LA CROSSE CORRIDOR STUDIES

WISCONSIN DEPARTMENT OF TRANSPORTATION

WIS 35 Corridor Study 5221-09-00

Public Involvement Meeting

February 20, 2024

WISCONSIN DEPARTMENT OF TRANSPORTATION

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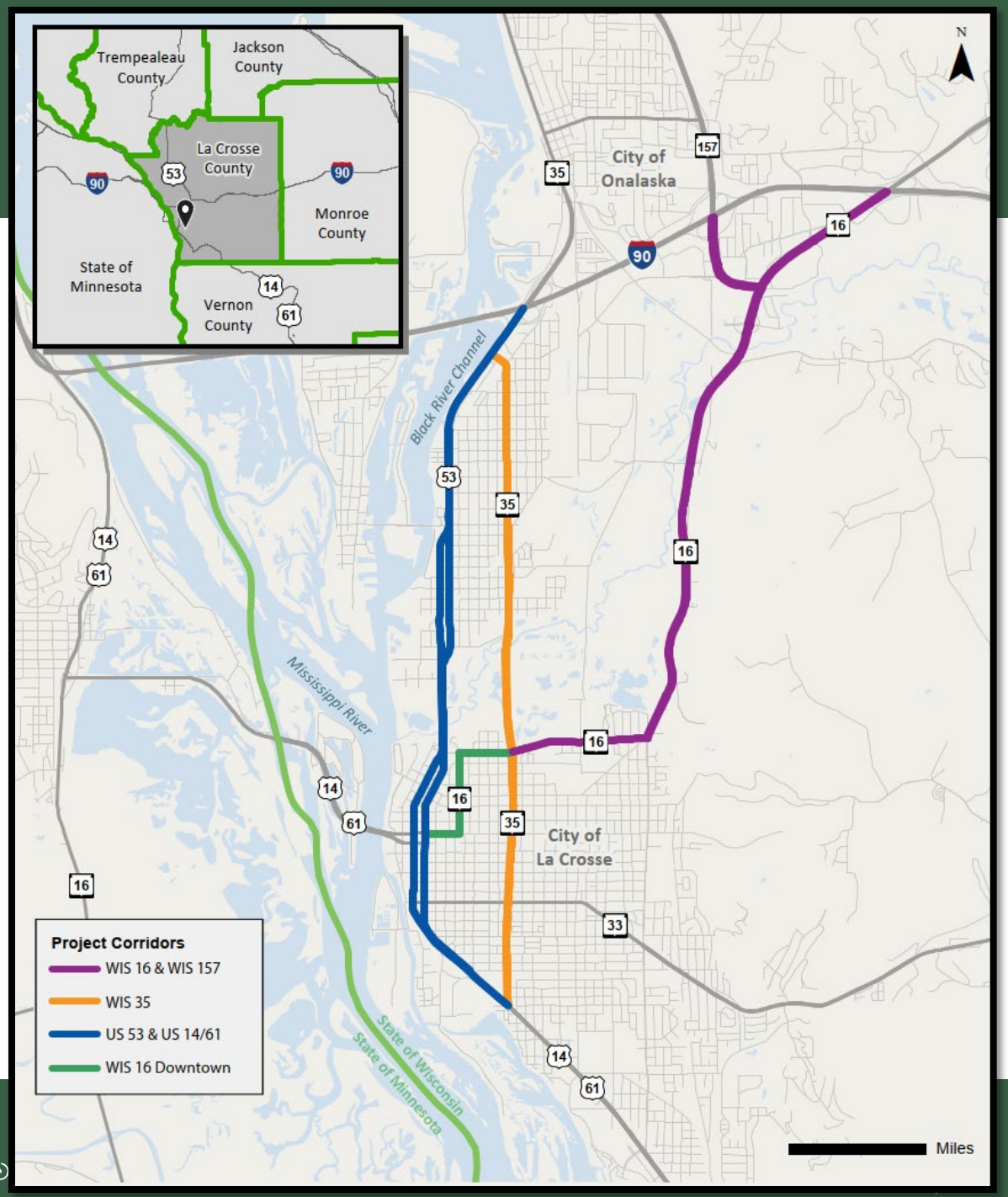
Study Overview

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

Purpose & Need

Draft Purpose & Need Statement

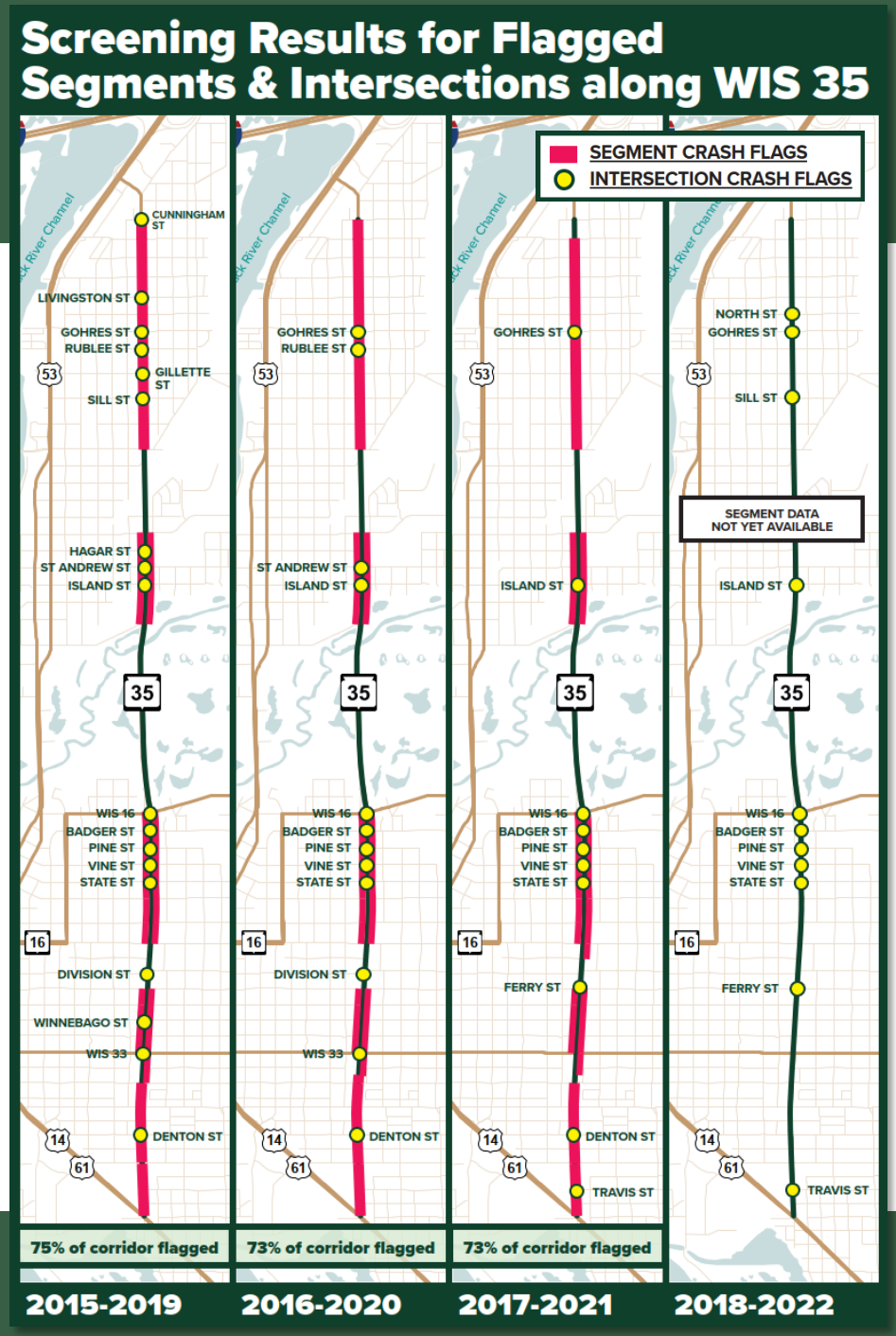
The purpose of the WIS 35 study is to develop alternatives that improve safety, address safety-related traffic operations concerns where practicable, and address existing and projected infrastructure needs through the design year (2050).

Purpose & Need

Safety – Network Screening

Flagged as Safety Sites of Promise

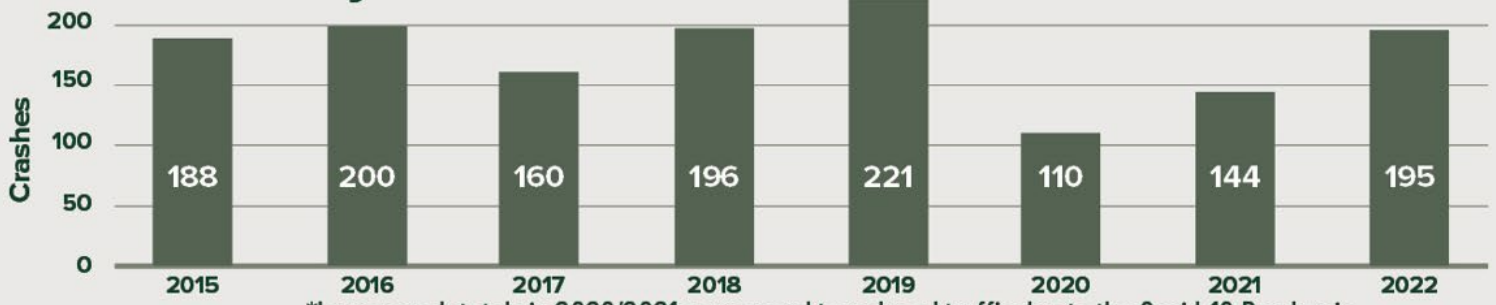
Screening Period	% Corridor Flagged	Intersections Flagged
2015-2019	75%	18
2016-2020	73%	12
2017-2021	73%	10
2018-2022	N/A	11



Purpose & Need

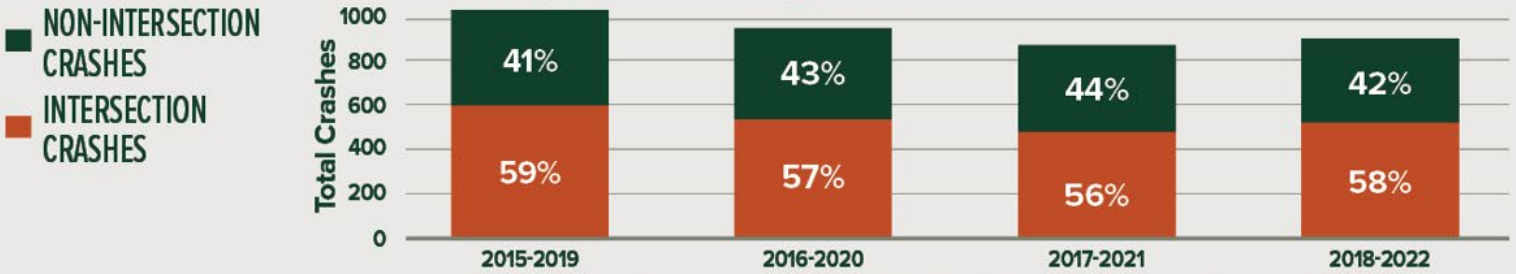
Safety – Crash History

Total Crashes by Year



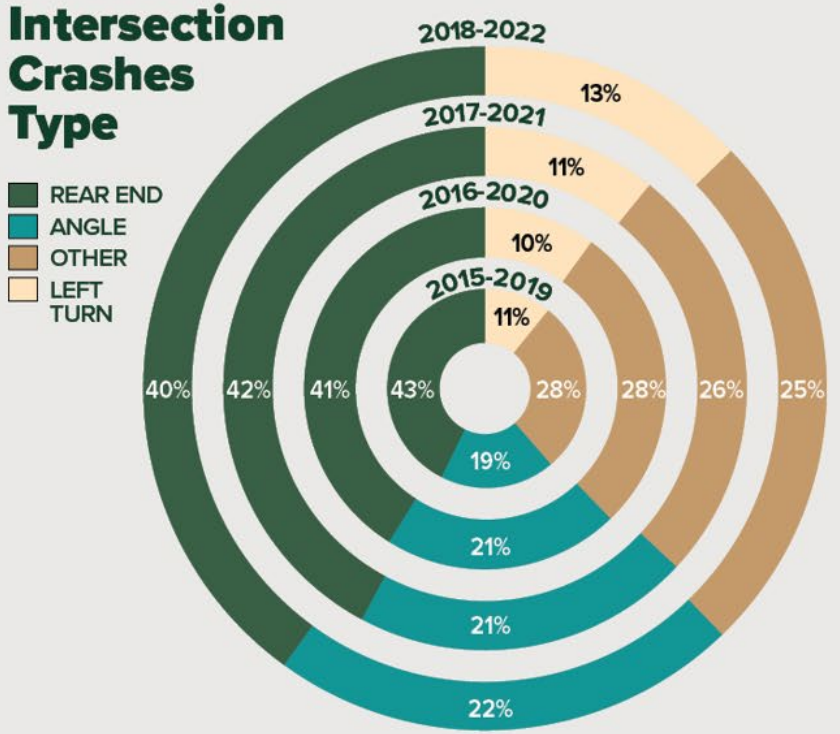
*Lower crash totals in 2020/2021 correspond to reduced traffic due to the Covid-19 Pandemic.

Total WIS 35 Crashes by Screening Period



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

Intersection Crashes Type



Purpose & Need

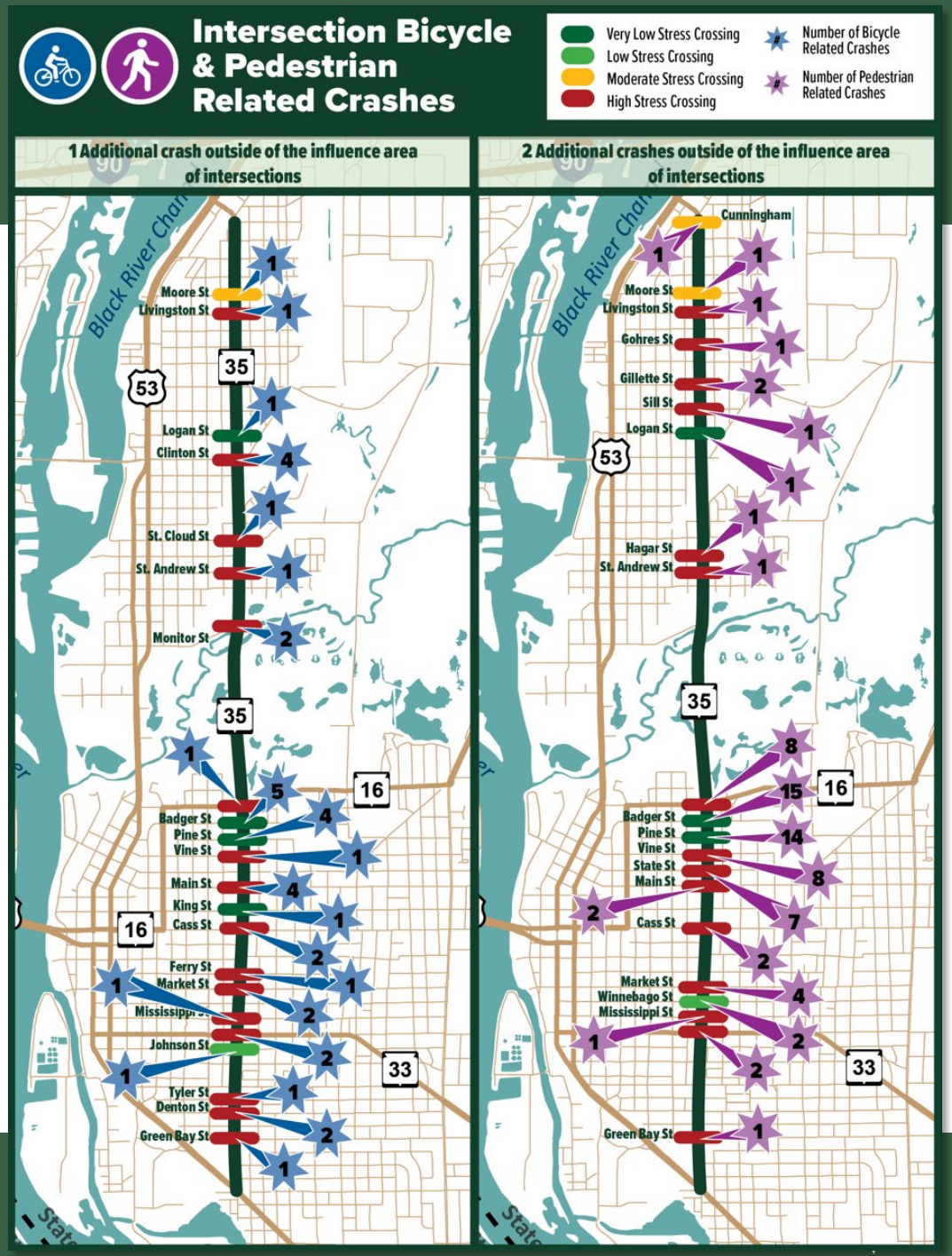
Safety – Bicycle & Pedestrian Crashes

35 Bike and Ped Crash Statistics 2015–2019

34
Total Bicycle Crashes within the Corridor
+7 non-contact bicycle crashes

26
Total Pedestrian Crashes within the Corridor
+52 non-contact 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 and pedestrian facilities.



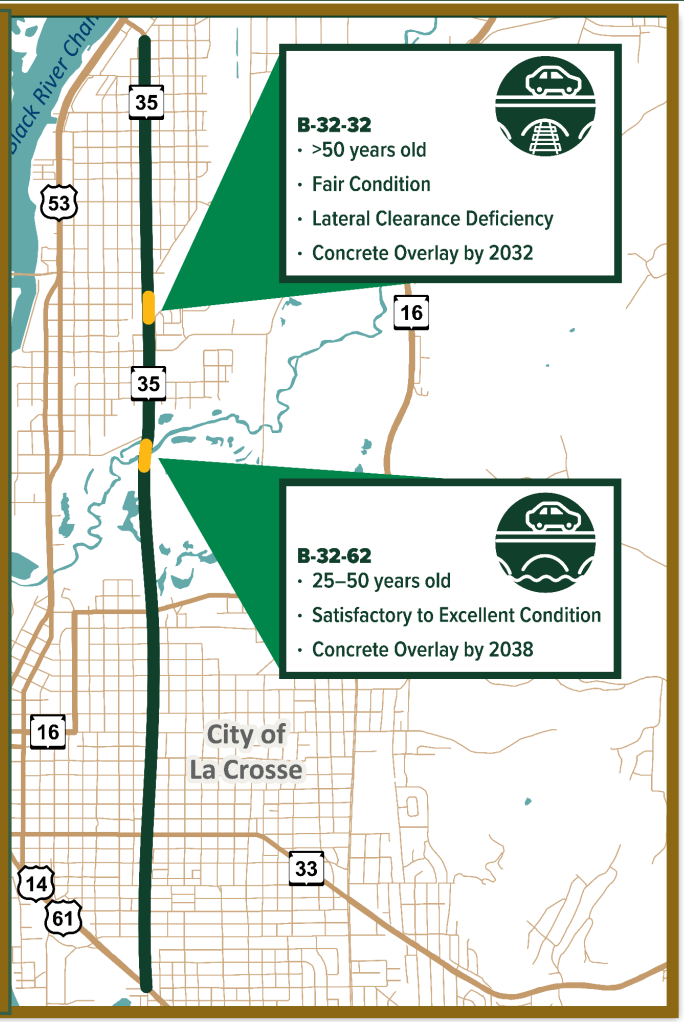
Purpose & Need

Infrastructure

- Pavement
- Bridges

Pavement replacement schedule

Bridge Maintenance Needs



Purpose & Need

Multimodal Facilities

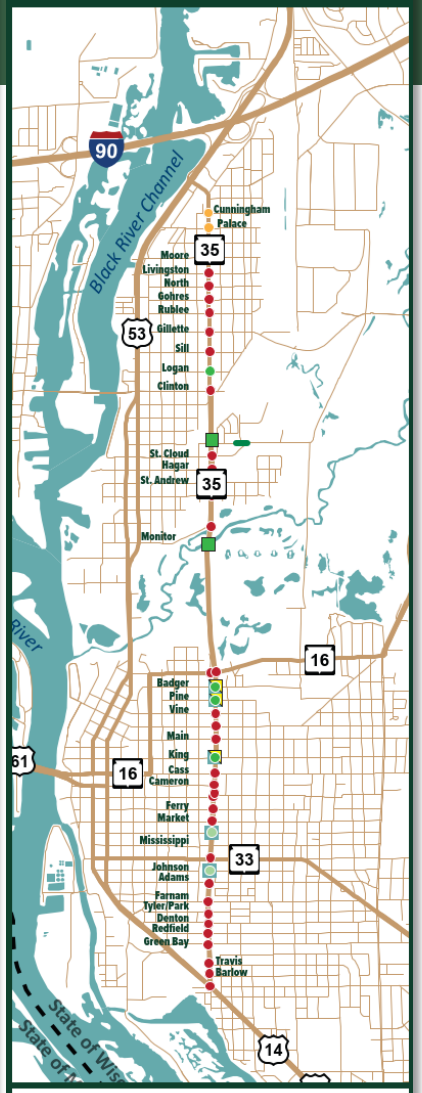
- Bicycle
- Pedestrian
- Transit

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

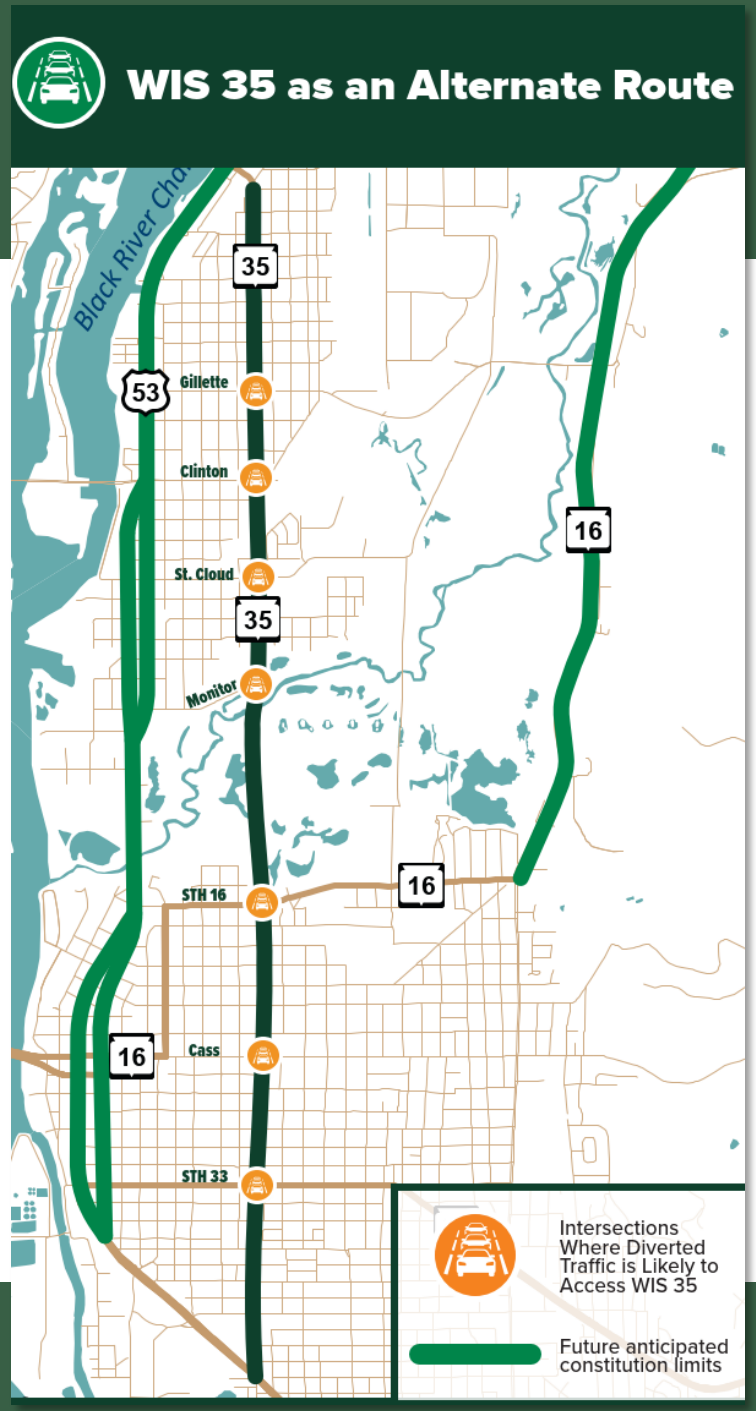
- Bus Stop
- Bus Stop Missing Features/Amenities
- Accessible, Level Boarding Area from Pedestrian Access Route
- Bus Stop Lighting

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.



LA CROSSE CORRIDOR STUDIES

Preliminary Alternatives

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Preliminary Alternatives

Typical Section

Segment

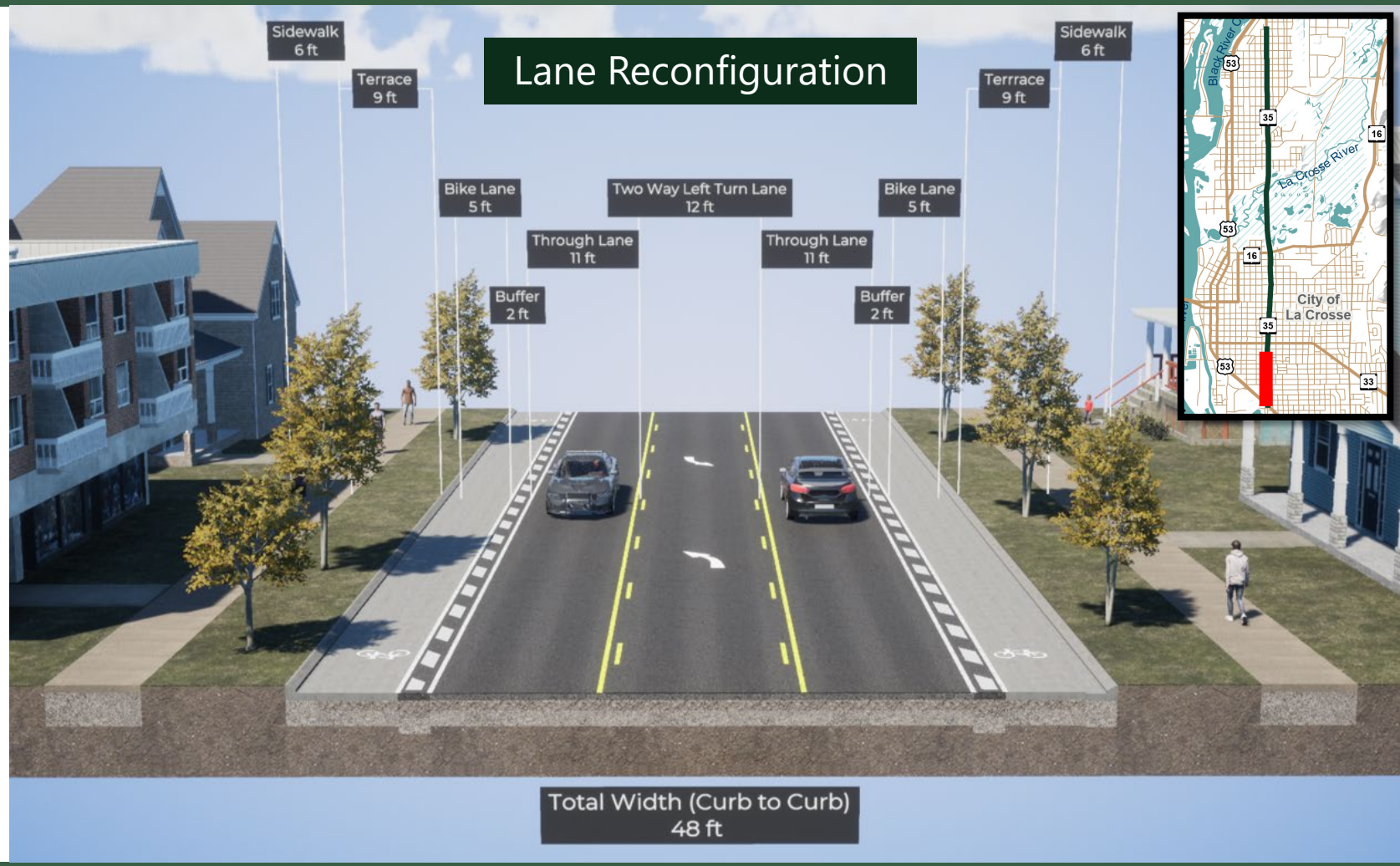
Barlow St – Johnson St

Alternative

Lane Reconfiguration

Notes

- Forecasted AADT: 10,800
- 5’ integral curb for bike lanes

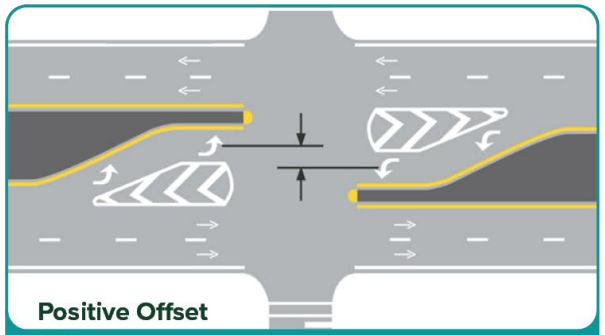


Preliminary Alternatives

Spot Improvements

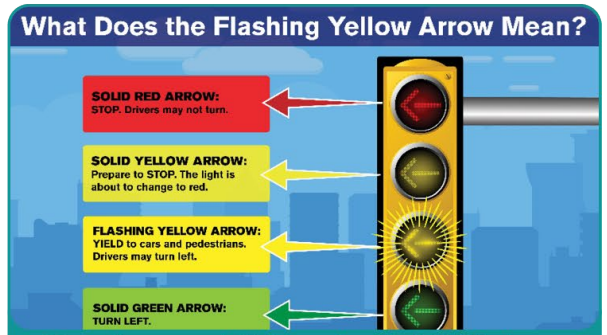
Signalized Intersection Improvements

- Many signalized intersections along the WIS 35 corridor have left turn sight distance concerns and signal visibility concerns. To address these safety concerns, WisDOT is considering the following improvements at these locations:



1 Improve left turn lane geometry by reconfiguring left turn lanes to improve visibility for vehicles

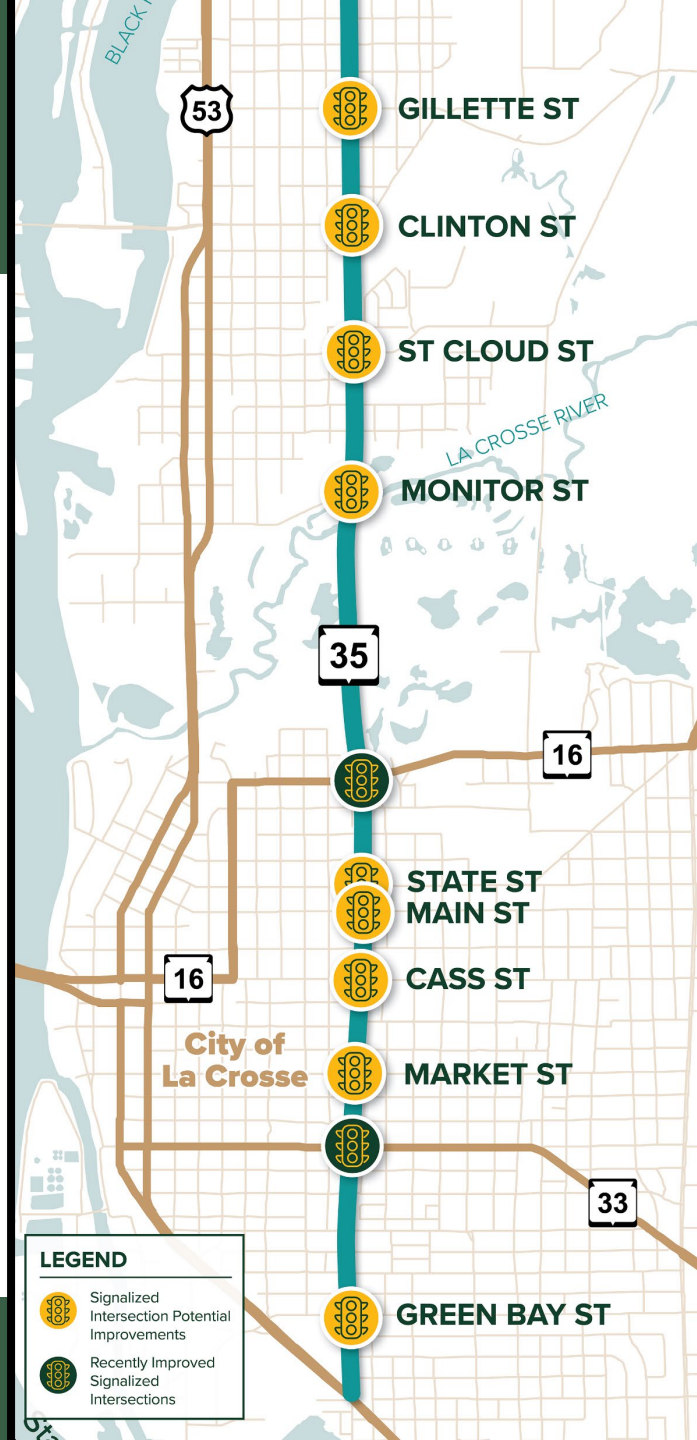
2 Improve signal visibility by installing one signal head over each lane



3 Improve left turn signal visibility by installing 'flashing yellow arrow' left turn signal indications

Improve Left Turn Offset	Improve Signal Visibility	Install Flashing Yellow Arrow
34% Crash Reduction*	7% Crash Reduction*	8% Crash Reduction*

**Source: WisDOT Crash Modification Factor Table*



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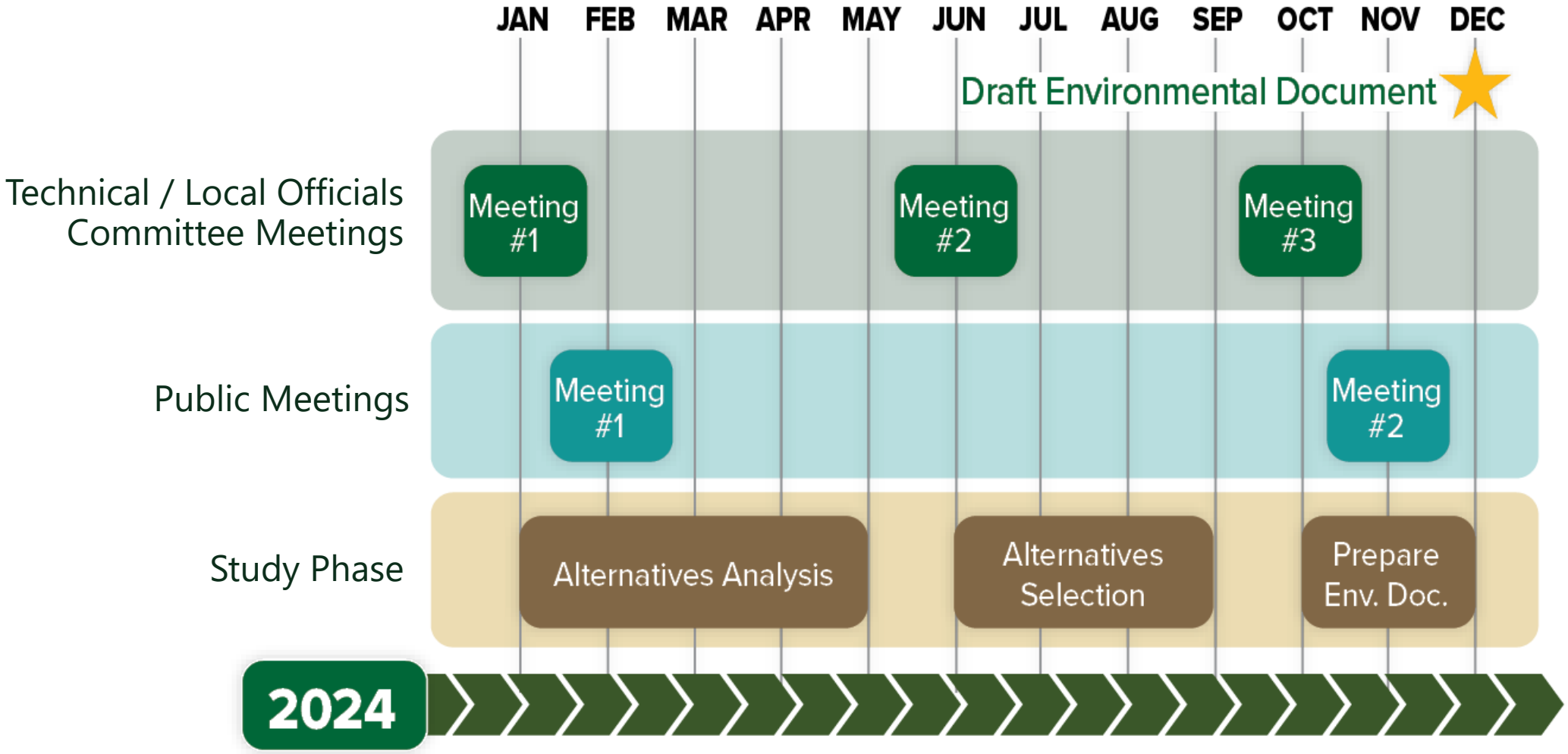
Next Steps

Schedule


JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
Draft Environmental Document
Technical / Local Officials Committee Meetings
Meeting #1
Meeting #2
Meeting #3
Public Meetings
Meeting #1
Meeting #2
Study Phase
Alternatives Analysis
Alternatives Selection
Prepare Env. Doc.
2024

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Thank You

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