



US 12 (Wisconsin Dells Parkway) Public Information Meeting #2 January 22, 2013 Meeting Handout

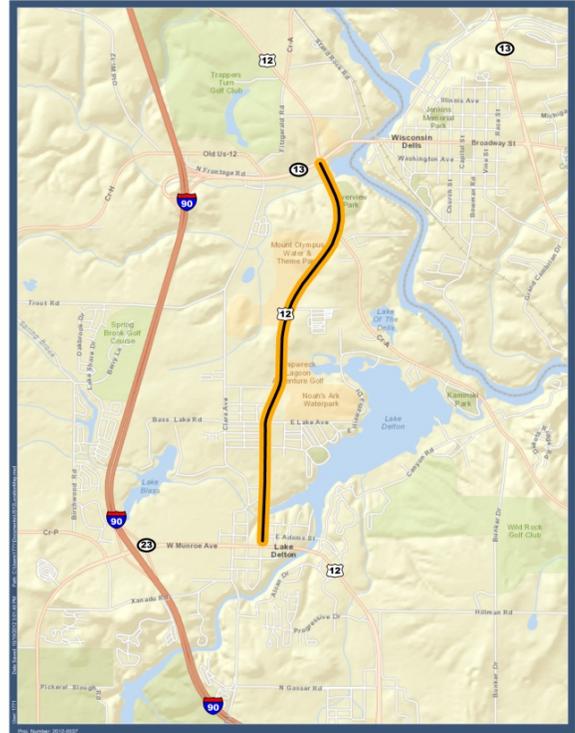


WELCOME

Welcome to the second Public Information Meeting for the US 12, Wisconsin Dells Parkway, corridor study from WIS 23 (Monroe Avenue/Whitlock Street) to WIS 13 (Broadway Street). Representatives from the Wisconsin Department of Transportation (WisDOT) are here tonight to address your questions and concerns. A comment form is available for you to fill out and leave at the meeting or mail back at a later time.

PURPOSE OF MEETING

- Share information generated over the first year of the study including:
 - ✓ Project Purpose & Need Elements
 - ✓ Feedback received at the first public meeting held in December 2011
 - ✓ Initial range of design concepts
- Answer questions and listen to concerns on work completed to date on the project.
- Collect comments on project purpose and need, initial range of alternatives, and other issues.



PURPOSE OF THE STUDY AND PROJECT NEED

The purpose of the study is to develop a plan for this segment of US 12 (Wisconsin Dells Parkway) that allows the highway to serve as a safe transportation link in a manner that meets the needs of all users and remains an asset to this unique vacation destination. An Environmental Impact Study (EIS) is being prepared for this project in accordance with the National Environmental Protection Agency (NEPA) requirements. An EIS is a document that details the process through which a

transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts and complies with other applicable environmental laws. The Purpose and Need Section of an EIS drives the development of the range of alternatives. The alternatives need to address the following items:



- Improve safety for vehicles, bicyclists and pedestrians
- Provide bicycle and pedestrian accommodations
- Provide additional capacity at intersections to better accommodate summer traffic
- Eliminate substandard roadway features
- Limit access on US 12

SAFETY DEFICIENCIES

Crash History

From 2007 to 2011, 342 crashes were reported within the study area including 23 crashes involving pedestrians or bicyclists. For comparison purposes, crash rates for roadway segments are calculated in units of crashes per 100 million vehicle miles (HMVM).

US 12 Segments	Total Crashes	Crash Rate (Crashes per HMVM)	Statewide Average Crash Rate (Crashes per HMVM)
South Segment (Undivided Roadway) <i>North of WIS 23 to north of County A</i>	334	364	233
North Segment (Median Divided Roadway) <i>North of County A to south of WIS 13</i>	8	49	233

The statewide 5-year average crash rate for a small urban state trunk highway was 233 crashes per HMVM (excluding deer crashes). The crash rate for the southern undivided section is 56 percent higher than the statewide average. Whereas, the crash rate for the northern divided section is considerably less than the statewide average. As expected, the majority of the crashes (70 percent) occurred during the months of June, July and August. If the crashes occurring in May and September are included, 84 percent of the crashes occurred during the five month period.

Bicycle & Pedestrian Crashes

There is a high volume of pedestrian and bicycle activity along the US 12 corridor. From 2007 to 2011, there were 4 crashes involving pedestrians and 19 reported crashes involving bicyclists. In July of 2011, a pedestrian fatality occurred on the south end of the project at E. Adams Street. Additionally, there was a bicycle fatality in July of 2010 in the same area. The following concerns for pedestrians & bicyclists were identified as part of the US 12 Roadway Safety Audit:

- The sidewalks are unusually close to the roadway and too narrow for shared use. Drivers have difficulty setting up for egress while needing to attend to the presence of pedestrians on the sidewalk. Moreover, numerous bicyclists compound the motorists driving task of gap seeking in moderately fast roadway traffic. Driver expectancies are violated by bicyclists traveling on the sidewalk in the wrong direction with respect to motorists making lefts into driveways.
- Due to the lack of controlled intersections along the corridor, there are no marked pedestrian crossings near major destinations, causing pedestrians to cross at random locations.



Pedestrian hybrid beacons will be installed at three midblock crossing locations prior to the summer of 2013.

TRAFFIC OPERATIONS

During the summer months, the average daily traffic (ADT) varies from 27,600 to 28,400 vehicles per day along the US 12 corridor. The highest traffic during the week typically occurs on a Saturday when it can exceed 35,000 vehicles per day. The excessive congestion and delays experienced along the corridor can be attributed to:

- Numerous driveways
- Lack of exclusive turn lanes at intersections and major destinations
- Vehicles slowing for pedestrians crossing

Based on the traffic counts, the peak hours for a typical weekday were identified to be 10:30 to 11:30 am and 6:30 to 7:30 pm.



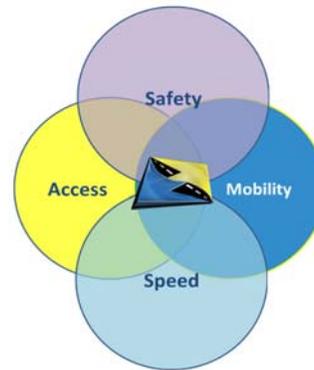
TRADEOFFS

Designing an arterial roadway to achieve safe, efficient operations requires a balance between access, safety, mobility and speed. The concept of access management allows the engineers to balance these needs and provide a safer road in the future. Access Management results in:

- Safer Access
- Safer Operations
- Increased Business

Principals of Access Management include:

- Limit the number of conflict points for all modes
- Separate the conflict points for all modes
- Provide reasonable access at each property



DEFINITIONS

In order to address many of the important priorities in the corridor, the study team has developed a wide range of alternatives. To assist stakeholders in understanding the alternatives and their features, we have included the following "glossary of terms" with definitions:

Important Terms:

Access Management (AM) – is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network.

Access Point – a point where vehicles enter/exit the roadway.

Backage Road – is a type of service road that parallels a major road or freeway and is located behind the businesses. The purpose is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic.

Complete Street – are roadways designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Conflict Point – is the point at which a highway user crossing, merging with, or diverging from a road or driveway conflicts with another highway user using the same road or driveway.

Frontage Road – is a type of service road that parallels a major road or freeway and is located between the road and building sites abutting the road. The purpose is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic.

Functional Area of Intersection (aka Intersection Area of Influence) – is that area beyond the physical intersection of two roadways that comprises decision and maneuvering distance, plus any required vehicle storage length. Driveways should *not* be located within the functional area.

Level of Service (LOS) – is a "quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." Highway Capacity Manual (HCM) defines six levels of service for a particular facility type and uses letters A to F to represent them, from best to worst. Each LOS represents a range of operating conditions.

Median – is the area between opposing lanes of traffic—a median can either be open (pavement markings only) or they can be channelized (raised medians or islands) to separate various road users.

Multi-Modal – is alternate modes of transportation including; highways, local roads, air, water, rail, bicycle, pedestrian and transit.

One-Way Couplet (aka One-way Pair) - is a pair of parallel, one-way streets that carry opposite directions of a signed route or major traffic flow.

Roundabout – are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections. Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic.

Redundant Driveway – Many business owners along major arterials have two or more driveways (aka Redundant Driveways). Redundant driveways increase points of conflict that make traffic patterns unpredictable, increase the risk of accidents, and contribute to traffic delays.

Right-of-Way – highway property and property rights, including easements, owned and controlled by WisDOT.

Terrace – is the area between the curb and the sidewalk. This area may be grass or paved.

Two-Way-Left-Turn-Lane (TWLTL) – is a lane placed between opposing lanes of traffic for the purpose of allowing traffic from either direction to make left turns off of a roadway

Typical Section – relative position, number and dimension of travel lanes, shoulder and median

REAL ESTATE

Real estate staff from WisDOT will be on hand today to address questions or concerns. They will have brochures that summarize serves and payments available for residential and business owners who property may potentially be impacted by public projects.

FUTURE LARGE GROUP MEETINGS AND FOCUS TOPICS

Summer 2013 – Public Information Meeting #3

- A narrow range of alternatives studied in more detail
- Approximate real estate, natural and cultural resources, and other socioeconomic impacts
- Conceptual costs and some better visualization of what remaining options look like and how each will handle the traffic demand.

Fall 2013 – Public Information Meeting #4

- Presentation of a recommended alternative, if determined

Summer 2014 – Public Hearing

- Presentation of a recommended alternative, if determined

PROJECT SCHEDULE

Due to the complexity and range of alternatives currently under consideration for the corridor, an Environmental Impact Statement will now be prepared for the project. WisDOT has also recently identified the need to delay construction to 2020 in order to match available funding and legislator approvals. An updated project schedule is included below for information:

TASK	2011	2012	2013					2014					2015	2016	2017	2020											
MONTH	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Preliminary Design																											
Environmental Impact Statement (EIS)																											
Public Involvement/Meetings (PIM)																											
Real Estate																											
Final Plans																											
Construction																											

CONTACT INFORMATION

Mary Beth Pettit, P.E. Consultant Project Manager
 GRAEF
 125 S. 84th St., Suite 401 Milwaukee, WI 53214
Marybeth.Pettit@graef-usa.com
 414.266-9175

Jeremy Krachey, Project Manager
 WisDOT SW Region
 3550 Mormon Coulee Rd. La Crosse, WI 54601
Jeremy.Krachey@dot.wi.gov
 608.789-5702

CHECK US OUT ON THE WEB:

<http://www1.wisconsin.gov/Pages/projects/by-region/sw/12dells/default.aspx>