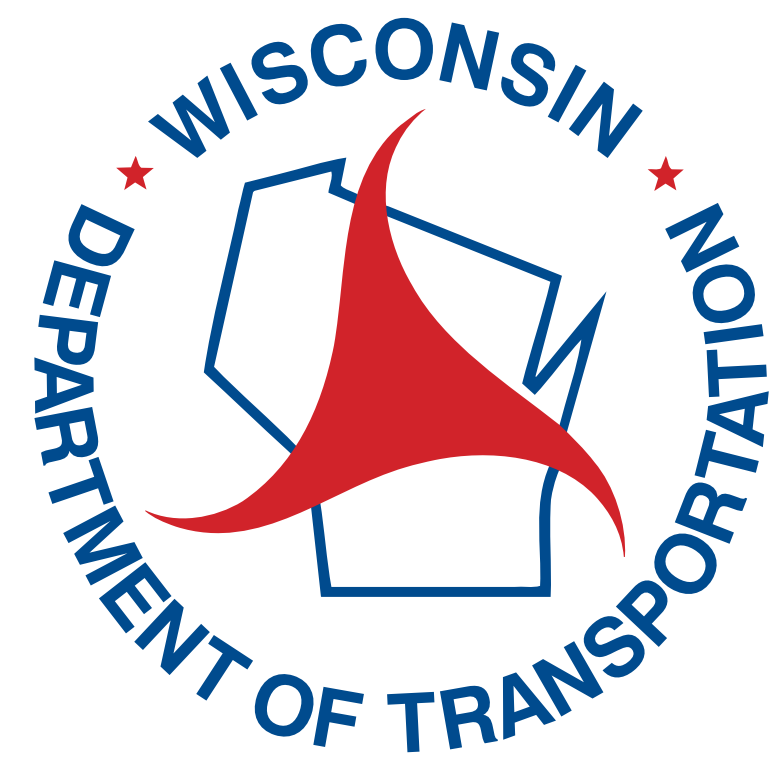


WELCOME



LA CROSSE AT-GRADE RAILROAD CROSSING PUBLIC INVOLVEMENT MEETING

JULY 10, 2024

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

ROADWAY/CROSSING CHARACTERISTICS

- Two-lane, uncontrolled intersection, bidirectional local street with parking on both sides.
- 25 mph posted speed limit.
- Railroad gate with flashing light signals in all approach lanes.
- No stop signs.
- Medians at all approaches – 4.5 ft wide, 60-100 ft long.

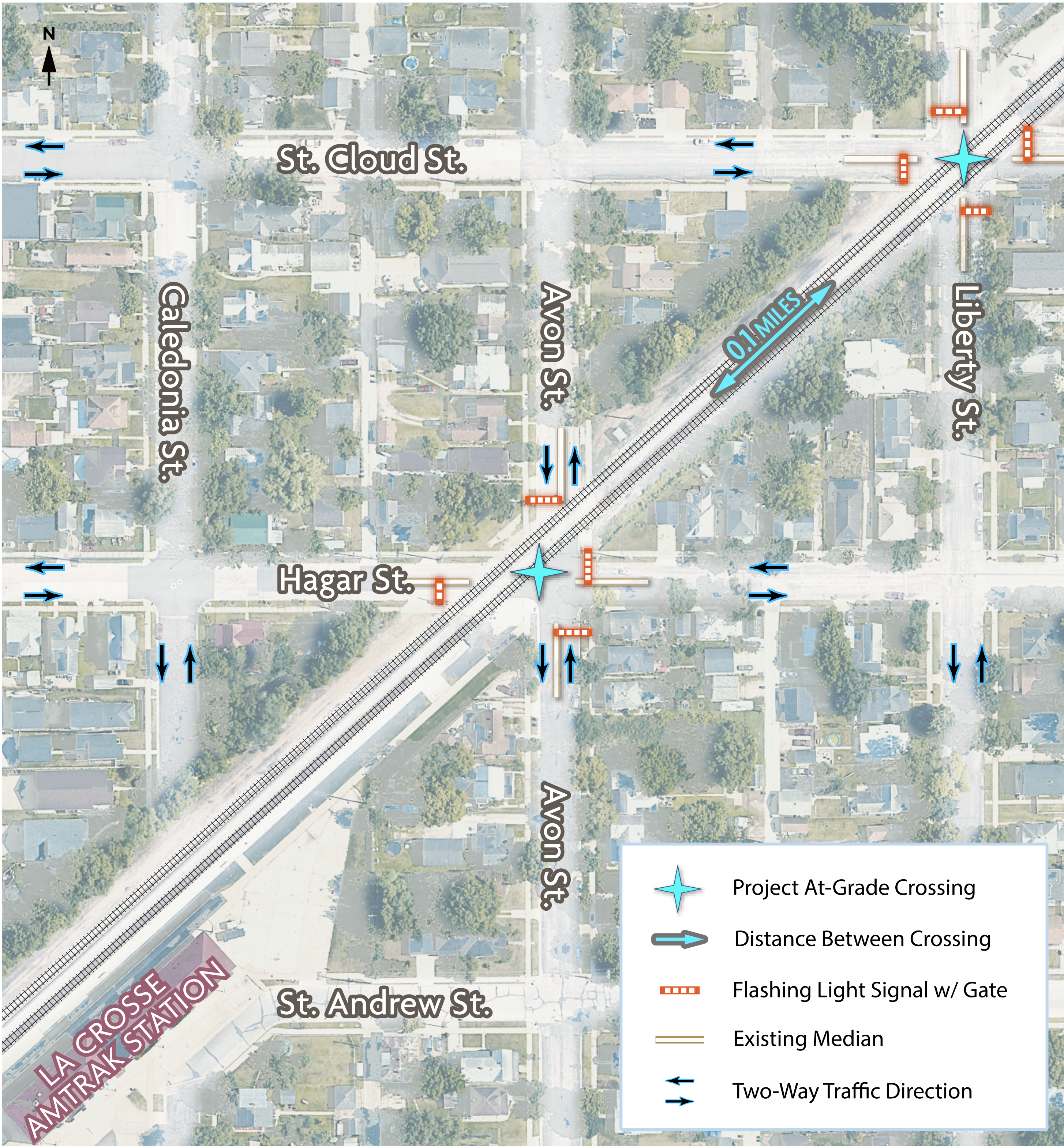
CROSSING ACTIVATIONS

ACTIVATIONS	Average (hour:minute:second)	Minimum (hour:minute:second)	Maximum (hour:minute:second)
Avon Street and Hagar Street			
Activations/Day	47	26	76
Crossing Active Time/Day	4:24:05	1:53:47	8:11:47
Liberty Street and St. Cloud Street			
Activations/Day	56	25	86
Crossing Active Time/Day	5:02:44	2:24:35	8:25:36

VEHICLE CROSSING CHARACTERISTICS

	Avon St.	Hagar St.	St. Cloud St.	Liberty St.
Total Average Annual Daily Traffic	513	491	184	521
% Trucks (3+ Axles)	0.2%	2.8%	1.0%	0.4%

Recorded Wednesday, April 28, 2021.



DRAFT PROJECT PURPOSE AND NEED



PURPOSE

The purpose of the Project is to provide safe vehicular, bicyclist and pedestrian crossing at the two railroad crossings in La Crosse in conjunction with the Twin Cities – Milwaukee-Chicago (TCMC) Intercity Passenger Rail Project.*

**The TCMC Project recently added two additional daily passenger train movements with the launch of the Borealis service in May.*

SCAN OR VISIT TO LEARN MORE ABOUT THE TCMC PROJECT

www.wisconsin.gov/pages/projects/multimodal/tcmc.aspx



NEED

The need of the Project is to address **safety concerns** and **design deficiencies**.

SAFETY CONCERNS: CRASH DATA

Hagar Street/Avon Street Crossing



2018 - 2022

17 TOTAL
VEHICULAR CRASHES*



1985 - 2022

3 TOTAL
TRAIN CRASHES

TYPE OF
TRAIN CRASH:

3 pedestrian and train
(2 fatality, 1 injury)

St. Cloud Street/Liberty Street Crossing



2018 - 2022

9 TOTAL
VEHICULAR CRASHES*



1979 - 2022

8 TOTAL
TRAIN CRASHES

TYPE OF
TRAIN CRASH:

5 vehicle and train
2 pedestrian and train
(1 fatality, 1 injury)
1 bicyclist and train

*Vehicle crashes adjacent to the crossings not involving a train.

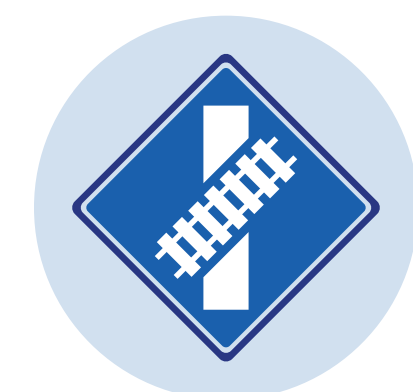
DRAFT PROJECT PURPOSE AND NEED

NEED

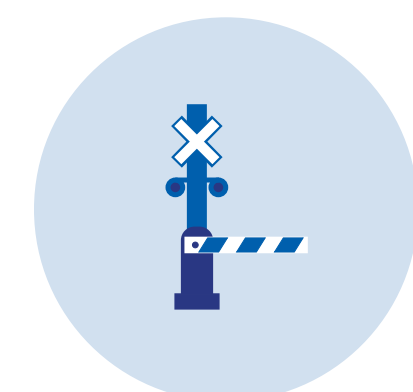
To address **safety concerns** and **design deficiencies**.

DESIGN DEFICIENCIES

Many of the unsafe conditions at these crossings can be attributed to deficiencies in the design of the crossing’s physical infrastructure.



Diagonal Railroad Track



Gate Configuration

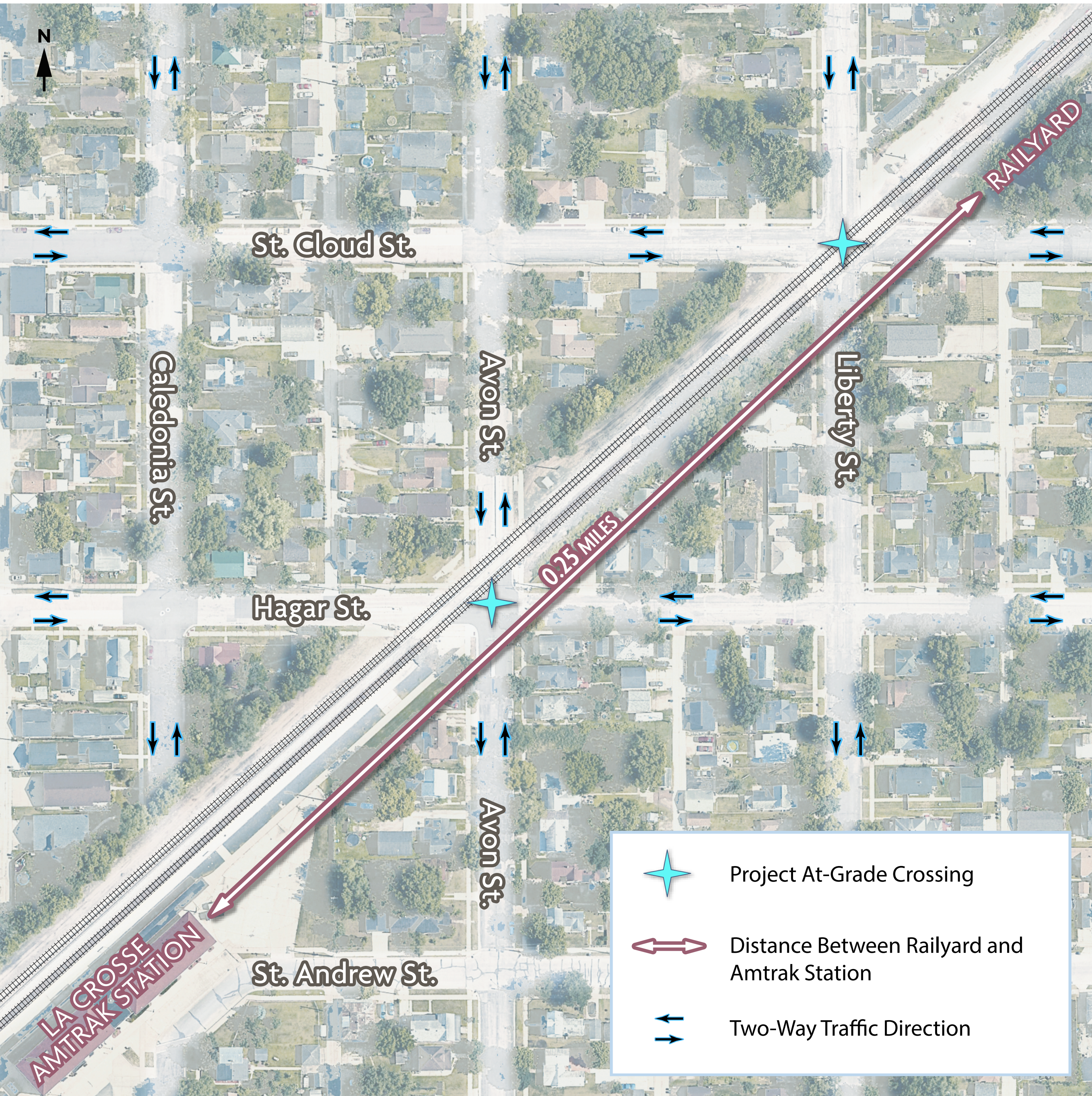


Lack of pedestrian and bicyclist safety features
(signs, detectable warning fields, flashing light signals)



Lack of accessible sidewalk

The crossings are located on a quarter-mile stretch of rail connecting La Crosse Amtrak Station and the La Crosse Yard. This proximity contributes to the unique needs and design deficiencies of the crossings.



ALTERNATIVE ANALYSIS

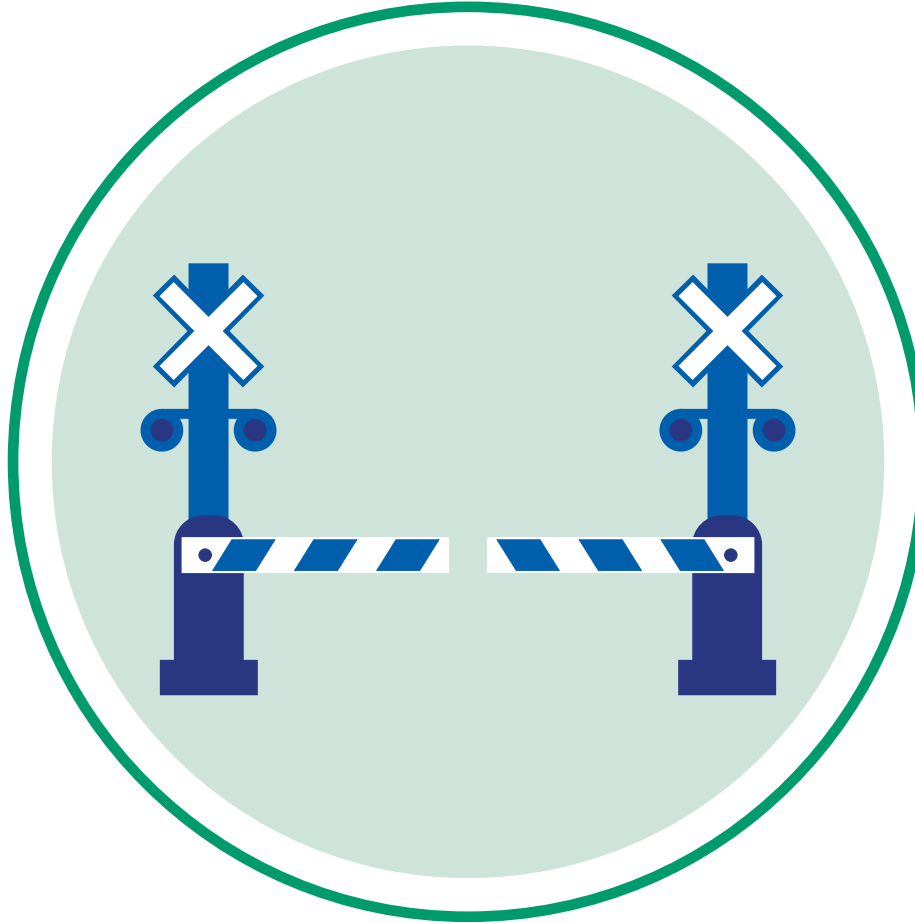


All-Way Stop Control

Installation of stop signs and bars upstream of the crossing to prevent vehicles from driving around the gates.

✓ **Moves forward** as “All-Way Stop Control” Alternative.

- Serves as baseline for comparison of other alternatives.
- The city of La Crosse has committed to the installation of all-way stop signs and bars upstream of gates.
- Does not prevent vehicles from driving around the gates.

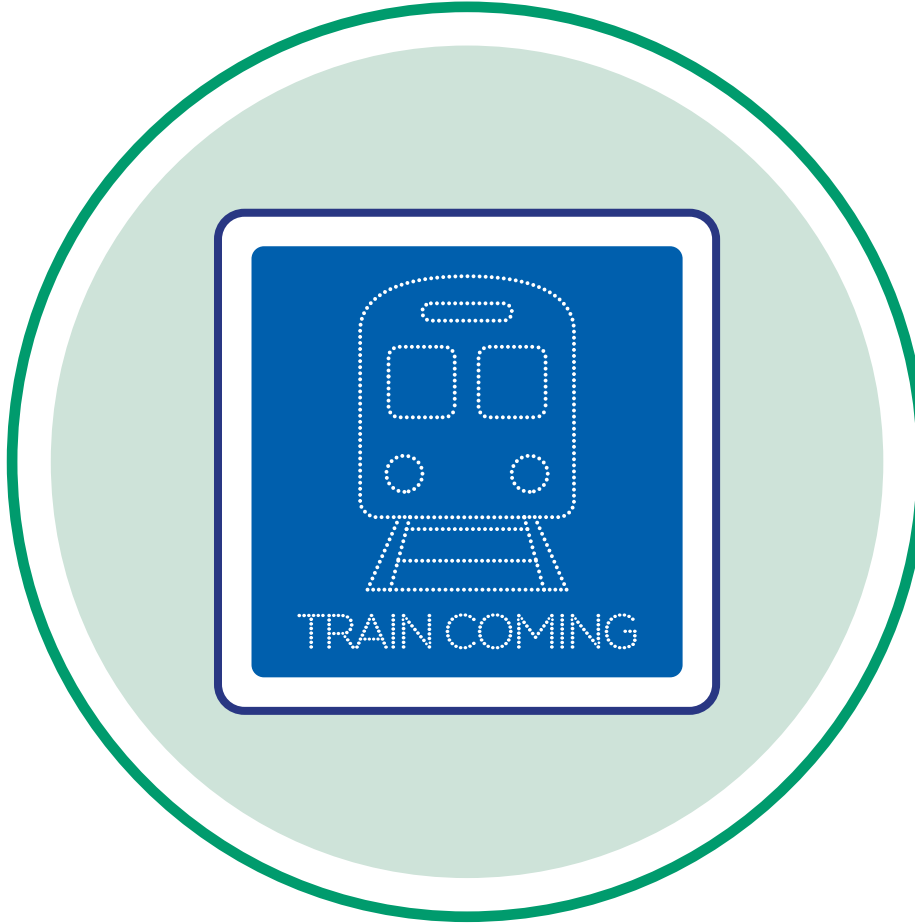


8-Gate System

Crossing gates are placed on both sides of the intersection to prevent vehicles from driving around the gates.

✓ **Moves forward** as a part of the “8-Gate System” and the “1+1” Alternatives.

- Prevents dangerous driving behaviors by adding exit gates.
- Adds additional infrastructure for private railroad to maintain.
- Overall public support.

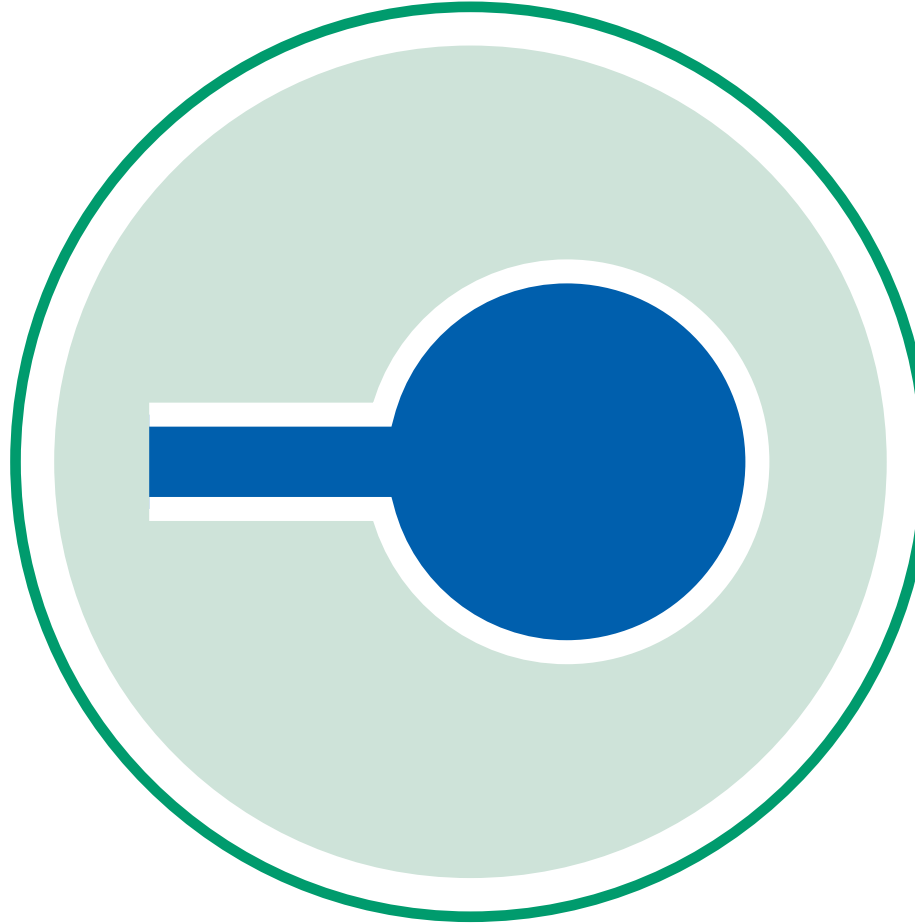


Technology Improvements

Technology is implemented to alert drivers of an active crossing, allowing them to seek an alternate route.

✓ **Moves forward in all alternatives** as a part of additional considerations to be further evaluated during final design.

- Technologies will be considered to improve the safety and efficiency of the crossings.

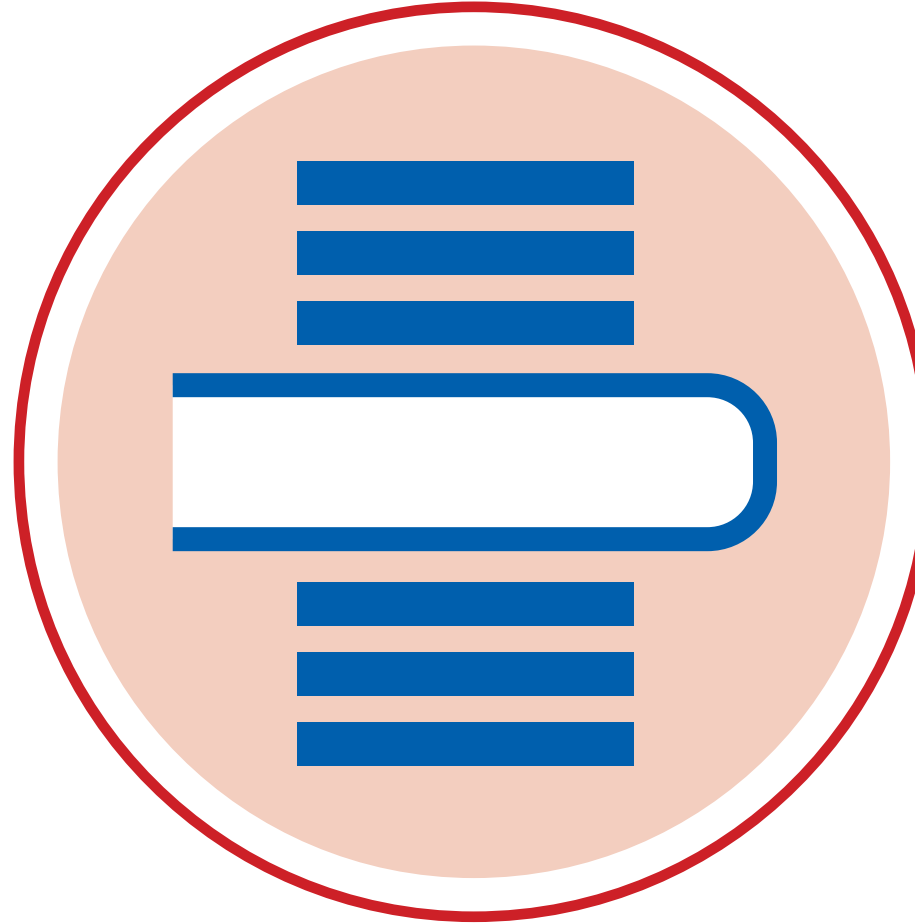


Close Grade Crossing

Crossing is closed to vehicle traffic but still accessible by cyclists and pedestrians.

✓ **Moves forward** as a part of the “1+ 1” Alternative.

- Closing the crossing completely eliminates conflicts between vehicles and trains.
- Limited public and stakeholder support due to connectivity impacts.
- Removes a crossing for private railroad to maintain.



Extend Medians

Extend the current medians at the crossing to discourage drivers from driving around gates.

✗ *Not moving forward as an alternative.*

- Extend medians to accepted length proven to improve safety by further.
- Limited public support as extensions would obstruct driveways and alleyways.



One-Way Alternatives

Convert two-way streets to one-way pairs around the railroad crossings.

✗ *Not moving forward as an alternative.*

- Improves safety by reducing intersection approaches and complexity.
- Limited public support due to connectivity impacts and traffic indirection.
- Does not align with the city of La Crosse Comprehensive Plan.

ALTERNATIVE 1: ALL-WAY STOP CONTROL

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

LEGEND

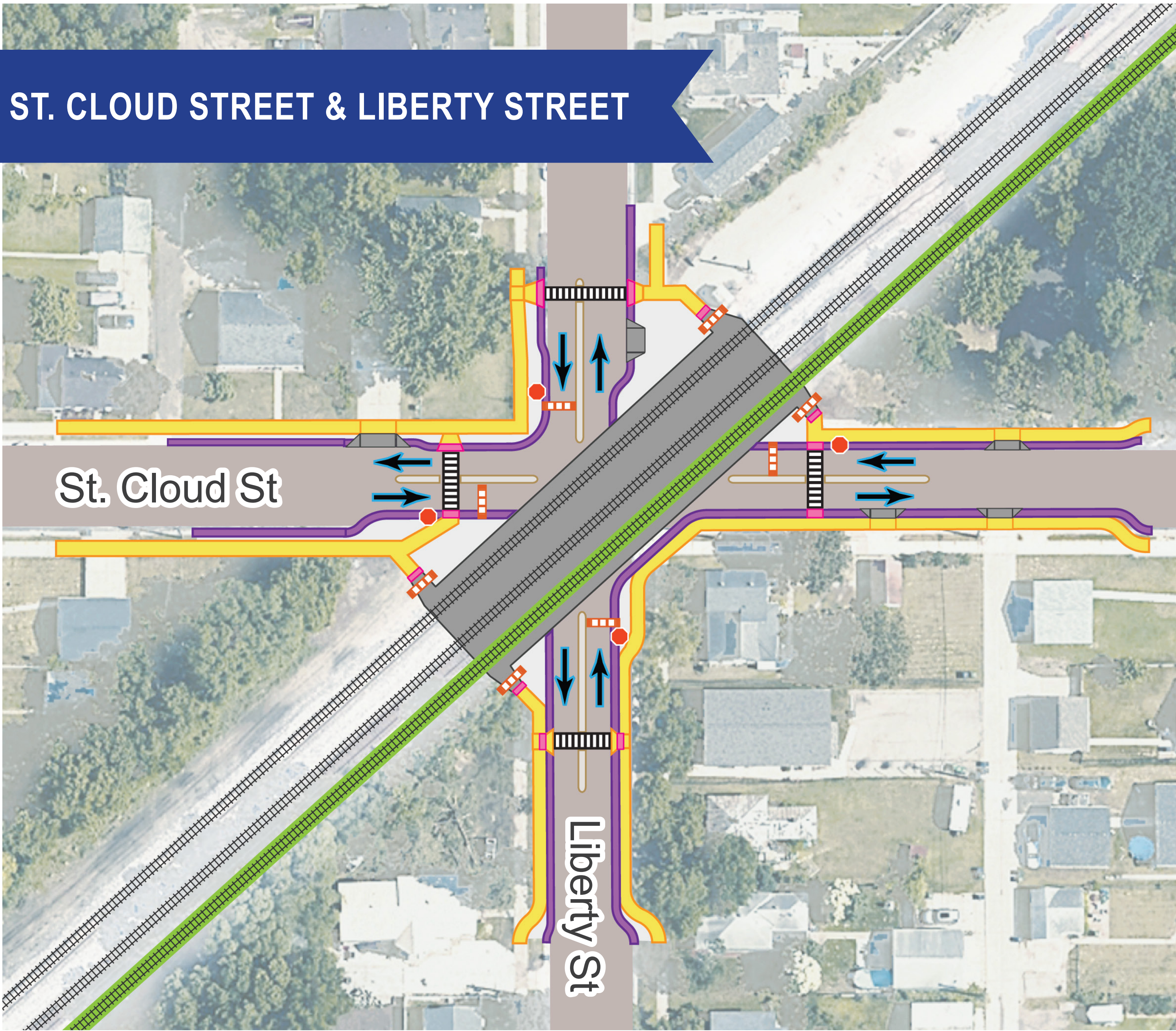
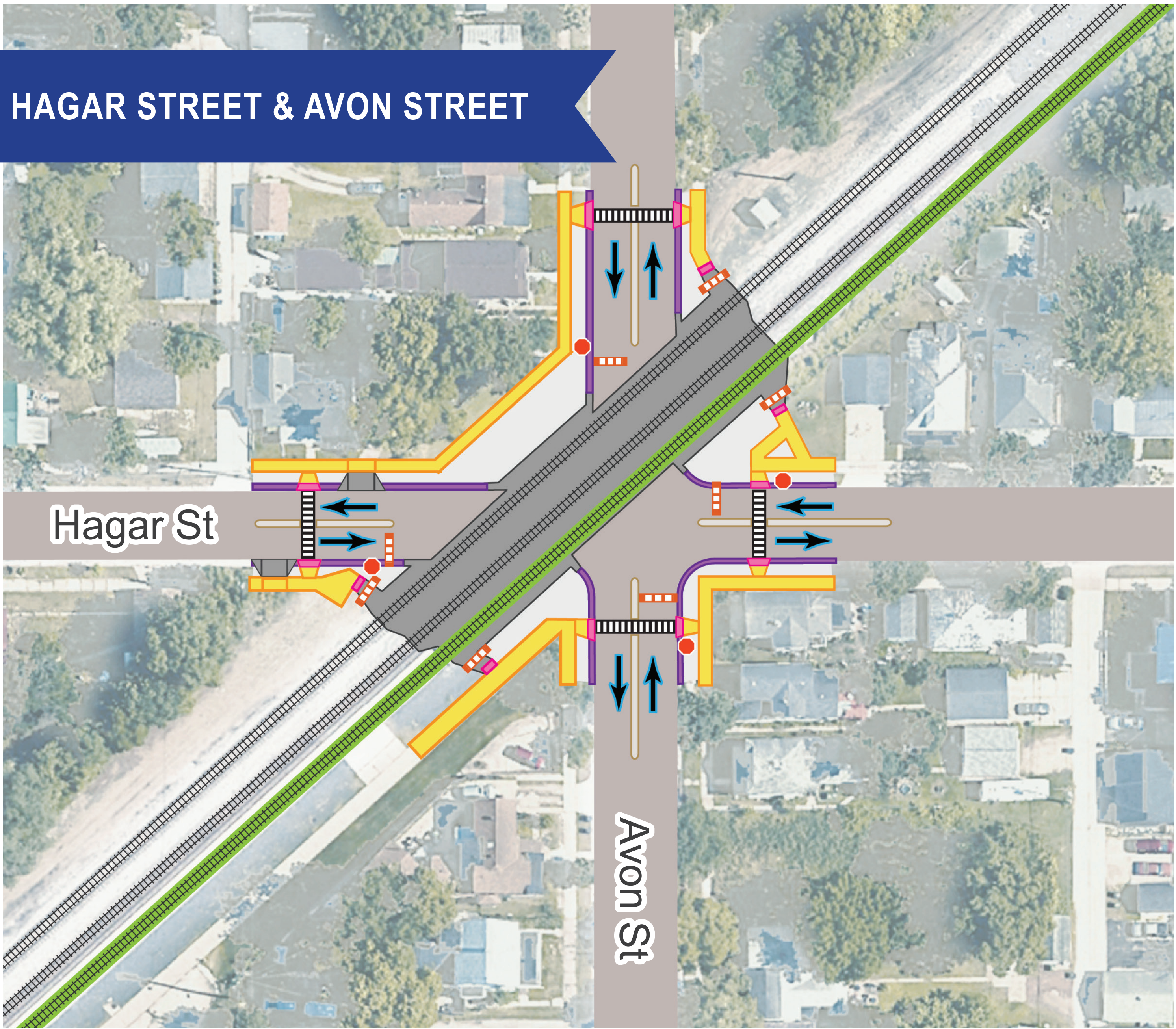
Note: Fencing, bicycle and pedestrian accommodations, and technology improvements to be considered in future phases.

- SIDEWALK
- CURB
- CROSSWALK
- MEDIAN
- EXISTING TRACK
- NEW TRACK
- TRACK PANEL AREA
- CROSSING GATE
- STOP SIGN
- DIRECTION OF TRAFFIC
- DETECTABLE WARNING FIELD
- DRIVEWAY

N

0 40 80

SCALE IN FEET



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

ALTERNATIVE 2: 8-GATE SYSTEM

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

LEGEND

SIDEWALK

CURB

CROSSWALK

DRIVEWAY

EXISTING TRACK

NEW TRACK

TRACK PANEL AREA

CROSSING GATE

STOP SIGN

DIRECTION OF TRAFFIC

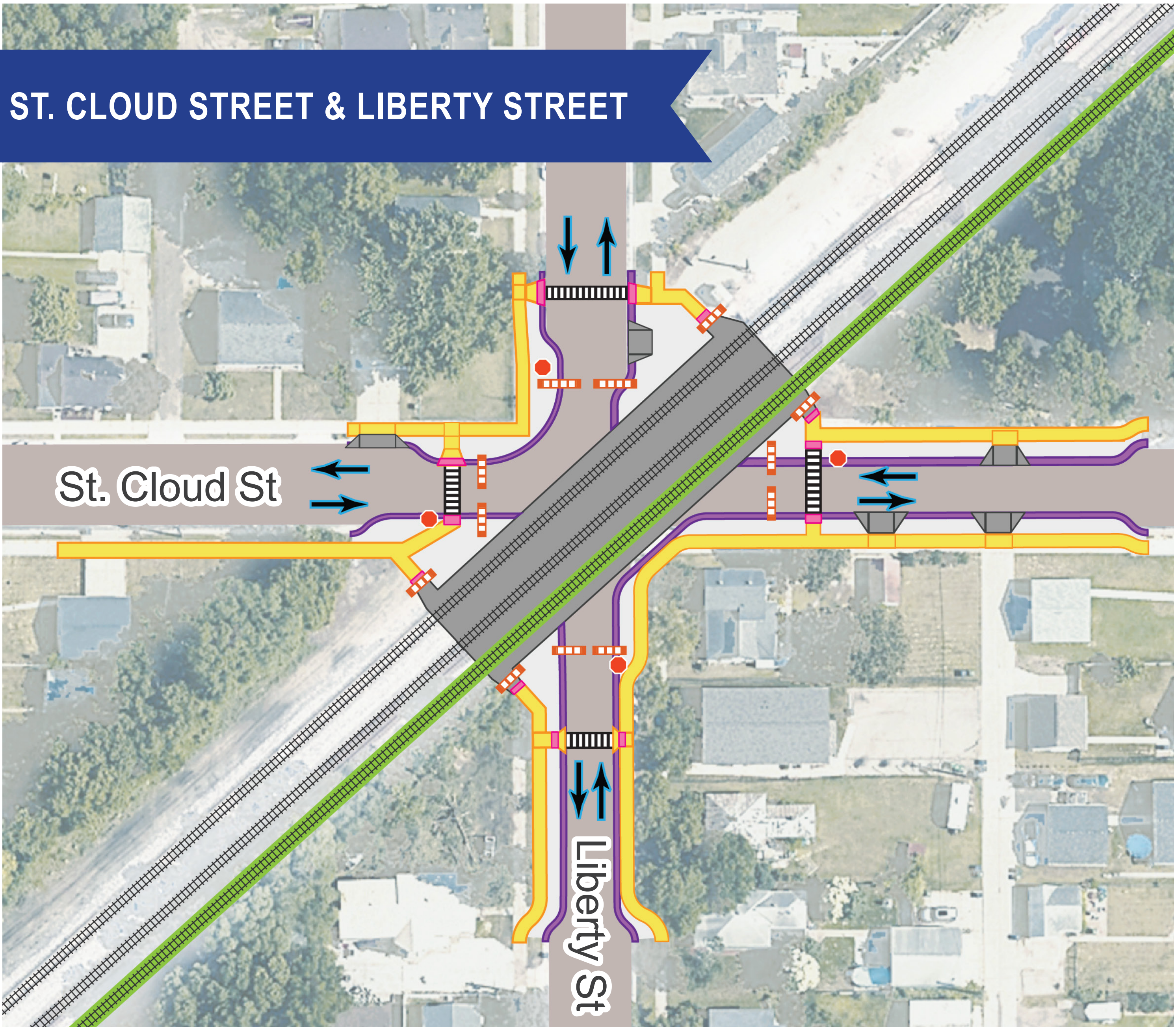
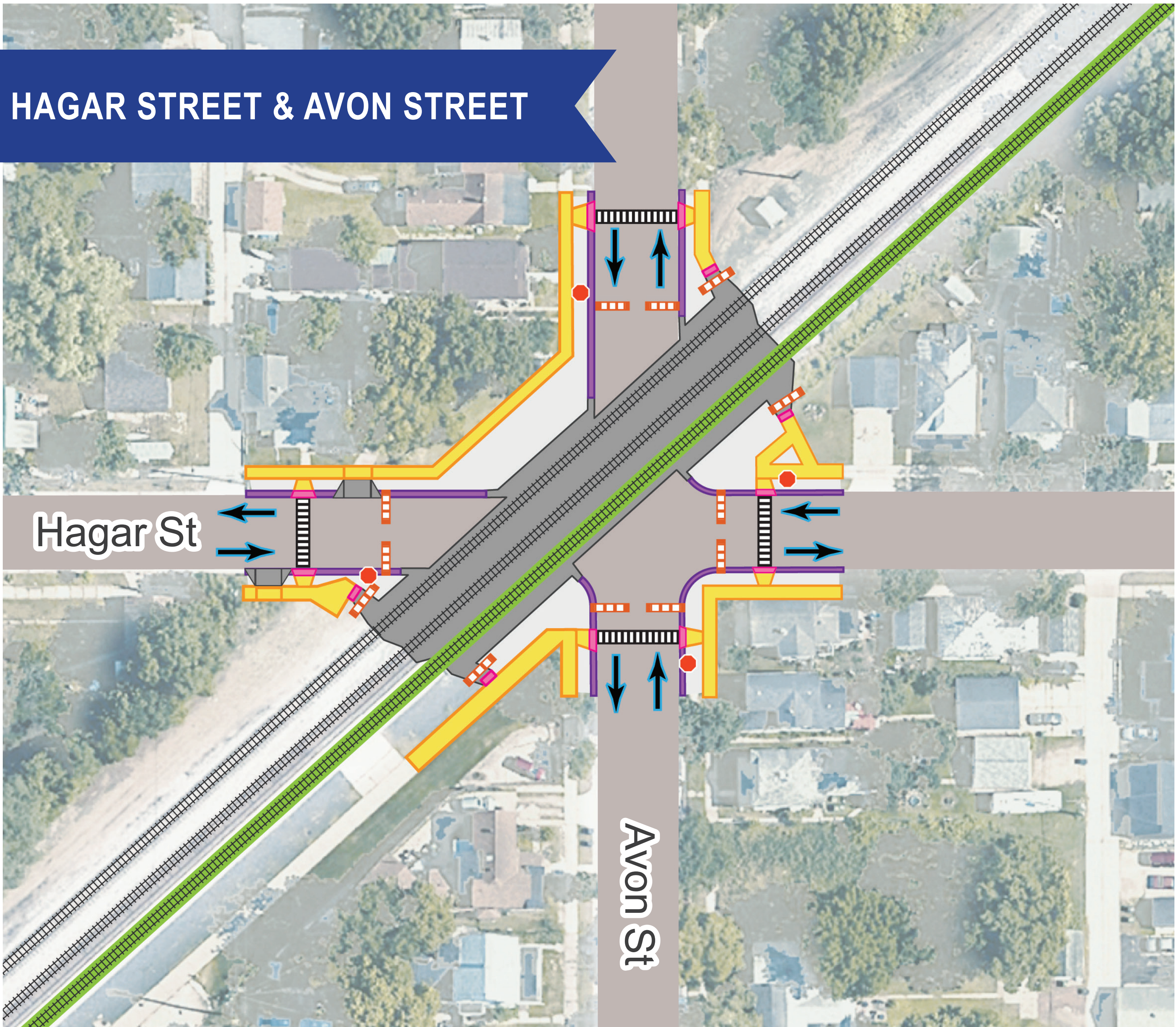
DETECTABLE WARNING FIELD

Note: Fencing, bicycle and pedestrian accommodations, and technology improvements to be considered in future phases.

N

0 40 80

SCALE IN FEET



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

ALTERNATIVE 3: ONE 8-GATE SYSTEM AND ONE CLOSURE (1+1)

This alternative would add an 8-gate System to the Hagar Street and Avon Street crossing and close the St. Cloud Street and Liberty Street crossing to vehicle traffic.

LEGEND

SIDWALK

CURB

CROSSWALK

DRIVEWAY

EXISTING TRACK

NEW TRACK

TRACK PANEL AREA

CROSSING GATE

STOP SIGN

DIRECTION OF TRAFFIC

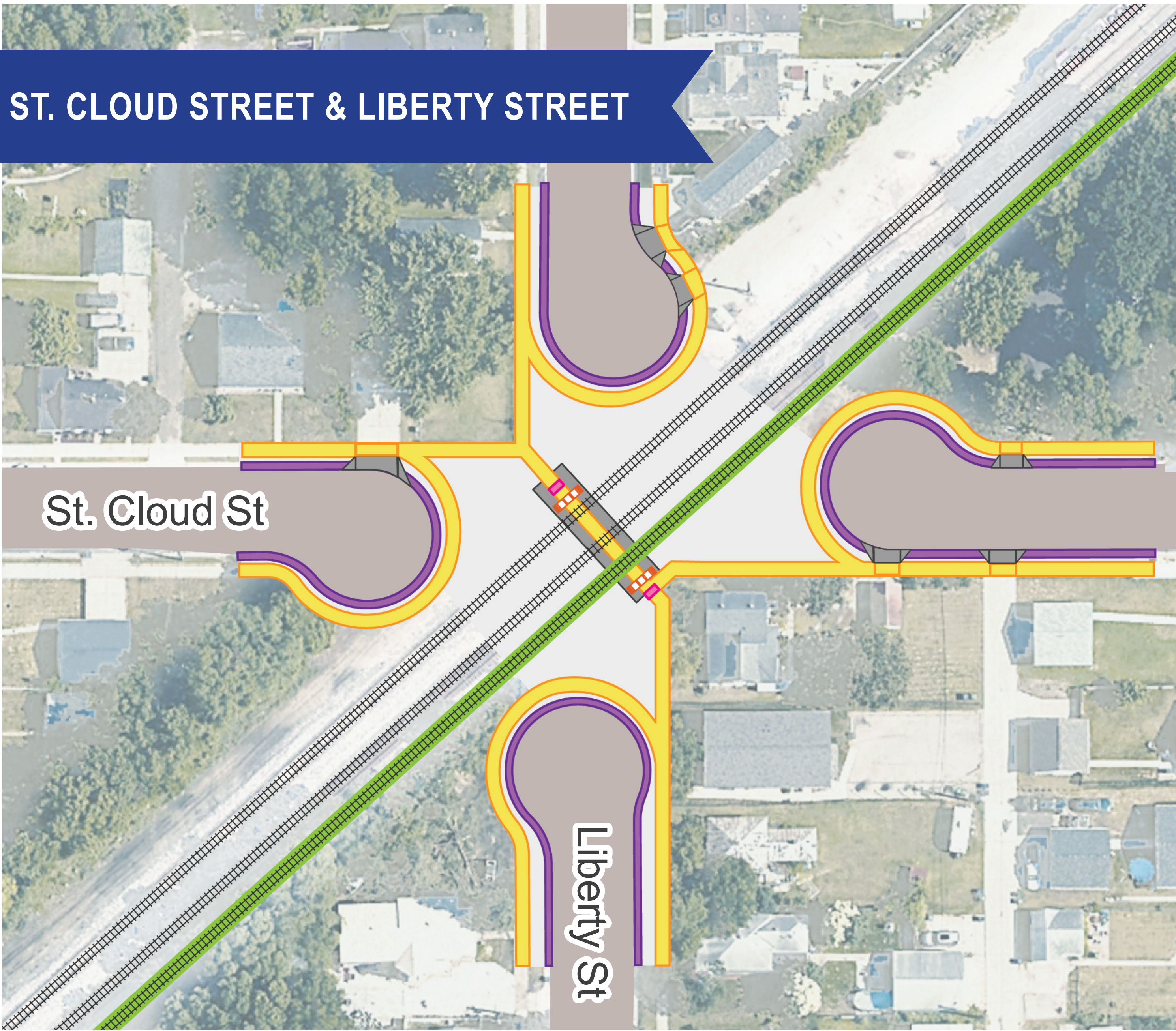
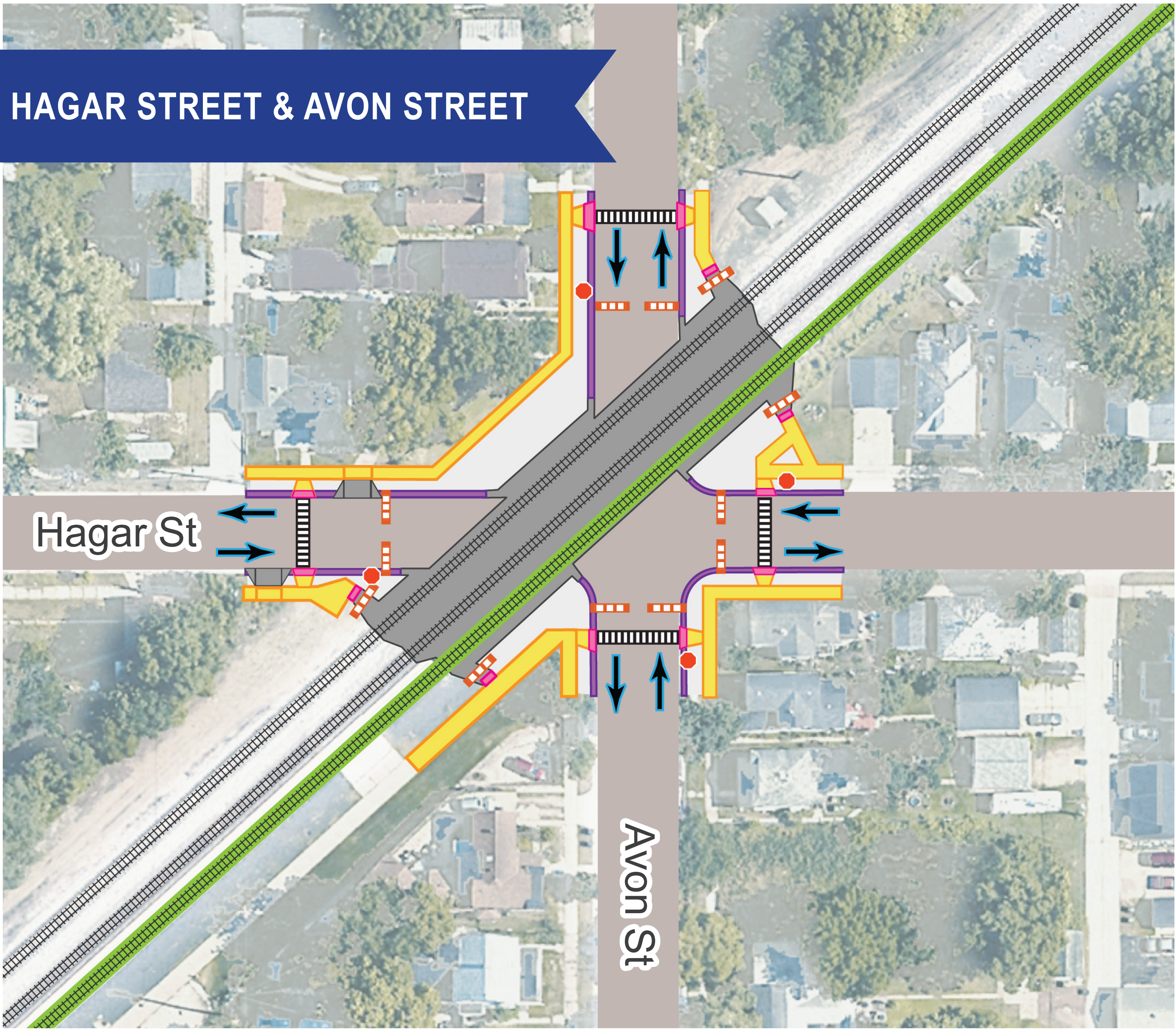
DETECTABLE WARNING FIELD

Note: Fencing, bicycle and pedestrian accommodations, and technology improvements to be considered in future phases.

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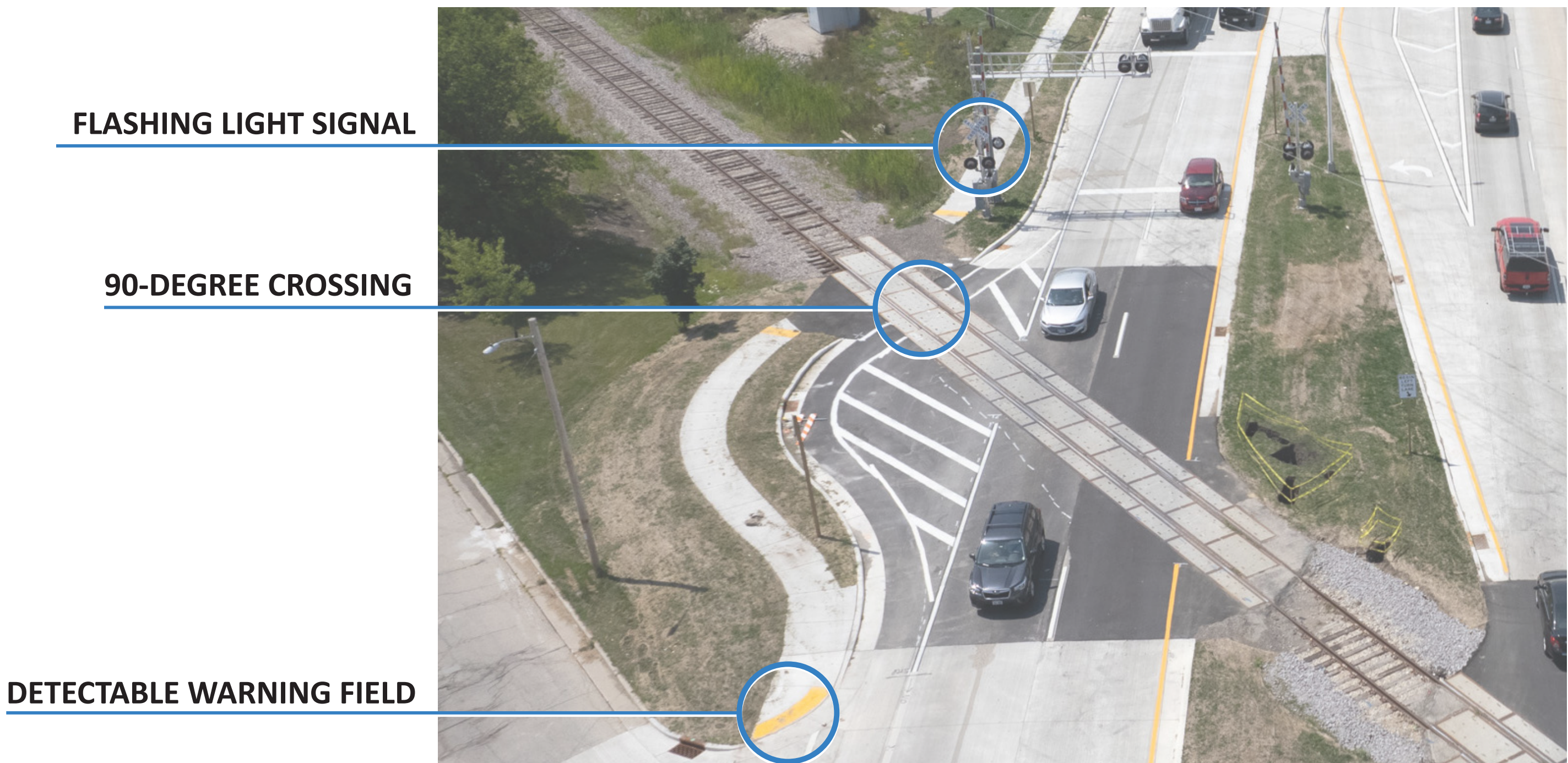
SCALE IN FEET



ADDITIONAL IMPROVEMENT CONSIDERATIONS TO BE DETERMINED DURING FINAL DESIGN

PEDESTRIAN AND BICYCLE IMPROVEMENTS

- Detectable warning fields on all sidewalk approaches to the crossings.
- 90-degree pedestrian and bicyclist crossings, where feasible.
- Orient flashing light signals to be visible to bicyclists and pedestrians.



Example crossing to highlight potential pedestrian and bicycle considerations.

CONSIDERATIONS

- Improves bicyclist and pedestrian safety.
- Applies to all alternatives.
- 90-degree crossings may be challenging to accomplish without additional right-of-way.

TECHNOLOGY IMPROVEMENTS

Devices, such as variable-message signs, notify drivers, bicyclists and pedestrians when a train is approaching.



CONSIDERATIONS

- Drivers are notified in advance of the crossing so they can change routes to avoid delays.
- Closer to the crossing, pedestrian-specific signage can warn if trains are approaching.
- This alternative’s benefits are unclear due to a lack of peer-reviewed studies.
- The cost is dependent on the technology deployed and the size of the deployment area.

NEXT STEPS

PRELIMINARY RECOMMENDED ALTERNATIVE: ONE 8-GATE SYSTEM AND ONE CLOSURE (1+1 ALTERNATIVE)

PRIMARY FACTORS IN RECOMMENDATION

ADDRESSES SAFETY CONCERNS

- Eliminates the most dangerous and less used crossing.
- Will reduce the crash rate at the Hagar Street and Avon Street crossing.
- Improves pedestrian and bicycle safety at crossing.

IMPROVES DESIGN DEFICIENCIES

- Improves gate configuration at Hagar Street and Avon Street.
- Eliminates vehicular diagonal track crossing at St. Cloud Street and Liberty Street.

INCORPORATES STAKEHOLDER FEEDBACK

- Maintains bi-directional vehicle traffic at Hagar Street and Avon Street while adding 8-gate Systems to improve safety.
- Closing the St. Cloud Street and Liberty Street crossing removes a railroad crossing, improving safety and reducing maintenance.

NEXT STEPS

Following the review of the feedback received, the recommended alternative will move into the approval process. The Office of the Commissioner of Railroads (OCR) will evaluate the petition and decide if the submitted alternative moves forward. Once approved, the alternative will then move through the environmental documentation process and later into construction.



OCR PETITION

Office of the Commissioner of Railroads
(OCR) Petition and Decision



ENVIRONMENTAL DOCUMENTATION



CONSTRUCTION