



Broadway Street – City of De Pere Riverside Drive – Village of Allouez

**Allouez Board Presentation
September 16, 2014**

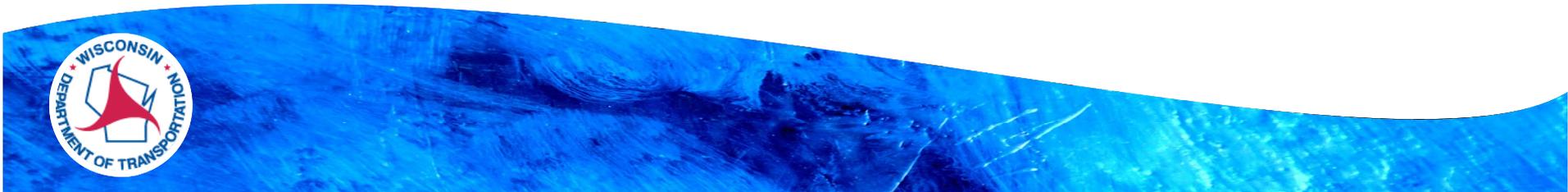


Presentation Agenda

- ▶ Project Overview
- ▶ Purpose and Need
- ▶ Project History/Schedule
- ▶ Speed Study
- ▶ Complete Streets
- ▶ Roadway Alternatives
- ▶ Questions



What are the project limits?



Project Purpose

- ▶ Provide a safe and efficient transportation corridor
- ▶ Minimize social, environmental and economic impacts
- ▶ Provide improvements that meet current WisDOT design standards
- ▶ Address operational, physical, and safety concerns along the highway.
- ▶ Improve facilities and crossings for pedestrians and bicyclists.



Project History

1989 and 1991	WIS 57 widened from a two-lane highway to current configuration
2000	Last pavement resurface project
2012 (August)	Roadway design started
2012 (October)	Field survey and intersection traffic counts
2012 (October)	Meeting with local officials
2013 (February)	1 st Public Meeting
2013-2014	Stakeholder Committee Meetings



At what stage is the project?

- ✓ Fall 2012: Project Survey Begins
- ✓ February 2013: 1st Public Meeting
(Identify purpose and need)
- ✓ Spring 2013: Alternatives Development
- October 8, 2014:** **2nd Public Meeting**
- Winter/Spring 2015: Selection of Preferred Alternative
- Spring/Summer 2015: 3rd Public Meeting
- Summer 2015: Complete Environmental Report / Begin Final Design
- 2016: Real Estate Needs Identified
- 2017: Utility Relocations
- 2018/2019: Construction



Establishment of Posted Speed Limit

§346.57 and §349.11



Why speed limits?

- ▶ Setting speed limits influenced by principles of human behavior.
- ▶ Effective speed limits are those majority of drivers naturally and instinctively drive.
- ▶ Nationally, traffic laws that reflect motorist behavior have been successful.



Common Misconceptions

- ▶ Lowering the posted speed will slow down traffic
- ▶ Lowering the posted speed will increase safety and decrease number of crashes.
- ▶ Raising the posted speed will increase the speed of traffic.
- ▶ Drivers will always travel at 5 mph over the speed limit which is posted.



How is limit determined?

Through use of a speed study and statistical analysis:

- ▶ National practice to use 85th percentile speed
- ▶ Reasonable speed most drivers feel safe



What were WIS 57 results?

Data collected North of WIS 172, near Kress Court

STUDY RESULTS

AVERAGE SPEED	50 TH PERCENTILE	85 TH PERCENTILE	PACE SPEED RANGE
33.5	37.9	41.1	34.0 to 43.0

% In Pace = 91.3%

% Over Pace = 4.8%

% Under Pace = 3.9%

Data collected South of WIS 172, near Arrowhead Drive

STUDY RESULTS

AVERAGE SPEED	50 TH PERCENTILE	85 TH PERCENTILE	PACE SPEED RANGE
34.5	39	42.1	35.0 to 44.0

% In Pace = 86.7%

% Over Pace = 5.2%

% Under Pace = 8.1%



WIS 57 will remain...



Wisconsin's Pedestrian and Bicycle Accommodation Law

Complete Streets
§84.01(35)



Why Accommodate Bicycles and Pedestrians?

- ▶ Every transportation agency, including DOT, is responsible for improving conditions and opportunities for walking and bicycling.
 - Must integrate walking and bicycling into transportation systems.
- ▶ Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to provide safe and convenient facilities for these modes.



What is a complete street?

- ▶ Roadways designed and operated to be safe and accessible for all users regardless of age or ability.
 - pedestrians, transit riders, bicyclists, and drivers



What is the Law?

▶ §84.01.35

- WisDOT required to ensure accommodation for ALL facilities funded with state or federal monies
 - Consistent with USDOT policy on bike/ped accommodation regulations
 - Similar to “Complete Streets” legislations
- Roadways designed and operated to be safe and accessible for all users regardless of age or ability
 - **Priority is equity, access, and safety, not volume**
- TRANS 75
 - Administrative rules
 - Expounds on the exceptions



Application of Rule

▶ Resurface

▶ Reconditioning



- Must adhere to FHWA Policy providing bicycle and pedestrian accommodations
- Incorporate TRANS 75 to maximum extent possible

▶ Pavement Replacement

▶ Reconstruction

▶ New Construction



- Must Incorporate TRANS 75 unless specifically excepted.
 - Includes moving curb lines and acquiring ROW



What are Bikeways and Pedestrian Ways?

- ▶ Bikeway
 - Bike lane
 - Paved shoulders
 - Outside travel lane 14-feet or wider
 - Paths

- ▶ Sidewalks
 - Portion between the curb and the adjacent property line
 - Constructed for the use of pedestrians



Use of Paths

- ▶ For recreational purposes; not transportation:
 - Law specifies on-street facilities
 - Focus on most expedient route; directness
 - Accommodate bicyclist who uses roadway for transportation purposes

- ▶ May be used to substitute on-road bicycle accommodations, where:
 - Use consistent with WisDOT Bicycle Facility Design Handbook and FDM
 - Substitution approved in writing by Secretary's designee with knowledge of the purpose and design of bike/ped accommodations
 - Path may be considered along a controlled access highway with speed limit 45 miles per hour or higher

- ▶ Similar projects:
 - Madison, Williamson Street
 - Monona, Monona Drive
 - Milwaukee, Wisconsin Avenue
 - Columbus, WIS16-60



Facility Exceptions

- ▶ Facilities where bike/ped access is prohibited
 - Freeways
- ▶ Costs to provide the facilities are excessively expensive
 - Cost is more than 20% of the total project cost
 - **WisDOT shall expend up to 20% of the total project cost on bike/ped facilities**
- ▶ Will result in excessive negative impacts on the constrained environment
- ▶ Absence of need
- ▶ Community refuses to accept agreement to maintain the facilities



Constrained Environment

- ▶ TRANS 75.05(1)
 - Any area in which structures, improvements, natural resources, or historical or archaeological sites adjacent to the highway do not allow construction of all of the following on each side of the roadway unless the obstruction is eliminated:
 - (a) A terrace at least 3 feet wide, including the width of the curb, and having no sidewalk.
 - (b) A sidewalk that is either of the following:
 - ❖ 1. Five feet wide, if adjacent to a terrace at least 3 feet wide.
 - ❖ 2. Six feet wide, if adjacent to a curb or a terrace less than 3 feet wide.
 - (c) A bikeway.



**FOR MORE THAN 50% OF TOTAL
PROJECT LENGTH**



TRANS 75 Rule

- ▶ The department **shall refuse to provide any state funds or federal funds** appropriated under s. 20.395 or 20.866, Stats., for any highway construction or reconstruction project that does not include bikeways and sidewalks required under s. 84.01 (35), Stats., and not excepted by this chapter.
- ▶ If an authority determines to omit any bikeway or sidewalk under this chapter, the department may request from the authority a written justification for the omission and shall deny state funds or federal funds appropriated under s. 20.395 or 20.866, Stats., for the project if the department determines the omission is not justified under this chapter.



WIS 57

Design Process



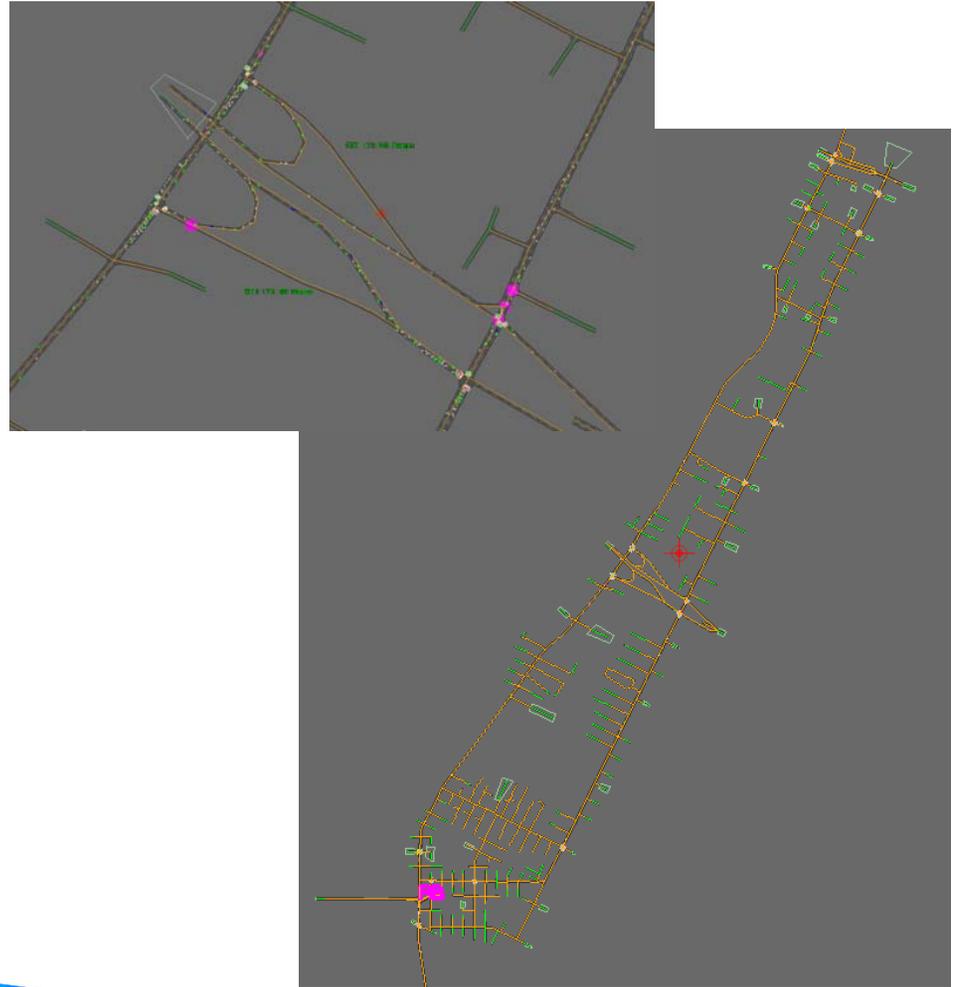
Data Collection

- ▶ Topographical and utility surveys
- ▶ Historical and archeological surveys
- ▶ Traffic data collection
 - Tube counts
 - Video data
- ▶ Public Involvement Meeting



Traffic Model Development

- ▶ Traffic simulation model of WIS 57 and adjacent roads
- ▶ Calibrated with real-time data
- ▶ Evaluate changes to area roadways
- ▶ Evaluated signal needs



Alternatives Development

- ▶ Developed various alternatives.
 - Two lane with center turn lane (3 lane roadway)
 - Four lane undivided
 - Four lane with center turn lane/raised median
- ▶ Incorporate accommodations for non-motorized users.
- ▶ Evaluate safety for all users along WIS 57 and at side road intersections.
 - Sight distance/vision corner
 - Pedestrian crossings



Moving Forward

- ▶ Public Involvement Meeting – October 8, 2014
 - Aldo Leopold Community School from 5-7pm.
 - Approximately 680 invites will be mailed by September 24, 2014.
- ▶ Design refinements based on public comments.
- ▶ Selection of preferred alternative.
- ▶ Stakeholder and public involvement meetings.
- ▶ Preliminary design and completion of environmental documentation.



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