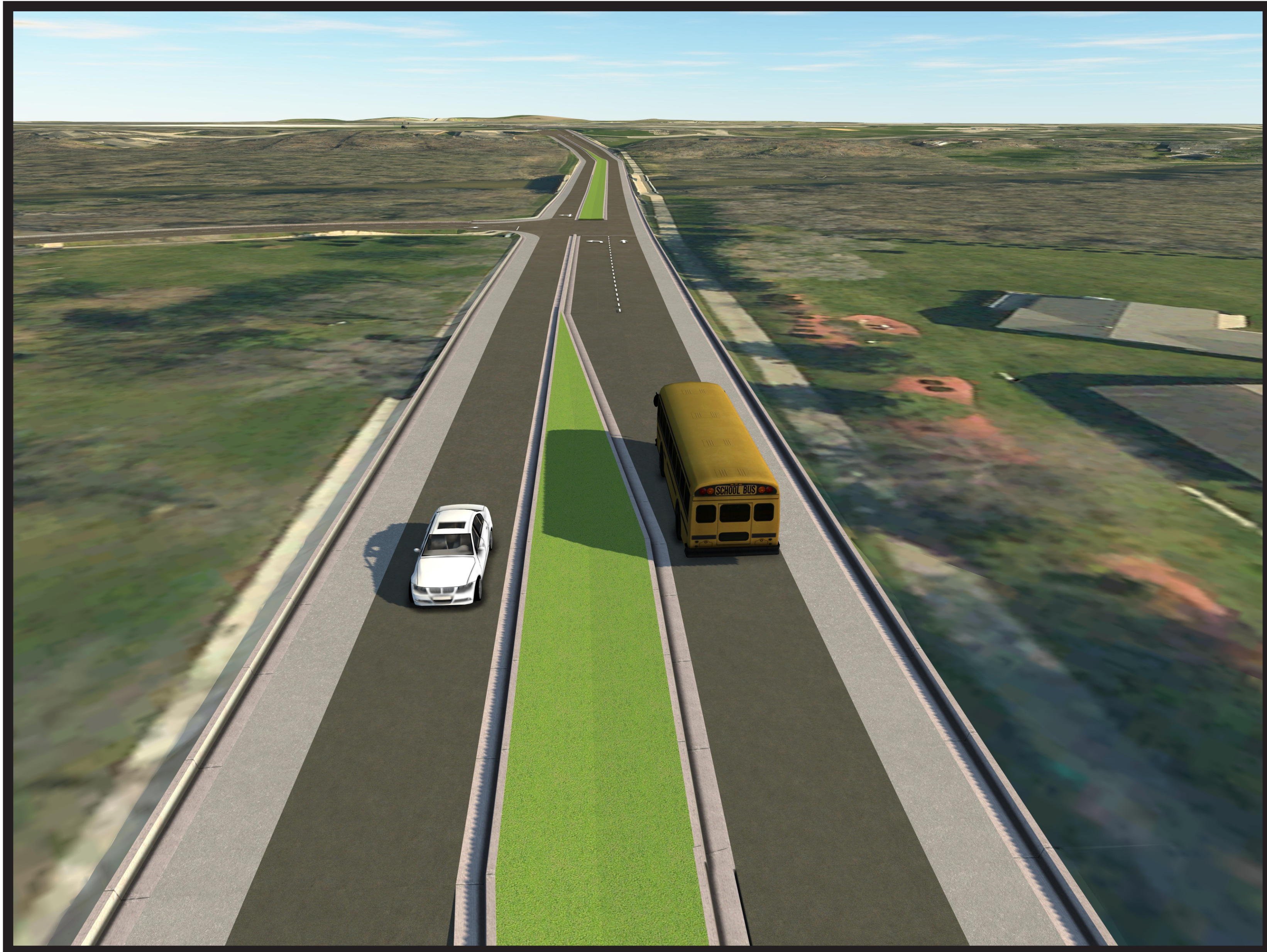


Cranston Road with Painted Median and Left Turn Lanes



Cranston Road with Raised Median and Left Turn Lanes

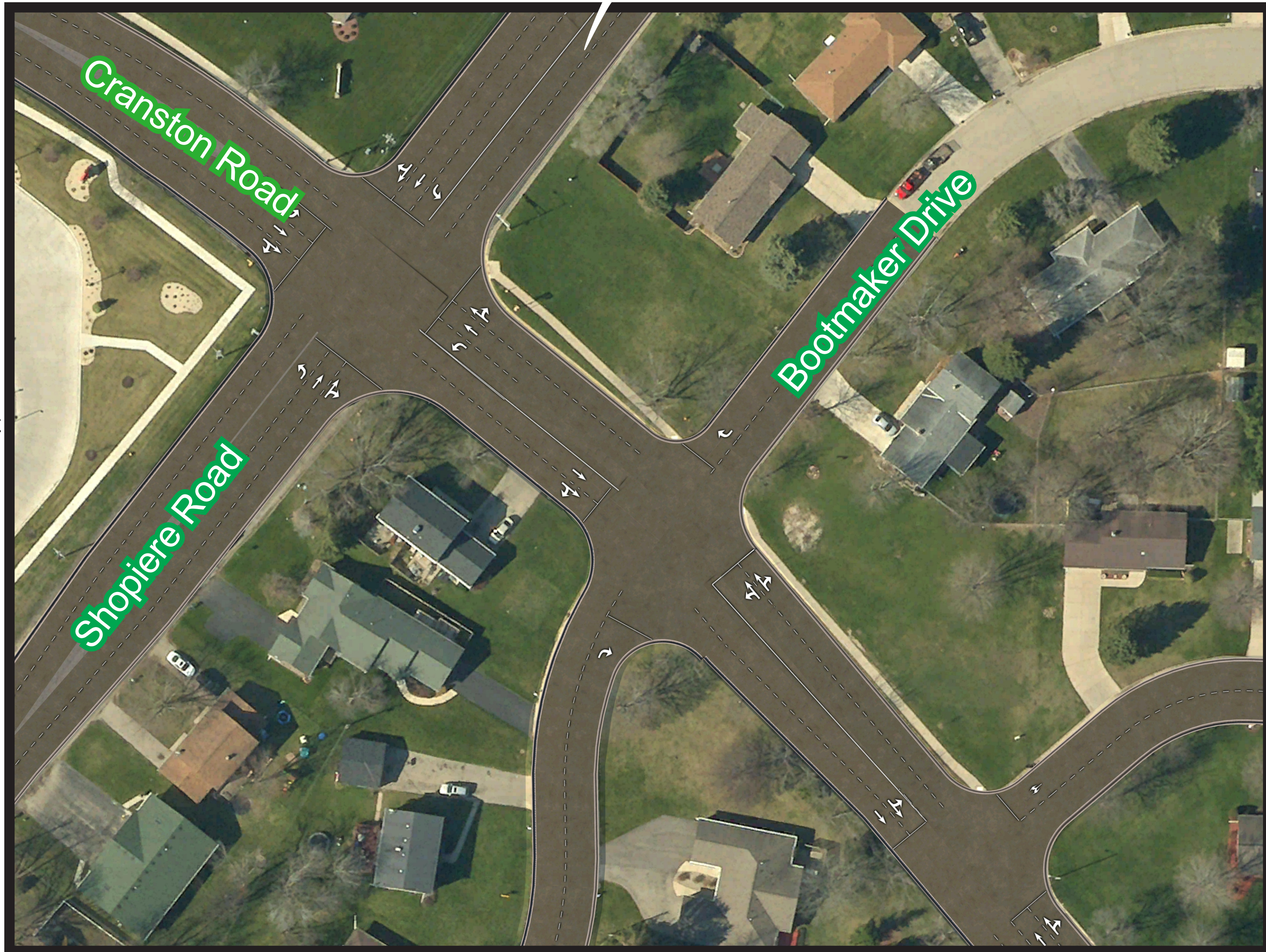


Cranston Road and Bootmaker Drive

Restrict Turning Movements

Pros

- Reduces number of conflict points at intersection, increasing safety
- Minimal number of left-turn and through movements by restricted movements (maximum of 15 vehicles for a particular movement during peak hour)
- Improves driver expectancy along Cranston Road, given close proximity of Bootmaker Drive to Shopiere Road (150 feet)
- Maintains ability of full access for east leg of Bootmaker Drive



Cons

- Possible increase in emergency vehicle travel and response time due to restricted movements if raised porkchop island is implemented
- Painted restrictions may not be followed by motorists
- Bootmaker Drive intersection still too close to Shopiere Road (150 feet)
- Left-turning vehicles from the west leg of Bootmaker Drive must backtrack significantly to access Cranston Road (added 3-4 minutes of travel time)

1A



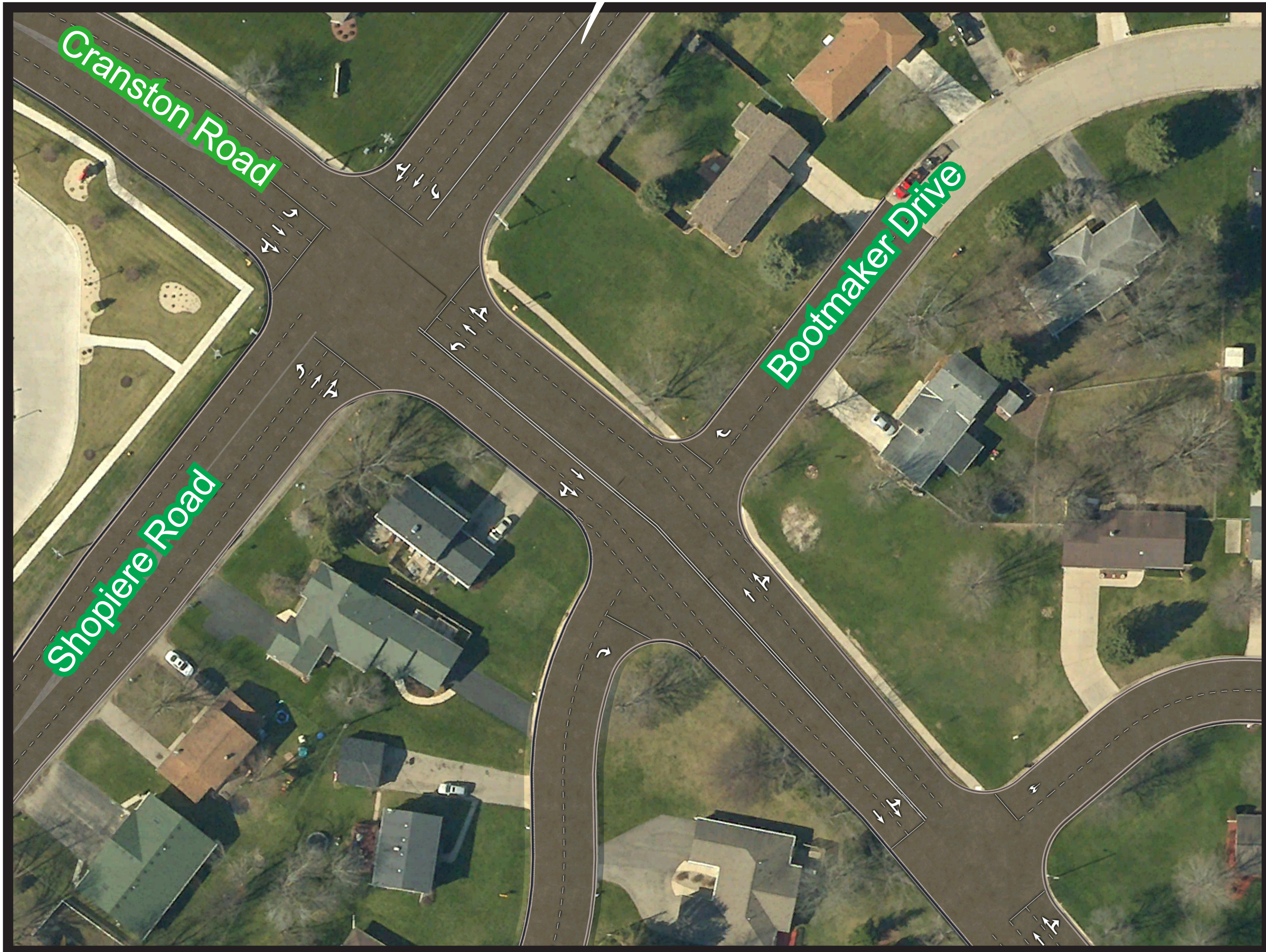
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Cranston Road and Bootmaker Drive

Right-in, Right-out on Bootmaker Drive

Pros

- Reduces number of conflict points at intersection, increasing safety
- Minimal number of left-turn and through movements by restricted movements (maximum of 15 vehicles for a particular movement during peak hour)
- Improves driver expectancy along Cranston Road, given close proximity of Bootmaker Drive to Shopiere Road (150 feet)



Cons

- Possible increase in emergency vehicle travel and response time due to restricted movements with use of porkchop barriers
- Painted restrictions may not be followed by motorists
- Left-turning vehicles must backtrack significantly to access Cranston Road (added 3-4 minutes)

1B



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Cranston Road and Bootmaker Drive

Close southwest leg of Bootmaker Drive

Pros

- Reduces number of conflict points at key intersection, increasing safety
- Minimal number of left-turn and through movements by restricted movements (maximum of 15 vehicles for a particular movement during peak hour)
- Improves driver expectancy along Cranston Road, given close proximity of Bootmaker Drive to Shopiere Road (150 feet)
- Increases neighborhood connectivity by completing Oxford Lane extension
- Reduces backtracking to turn left onto Cranston Road for vehicles traveling on west leg of Bootmaker Drive



Cons

- Increased construction costs to build new roadway
- Significant right-of-way required and impact to parking lot of an institutional parcel
- Number of vehicles benefitted from this improvement may not be cost-effective

1C



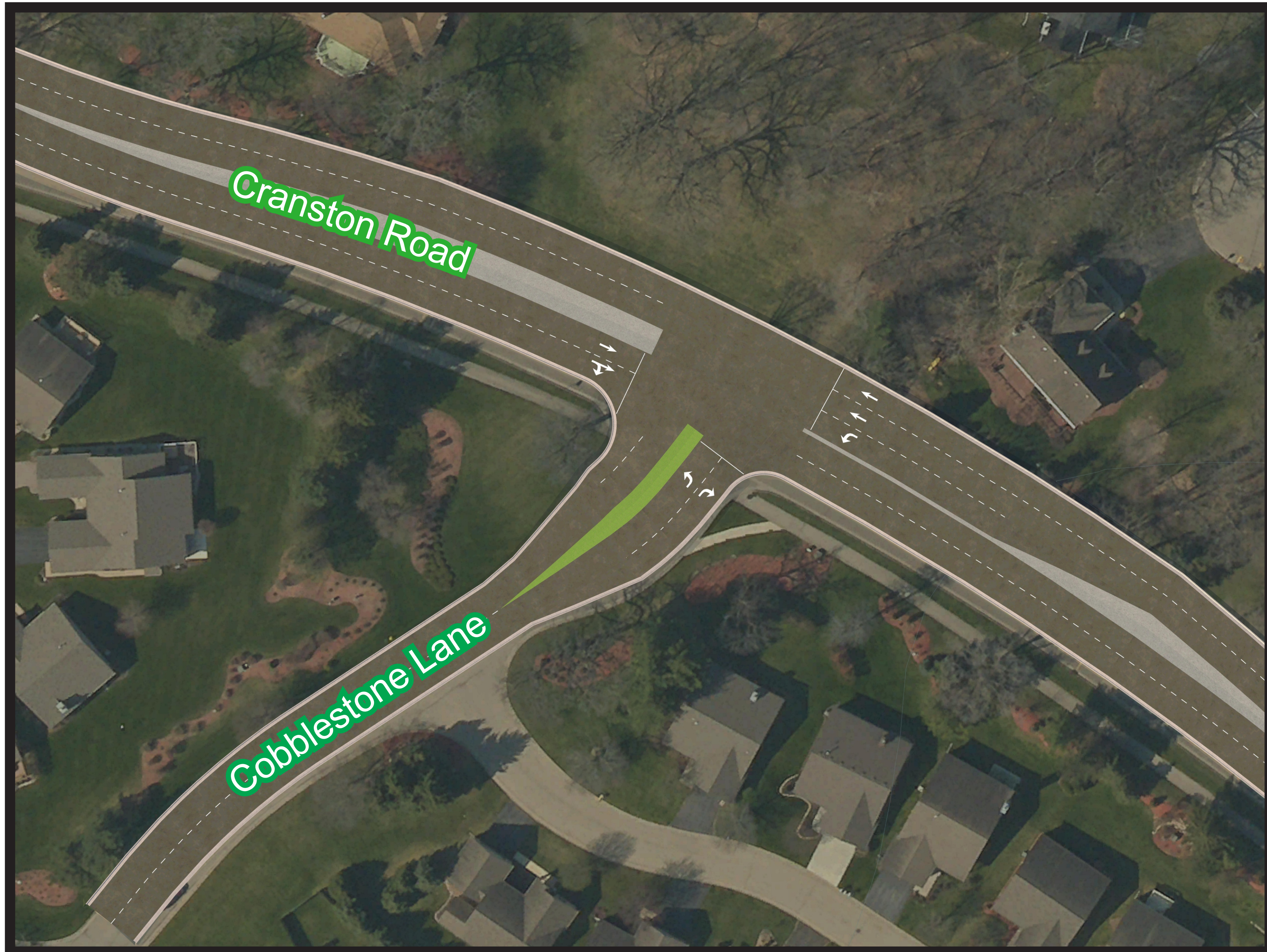
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Cranston Road and Cobblestone Lane

Added Turn Lanes

Pros

- Reduces rear end crashes by allowing left-turning vehicles to store in a dedicated turn lane



Cons

- Significant construction cost
- Potential need for purchase of right of way

2A



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Cranston Road and Cobblestone Lane

Convert to All-Way Stop Control

Pros

- Minimal construction cost
- Studies have shown crash reduction of 18-75 percent when side-street stop controlled intersections are converted to all way stop controlled



Cons

- Does not meet minimum volume threshold for consideration to implement
- May increase downstream speeds as vehicles on mainline become frustrated with stopping
- Causes extreme delay on Cranston Road with backups to adjacent intersections
- Increases in backups may increase crash potential at different locations

2B



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Cranston Road and Cobblestone Lane Convert to Signalized Intersection

Pros

- Studies have shown a crash reduction of 17 percent when side street stop controlled intersections are converted to traffic signal control
- Provides dedicated green time for vehicles leaving Cobblestone Lane

Cons

- Does not meet minimum volume threshold for consideration to implement
- Significant construction cost to implement
- Would require updates to Collingswood Drive intersection to allow for coordination of signals due to close proximity of intersections



Cranston Road and Cobblestone Lane Convert to 1-lane Roundabout

Pros

- Studies have shown that roundabouts reduce crash severity
- Roundabouts can accommodate higher traffic volumes than standard intersections
- Motorists are able to freely join the flow of traffic without waiting for a green signal
- Provides safer access for vehicles to travel to and from Cobblestone Lane
- Slows down speeding vehicles along Cranston Road

Cons

- Significant construction cost
- Potential need for purchase of right of way
- Lack of familiarity can make roundabouts unfavorable by motorists



2D



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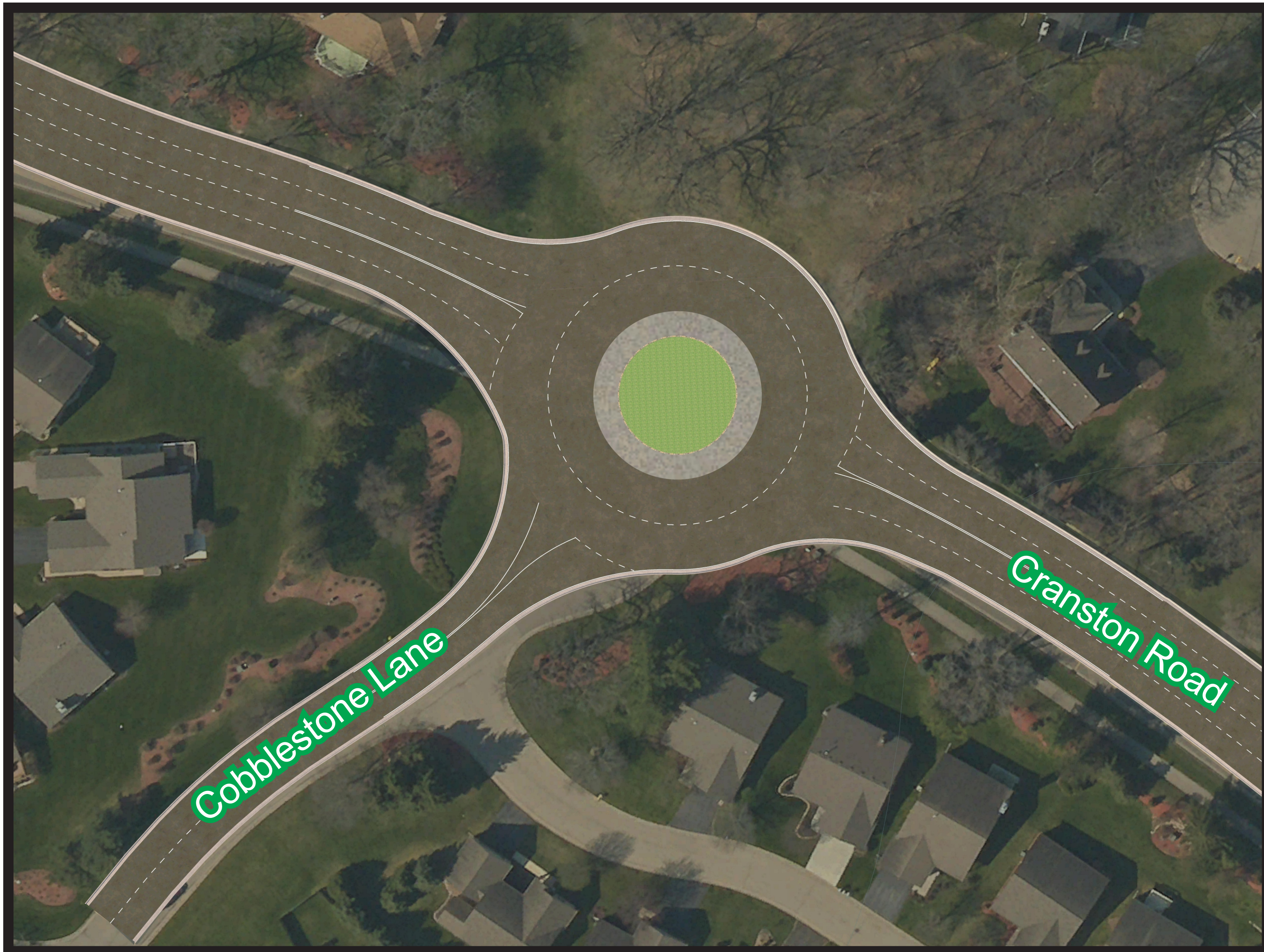
Cranston Road and Cobblestone Lane Convert to 2-lane Roundabout

Pros

- Studies have shown that roundabouts reduce crash severity
- Roundabouts can accommodate higher traffic volumes than standard intersections
- Motorists are able to freely join the flow of traffic without waiting for a green signal
- Provides safer access for vehicles to travel to and from Cobblestone Lane
- Slows down speeding vehicles along Cranston Road

Cons

- Significant construction cost
- Need for purchase of right of way
- Lack of familiarity can make roundabouts unfavorable by motorists



2E



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Cranston Road and Cobblestone Lane Intersection with 3-lane Cross Section

Pros

- Minimal Construction cost
- Storage provided on Cranston Road, improving safety for turning vehicles
- Studies have shown that reducing the number of lanes from four to three can reduce crashes by 19-47 percent
- Satisfactory peak-hour traffic operations anticipated with this alternative

Cons

- Unfamiliarity can be unappealing to the public



Cranston Road and Commercial Access Drives

Restrict Access at Speedway and Walmart Driveways

Pros

- Reduces number of conflict points at intersection, increasing safety
- Minimal number of left-turn and through movements affected at the northern access drive by restricted movements (maximum of 25 vehicles for a particular movement during peak hour)
- Improves driver expectancy along Cranston Road, given close proximity of access drives



Cons

- Sutler Avenue intersection would become more utilized due to left-turn diversions, increasing intersection delay
- Guidance signs may be needed to direct traffic to Sutler Avenue
- Traffic on north/east side of Cranston Road must travel through Walmart parking lot to access signal at Sutler Avenue
- Rerouting left-turns out from the Speedway gas station may be difficult due to existing site design

Cranston Road and Commercial Access Drives

Close Access at Speedway and Restrict Walmart Access

Pros

- Reduces number of conflict points at intersection, increasing safety
- Minimal number of left-turn and through movements affected at the northern access drive by restricted movements (maximum of 25 vehicles for a particular movement during peak hour)
- Improves driver expectancy along Cranston Road, given close proximity of access drives



Cons

- Sutler Avenue intersection would become more utilized due to left-turn diversions, increasing intersection delay
- Guidance signs may be needed to direct traffic to Sutler Avenue
- Traffic on north/east side of Cranston Road must travel through Walmart parking lot to access signal at Sutler Avenue
- Rerouting left-turns out from the Speedway gas station may be difficult due to existing site design