



Coulee Region Transportation Study

Planning and Environment Linkages (PEL)

Study Update



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What is the Coulee Region Transportation Study, Planning & Environment Linkage (PEL)?

- ▶ Federal Highway process to evaluate many options and eliminate ones that don't meet needs
- ▶ Year long study of future (2050) transportation needs in the Coulee Region
- ▶ Process used to narrow the number of alternatives before the Project Development process
- ▶ Very transparent process involving large numbers of meetings and local participation



Why is the Coulee Region being studied?

- ▶ High crash rates
- ▶ Bike/pedestrian accommodation needs
- ▶ Transit needs
- ▶ Motor vehicle congestion
- ▶ Deteriorating infrastructure
- ▶ No current transportation plan
- ▶ Community resolutions of support for study



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Study Schedule



2015

WINTER

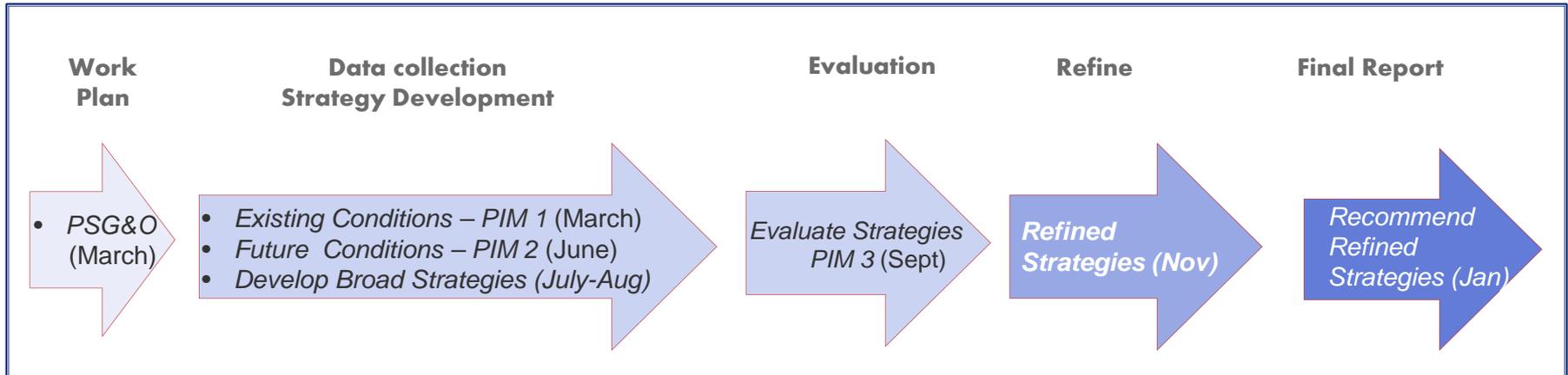
SPRING

SUMMER

FALL

WINTER

STUDY PROCESS



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Coulee Region Transportation Study

▶ Goal:

- Improve the long-term movement of people and goods, safely and efficiently, in a manner that accommodates economic development, incorporates community plans, and limits adverse environmental impacts and social effects, in ways that support the regions natural beauty and livability and contribute positively to the region's quality of life.



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Coulee Region Transportation Study

▶ Objectives:

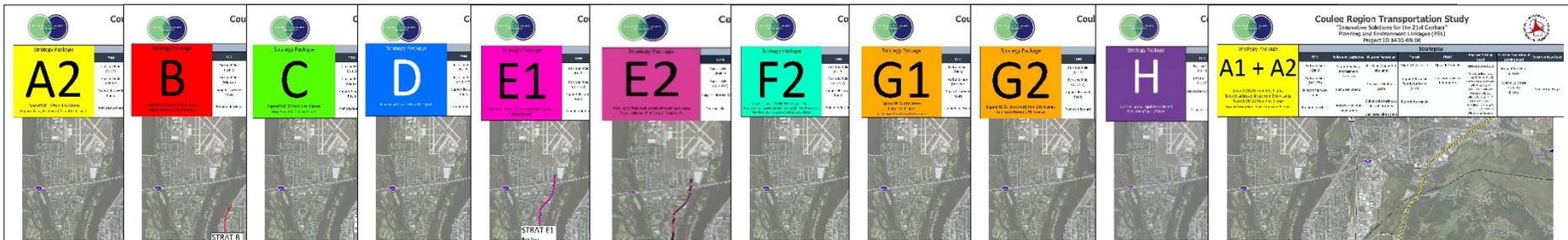
- Improve Safety
- Repair Infrastructure
- Reduce Congestion and Improve Reliability
- Plan for Future Transportation
- Limit Impacts



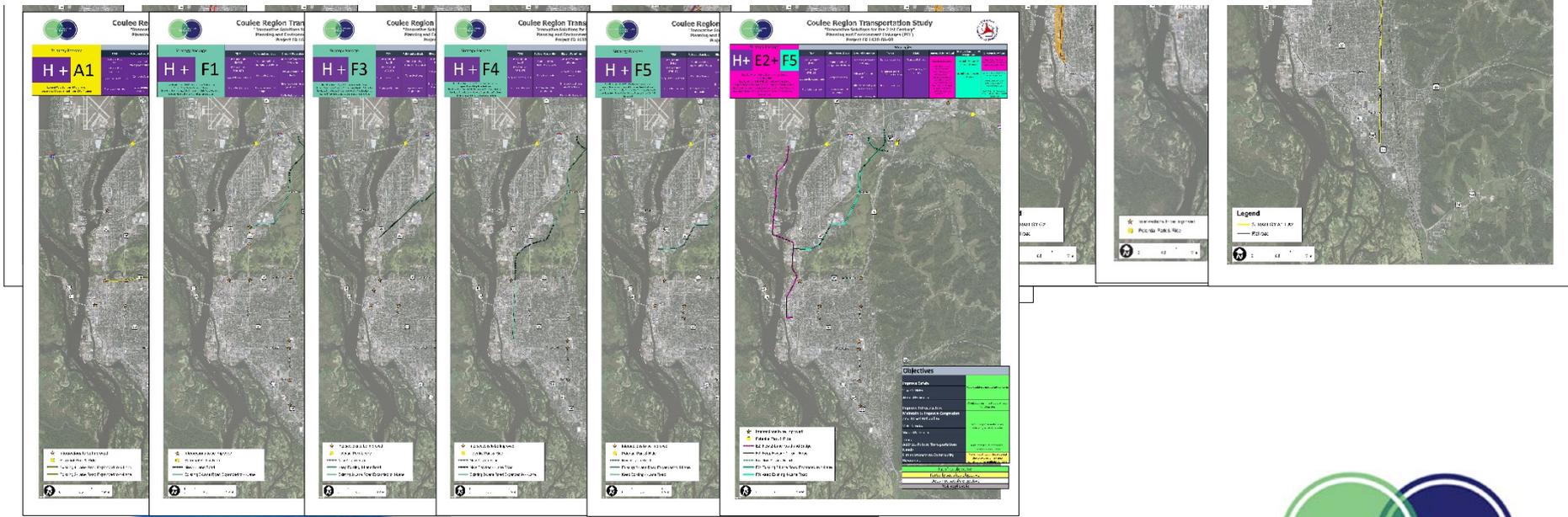
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Dismissed Strategy Packages



Retained for Further Consideration



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Strategy Package

H + A1

WIS 16 Expansion

- 6-lane WIS 16 from I-90 to La Crosse Street
- 4-lane La Crosse Street
- 25-45 mph roadways
- Maintains current level of operations on WIS 16
- Some minor operational improvements to WIS 35 & US 53
- Some added operational pressure to Losey Blvd



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 "Innovative Solutions for the 21st Century"
 Planning and Environment Linkages (PEL)
 Project ID 1630-08-00

Strategy Package	Strategies								
H + A1	TDM Park and Ride (Park 'n' Ride) Park and Ride (Park 'n' Ride) Support flexwork hours Flexible schedules	Policy and Legislation In-spec parking arrangements in villages Car plate projects Intermodal transit connector	Bike and Pedestrian Bike Encouraged bike lanes Shared-use paths Encouraged crossings at local locations Encouraged bike paths	Transit Express bus service Rapid/Regional transit activity (RTA) Bus-pool programs	Transit Separate transit Increased transfer alternatives	Transit Transit Increased transfer alternatives	Improve Existing Road Street widening Lane Redesign Lane 3rd & 4th Lane 5th & 6th Lane 7th & 8th Lane 9th & 10th Lane 11th & 12th Lane 13th & 14th Lane 15th & 16th Lane 17th & 18th Lane 19th & 20th Lane 21st & 22nd Lane 23rd & 24th Lane 25th & 26th Lane 27th & 28th Lane 29th & 30th Lane 31st & 32nd Lane 33rd & 34th Lane 35th & 36th Lane 37th & 38th Lane 39th & 40th Lane 41st & 42nd Lane 43rd & 44th Lane 45th & 46th Lane 47th & 48th Lane 49th & 50th Lane 51st & 52nd Lane 53rd & 54th Lane 55th & 56th Lane 57th & 58th Lane 59th & 60th Lane 61st & 62nd Lane 63rd & 64th Lane 65th & 66th Lane 67th & 68th Lane 69th & 70th Lane 71st & 72nd Lane 73rd & 74th Lane 75th & 76th Lane 77th & 78th Lane 79th & 80th Lane 81st & 82nd Lane 83rd & 84th Lane 85th & 86th Lane 87th & 88th Lane 89th & 90th Lane 91st & 92nd Lane 93rd & 94th Lane 95th & 96th Lane 97th & 98th Lane 99th & 100th	Selective Expansion of Road Footprint Expand to 6-lane Expand to 4-lane No new road	Construct New Road No new road

Objectives

Improve Safety	Would add safe flow lines, and address existing parking concerns, however to have crossings remain in a close range
Motor Vehicles	
Bike and Pedestrian	Would address infrastructure needs for all modes
Improve Infrastructure	
Maintain or Improve Congestion and Travel Reliability	Would improve mobility and reliability across all modes
Motor Vehicles	
Bike and Pedestrian	
Transit	
Address Future Transportation Needs	Consider future needs of all transportation modes
Limits Impacts to Community Resources	May have some limited impacts

★ Intersections to be Improved

● Potential Park & Ride

— Existing 4-Lane Road Expanded to 6-Lane

— Existing 2-Lane Road Expanded to 4-Lane

0 0.5 1 Mile

Strategy Package

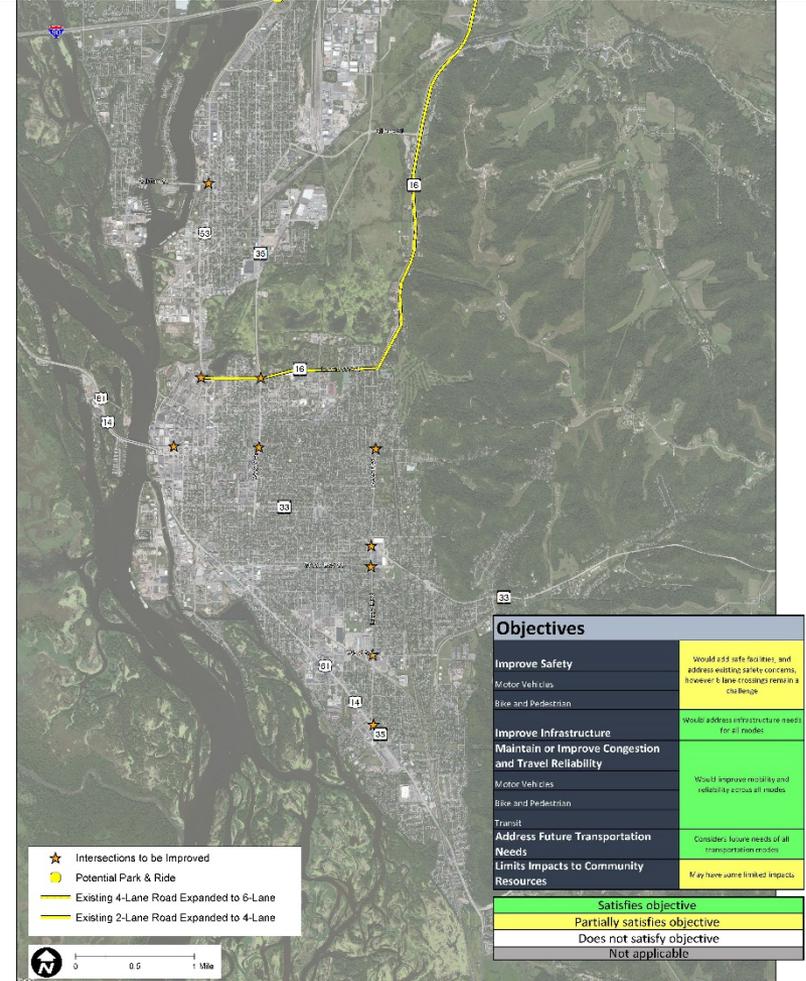
H + A1

Expand WIS 16 from 4 to 6 lanes
Expand La Crosse Street from 2 to 4 Lanes

Strategies

TDM	Policy and Legislation	Bike and Pedestrian	Transit	TSMO	Improve Existing Road	Selective Expansion of Existing Road	Construct New Road
Park and Ride (Exit 3)	Support parking management strategies	Bike lanes/separated bike lanes	Express bus service	Upgraded signals	<u>Improve Intersections:</u> Losey Blvd & Cass St Losey Blvd & WIS 33 Losey & Green Bay St Losey Blvd & Ward Ave Losey Blvd & US 14/161 US 53 & Clinton St US 53 & La Crosse St WIS 35 & La Crosse St WIS 35 & Cass St	Expand WIS 16 to 6 lanes	No new roadways
Park and Ride (WIS 157)	Complete Streets	Sidewalks/Multi-use paths	Support Regional Transit Authority (RTA)	Increased traveler information		Expand La Crosse Street to 4 lanes	
Support flex work hours	Intergovernmental cooperation	Enhanced crossings at logical locations	Bus priority signals				
Promote rideshare		Dedicated bike signals					

- 6-lane WIS 16 from I-90 to La Crosse Street
- 4-lane La Crosse Street
- 25-45 mph roadways
- Maintains current level of operations on WIS 16
- Some minor operational improvements to WIS 35 & US 53
- Some added operational pressure to Losey Blvd



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Strategy Package

H + A1

Expand WIS 16 from 4 to 6 lanes
Expand La Crosse Street from 2 to 4 Lanes

Strategies

TDM	Policy and Legislation	Bike and Pedestrian	Transit	TSMO	Improve Existing Road	Selective Expansion of Existing Road	Construct New Road
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Park and Ride (WIS 157)	Complete Streets	Sidewalks/Multi-use paths	Support Regional Transit Authority (RTA)	Increased traveler information		Expand La Crosse Street to 4 lanes	
Support flex work hours		Enhanced crossings at logical locations	Bus priority signals				
Promote rideshare	Intergovernmental cooperation	Dedicated bike signals					

- 6-lane WIS 16 from I-90 to La Crosse Street
- 4-lane La Crosse Street
- 25-45 mph roadways
- Maintains current level of operations on WIS 16
- Some minor operational improvements to WIS 35 & US 53
- Some added operational pressure to Losey Blvd

Objectives	
Improve Safety Motor Vehicles Bike and Pedestrian	Would add safe facilities, and address existing safety concerns, however 6 lane crossings remain a challenge
Improve Infrastructure Maintain or Improve Congestion and Travel Reliability Motor Vehicles Bike and Pedestrian Transit	Would address infrastructure needs for all modes Would improve mobility and reliability across all modes
Address Future Transportation Needs Limits Impacts to Community Resources	Considers future needs of all transportation modes May have some limited impacts
Satisfies objective	
Partially satisfies objective	
Does not satisfy objective	
Not applicable	



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Strategy Package

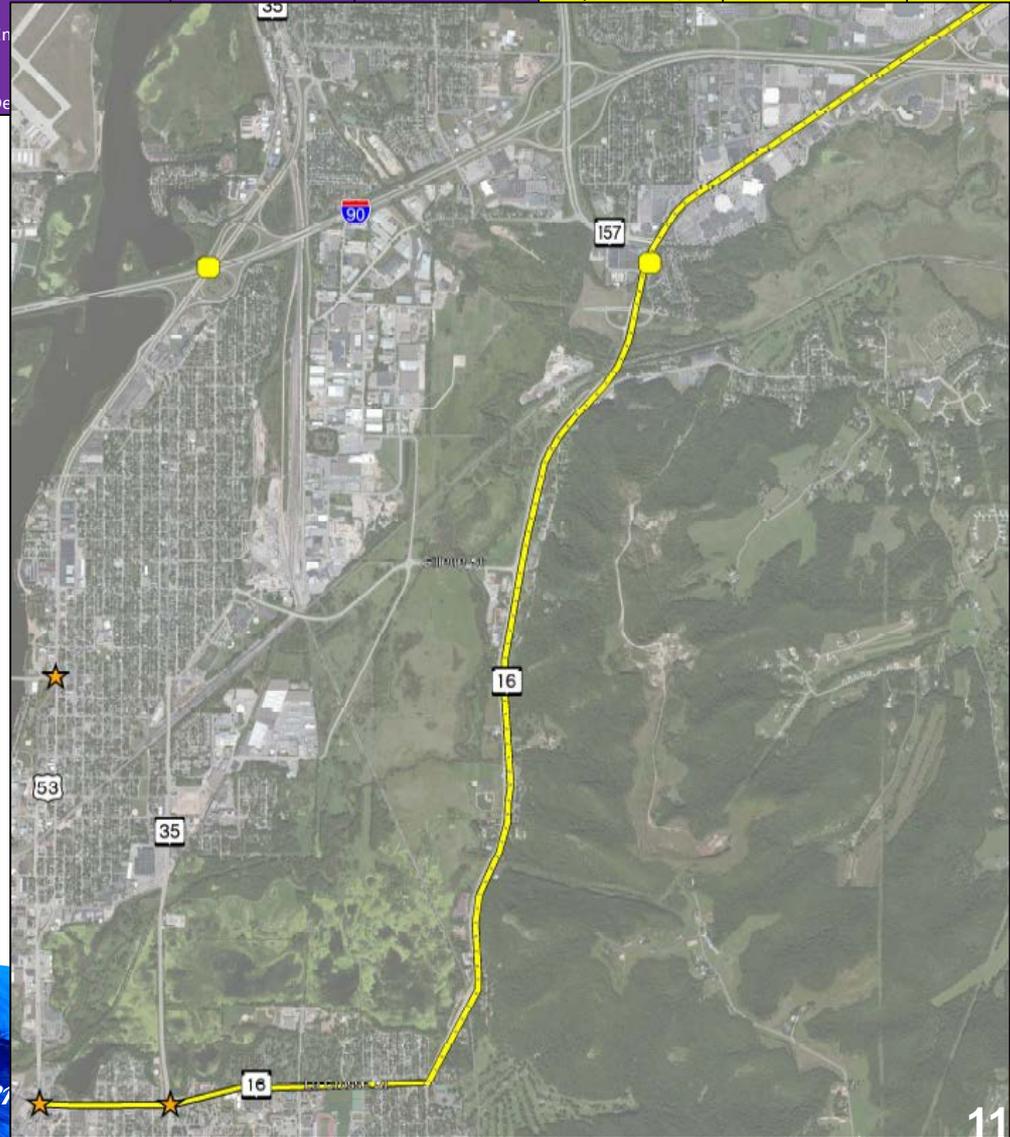
H + A1

Expand WIS 16 from 4 to 6 lanes
Expand La Crosse Street from 2 to 4 Lanes

Strategies

TDM	Policy and Legislation	Bike and Pedestrian	Transit	TSMO	Improve Existing Road	Selective Expansion of Existing Road	Construct New Road
Park and Ride (Exit 3) Park and Ride (WIS 157) Support flex work hours Promote rideshare	Support parking management strategies Complete Streets Intergovernmental cooperation	Bike lanes/separated bike lanes Sidewalks/Multi-use paths	Express bus service Support Regional Transit Authority (RTA)	Upgraded signals Increased traveler information	<u>Improve Intersections:</u> Losey Blvd & Cass St Losey Blvd & WIS 33 Losey & Green Bay St Losey Blvd & Ward Ave Losey Blvd & US 14/161	Expand WIS 16 to 6 lanes Expand La Crosse Street to 4 lanes	No new roadways

- 6-lane WIS 16 from I-90 to La Crosse Street
- 4-lane La Crosse Street
- 25-45 mph roadways
- Maintains current level of operations on WIS 16
- Some minor operational improvements to WIS 35 & US
- Some added operational pressure to Losey Blvd



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Rendering – H + A1



STRATEGY A1 (WIS 16)
EXISTING CONDITIONS



Rendering – H + A1



STRATEGY A1 (WIS 16)
PROPOSED CONDITIONS



Rendering – H + A1



STRATEGY A1 (LA CROSSE STREET)
EXISTING CONDITIONS



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Rendering – H + A1



STRATEGY A1 (LA CROSSE STREET)
PROPOSED CONDITIONS



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Strategy Package

H + F1

Central Corridor

- Extend US 53 south, connect to WIS 35 at St. Cloud Street
- 4-lane roadway
- 25-45 mph roadways
- Significant operational improvements to WIS 16
- Removes bottleneck at WIS 16 & WIS 157
- Some operational improvements to US 53
- Some added operational pressure on WIS 35



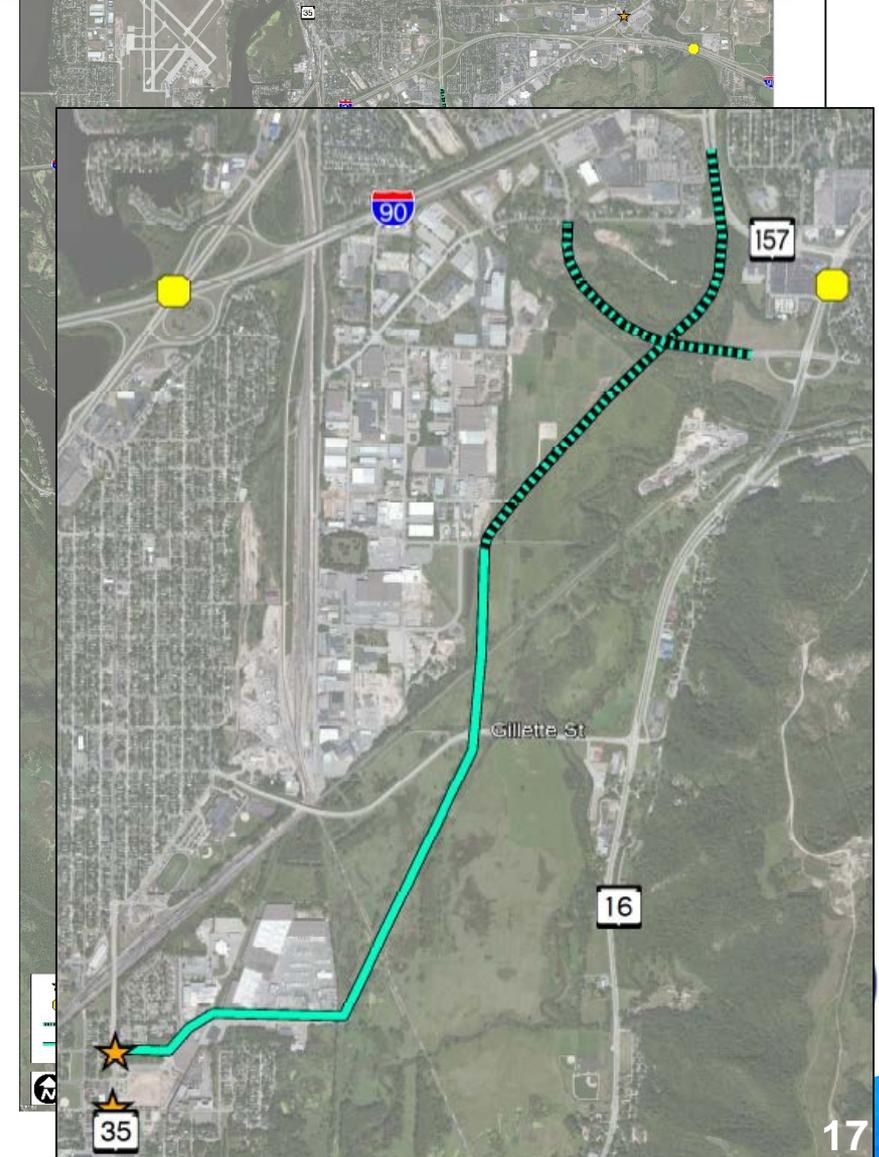
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Strategy Package		Strategies							
H	F1	ITDM Policy and Plan (LRS II) Parks and odds (WIS 157) Support for work force Support for work force Physical indicators	Policy and Legislation Support for work force management programs Complete State Integrate materials of cooperation	Plan and Federalization Plan and Federalization Support for work force management programs Physical indicators	Transit Express bus services Support for work force management programs Physical indicators	TSMO Support for work force management programs Physical indicators	Improve Existing Road Support for work force management programs Physical indicators	Selective Expansion of Existing Road Support for work force management programs Physical indicators	Construct New Road Support for work force management programs Physical indicators



Strategy Package

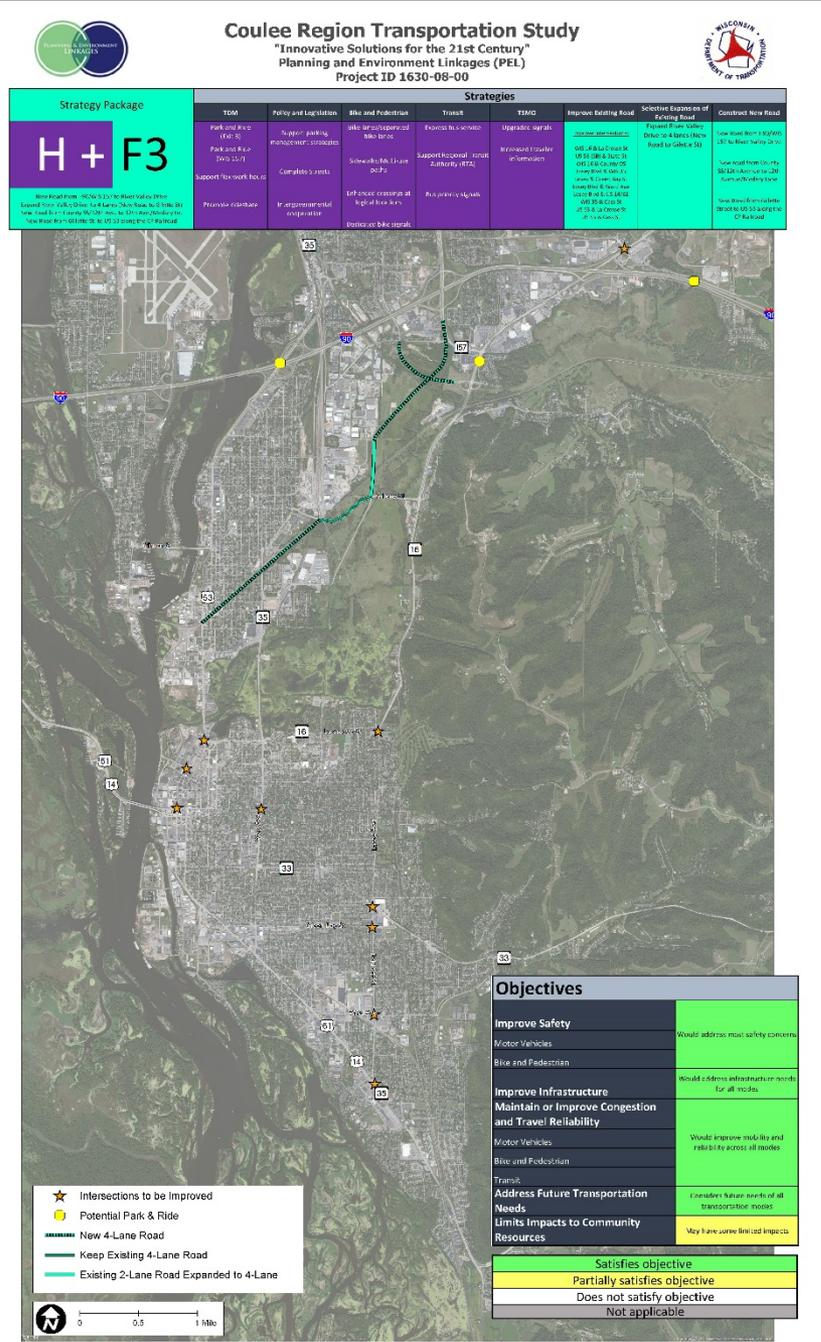
H + F3

Central Corridor

- Extend US 53 south, use Gillette Street to connect to WIS 35 and US 53 along railroad corridor
- 4-lane roadway
- Significant operational improvements to WIS 16
- Removes bottleneck at WIS 16 & WIS 157
- Some operational Improvements to 35 & 53



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Strategy Package

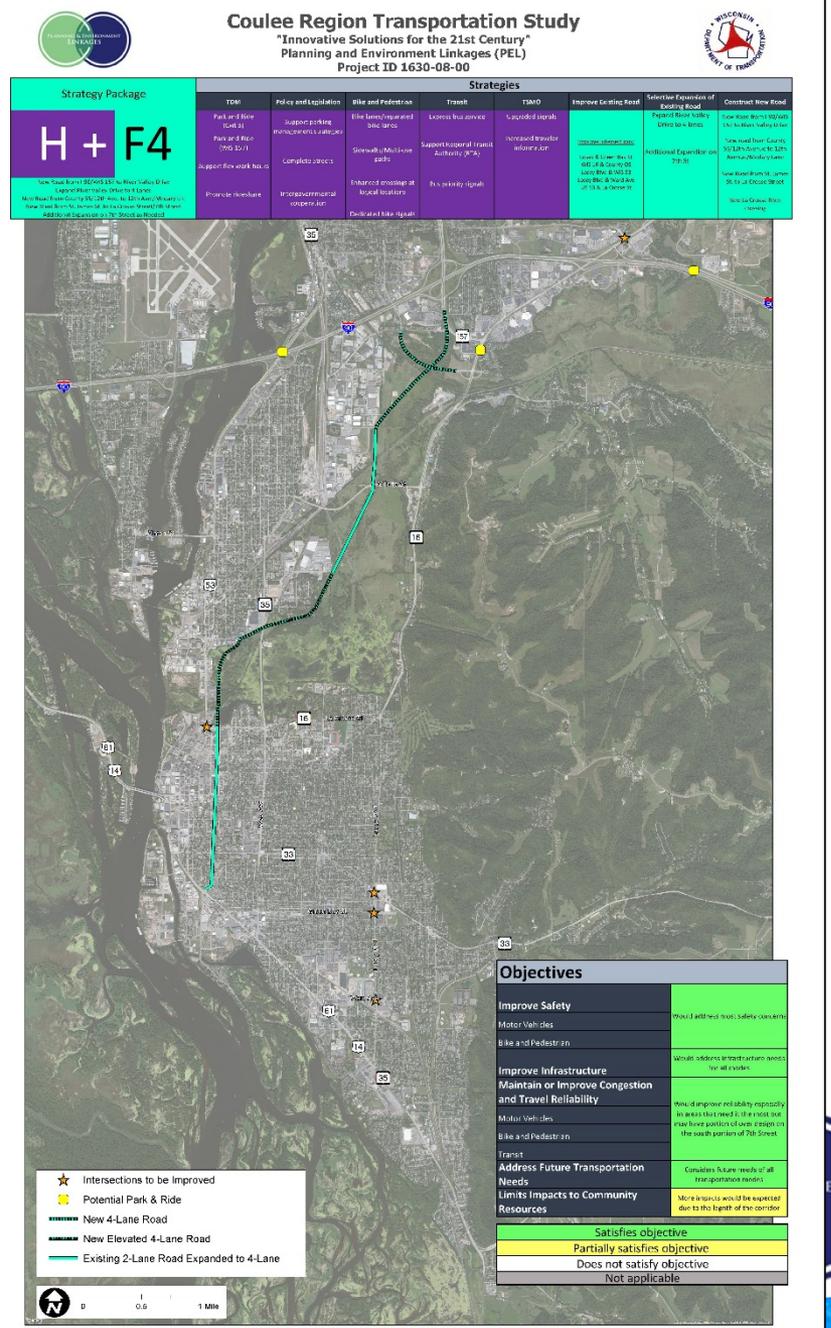
H + F4

Central Corridor

- Extend US 53 south, cross WIS 35, continue south to US 14
- 4-lane roadway
- 25-45 mph roadways
- Significant operational improvements to WIS 16
- Removes bottleneck at WIS 16 & WIS 157
- Significant operational improvements to WIS 35 & US 53
- Additional crossing of La Crosse River



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Strategy Package

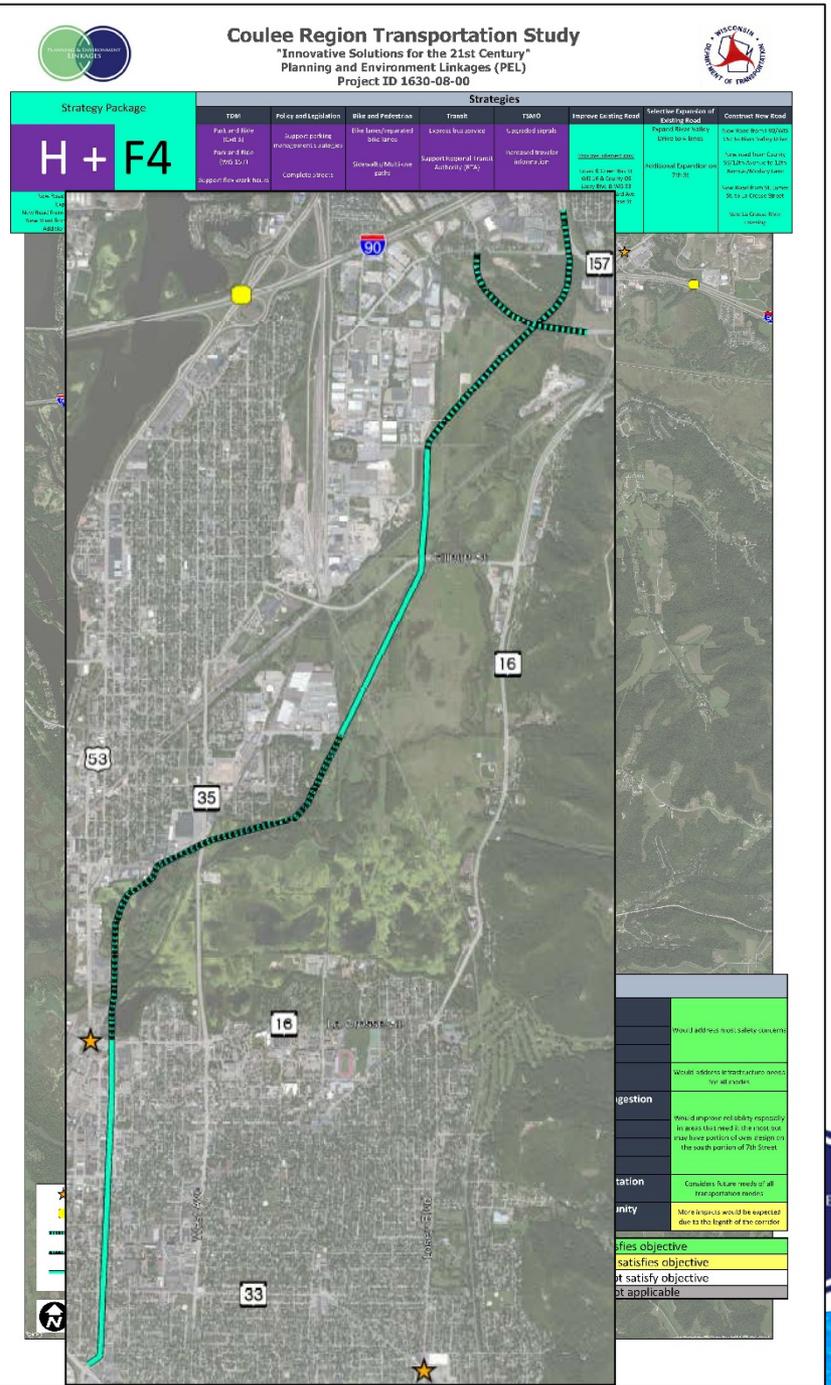
H + F4

Central Corridor

- Extend US 53 south, cross WIS 35, continue south to US 14
- 4-lane roadway
- 25-45 mph roadways
- Significant operational improvements to WIS 16
- Removes bottleneck at WIS 16 & WIS 157
- Significant operational improvements to WIS 35 & US 53
- Additional crossing of La Crosse River



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Rendering – H + F1/3/4/5



STRATEGY F (RIVER VALLEY DRIVE)
EXISTING CONDITIONS



Rendering – H + F1/3/4/5



STRATEGY F (RIVER VALLEY DRIVE)
PROPOSED CONDITIONS



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Strategy Package

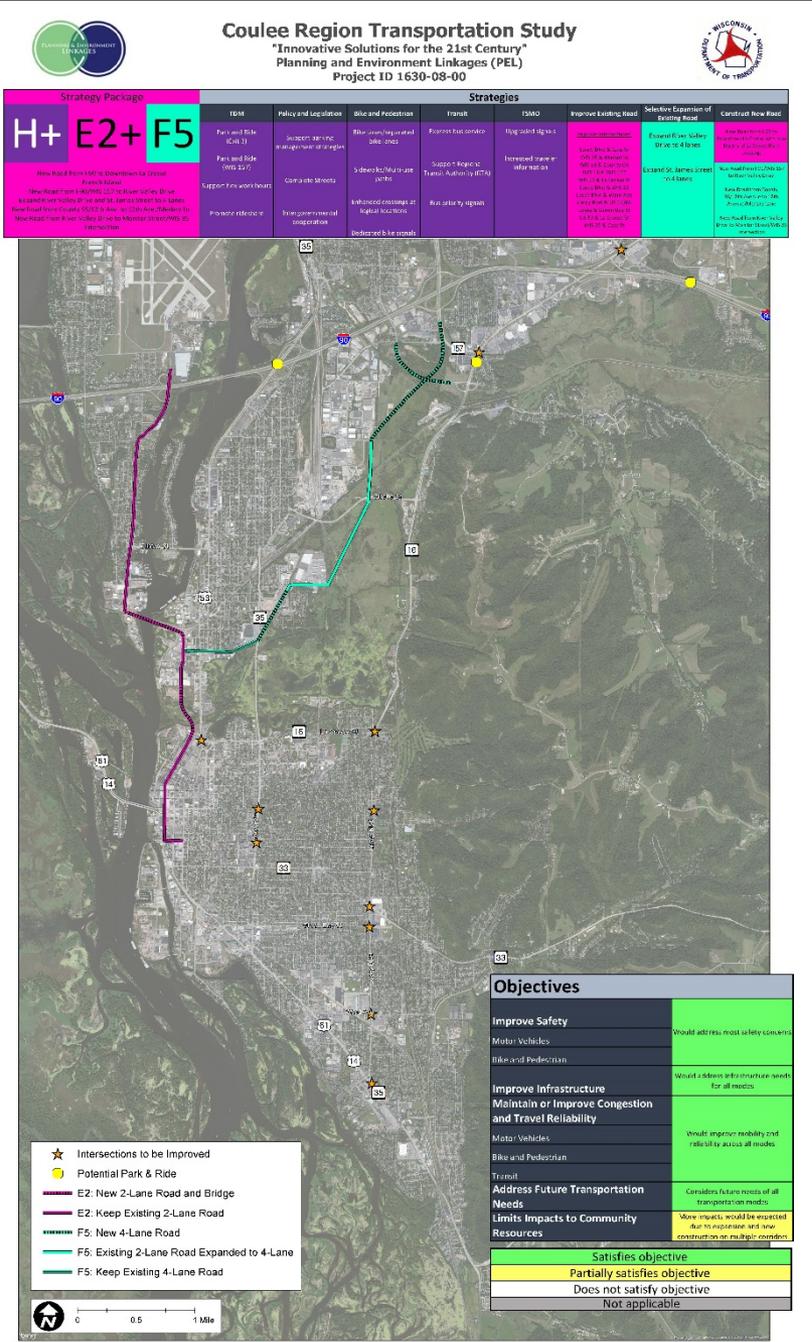
H + E2 + F5

Central + West Corridor

- Significant operational improvements to WIS 16
- Removes bottleneck at WIS 16 & WIS 157
- Significant operational improvements to WIS 35 & US 53
- Improves connection to Downtown
- Adds additional crossing of La Crosse River



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Rendering – H + E2



STRATEGY E2 (CTH B - FRENCH ISLAND)
PROPOSED CONDITIONS



Rendering – H + E2



STRATEGY E2 (CTH B - FRENCH ISLAND)
PROPOSED CONDITIONS



Next Steps

- ▶ Final Public Involvement January 27-28, 2016
- ▶ Complete final Report (March 2016)
- ▶ Transition into environmental process with reduced number of strategies
 - Detailed Engineering
 - Detailed Impacts
 - Detailed Costs
 - Determine preferred alternative



Questions



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