CITY OF JANESVILLE
Wisconsin's Park Place

Corridor Analysis

for

East Milwaukee Street

From Atwood Avenue to Ringold Street

Department of Public Works

Engineering Division

November 2024

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Project Description

E. Milwaukee Street, from Atwood Ave to Ringold St, is on the 2025 Street Rehab contract. The Engineering Division is reviewing typical section alternatives and safety improvements to implement as part of the rehabilitation program. The corridor can be split into two parts for the typical section analysis. The East Segment extends from Garfield Avenue to Ringold Street and the West Segment extends from Jackman Street to Garfield Avenue. The Long-Range Transportation Plan (LRTP) recommends adding on-street bike facilities along the E. Milwaukee Street corridor where they do not already exist. If feasible, the Engineering Division plans to implement the recommendations as part of the project.

This analysis outlines the preferred typical section alternatives for the East and West Segments of the project.

East Segment Typical Section from Garfield Avenue to Ringold Street

The existing typical section consists of two westbound travel lanes and one eastbound travel lane. There are currently no bike accommodations, and parking is not allowed. The average daily traffic (ADT) is 6,200 vehicles per day (vpd). This traffic volume can be handled with a single lane in each direction.

Recommendation

The recommendation is to reduce the westbound direction to a single travel lane in each direction and add dedicated on-street bike lanes, as outlined in the LRTP. This typical section will fit within the existing footprint of the roadway and is depicted in **Figure 1**. The second westbound travel lane would terminate at Adams Street as a designated Left Turn Only lane.

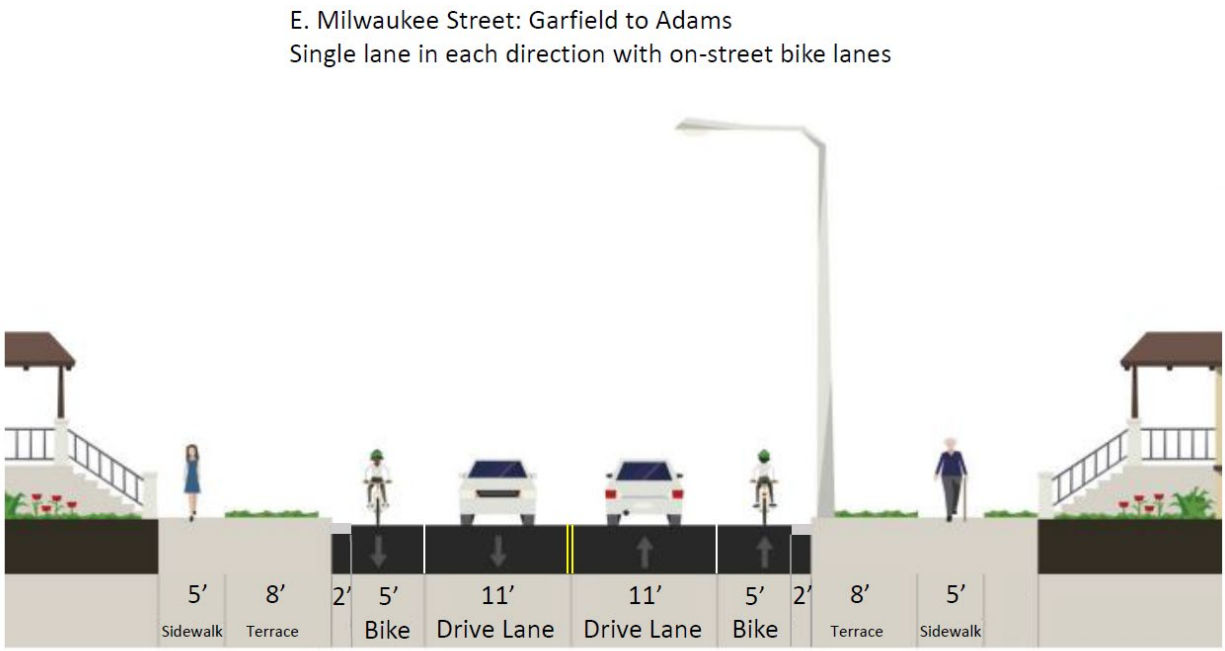

Figure 1: E. Milwaukee Street Typical Section: Garfield to Adams

West Segment Typical Section from Atwood Ave/Jackman St to Garfield Avenue

The existing typical section consists of a single westbound travel lane (one-way), dual westbound bike lanes (one-way), and parking on both sides of the street. The existing roadway is 36 feet face to face with an 18-inch curb and gutter (12" gutter pan). The existing lane dimensions match the following:

- 7.5' parking lane (includes the 1' gutter pan)
- 5' bike lane – WB direction (minimum width)
- 11' travel lane – WB direction (same as existing)
- 5' bike lane – WB direction (minimum width)
- 7.5' parking (includes the 1' gutter pan)

The Engineering Division proposes a typical section that would accommodate bi-directional (two-way) bike traffic by converting one of the dual one-way bike lanes to a counterflow eastbound bike lane, while maintaining the one-way westbound vehicle travel lane and on-street parking.

Recommendation:

Several typical section alternatives were considered for accommodating 2-way bike traffic on the corridor. The recommended typical section would shift both bike lanes to the north, creating 2-way bike lanes along the north side of the street as depicted in **Figure 2**. The proposed dimensions would be:

- 8' parking lane (includes a 2' gutter pan)
- 4' bike lane – WB direction (minimum width)
- 4' bike lane – EB direction (minimum width)
- 1.5' painted buffer
- 11' travel lane – WB direction
- 7.5' parking lane (includes a 2' gutter pan)

The proposed typical section has advantages and disadvantages, which are listed below.

Advantages:

- Accommodates 2-way bicycle traffic,
- Removes the counterflow bike conflict from the side roads by placing the bike traffic on the north side where there are no street intersections,
- Allows a 1.5-foot buffer between westbound vehicular traffic and the eastbound counterflow bike lane

Disadvantages:

- Eastbound bicyclists will operate adjacent to the opposing vehicular lane.
- Driver-side door swings into the bike lanes.
- Similar to now, JT buses will temporarily occupy the bike lane when they are serving the bus stops located along the corridor.

The mitigating factor to consider related to the above-mentioned disadvantages is that the overall width of the bike facility will be 8 feet, and there will be a 1.5-foot buffer between the eastbound counterflow bike lane and the westbound vehicular travel lane. Bicyclists will have space to operate closer to the centerline marking within the 2-way bike lane to increase their separation from opposing traffic, increase their separation from parked vehicles, and allow them

to pass a bus by entering the bike lane in the opposing direction. These factors support the recommendation to introduce 2-way bike accommodations on the north side of E. Milwaukee Street from Jackman Street to Garfield Avenue.

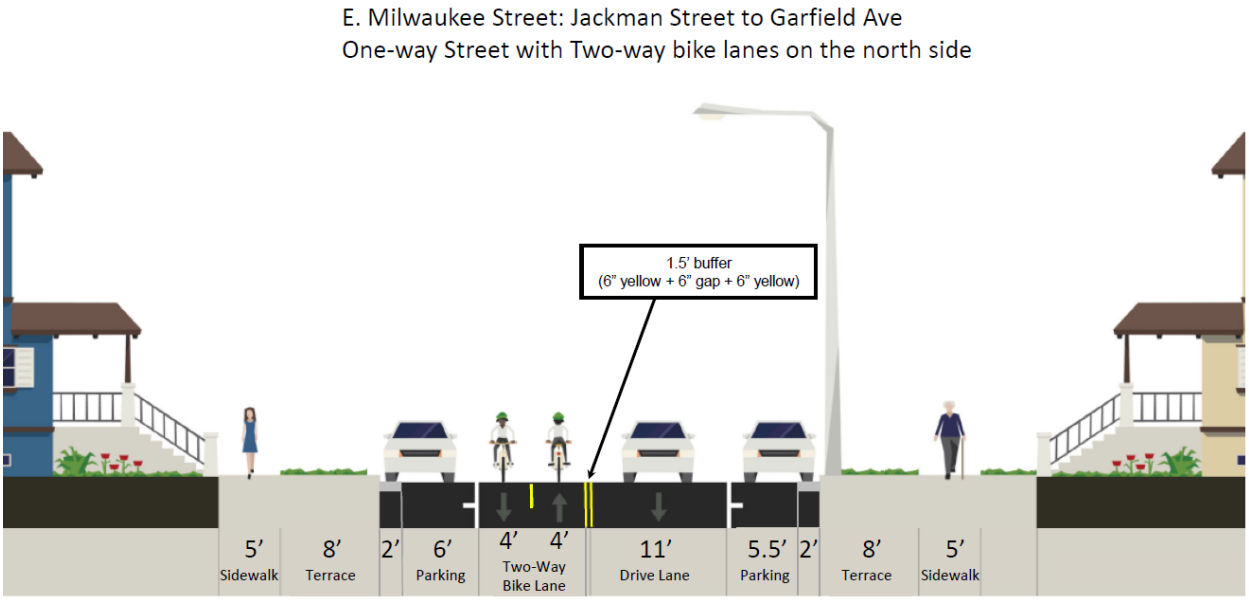

Figure 2: E. Milwaukee Street Typical Section: Jackman Street to Garfield Avenue