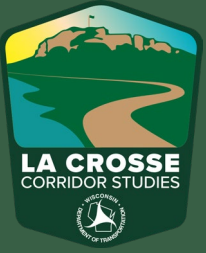


WIS 35 Corridor Study 5221-09-00

North La Crosse Business Association Meeting

April 3, 2024

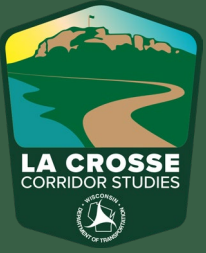




Agenda

- Study Overview/Schedule
- Purpose and Need
- Preliminary Alternatives Summary
- Discussion/Questions

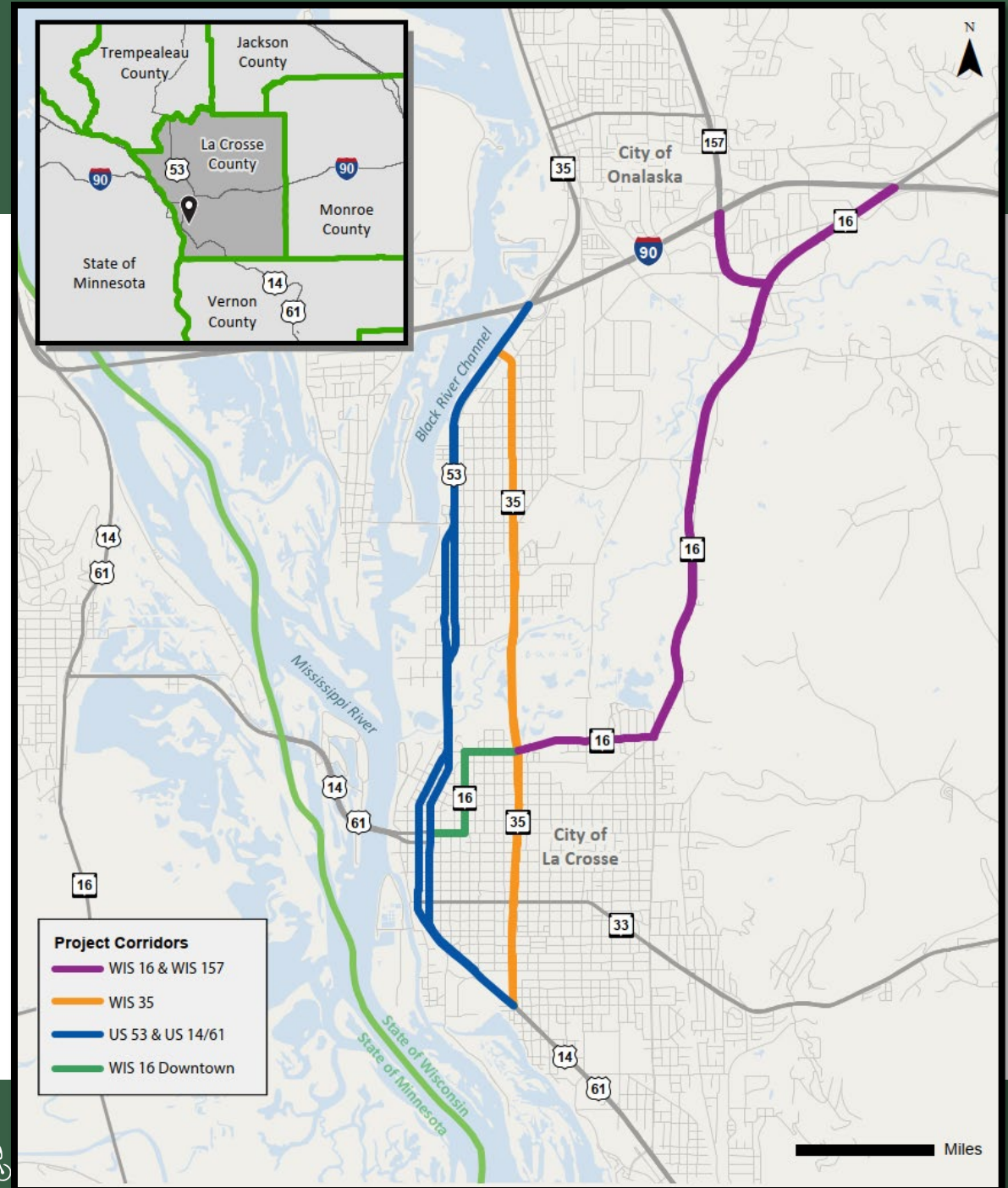


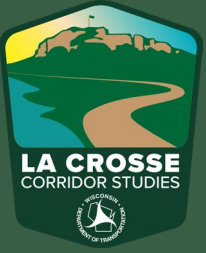


Study Overview

La Crosse Major Study

- Corridors to be evaluated separately

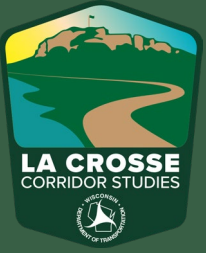




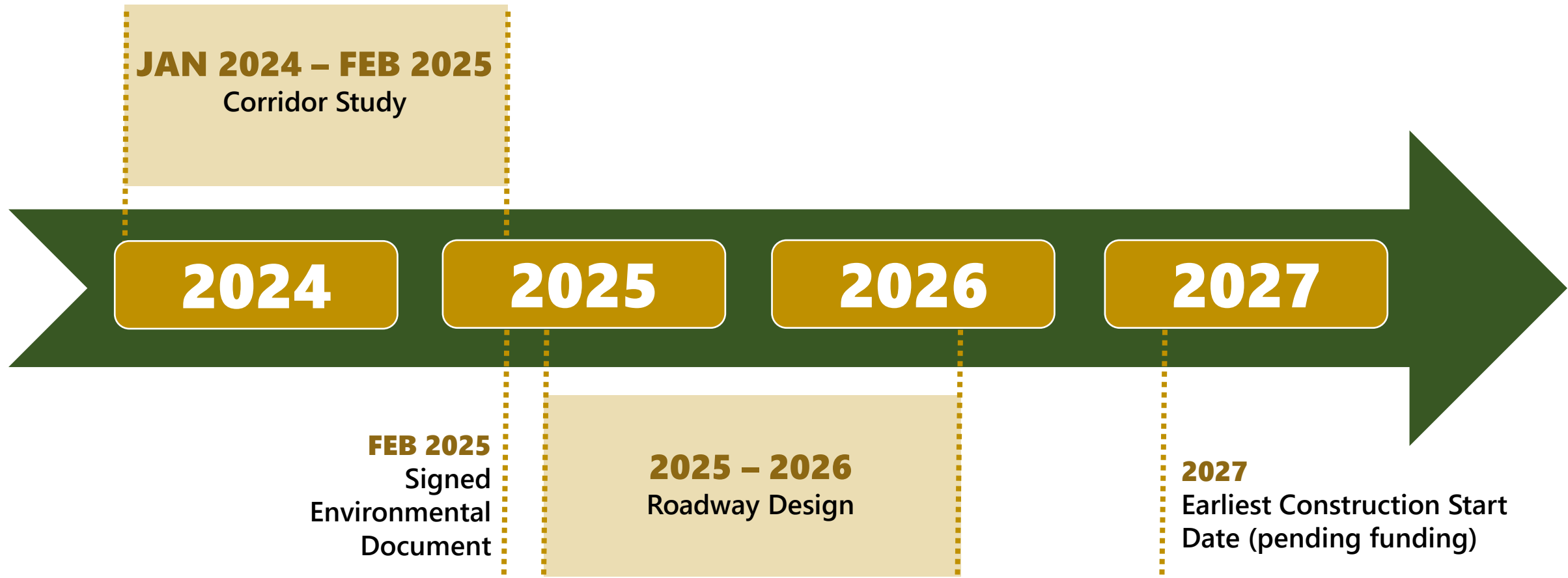
Study Overview

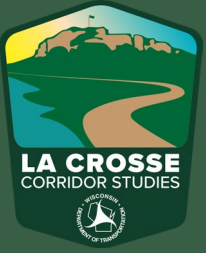
- **Study Limits: US 14/61 to US 53**
- **Length: 4.8 miles**
- **Scope:**
 - Safety Improvements
 - Traffic Operations Improvements
 - Multimodal Improvements
 - Pavement Replacement
 - Bridge Maintenance





WIS 35 Project Schedule



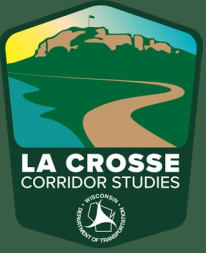


Purpose & Need

Draft Purpose & Need Statement

The purpose of the WIS 35 study is to develop alternatives that improve safety, address safety-related traffic operations concerns where practicable, and address existing and projected infrastructure needs through the design year (2050).





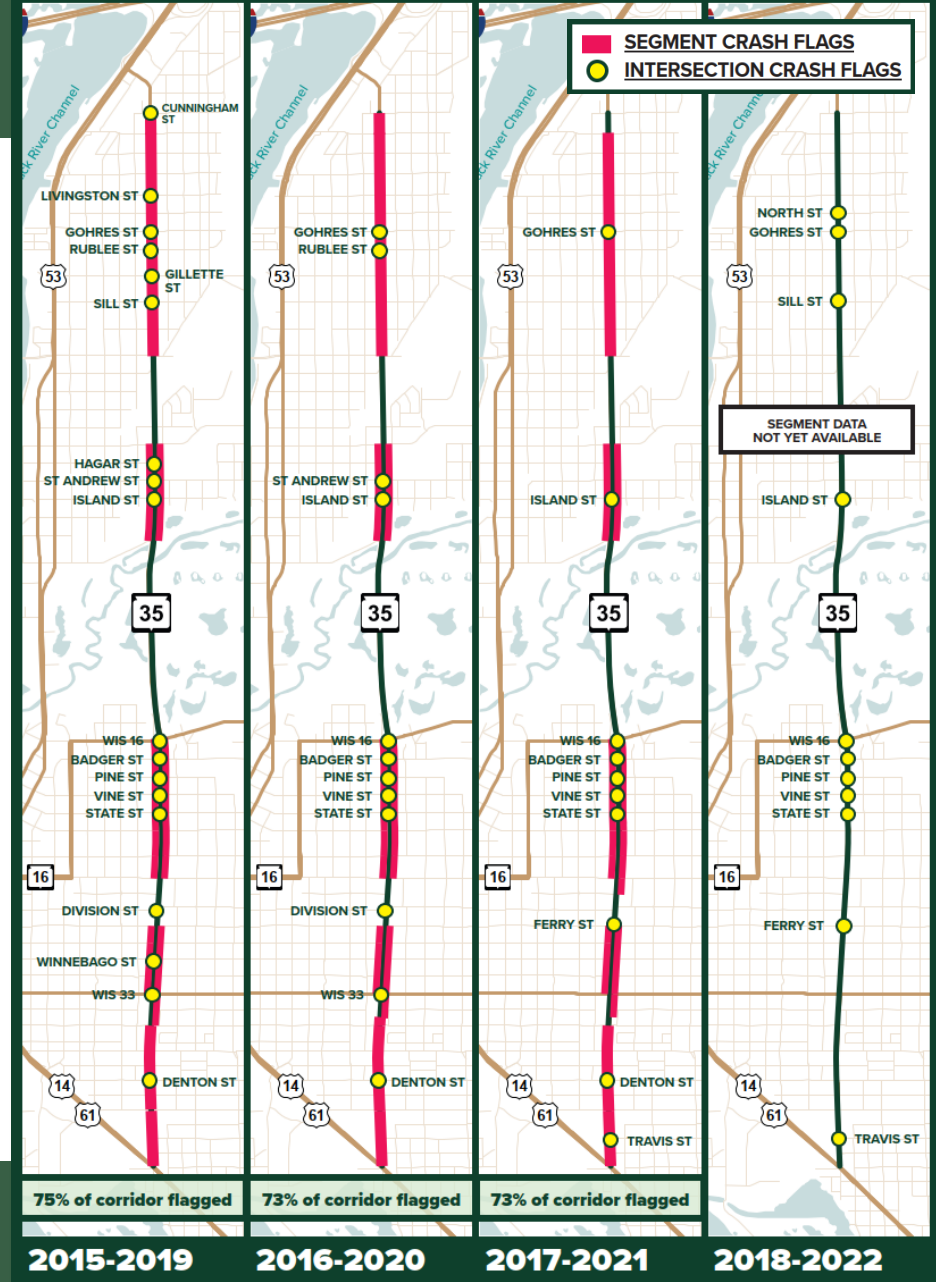
Purpose & Need

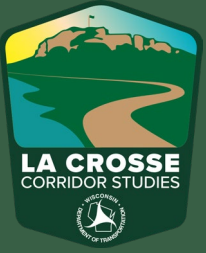
Safety – Network Screening

Flagged as Safety Sites of Promise

Screening Period	% Corridor Flagged	Intersections Flagged
2015-2019	75%	18
2016-2020	73%	12
2017-2021	73%	10
2018-2022	N/A	11

Screening Results for Flagged Segments & Intersections along WIS 35

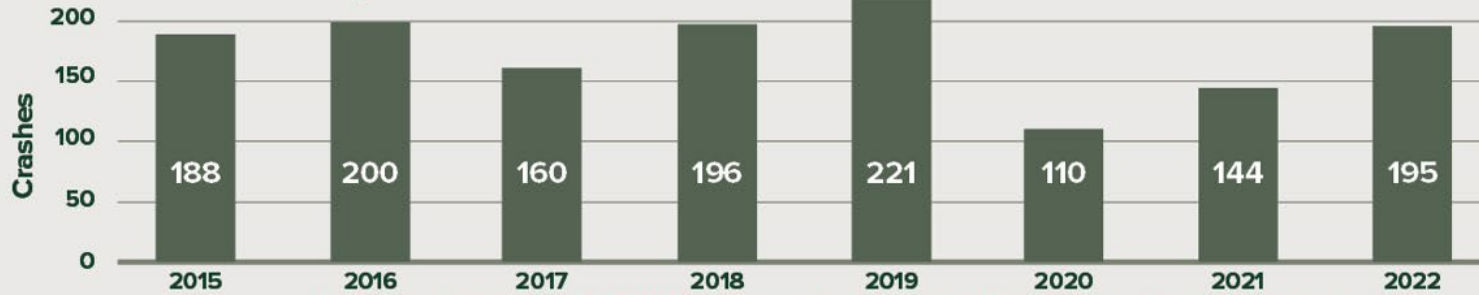




Purpose & Need

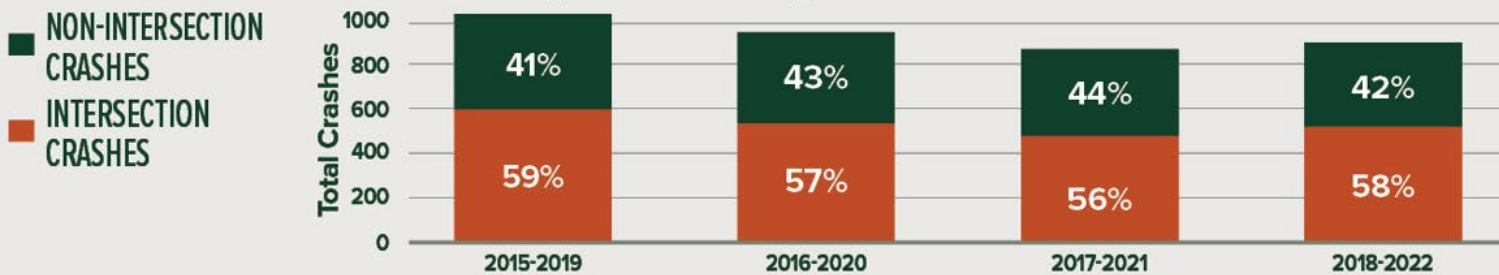
Safety – Crash History

Total Crashes by Year



*Lower crash totals in 2020/2021 correspond to reduced traffic due to the Covid-19 Pandemic.

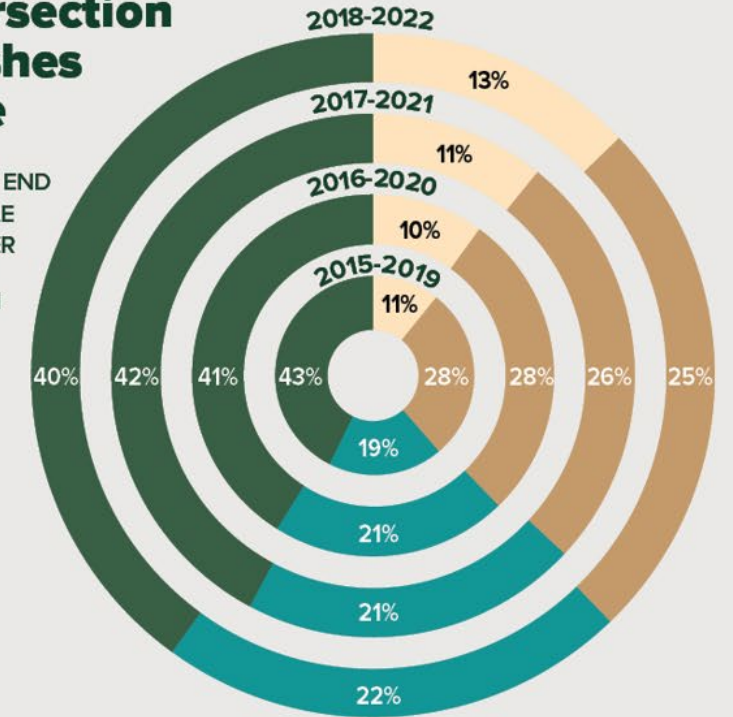
Total WIS 35 Crashes by Screening Period

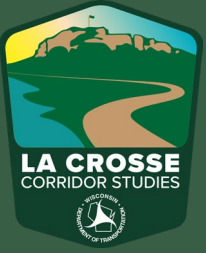


*Bike/ped crashes accounted for 4–5% of total crashes during each screening period.

Intersection Crashes Type

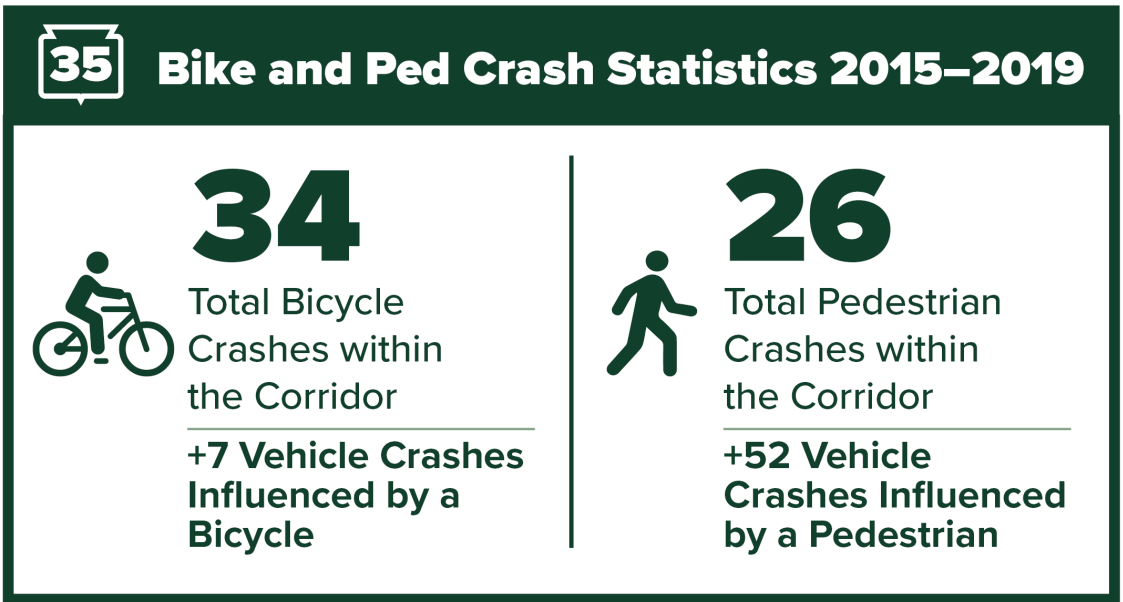
- REAR END
- ANGLE
- OTHER
- LEFT TURN





Purpose & Need

Safety – Bicycle & Pedestrian Crashes



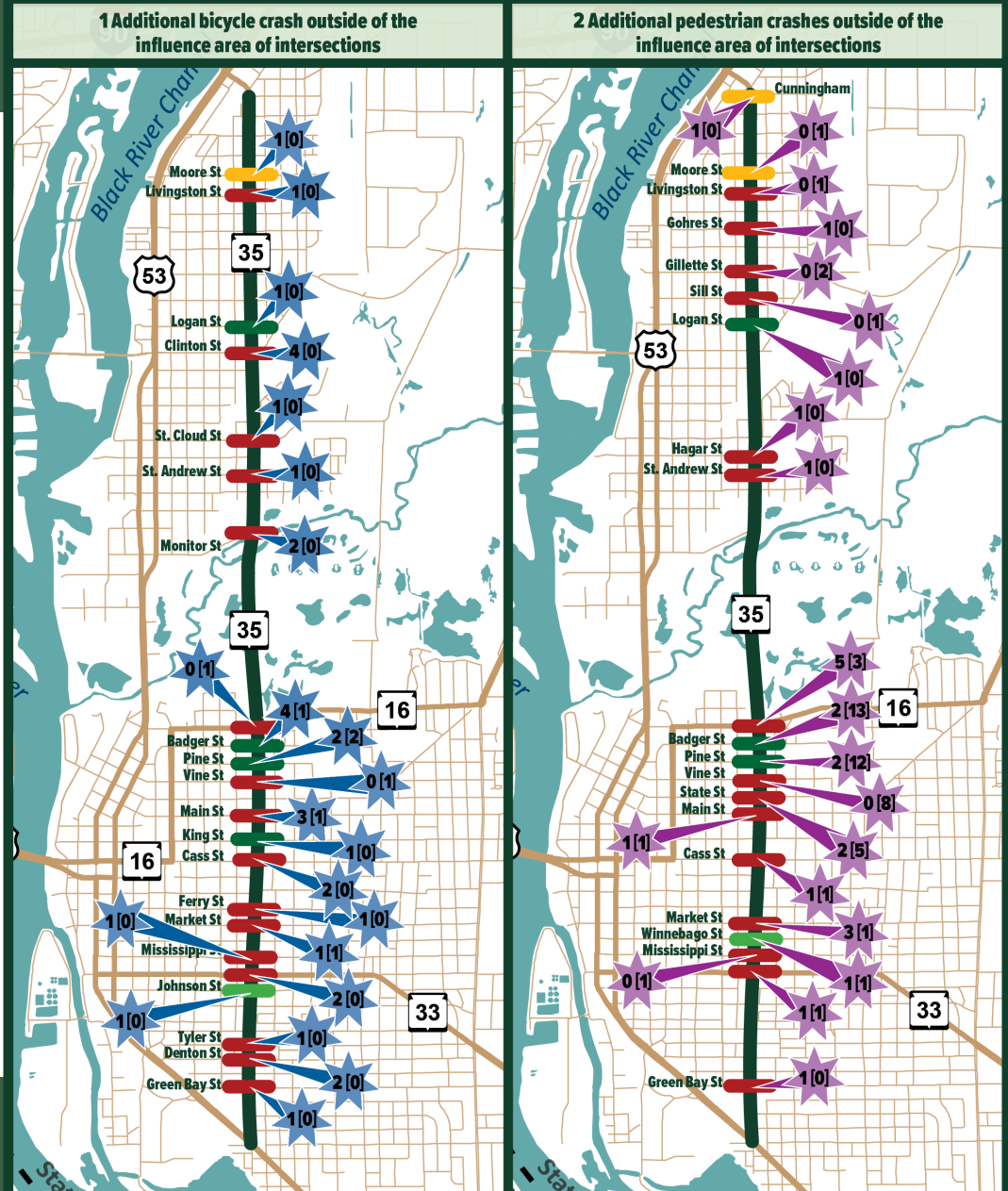
Note: Level of Traffic Stress is a nationally-recognized method developed by the Mineta Transportation Institute (San Jose St University) to provide a quantitative method for evaluating bicycle facilities.

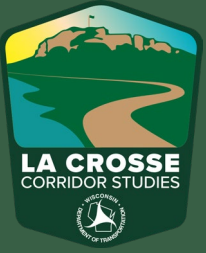
Intersection Bicycle & Pedestrian Related Crashes

- Very Low Stress Crossing
- Low Stress Crossing
- Moderate Stress Crossing
- High Stress Crossing

X = No. of bicycle crashes influenced by a bicycle
 y = No. of vehicular crashes influenced by a bicycle

X = No. of pedestrian crashes influenced by a bicycle
 y = No. of vehicular crashes influenced by a pedestrian



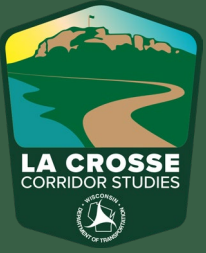


Purpose & Need

Infrastructure

- Pavement
- Bridges





Purpose & Need

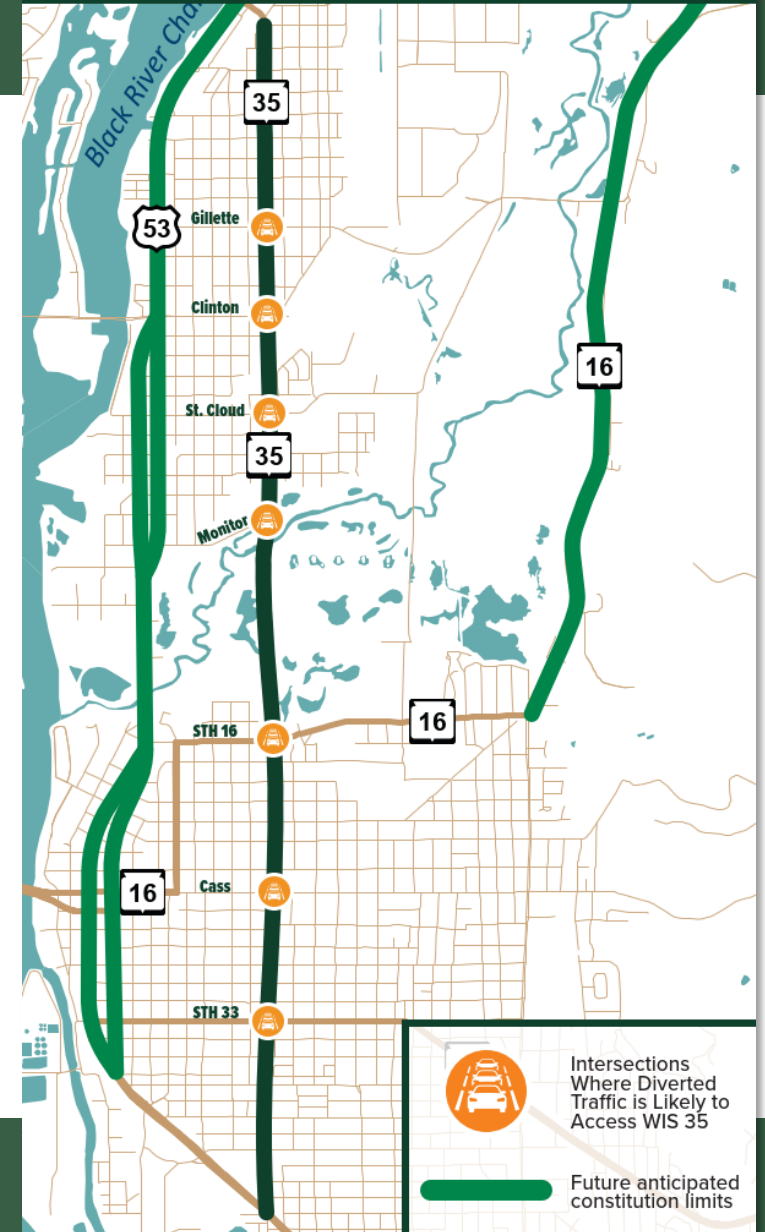
Traffic Operations

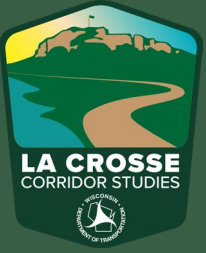
- No delay deficiencies
- Modest backup deficiencies (non-critical)

Future anticipated projects in the La Crosse area are shown in green. WIS 35 is anticipated to be used as an alternate route for the traveling public during construction.



WIS 35 as an Alternate Route



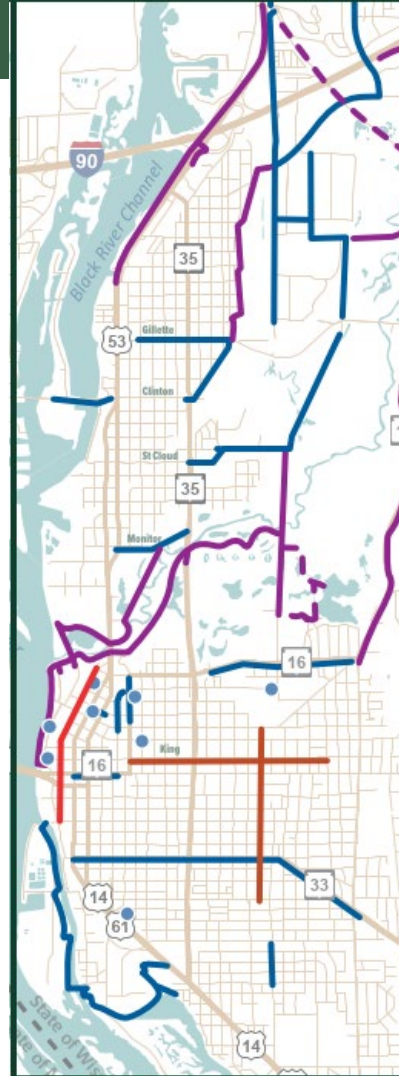


Purpose & Need

Multimodal Facilities

- Bicycle
- Pedestrian
- Transit
- ADA sidewalk compliance review

Existing Bicycle Facilities



There are no bicycle facilities along WIS 35 and no continuous alternative north/south routes adjacent to WIS 35.

- Bike Lane
- Paved Trail
- Unpaved Trail
- Hiking Trail
- Neighborhood Greenway
- Bike Share Station

Pedestrian Crossing Level of Traffic Stress



Ped. Crossing LTS*

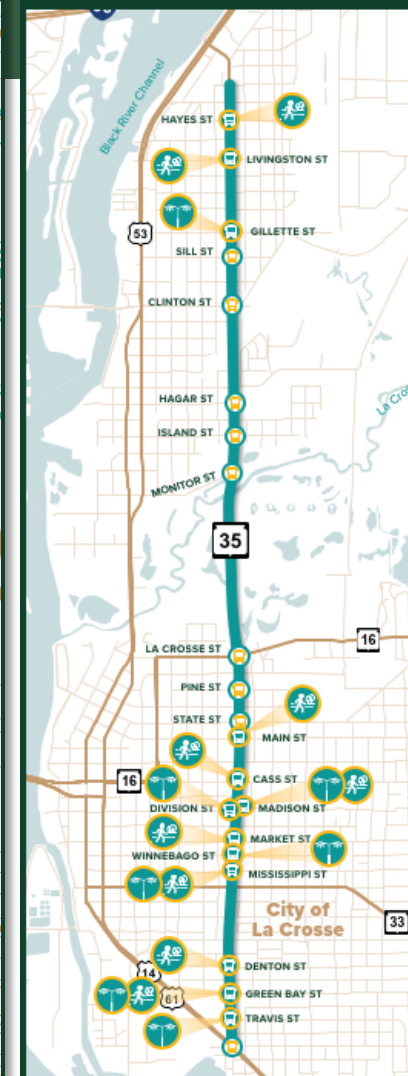
- Very Low Stress
- Low Stress
- Moderate Stress
- High Stress

Enhanced Ped. Crossing

- Grade Separated
- Median Refuge
- RRFB
- RRFB & Median Refuge

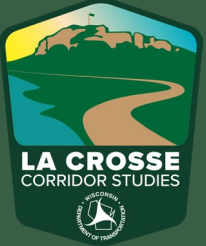
***LTS (Level of Traffic Stress) is a quantitative method for evaluating bicycle and pedestrian facilities.**

Transit Stops Amenity Evaluation



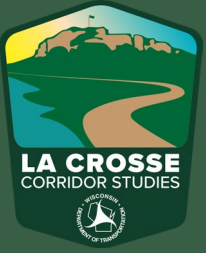
- 🚌 Bus Stop
- 🚏 Bus Stop Missing Features/Amenities
- ♿ Accessible, Level Boarding Area from Pedestrian Access Route
- 💡 Bus Stop Lighting





Preliminary Alternatives





Preliminary Alternatives

Typical Section Example

Segment

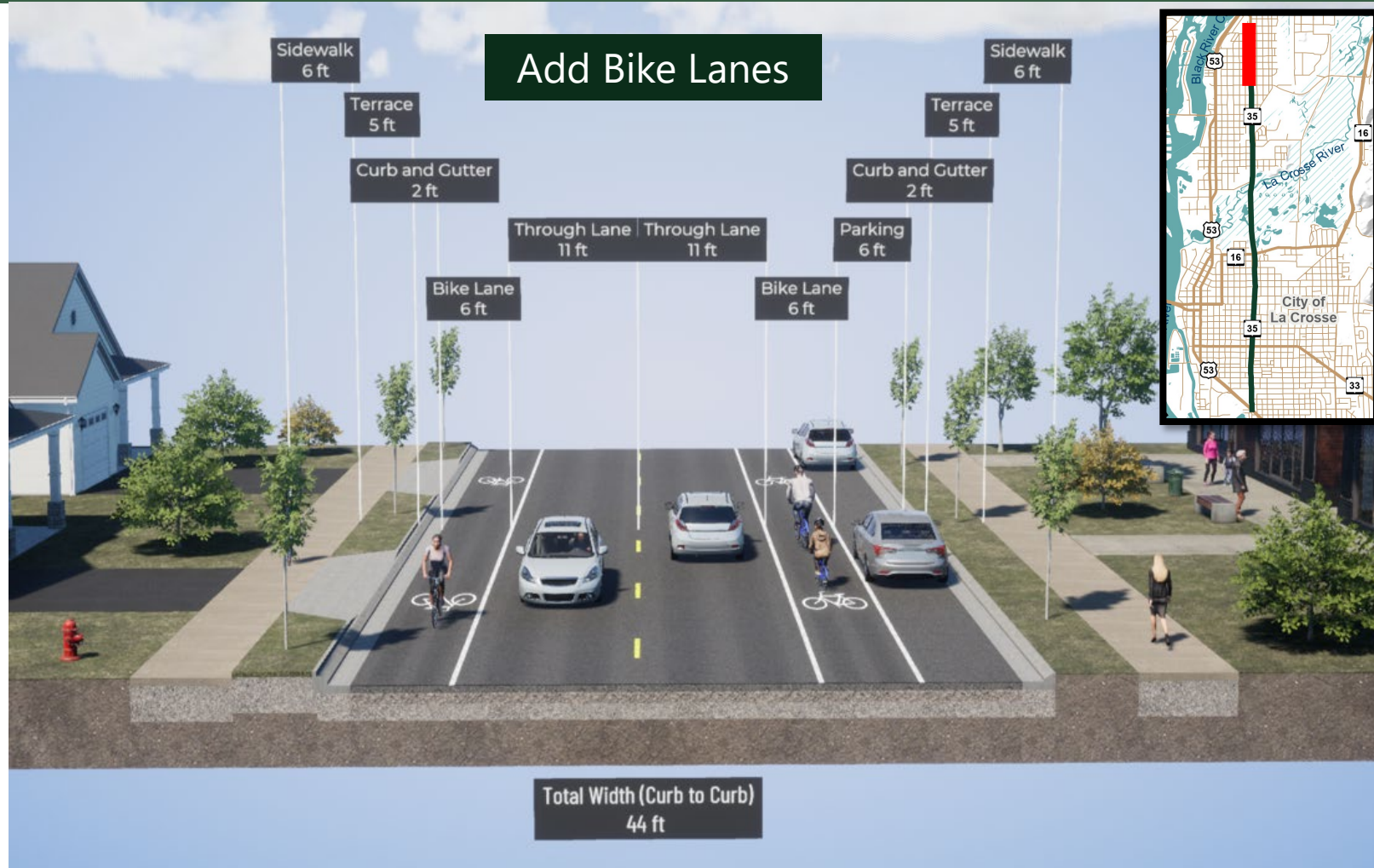
Gillette St – Cunningham St

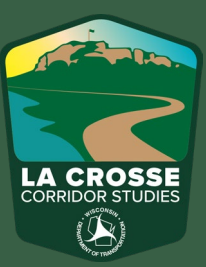
Alternative

Add Bike Lanes

Notes

Remove Parking on One Side





Preliminary Alternatives

Spot Improvements

Bicycle/Pedestrian Crossing Safety

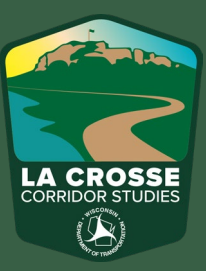
Potential Improvements

- WisDOT has been brainstorming potential improvements that could improve crossing safety at these location and at nearby signalized intersections. Site-specific potential improvements are displayed in the map above. In addition, potential improvements to be considered at the unsignalized intersections with Vine St, Pine St, and Badger St. include the following four items shown below:

<p>1 Raised Crosswalk</p> <p>46% Crash Reduction (Pedestrian Crashes)</p>	<p>2 Pedestrian Hybrid Beacon (HAWK Signal)</p> <p>55% Crash Reduction (Pedestrian Crashes)</p> <p>Can be coordinated with adjacent signals or other pedestrian hybrid beacons</p>	<p>3 Raised Intersection</p>	<p>4 Angled Median Cut-Through</p>
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*Source: Crash Modification Factor Clearinghouse



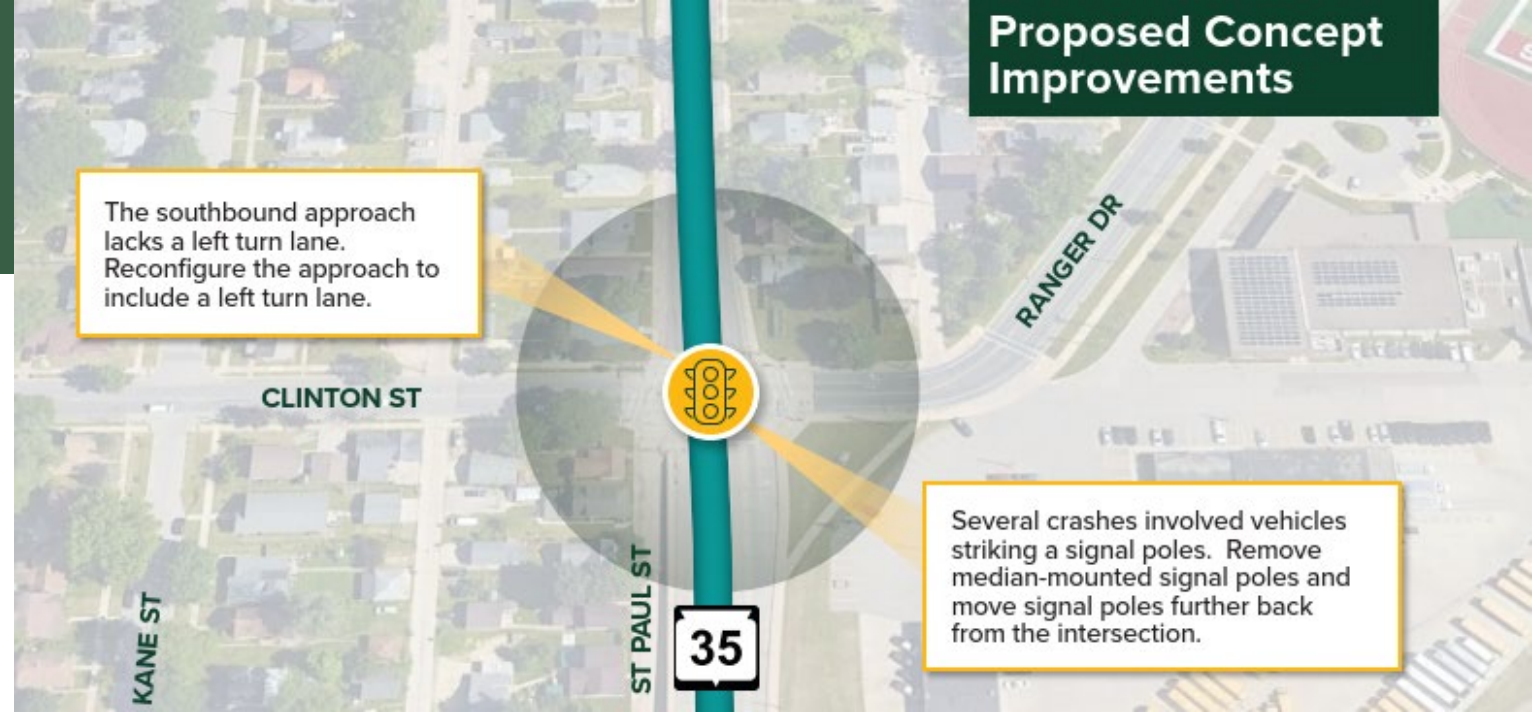


Preliminary Alternatives

Spot Improvements

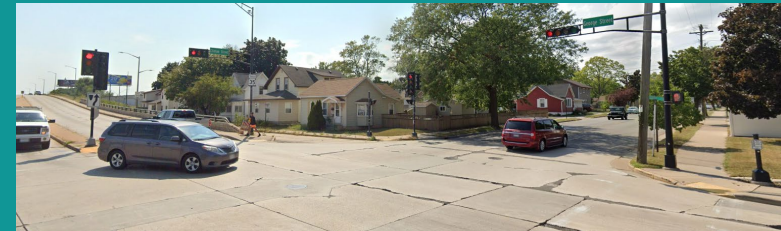
WIS 35 & Clinton St Intersection

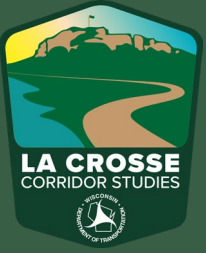
- The WIS 35 & Clinton St intersection has one of the highest intersection crash frequencies within the WIS 35 corridor. This intersection has some geometric features that contribute to safety concerns for vehicular traffic, bicyclists, and pedestrians.



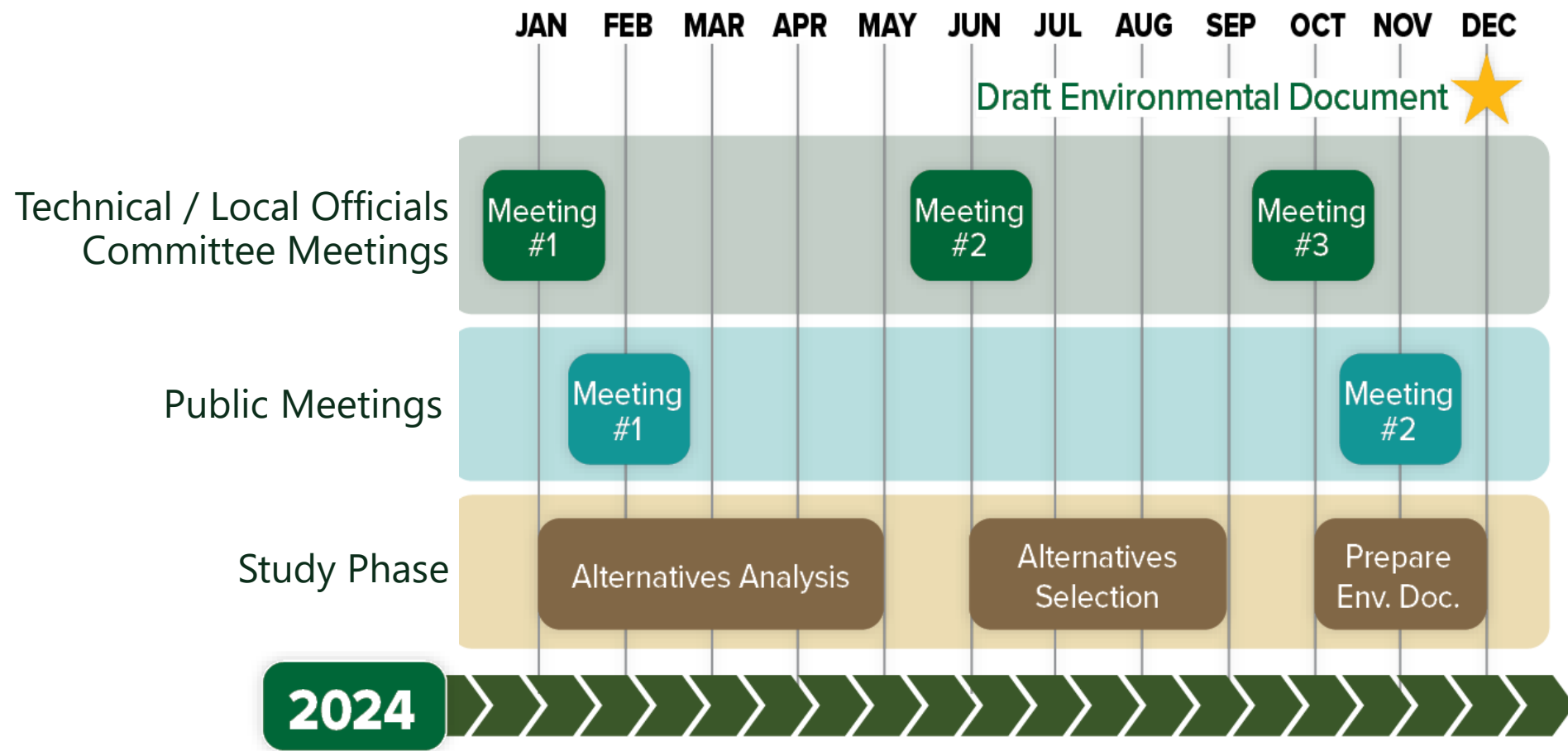
Bike / Pedestrian Safety

The sidewalk along the west side of WIS 35 ends short of the crosswalk. Pedestrians reaching the end of the sidewalk cannot activate the pedestrian signals. Opportunities to improve this condition will be explored.



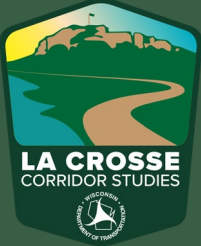


Next Steps & Schedule



- Multimodal Workshop held on March 21, 2024





Questions / Discussion

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Email: michelle.howe@dot.wi.gov
Phone: 608-246-7967

