

Welcome!

Wisconsin Department of
Transportation
Public Involvement Meeting

August 16, 2023

WIS 32 Resurfacing
Alford Park Drive (Kenosha) to
21st Street (Racine)

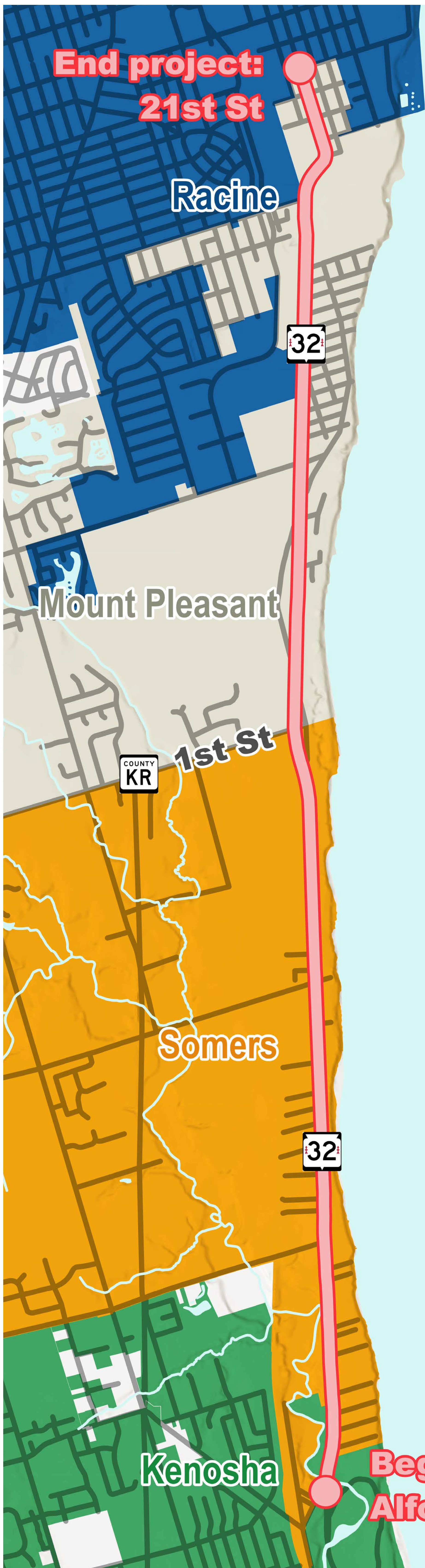
Please visit the sign-in table for a
meeting overview.





WIS 32 Resurfacing Project

Project Overview



WIS 32 Resurfacing Project Basics

The WIS 32 Resurfacing Project will address **deteriorating pavement** in this important regional transportation corridor. It will also improve aging **traffic signals** and **safety for all travelers**.

Construction is scheduled to begin in 2028, but could start in 2027 if funding is available.

Why is the WIS 32 Resurfacing Project Needed?

Pavement: The pavement on WIS 32 is reaching the end of its useful life and is expected to be in very poor to serious condition by 2026. The road surface exhibits deterioration, as do curbs, shoulders, and sidewalks.

Traffic Signals: Outdated signal equipment needs replacement.

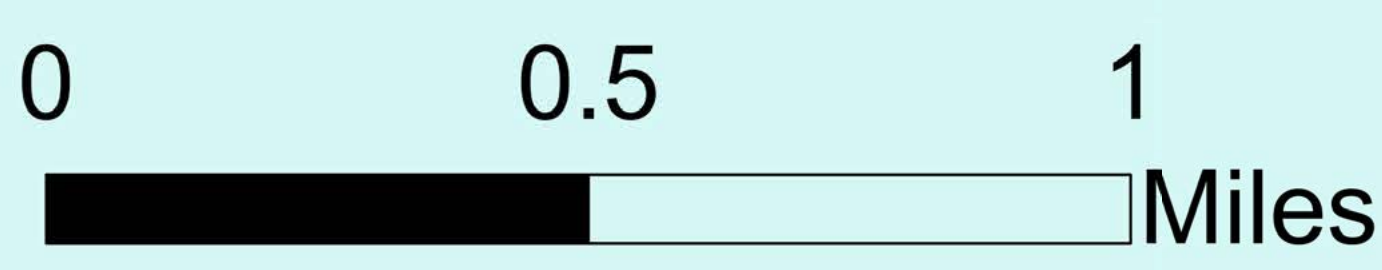
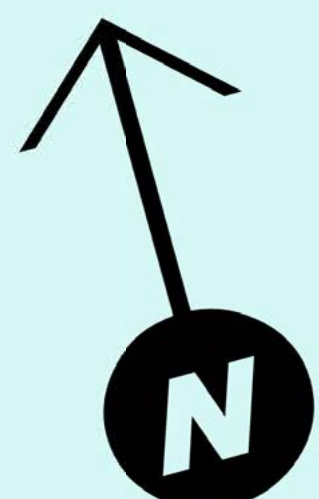
Safety: The corridor has seen a very high number of crashes involving bicycles and pedestrians, with numerous serious injuries and fatalities.

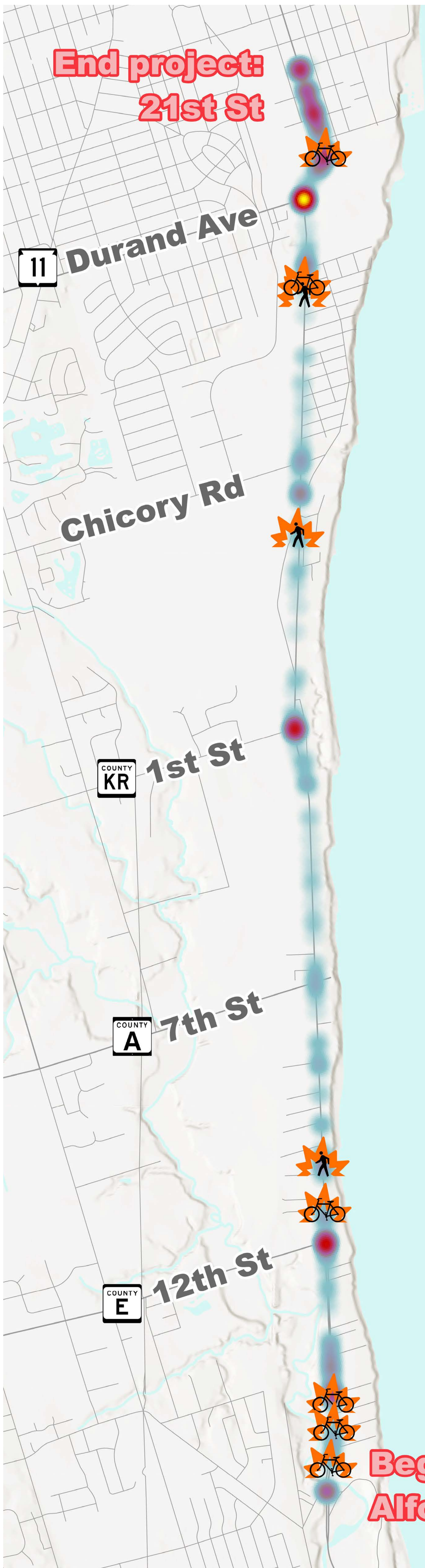
Project Schedule

| |
|--------------------------------|
| PIM 1 |
| October 2021 |
| Alternatives Refinement |
| Spring 2023 |
| PIM 2 |
| August 2023 |
| Selected Alternative |
| Autumn 2023 |
| Environmental Clearance |
| December 2023 |
| Property Acquisition |
| September 2024 |
| Final Plans |
| October 2026 |
| Construction |
| Spring 2028* |

We are here

*Construction could begin in 2027 if funding is available.





What are the Details about Safety on WIS 32?

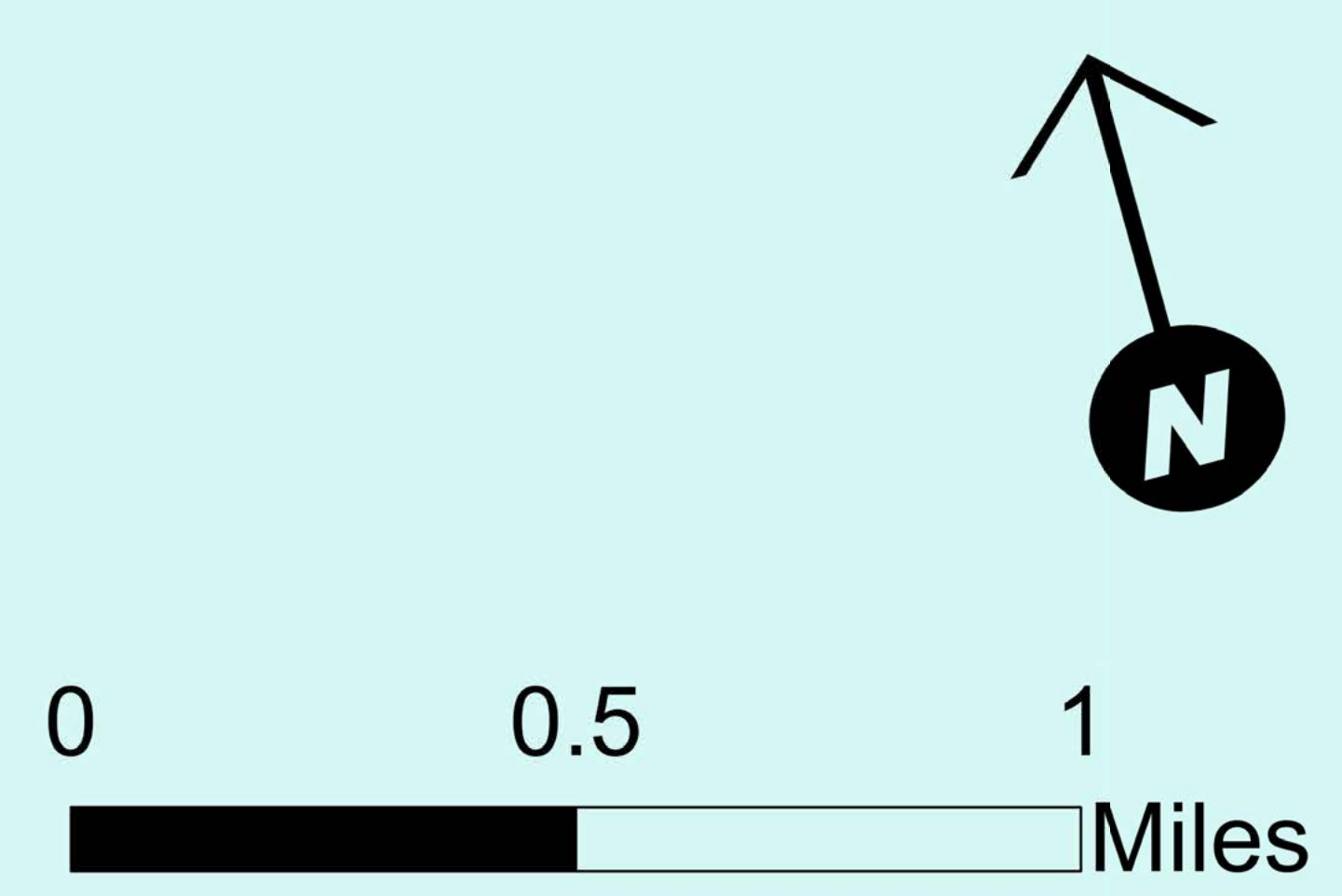
- The corridor saw **nearly 300 crashes in the last five years**. For most of the corridor, the crash rate for motor vehicles is about average for similar roads statewide.
- **Eleven crashes involved bicyclists and pedestrians.** Bike and pedestrian crashes occur throughout the corridor and frequently lead to serious injuries. WIS 32 lacks adequate protections for non-motorized travelers.

- 111 people were injured in those 300 crashes, and **five people died** because of their injuries.
- Three of those fatalities were cyclists and pedestrians, a **disproportionately high number**.
- Over a longer period, **conditions are getting worse for bicyclists and pedestrians**. There have been 20 crashes and six pedestrian and cyclist fatalities on WIS 32 since 2010. More than half have taken place in the last five years alone.

Crashes 2018-Present

Sparse
 Dense

Pedestrian Involved
 Bicycle Involved

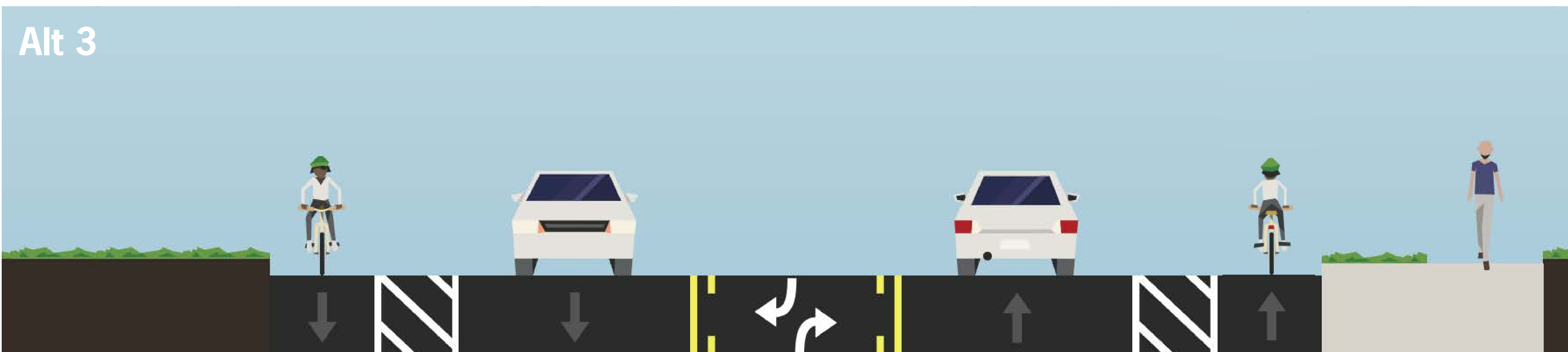
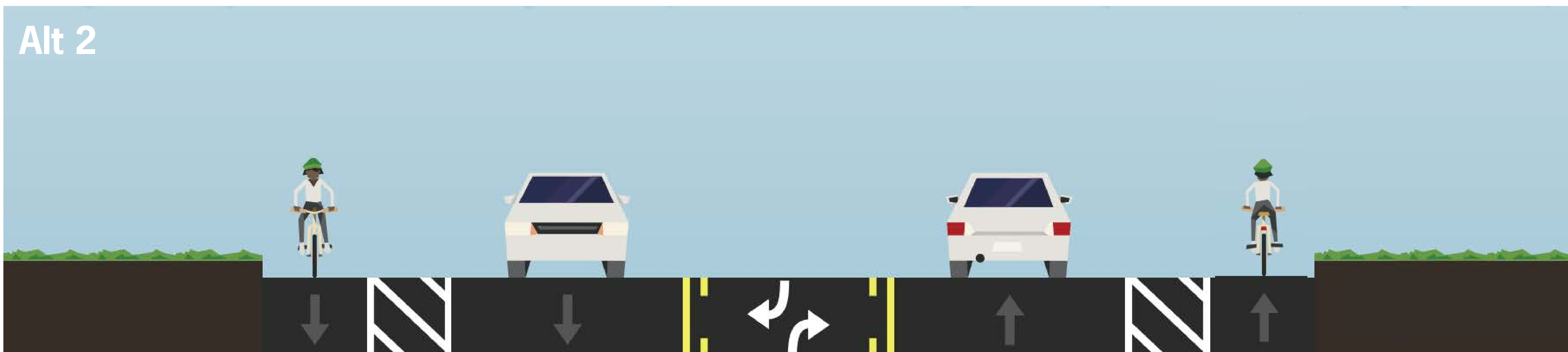
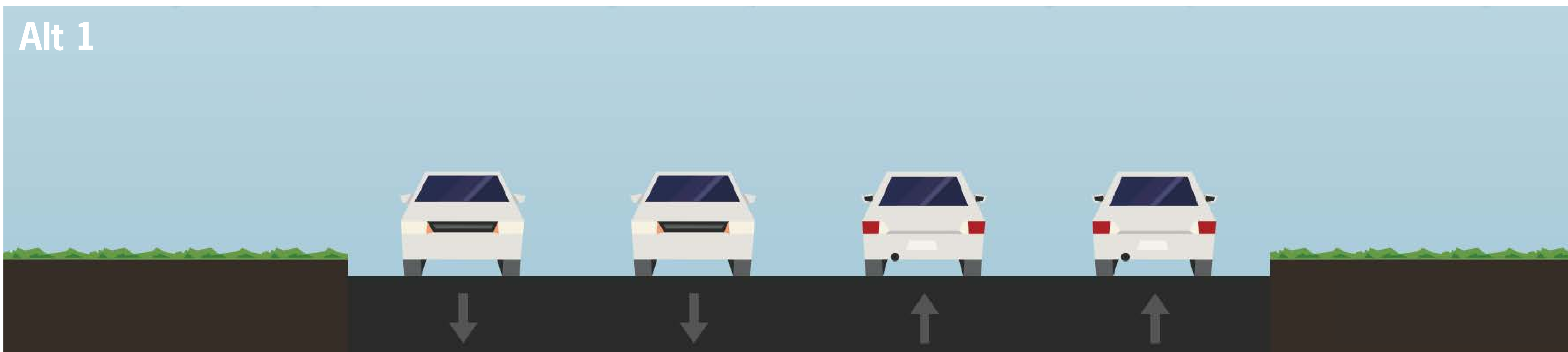


What's Already Been Studied?

WisDOT studied the corridor in 2021 and evaluated several options:

- Alternative 1 - Replacing the road as it is currently configured
- Alternative 2 - Reducing four travel lanes to two with a center left turn lane, and bicycle lanes
- Alternative 3 - Reducing four travel lanes to two with a center left turn lane, bicycle lanes, and a sidewalk on the east side

All of these would adequately handle traffic on the highway; only Alternative 3 can also adequately protect pedestrians. Alternatives 1 and 2 are still viable alternatives, no alternatives have been eliminated at this point.

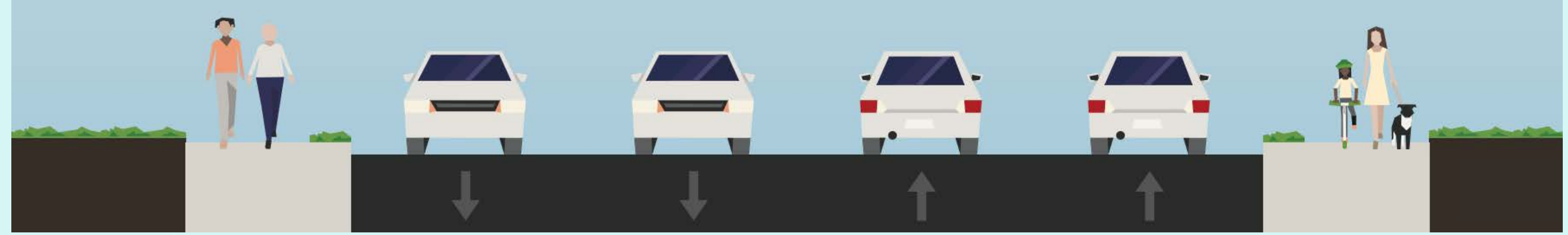




What is the Recommended Alternative?

Ultimately, following further study, WisDOT recommends resurfacing the road, reducing four travel lanes to two and installing sidewalks on both sides in select locations to protect pedestrians. Traffic signal equipment will be upgraded. Three driveways on the corridor are recommended to be removed (all properties will still have access).

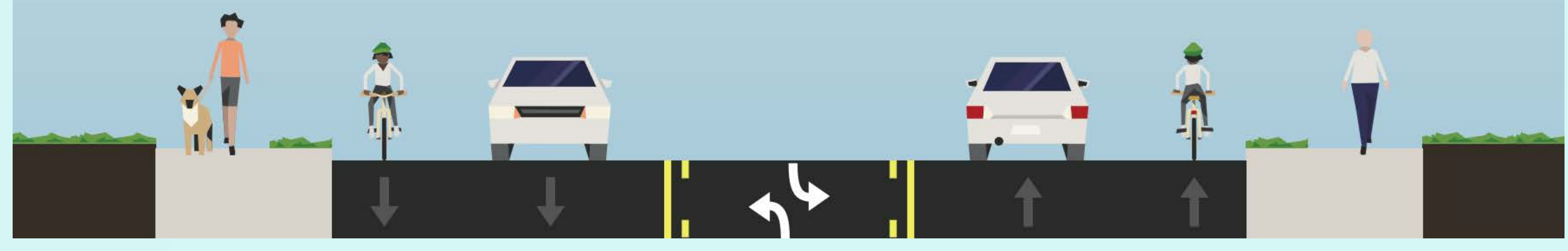
Segment 4



Segment 3



Segment 2 (Sidewalk ends at 7th St)



Segment 1

