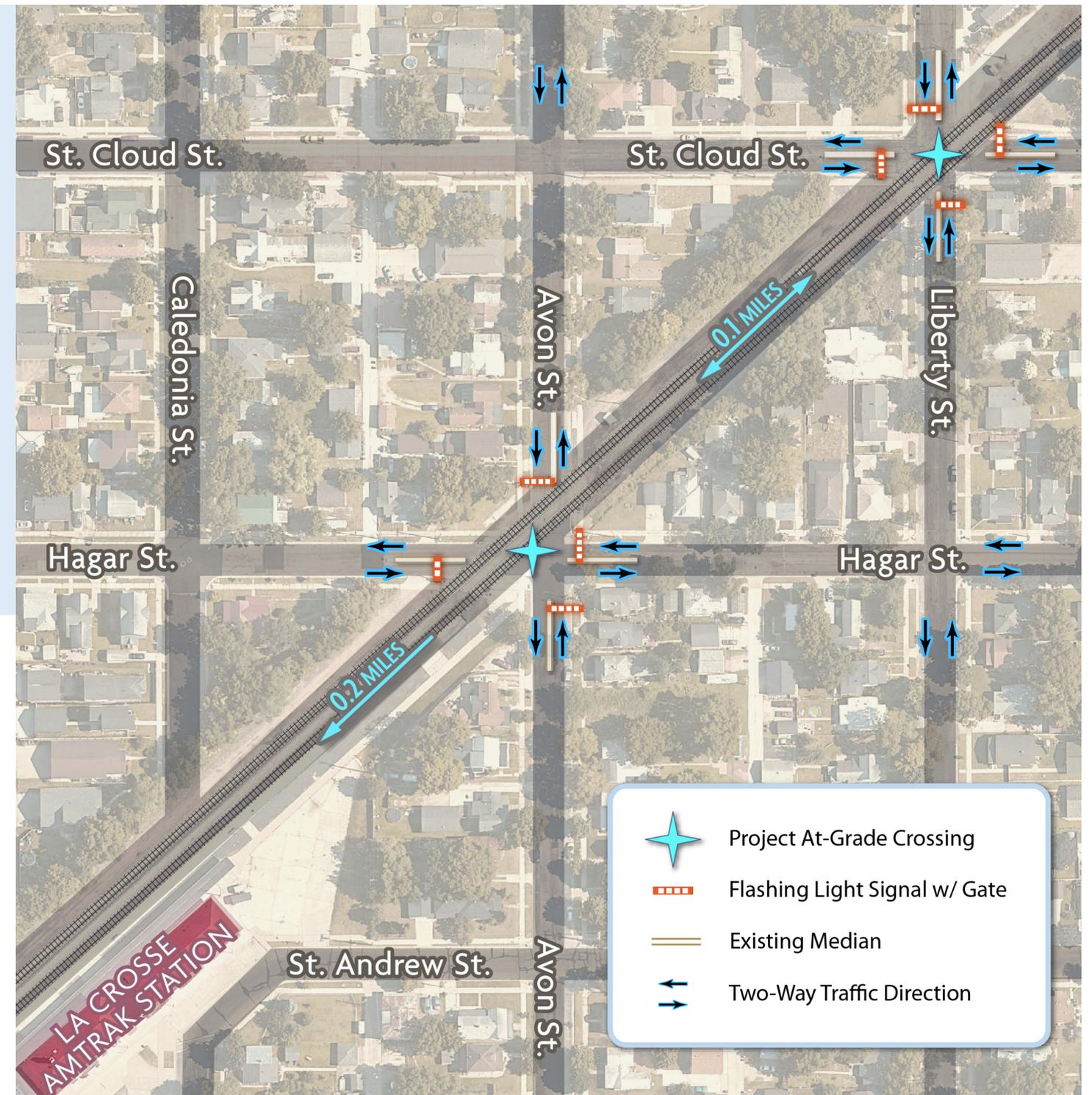
Both railroad crossing approaches:

- Railroad gate and flashing light signals for approaching traffic in all directions
- Uncontrolled crossings with no stop signs
- No wayside controls (train signaling equipment next to track)

VEHICLE DISTRIBUTION

	Avon St.	Hagar St.	St. Cloud St.	Liberty St.
Total	513	491	184	521
A.M./P.M. Peak*	39/50	40/45	11/18	36/55
Majority	SB	EB	EB	SB
Cars	70%	53%	59%	61%
2-Axle	29%	43%	40%	39%

*A.M. peak hour is 7 to 8 A.M. | P.M. peak hour is 4 to 5 P.M.
Recorded Wednesday, April 28, 2021.



ALTERNATIVE 1: ALL WAY STOP CONTROL

LA CROSSE AT-GRADE RAILROAD CROSSING PROJECT: HAGAR STREET/AVON STREET AND ST. CLOUD STREET/LIBERTY STREET CROSSINGS

All Way Stop Control is the baseline condition. The City has committed to all-way stop signs and stop bars upstream of the crossing gates.

BENEFITS

- Expected crash decrease between 51% to 70%
- Would minimally impact traffic

CONSIDERATIONS

- Traffic is not expected to be diverted to other routes
- Does not discourage drivers from driving around gates



ALTERNATIVE 2: 8-QUADRANT GATE SYSTEM

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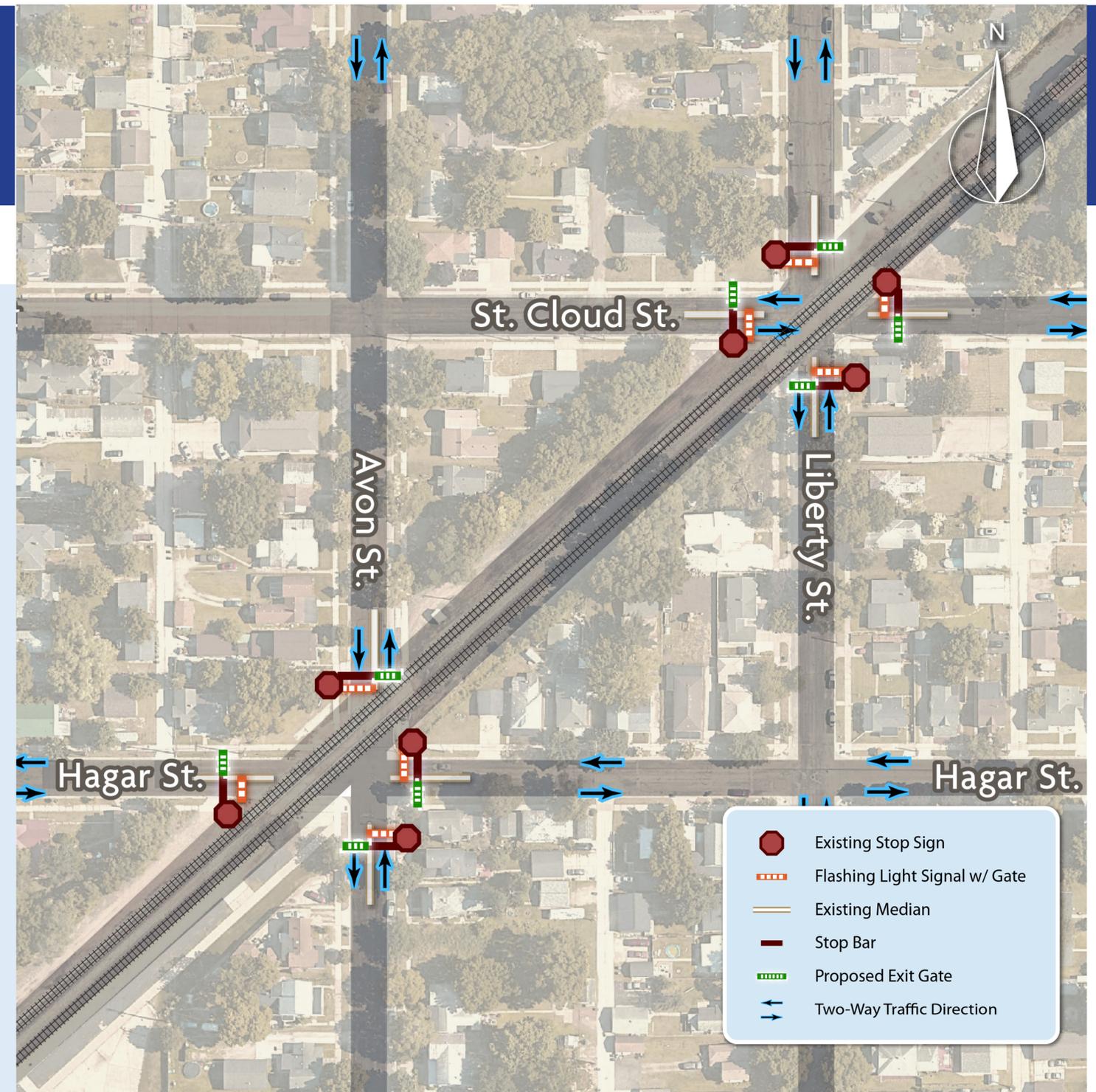
This alternative would add exit gates to the far side of the crossing in the departure lane.

BENEFITS

- Prevent drivers from entering crossing from opposite direction
- Avoid trapping vehicles between gates
- No net change in travel time is expected

CONSIDERATIONS

- Each crossing will require 4 additional gates
- Likely the highest cost of all alternatives
- Traffic redistribution is possible



ALTERNATIVE 3: EXTEND MEDIANS

LA CROSSE AT-GRADE RAILROAD CROSSING PROJECT: HAGAR STREET/AVON STREET AND ST. CLOUD STREET/LIBERTY STREET CROSSINGS

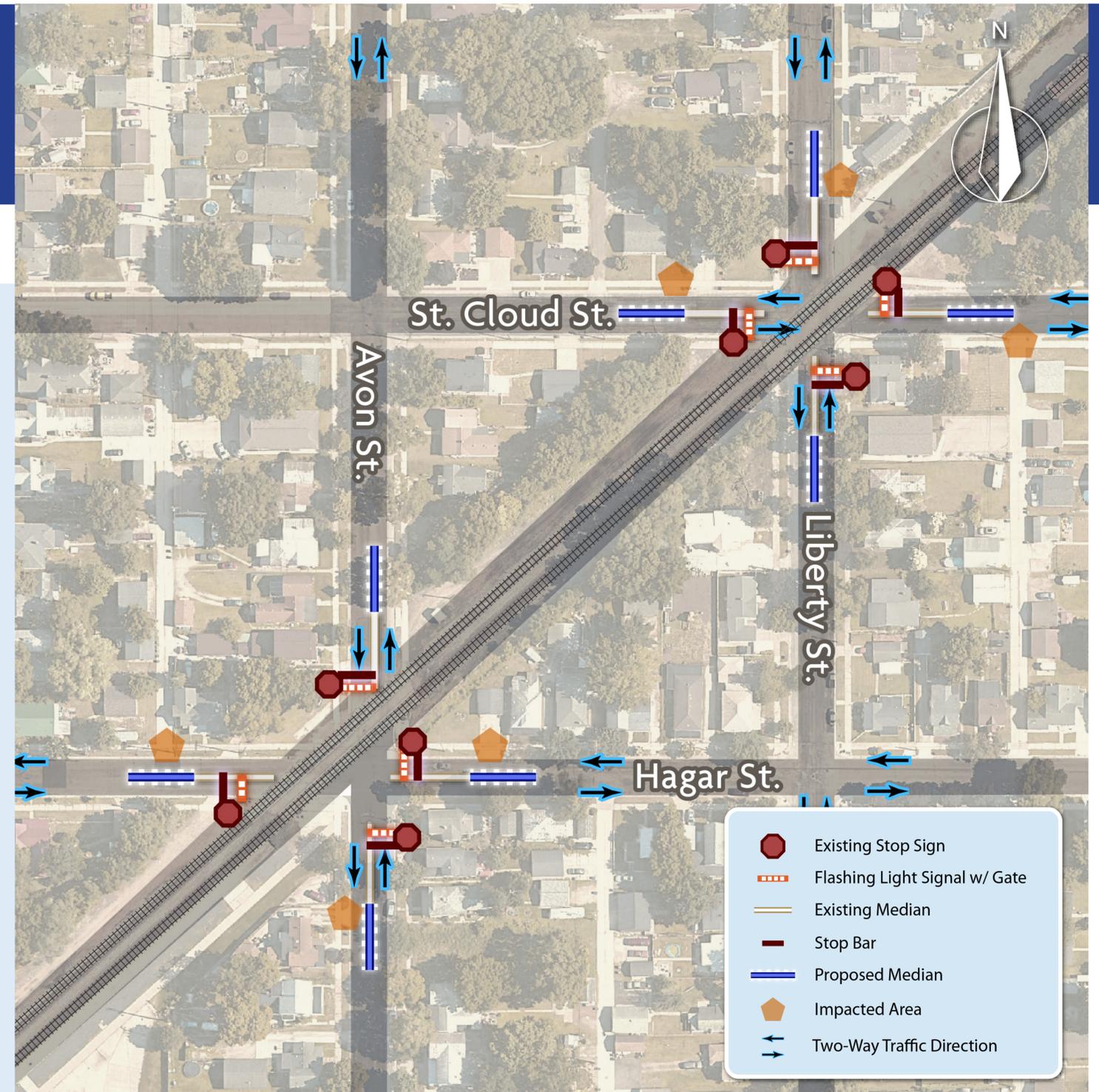
This alternative would extend all existing medians (traffic channelization devices) to 100 feet.

BENEFITS

- 68% reduction in risky driving behavior anticipated
- Limited impact on current traffic patterns

CONSIDERATIONS

- Median extensions would impact a total of 6 driveways and alleys by making them right in and right out
- Would make driving around medians more difficult, but not impossible



ALTERNATIVE 4: ONE-WAY PAIR EAST-WEST

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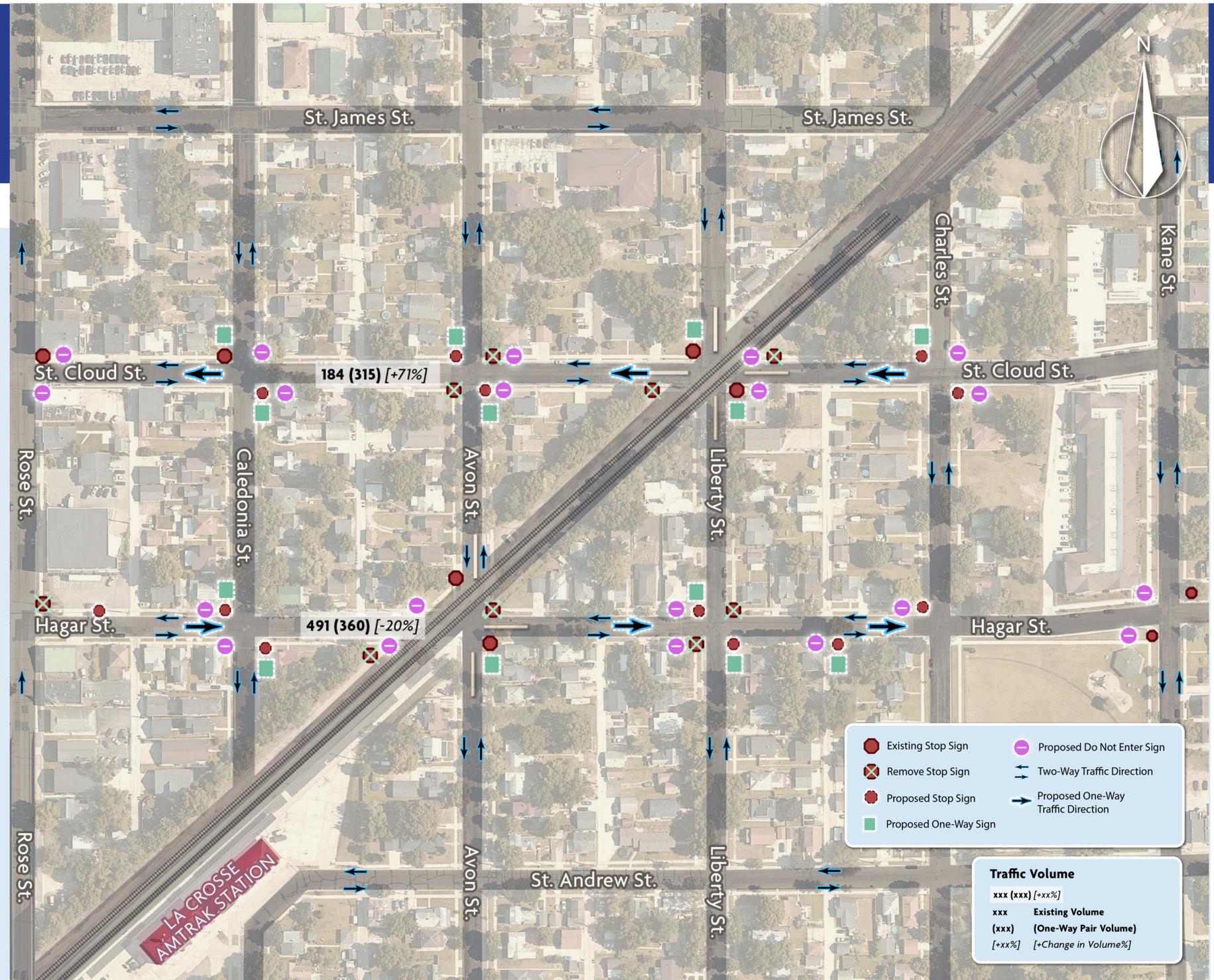
This alternative would convert St. Cloud Street and Hagar Street to one-way streets.

BENEFITS

- Traffic on Hagar Street would decrease by 20%

CONSIDERATIONS

- Traffic on St. Cloud Street estimated to increase by 71%
- Travel time expected to increase by approximately 2 minutes
- On-street parking eliminated within 50 feet of crossing
- Medians would be removed
- Additional gate to be added or approach narrowed so crossing can be served by single gate
- Wrong-way drivers would not be stopped by a gate
- Does not address risky north-south behaviors on Avon and Liberty streets
- Additional alternatives may be needed in combination with this alternative



ALTERNATIVE 5: ONE-WAY PAIR NORTH-SOUTH

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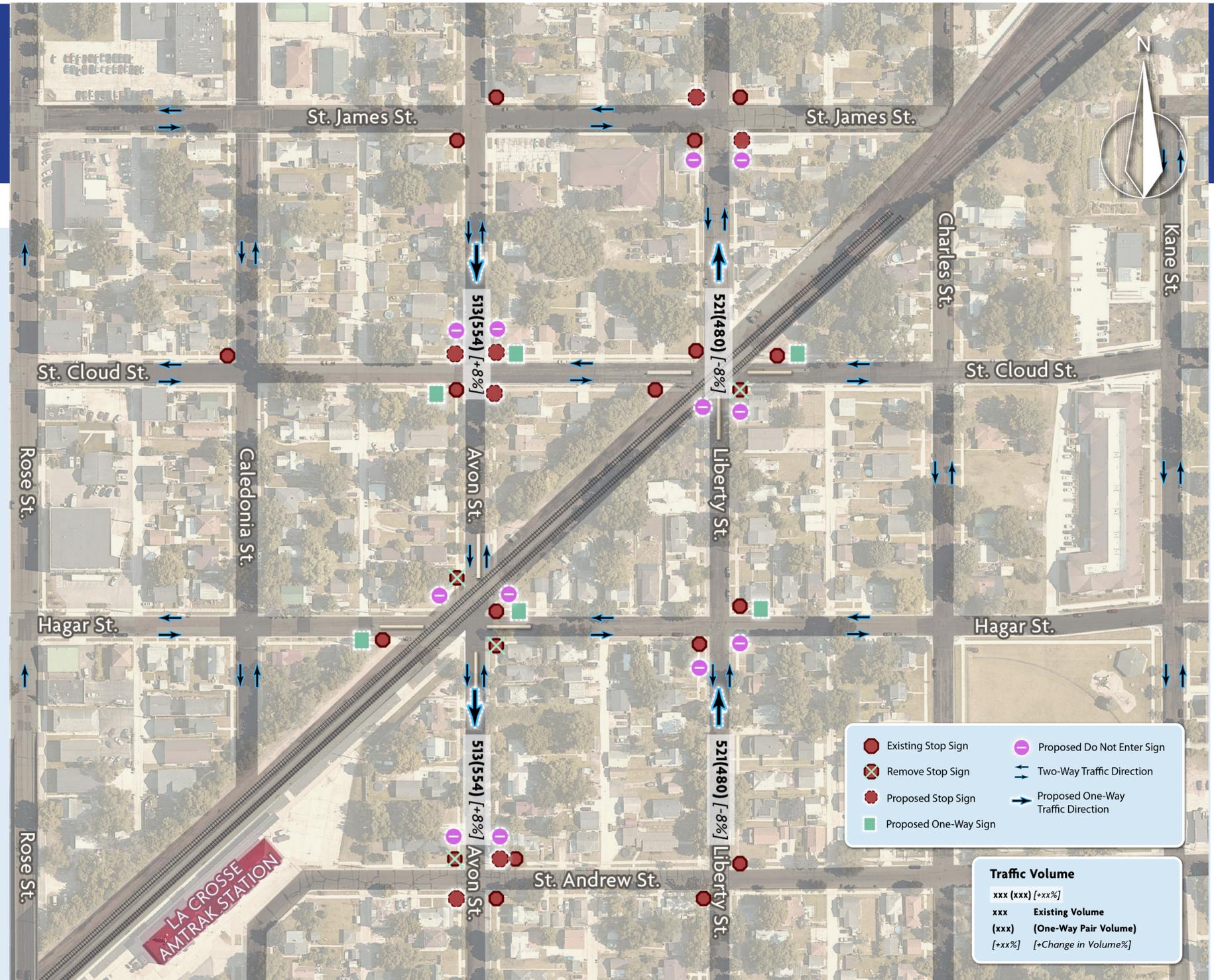
This alternative would convert Avon Street and Liberty Street to one-way streets.

BENEFITS

- Liberty Street traffic would decrease by 8%

CONSIDERATIONS

- Avon Street traffic estimated to increase by 8%
- Travel time expected to increase by 2 minutes
- On-street parking would be eliminated within 50 feet of crossing
- Existing medians would be removed
- Additional gate to be added or approach narrowed so crossing can be served by single gate
- Wrong-way drivers would not be stopped by a gate
- Does not address risky east-west behaviors on Hagar and St. Cloud streets
- Additional alternatives may be needed in combination with this alternative



ALTERNATIVE 6: TWO ONE-WAY PAIRS

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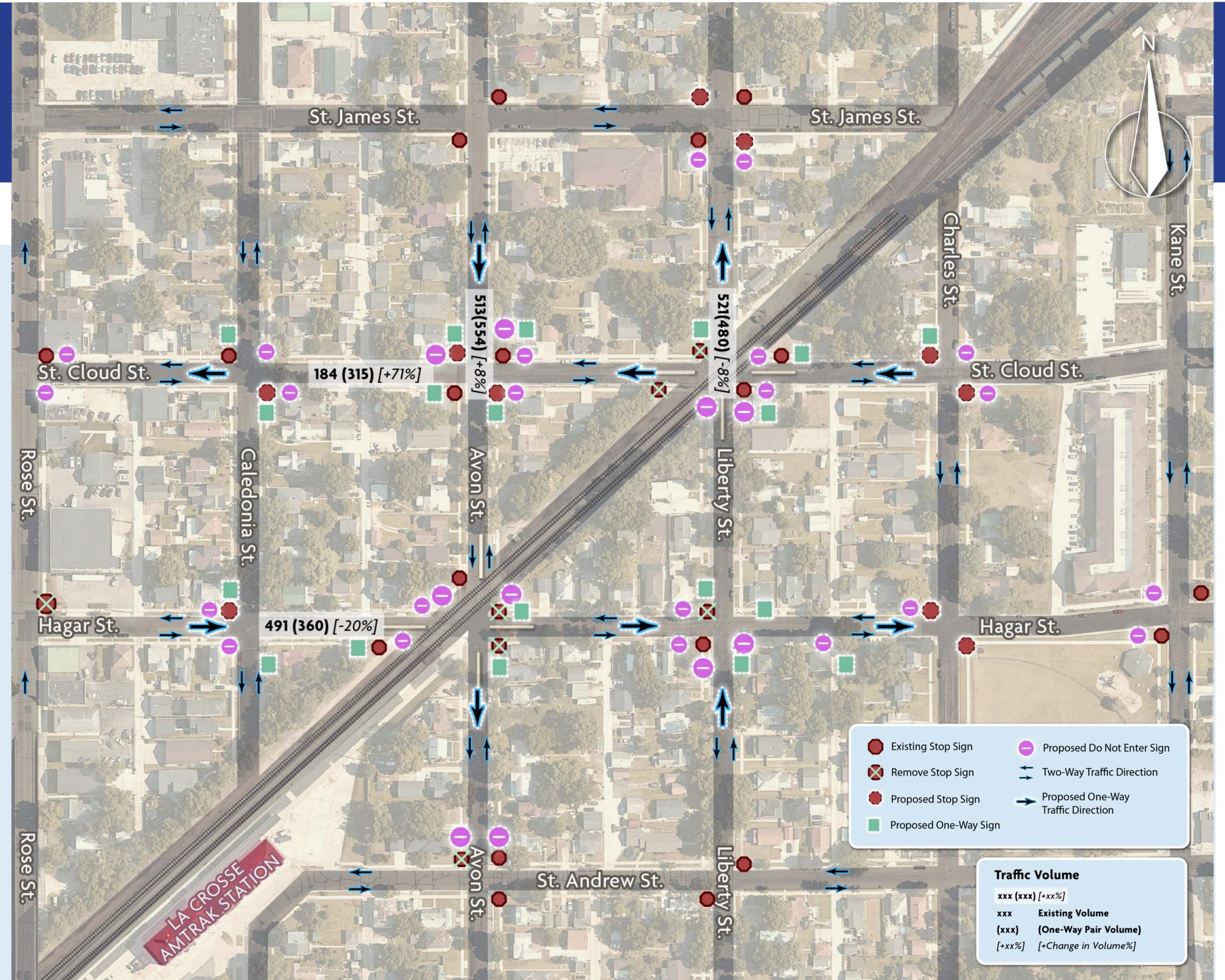
This alternative would convert both Avon Street/Liberty Street and St. Cloud Street/Hagar Street into one-way streets.

BENEFITS

- All 4 approaches at both intersections would be addressed

CONSIDERATIONS

- Additional gates would be added
- Wrong-way drivers would not be stopped by a gate
- Approach would be narrowed so crossing can be served by single gate
- Avon Street traffic is estimated to increase by 8%; St. Cloud Street traffic by 71%
- Travel time expected to increase by approximately 2 minutes
- On-street parking would be eliminated within 50 feet of crossing
- Existing medians would be removed



ALTERNATIVE 7: CLOSE ST. CLOUD STREET/LIBERTY STREET CROSSING

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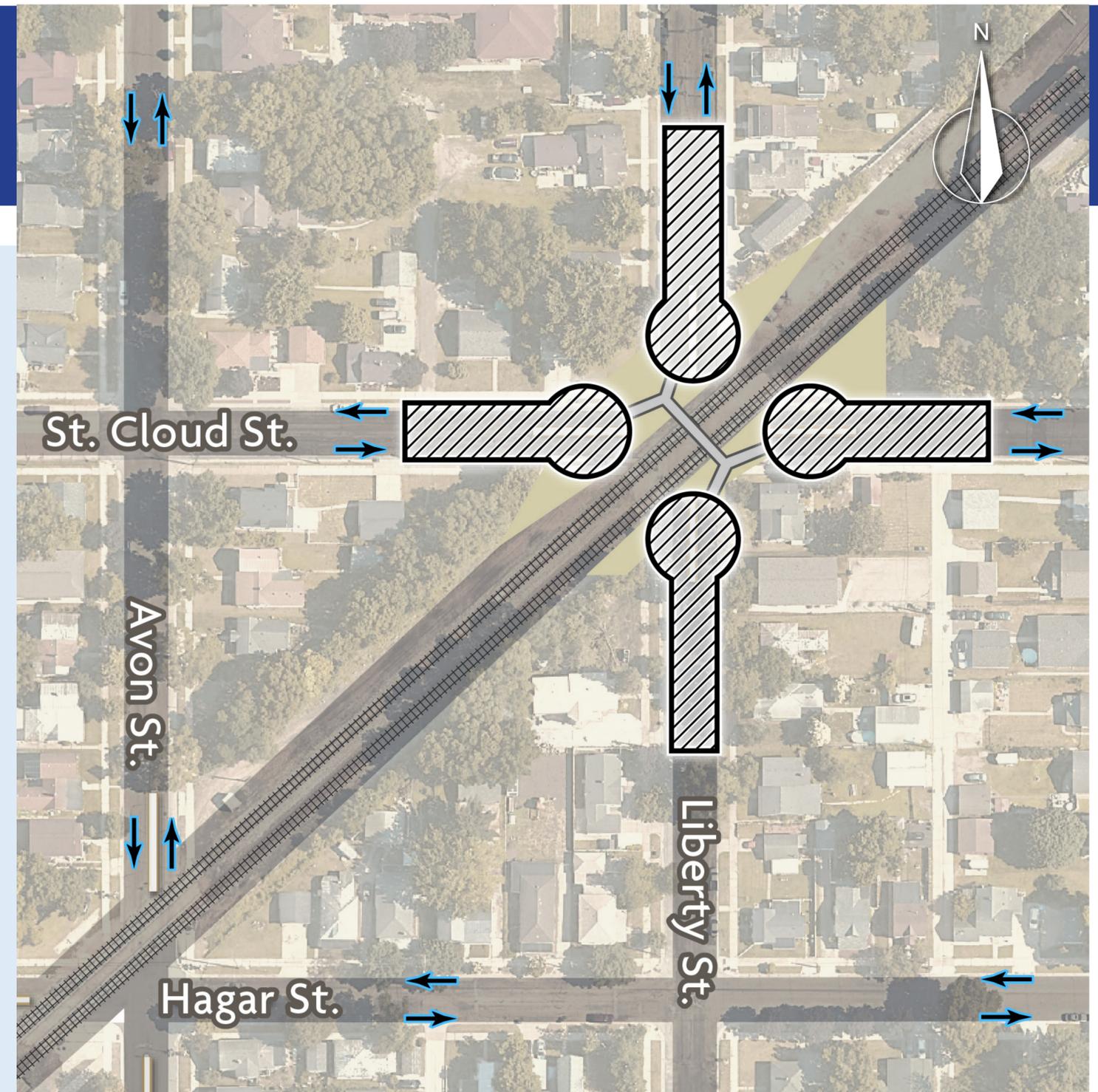
This alternative would close the St. Cloud Street and Liberty Street at-grade railroad crossing to automobile traffic by creating cul-du-sacs within the existing right of way.

BENEFITS

- Gates at crossing could be relocated to the Avon Street and Hagar Street crossing as exit gates to decrease the cost of Alternative 2
- Eliminating the crossing is the safest alternative
- Closure would have the least impact on the neighborhood and the local roadway network

CONSIDERATIONS

- Roadway would be rebuilt with space for emergency vehicles to turn around within the existing right of way
- Sidewalks would provide pedestrian connectivity through the crossing
- 100% of traffic would be diverted to the Avon Street and Hagar Street intersection
- Would not address risky behaviors at Hagar Street and Avon Street; additional alternatives may need to be considered



ALTERNATIVE 8: LEVERAGE TECHNOLOGY

LA CROSSE AT-GRADE RAILROAD CROSSING PROJECT: HAGAR STREET/AVON STREET AND ST. CLOUD STREET/LIBERTY STREET CROSSINGS

Variable message signs or another device would be installed to notify drivers when a crossing is or will soon be occupied by a train

BENEFITS

- Drivers are notified in advance of the crossing so they can change routes to avoid delays

CONSIDERATIONS

- Benefit of messaging system is unknown due to a lack of peer reviewed studies
- Cost dependent on the system deployed and the distanced needed in advance of the crossing



Fort Valley, Georgia. Variable message sign installed by Georgia DOT, 2022.