

# Community Engagement Forum Handout

## West Court Street

**Project ID: 5990-01-33**  
City of Janesville, West Court Street  
Waveland Road to N. Washington Street  
Rock County

**Project ID: 5990-01-35**  
City of Janesville, West Court St. Intersections  
N. Crosby Ave.; N. Arch St.; N. Pearl St.  
Rock County



**November 16, 2022**  
**5 to 6:30 P.M. (Summary Presentation at 5:30 P.M.)**  
**Janesville City Hall (Room 416)**  
**18 North Jackson Street, Janesville, WI 53548**

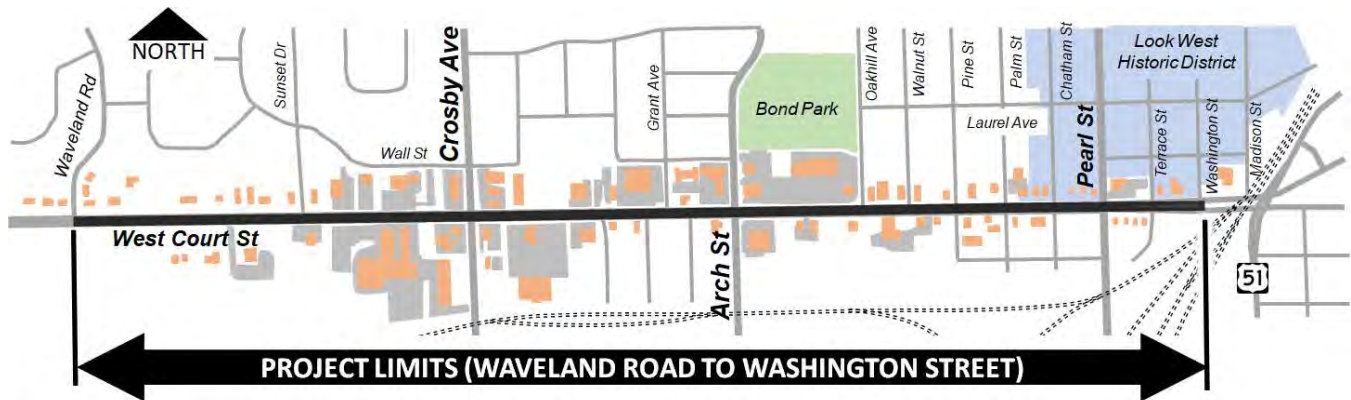
# West Court Street Project

Welcome to the Community Engagement Forum for the West Court Street project.

The purpose of tonight's meeting is to introduce the preliminary design as well as answer questions and listen to your comments, concerns, or suggestions. This is an opportunity for you to offer input on the design process. It also provides an opportunity for you to review the proposed design and the potential impacts.

## Project Location

The project extends approximately 1.5 miles along West Court Street from Waveland Road to North Washington Street as shown in the following figure.



## Background and Project Purpose

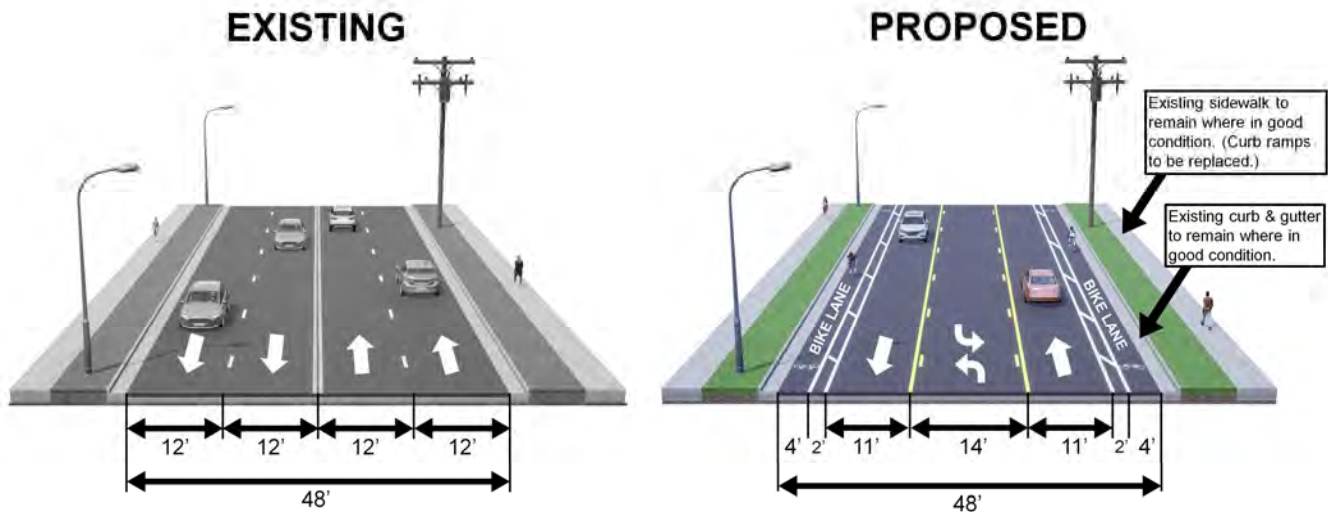
The purpose of the project is to improve safety for vehicles, bicyclists, and pedestrians. The project is the result of a previous study conducted by the City of Janesville (City) and subsequent Highway Safety Improvement Program (HSIP) funding being received.

For the years 2014 through 2018, West Court Street had a crash rate more than double the statewide average for similar roadways. During that same period, there were two fatalities, one incapacitating injury, and 20 injury crashes. There were also 16 bicycle and pedestrian crashes. The crash patterns observed are consistent with crash patterns typically observed on four-lane undivided roadways that experience frequent lane changing and sudden stops resulting in part from a lack of exclusive left-turn lanes.

West Court Street Safety Needs
164 crashes (2014 through 2018)
• Two fatalities
• One incapacitating injury
• 20 injury crashes
• 16 bicycle and pedestrian crashes
<b><i>Crash rate more than double the statewide average.</i></b>

## Project Overview

We would like your input on the project and the rehabilitation of the existing roadway to convert the existing four-lane, undivided cross section to a three-lane cross section with a two-way-left-turn-lane (TWLTL), one travel lane in each direction, dedicated bicycle lanes, and improved street lighting. Existing concrete curb and gutter in good condition would remain. The conversion of the roadway to a three-lane cross section would not require widening. The figure at the top of the next page shows the existing and proposed roadway configurations.



The proposed project would also include the following additional elements:

- Improvements to the signalized intersections of North Crosby Avenue, North Arch Street, and North Pearl Street to improve visibility and add pedestrian countdown timers.
- New mid-block, and/or nonsignalized intersection pedestrian crossings, with median refuge and high visibility crosswalks. Proposed locations include the west side of the Willard Avenue and Orchard Street intersections, and approximately 200 feet west of Oakhill Avenue.
- Reconstruction of pedestrian curb ramps to be Americans with Disabilities Act (ADA) compliant. Existing sidewalk outside curb ramp areas would remain.
- Improved street lighting.
- Speed limit modification from Waveland Road to Sunset Drive.

In addition, water main would be reconstructed from North Crosby Avenue to North Washington Street.

### Why a TWLTL

West Court Street has numerous access points, so through traffic tends to use the outside travel lanes to avoid being delayed by left-turning vehicles slowing and stopping in the inside travel lanes. The result is the four-lane roadway essentially behaving like a three-lane road. When a four-lane corridor is converted to a three-lane section, it provides safety benefits by providing a dedicated lane for left-turning vehicles that do not block through traffic and reduces the potential number of conflict points at driveways and intersections (see the following figure).

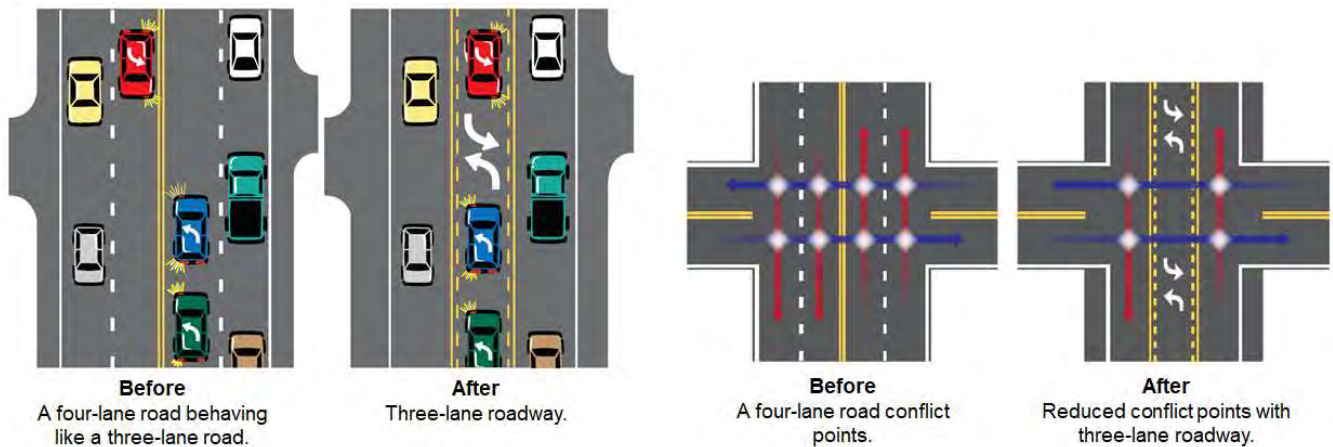


Figure Source: FHWA

A three-lane roadway with a TWLTL also provides better visibility of approaching traffic (only one lane of oncoming traffic versus two) and can provide for more consistent vehicle speeds. In addition, it provides overall improvements to pedestrian and bicycle accommodations because it creates room for dedicated on-street bicycle lanes and provides opportunities to shorten crossing distances for pedestrians with raised median islands.

## ***Anticipated Project Schedule***

Community Engagement Forum  
30 Percent Design Completion  
60 Percent Design Completion  
Anticipated Design Completion  
Anticipated Construction Commencement

November 2022  
December 2022  
Spring 2023  
August 2024  
Spring 2025

## ***Traffic Control***

West Court Street will remain open during construction; however, short-term closures of intersections, and/or temporary restrictions of turning movements may be needed to facilitate pavement and water main work.

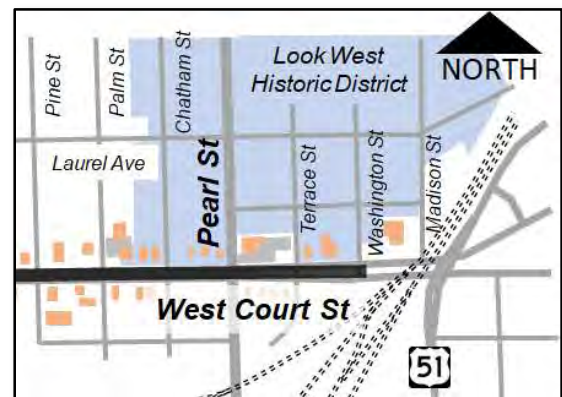
## ***Right-of-Way***

Right of way acquisition is anticipated for the project; however, it is anticipated to be primarily in the form of temporary limited easements for curb ramp improvements.

## ***Historical Resources***

The Look West Historic District is listed on the National Register of Historic Places and abuts the north side of West Court Street as shown in the figure to the right. Impacts are anticipated to these properties in the form of temporary easements to accommodate grading and replacement of curb ramps; however, these impacts are not anticipated to be adverse.

The project team is seeking input on any concerns individuals may have with how the project is impacting this resource.



## ***Public Comments***

We encourage you to share your comments and concerns about the project. A comment sheet is included with this handout for your convenience. Please submit your comments in the comment box at tonight's meeting or mail any comments before December 9, 2022. If mailing your comments, please remember to fold the comment sheet on the lines shown, tape it shut, and place a stamp on it.

## ***Project Web site and Contacts***

For more information regarding the project, you can visit the project's Social Pinpoint Web site:

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

You may also contact:

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City of Janesville  
P.O. Box 5005  
Janesville, WI 53547-5005  
Attn: Ahnaray Bizjak

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