



CITY OF JANESVILLE

Wisconsin's Park Place:

*Discover the community of choice
to realize life's opportunities*

West Court Street
(ID 5990-01-33 & 5990-01-35)

Community Engagement Forum
November 16, 2022



Agenda

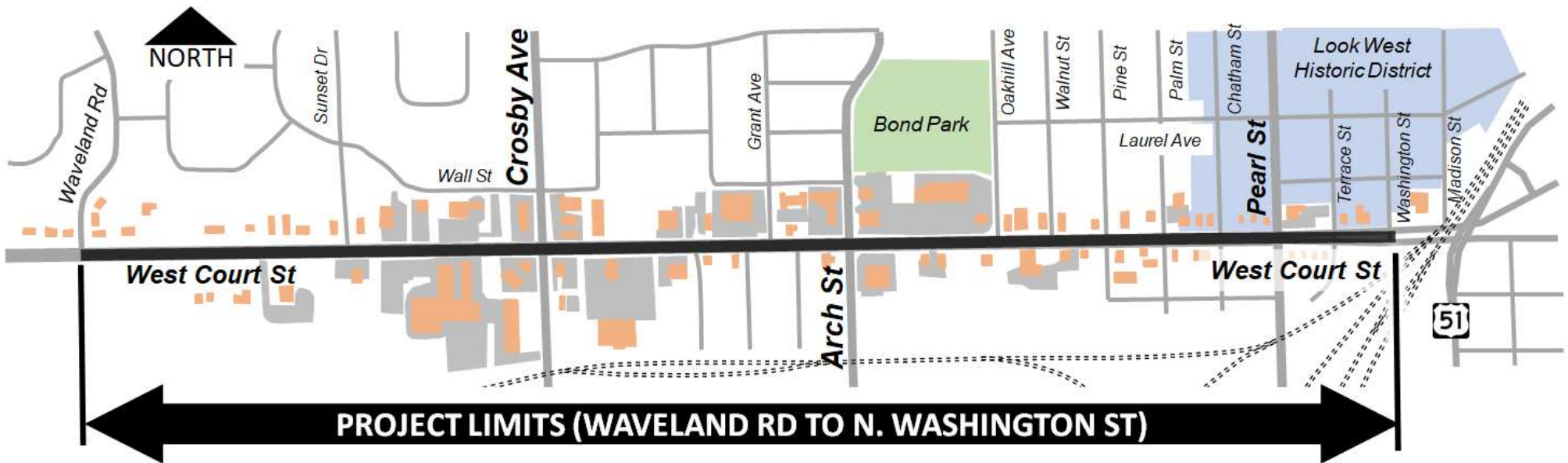


- ✦ Project Location
- ✦ Need for Project
- ✦ Previous Study
- ✦ Tentative Schedule
- ✦ Overview of Proposed Improvements
- ✦ Speed Study
- ✦ Historical Properties
- ✦ Traffic During Construction
- ✦ Potential Right of Way Impacts
- ✦ Anticipated Costs
- ✦ Web site, Contacts, and Additional Information



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Project Location

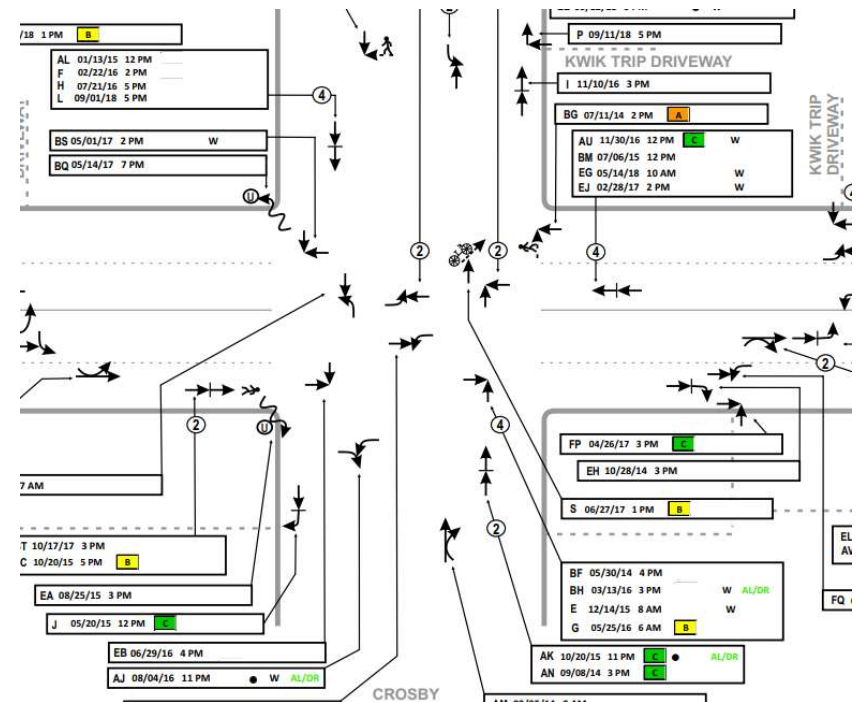


Need for Project



Safety

- 164 crashes in 5-yr period (2014-2018)
- 2 fatalities, 1 incapacitating injury, 20 injury crashes
- 16 Bicycle and Pedestrian-related crashes
- Corridor crash rate **more than double** the statewide crash rate

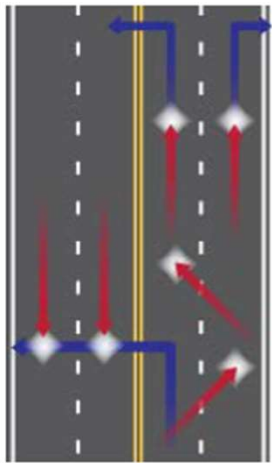


Need for Project

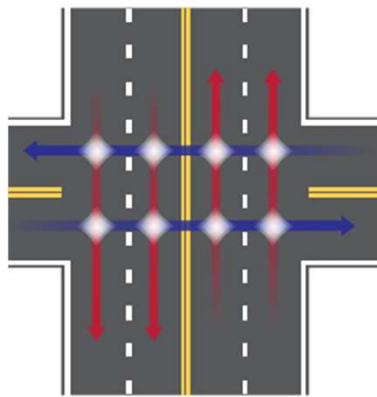


4-Lane Undivided Roadway Characteristics

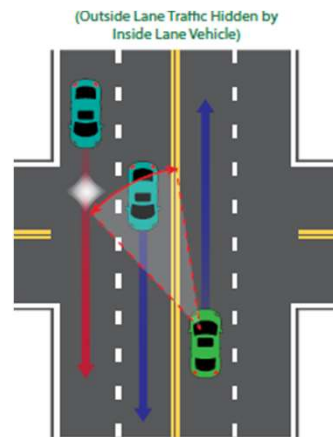
✿ Roadway Conflict Points



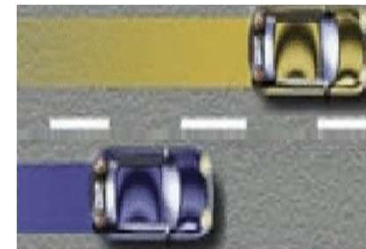
✿ Intersection Conflict Points



✿ Hidden Vehicles



✿ Inconsistent Vehicle Speeds



✿ Ped/Bike Challenges

- Long crossing distances
- Lack of bicycle facilities
- Lack of ped countdown timers/high-visibility crosswalks

Previous Study



Safety

- Documented crashes over 5-year period (2014-2018)
- Identified crash patterns
- Determine safety improvement solutions

Traffic

- Collected traffic data
- Forecasted traffic for 20-year design life (2043)
- Evaluated operations with existing conditions
- Evaluated operations with modifications to:
 - Cross Section (number of lanes)
 - Intersection Geometry
 - Traffic Signal Phasing

Methods to Improve Safety



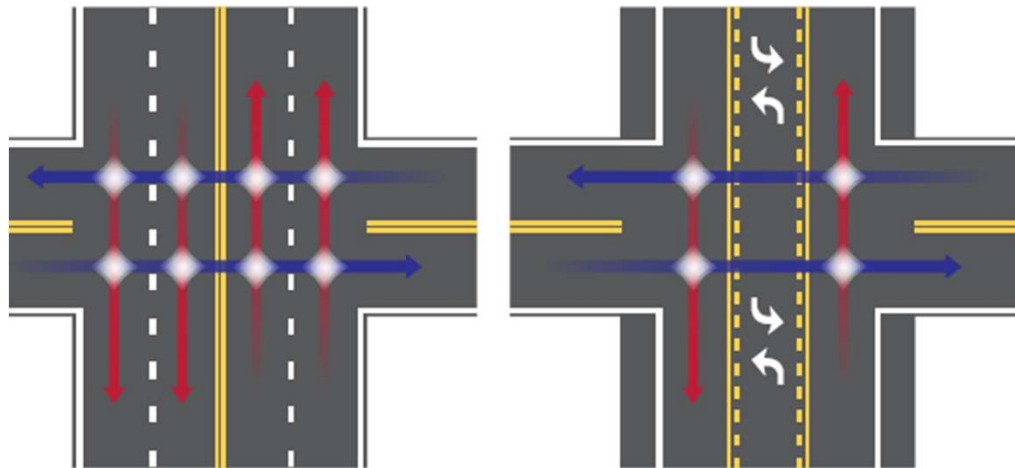
- ✦ Reduce conflict points
- ✦ Provide better visibility of approaching traffic
- ✦ Enable consistent vehicle speeds
- ✦ Improve pedestrian/bicycle accommodations
 - Shorter crossing distances
 - Dedicated bicycle lanes
 - Pedestrian countdown timers/high-visibility crosswalks
 - Strategically placed mid-block crossings

How Can this be Accomplished



Consider a Safety Conversion

4-Lane Undivided to 3-Lane TWLTL*



*Two-Way Left-Turn Lane

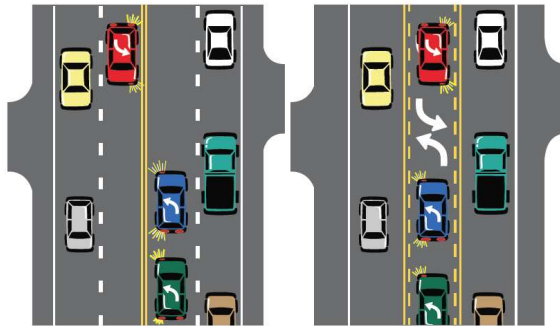
Objectives

- ✦ Reduce conflict points
- ✦ Provide better visibility of approaching traffic
- ✦ Make vehicle speeds more consistent
- ✦ Improve pedestrian/bicycle accommodations

What Is A Safety Conversion?



- 🌲 Safety Conversion: when 4-lane undivided roadways are converted to 3-lane TWLTL
- 🌲 Also called “Road Diets”



Before

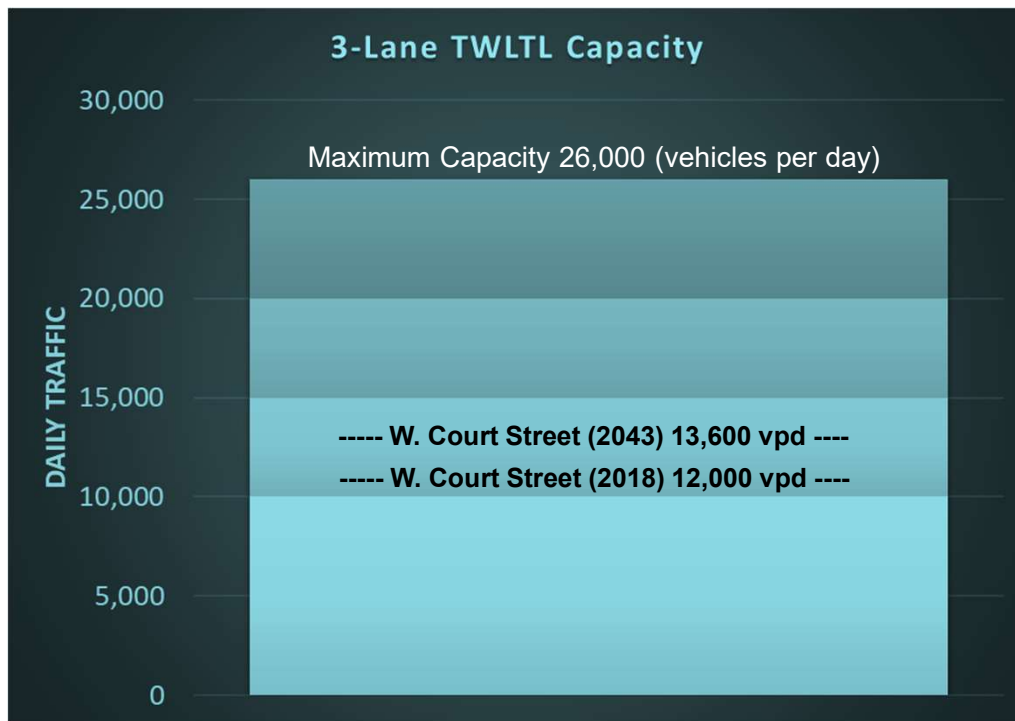
A four-lane undivided road operating as a de facto three-lane cross section.

After




A Road Diet providing a two-way left-turn lane.



Why is West Court Street a Good Candidate



Safety Conversions

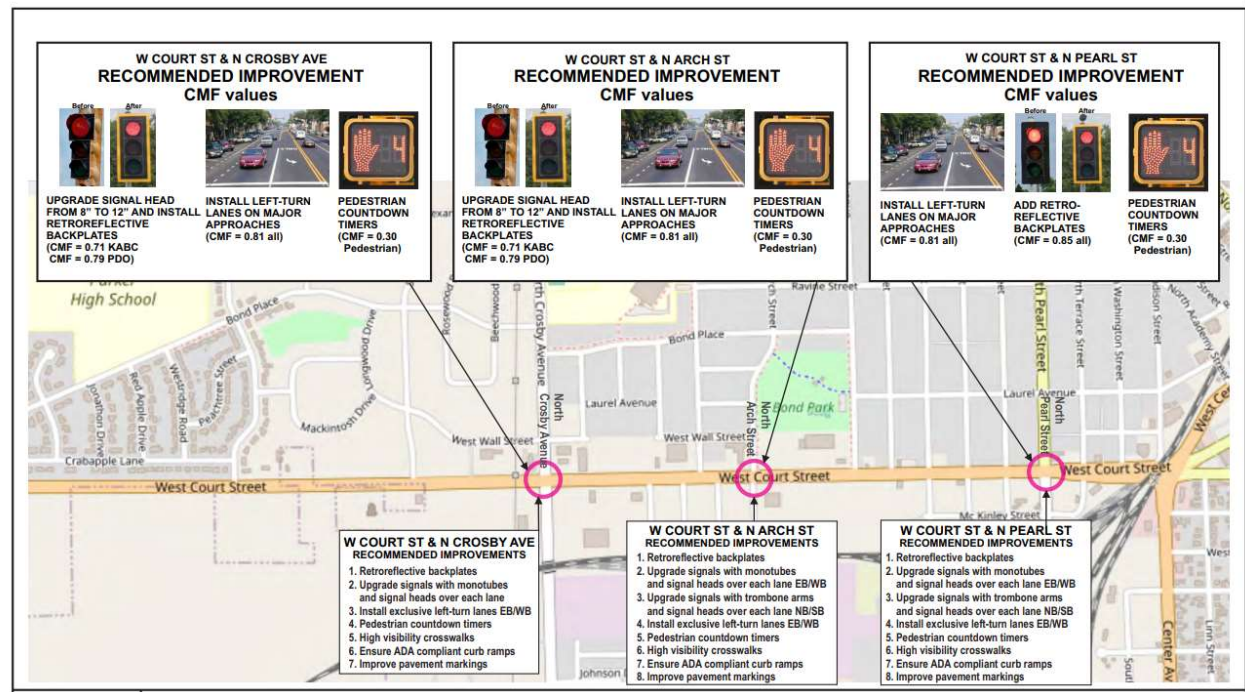
-  Can handle a broad range of volumes
-  Intersections may determine true capacity
-  Level of service (LOS) isn't just for motorists
 - Better accommodations for pedestrians and bicyclists
 - Safety and more comfortable access to transit stops

Previous Study - Recommendations



Signalized Intersections

- Enhance visibility of traffic signals
- Improve Traffic Operations
- Enhance Pedestrian Accommodations
- Improve Pavement Markings

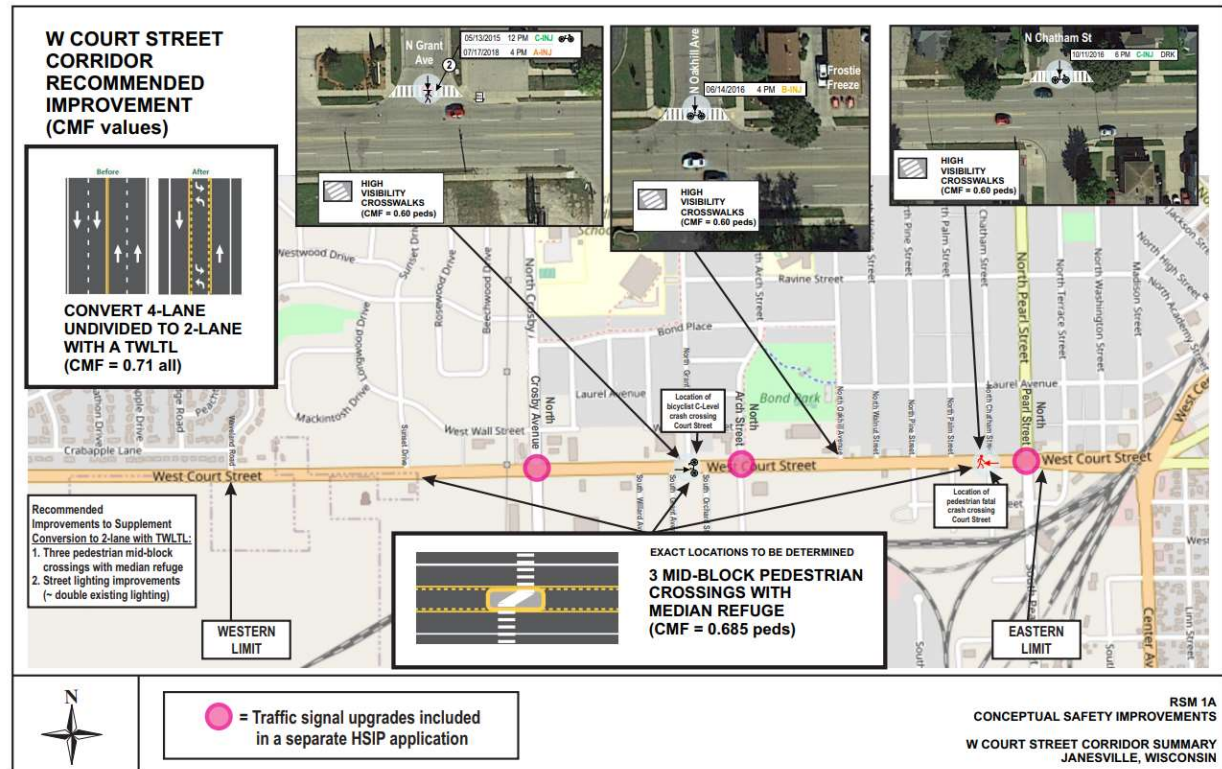


Previous Study - Recommendations



Corridor

- Mill and overlay asphalt pavement
- Convert to a 3-lane TWLTL (2 Through Lanes + 1 TWLTL)
- High visibility crosswalk markings
- Mid-block pedestrian crossings
- On-street bike lanes
- Replace non-ADA compliant curb ramps



Previous Study - Recommendations



Resolution 2020-1800

- Authorized Staff to submit 2 HSIP applications:
 1. Intersection improvements at 3 signalized intersections;
N. Crosby Ave., N. Arch St., N. Pearl St.
 2. Corridor improvements for a 3-lane TWLTL Cross Section, also referred to as a Safety Conversion
- Applications submitted August 15, 2020 and were successful.

Tentative Schedule



- 🌲 Previous Study: 2018-2020
- 🌲 Begin Design: Spring 2022
- 🌲 ***Community Engagement Forum: November 2022***
- 🌲 Complete Preliminary Design: April 2023
- 🌲 Begin Right-of-Way Acquisition: June 2023
- 🌲 Complete Final Design: August 2024
- 🌲 Start Construction: Spring 2025

Overview of Proposed Improvements



Project Scope

- ***Safety conversion (4-lane to 3-lane with a TWLTL and dedicated bicycle lanes)***
- ***Curb Ramps***
- ***New pedestrian crossings***
- ***Improvements to Signalized Intersections***
- ***Additional Street Lighting***
- ***Water Main Replacement (East of Crosby Avenue)***

Overview of Proposed Improvements

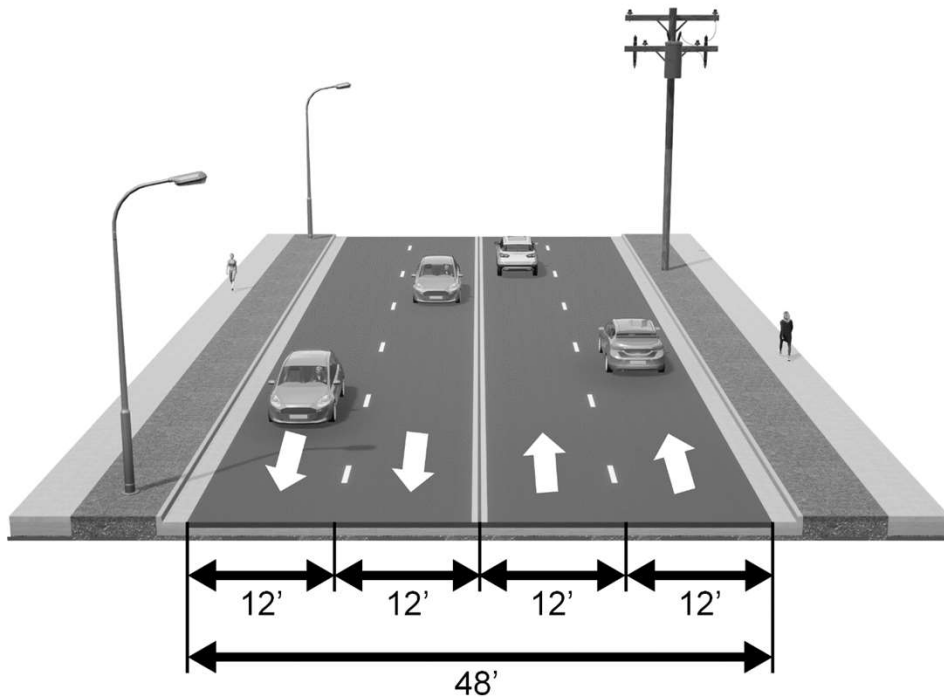


- Typical Cross Sections***
- Signalized Intersections***
- Pedestrian Improvements***
- Bicycle Improvements***
- Other***

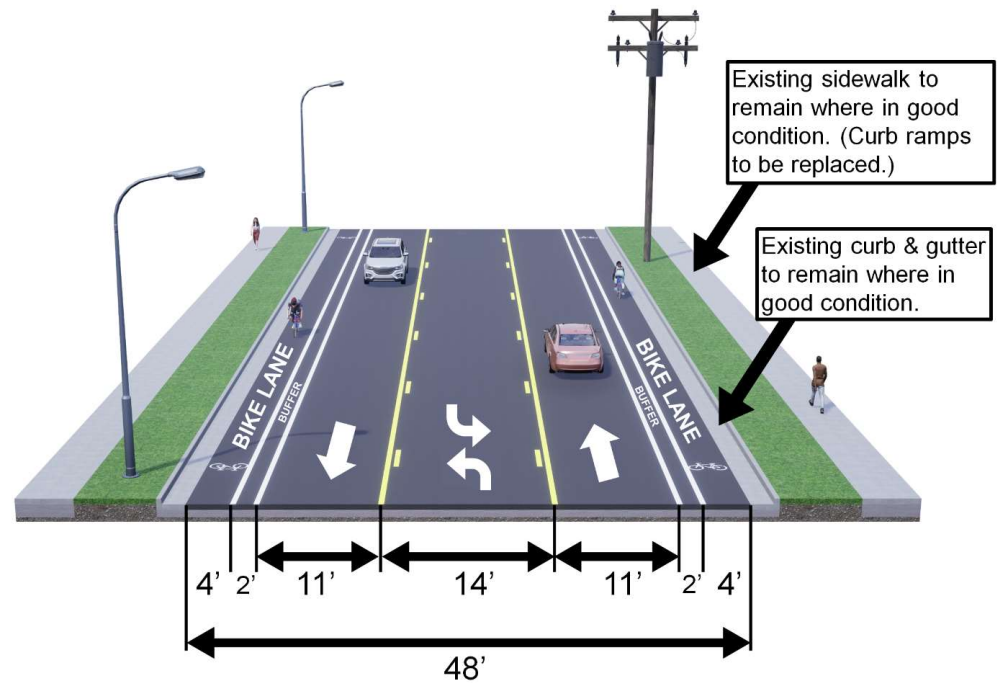
Overview of Proposed Improvements



EXISTING



PROPOSED

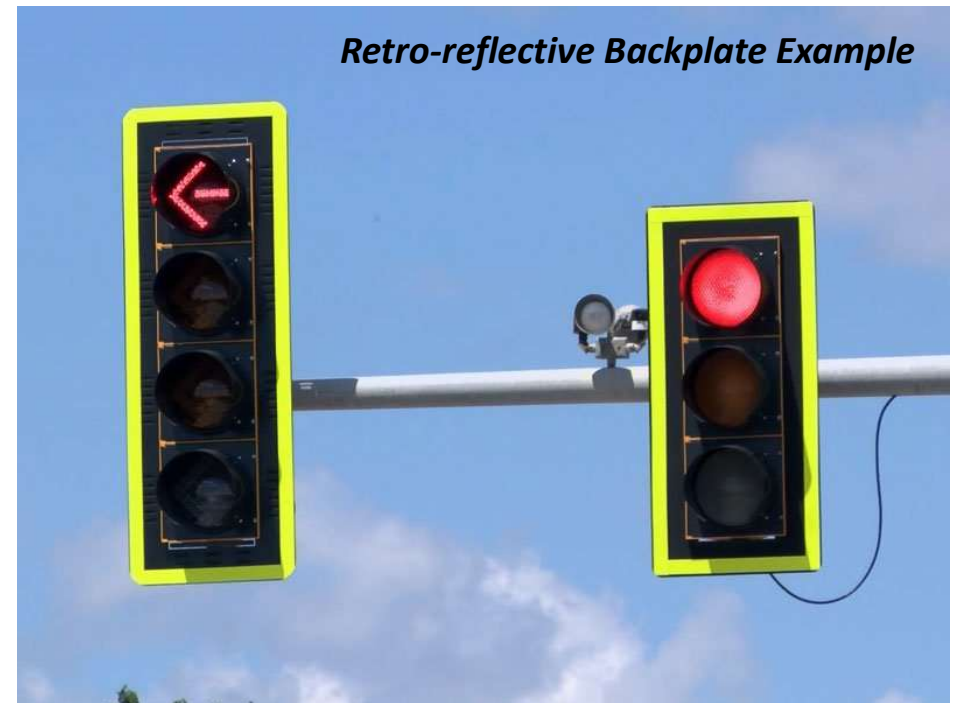


Overview of Proposed Improvements



Signalized Intersections

- **Upgrade with signal heads over each lane**
- **Provide exclusive lefts**
- **Retro-Reflective Backplates**
- **Review Right-turn Lanes at Crosby Avenue**



Overview of Proposed Improvements



Pedestrian Improvements

- **ADA compliant curb ramps**
- **High-visibility, continental crosswalks**
- **Countdown pedestrian timers**
- **New crossings with median refuge**



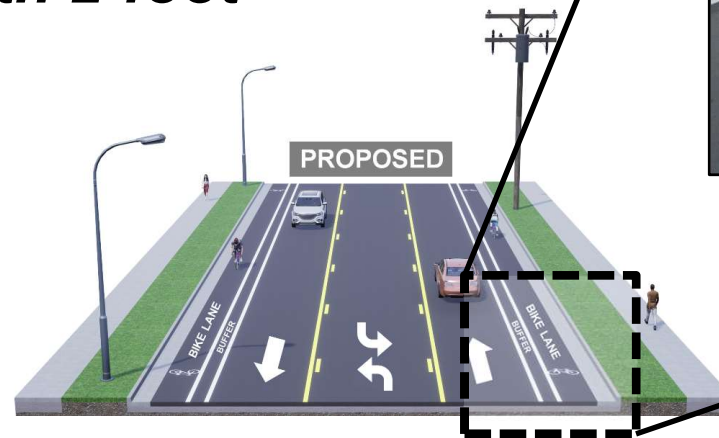
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Overview of Proposed Improvements

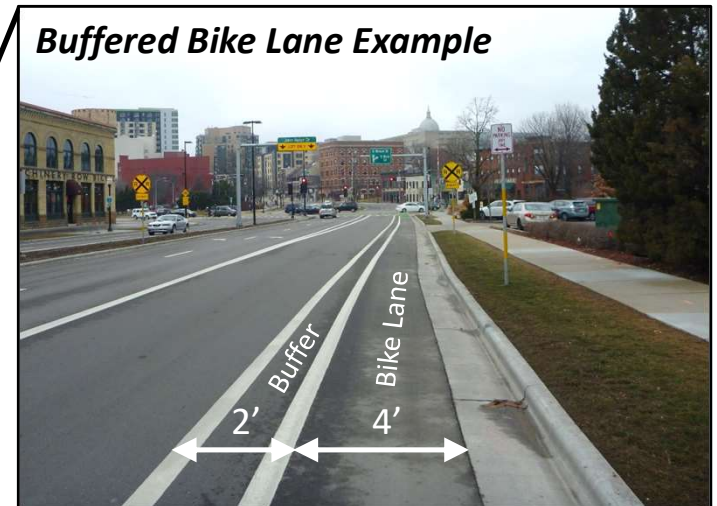


Bicycle Improvements

- **Addition of on-street bicycle lanes.**
- **4 feet wide with 2-foot wide buffer.**



Buffered Bike Lane Example

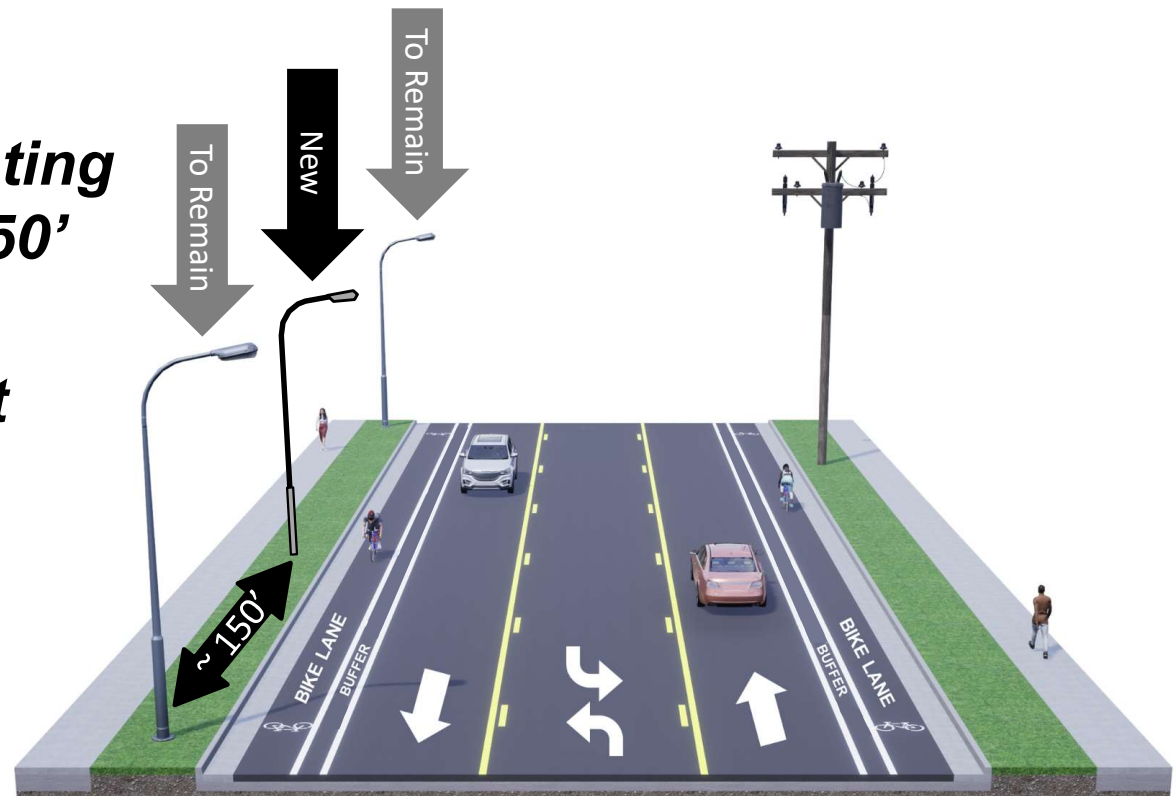


Overview of Proposed Improvements



Other Improvements

- **Additional Street Lighting (to achieve Approx. 150' pole spacing)**
- **Potential Bus Pull Out (Stop 203)**



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Speed Study

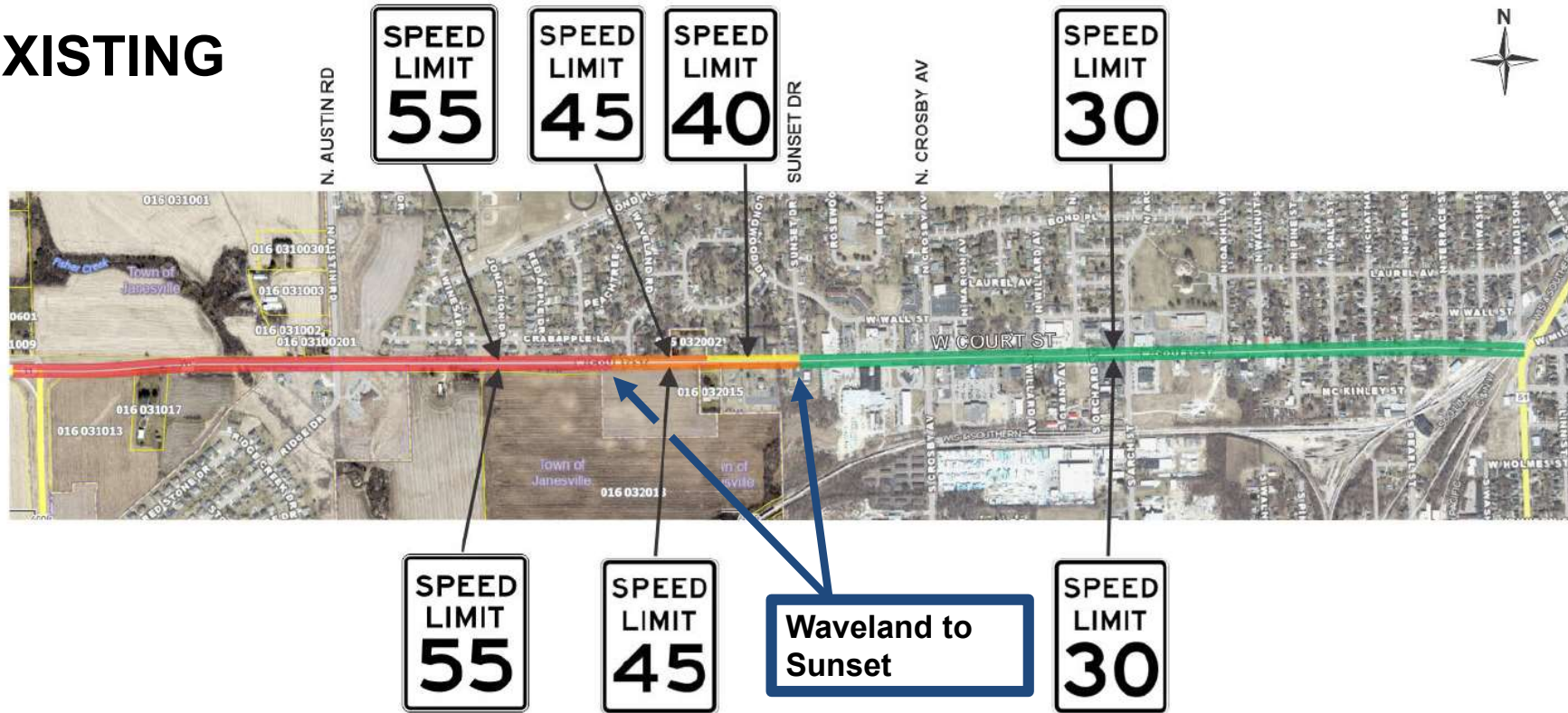


- Speed study conducted from Waveland Road to Pearl Street***
- Identified recommended speed limits for proposed three-lane roadway with a TWLTL***

Speed Study



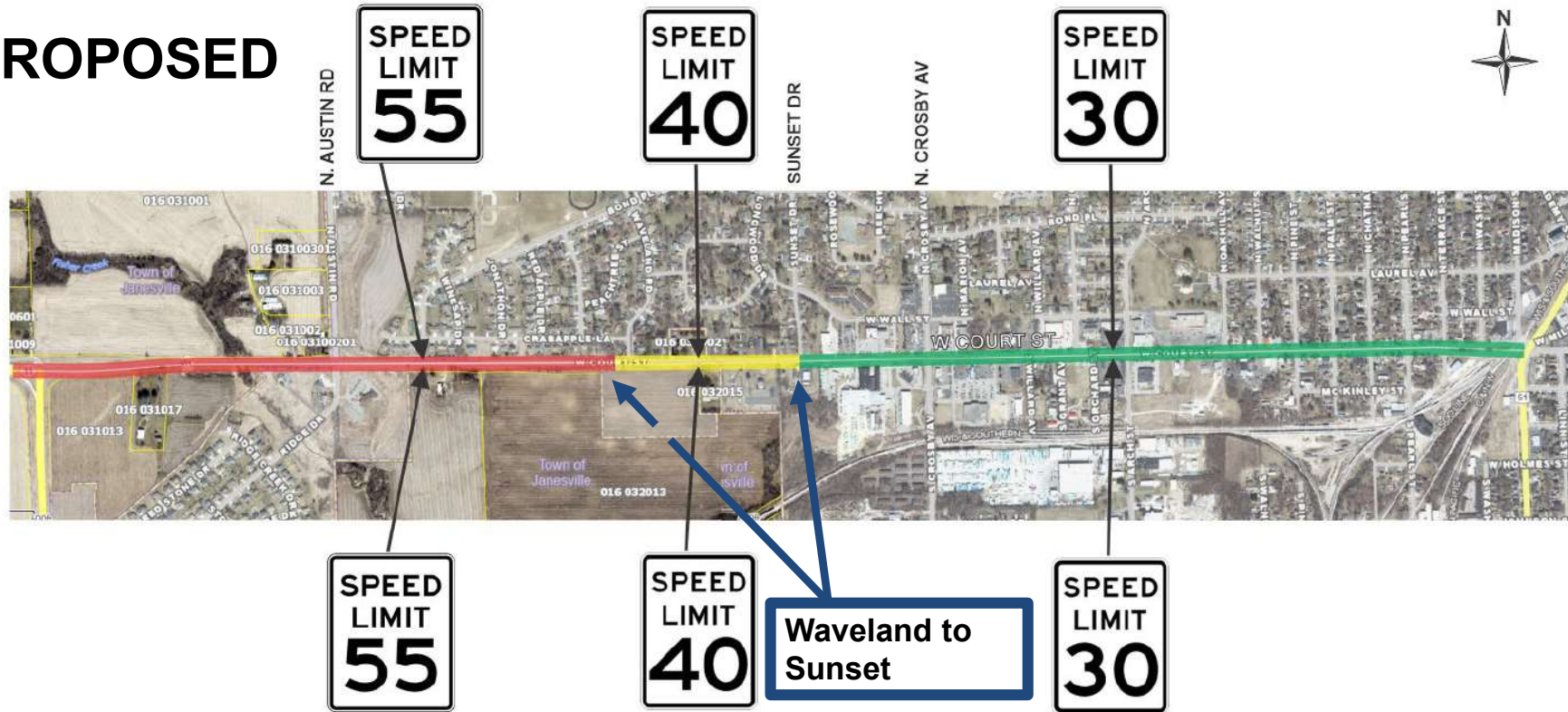
EXISTING



Speed Study



PROPOSED

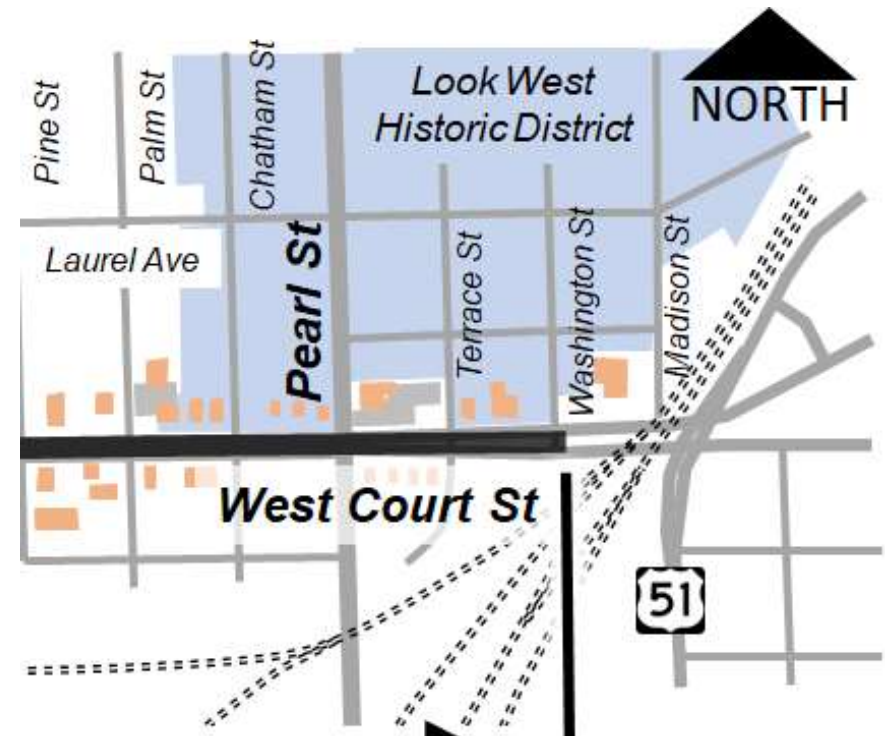


Historical Properties



Look West Historic District

- **On National Register of Historical Places**
- **Not anticipating impacts; however, may need temporary easements for curb ramp replacements.**
- **Grading limited to grass areas (no trees, equipment or other fixtures anticipated to be impacted).**



Traffic During Construction



Open to Traffic During Construction

- ***One lane in each direction.***
- ***Left-turn lanes where possible.***
- ***Sidewalk on one side of the roadway open at any given time.***
- ***Short-term closures of intersections, and/or temporary restrictions of turning movements may be needed to facilitate pavement and water main work.***



Potential Right of Way Impacts



- Anticipated to be primarily temporary limited easements for curb ramps.***
- Some Fee taking is possible in curb ramp areas.***
- Installation of right-turn lanes at the Crosby Avenue intersection could require strip takings of Fee.***

Anticipated Roadway Construction Cost



- ❖ Preliminary Roadway and Traffic Signal Improvement Costs of about \$4 Million.***
 - Roadway and Signals partially funded with Federal funds.***
- ❖ Preliminary Water Main Cost of about \$2 Million.***
 - No Federal funds.***
- ❖ Total Cost for Project is about \$6 Million.***

Project Web Site and Comments



- 🌲 Visit the Social Pinpoint Project Website to provide feedback.
- 🌲 Comments accepted through December 9, 2022.

<https://janesville.mysocialpinpoint.com/w-court-street-safety-improvements>



Contact Information



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Questions?

