

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**



CITY OF JANESVILLE

Wisconsin's Park Place

November 15, 2023

5:30 to 6:30 P.M.

Janesville City Hall (Room 416)

18 North Jackson Street, Janesville, WI 53548

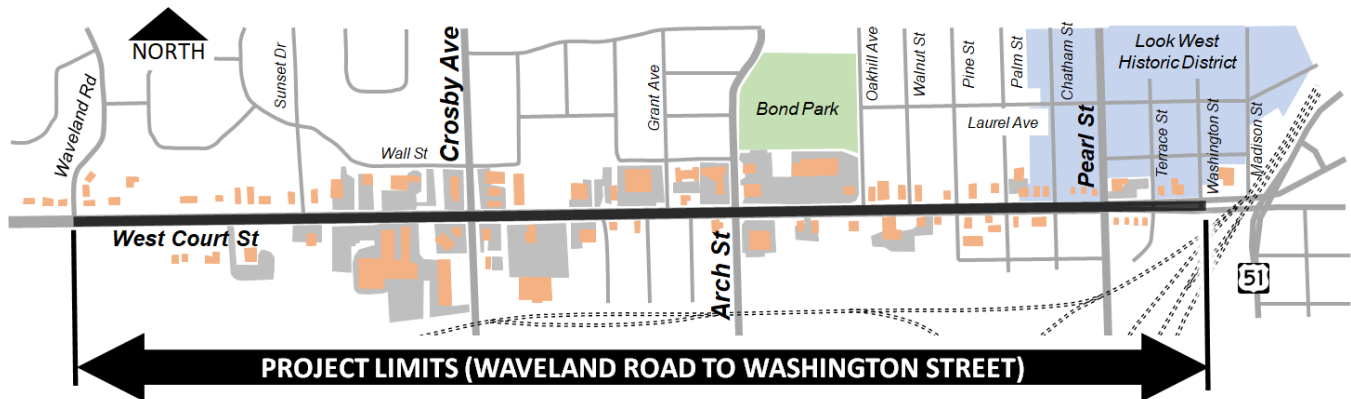
West Court Street Project

Welcome to the second Community Engagement Forum (CEF) for the West Court Street project. A previous CEF was held in November 2022.

The purpose of tonight's meeting is to update you on the project's design, provide additional information on construction staging, the project schedule, and right of way acquisition. This is also an opportunity to answer questions and listen to your comments, concerns, or suggestions. The meeting is an open house format, so please review the available exhibits and feel free to ask questions to one of the available project staff.

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

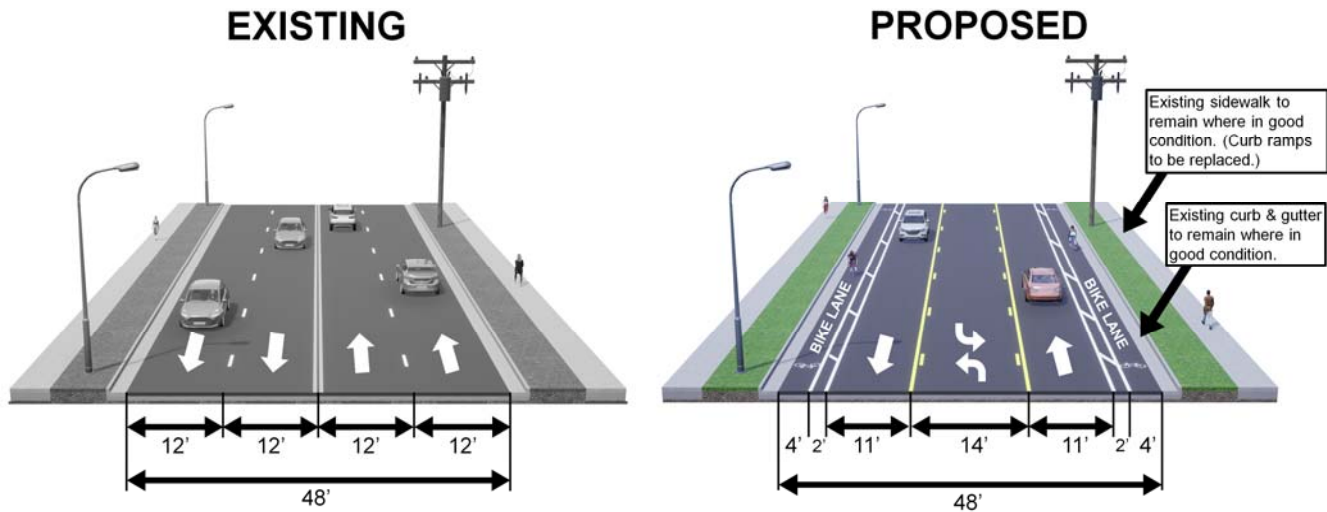
164 crashes (2014 through 2018)

- Two fatalities
- One incapacitating injury
- 20 injury crashes
- 16 bicycle and pedestrian crashes

Crash rate more than double the statewide average.

Project Overview

The project will 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 will remain. The conversion of the roadway to a three-lane cross section will not require widening. The figure at the top of the next page shows the existing and proposed roadway configurations.



The project will also include the following additional elements:

- Reconstruction of pedestrian curb ramps to be Americans with Disabilities Act (ADA) compliant. Existing sidewalk, outside of curb ramp areas, will be evaluated for safety defects including trip hazards and cracks. The replacement of defective sidewalk is the responsibility of the adjacent property owner. Notices will be sent out to impacted properties with sidewalk replacement options.
- New pedestrian crossings. Three locations will include median refuge islands (example shown to right) and will be located at the west side of the South Willard Avenue and South Orchard Street intersections and about 200 feet west of North Oakhill Avenue.
- Improvements to the signalized intersections of North Crosby Avenue, North Arch Street, and North Pearl Street to improve visibility and add pedestrian countdown timers.
- Installation of right-turn lanes on the West Court Street approaches at Crosby Avenue.
- Improved street lighting from Sunset Drive to Oakhill Avenue.
- Speed limit modification from Waveland Road to Sunset Drive.



In addition, water main will be reconstructed from 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).

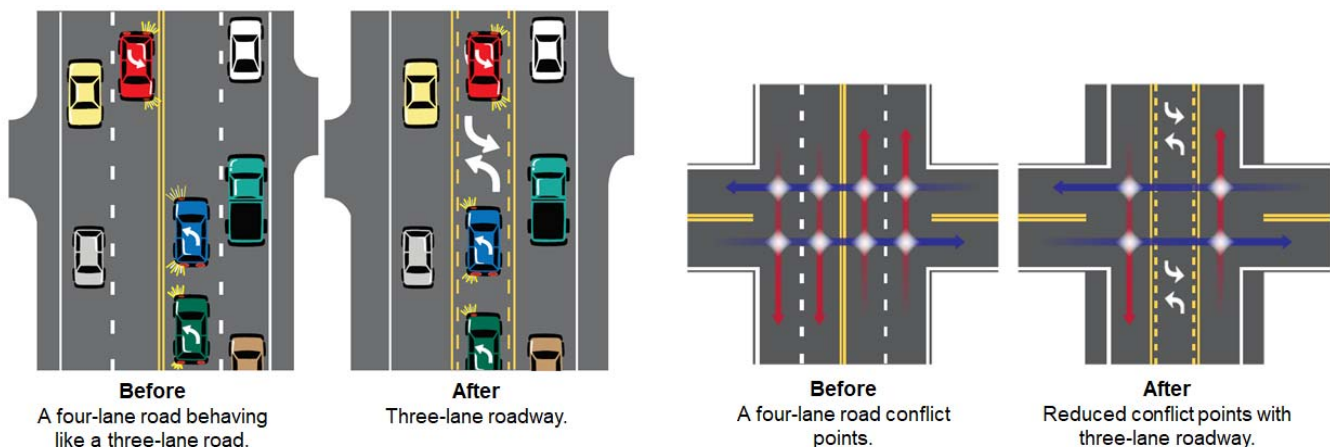


Figure Source: FHWA

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 No. 2	November 2023
Begin Right of Way Acquisition	November 2023
Anticipated Design Completion	August 2024
Anticipated Construction Commencement	Spring 2025
Anticipated Construction Timeframe	5 to 6 months*

*Water main construction will take approximately one-half of this time. Coordination is ongoing with the US 51/Center Avenue/Milwaukee Street/Court Street (Five Points) intersection safety project located at the east end of this project. Both projects are scheduled for construction in 2025.

Traffic Control

Vehicles: West Court Street will remain open to traffic during construction by constructing the roadway half at a time and reducing it to one travel lane in each direction. Temporary closures of intersections and temporary restrictions of turning movements will be needed to facilitate pavement and water main work. A temporary traffic signal is planned at the Crosby Avenue intersection. The project team is reviewing whether temporary all-way stop control will be used at the Arch and Pearl Streets intersections instead of temporary traffic signals during construction.

Bus Stops: Janesville Transit Service stop 201 will remain open during construction; however, stops 200, 202, and 203 will be closed for the duration of the project.

Pedestrian Access: Pedestrian access will be maintained throughout construction. Access will typically be along the open side of the roadway with crossings of West Court Street and detours because of curb ramp work.

Right of Way (R/W)

Right of way acquisition is required for the project, primarily in the form of temporary limited easements for curb ramp improvements at intersections. However, there are a few locations that will require a permanent limited easement or fee acquisition. Affected property owners will be notified by separate letter regarding R/W acquisition.

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 8, 2023. 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 Web site:

www.janesvillewi.gov/WCourtSafetyImprovements

You may also contact:

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