Cranston Road Corridor Study

Public Involvement Meeting

November 12, 2018

Stateline Area Transportation Study
Metropolitan Planning Organization

SRF Consulting Group, Inc.

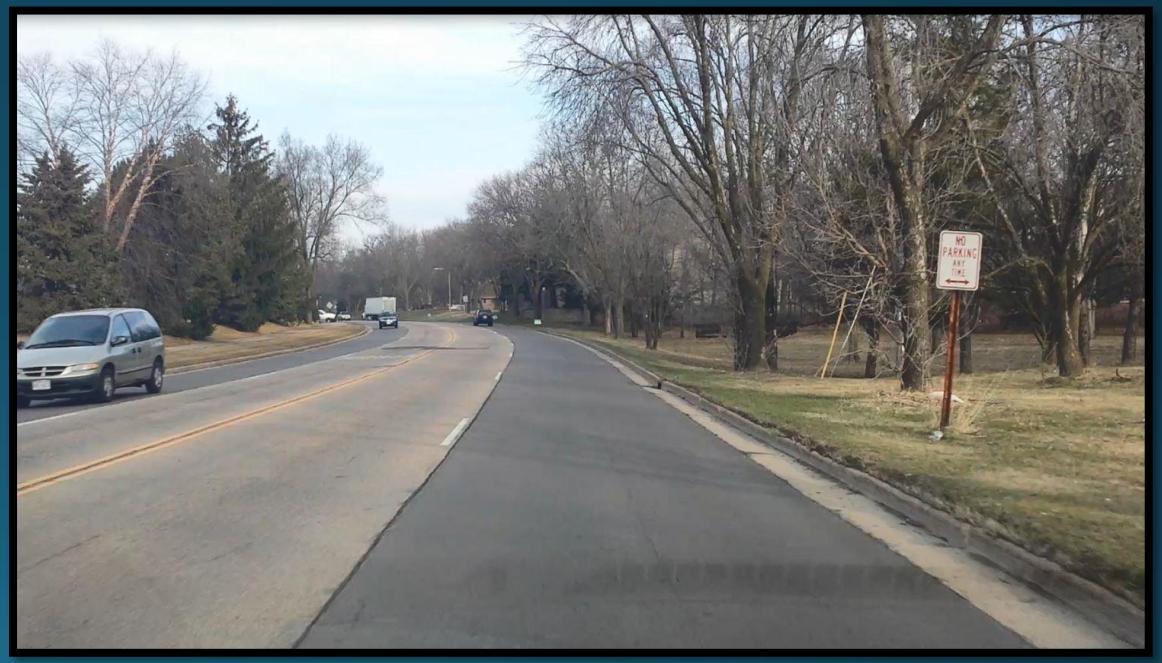
CITY OF Beloit WISCONSIN

Why is This Study Being Done?

- 166 documented crashes from 2013-2017
- Increase in travel speeds along corridor

Cranston Road Corridor Study Tasks

- Develop a long-range plan that will balance current and future traffic safety and traffic mobility
  - Evaluate existing roadway conditions
  - Identify existing and future-year deficiencies and concerns
  - Analyze conceptual roadway improvements to address safety and mobility



SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

CITY OF Beloit WISCONSIN

What this Study Is

- Study to evaluate existing and future traffic conditions
- Development of conceptual alternatives to address existing and potential deficiencies and promote multi-modal facilities
- Development of preliminary cost estimates for alternatives

What this Study Is Not

Immediate access / driveway modifications

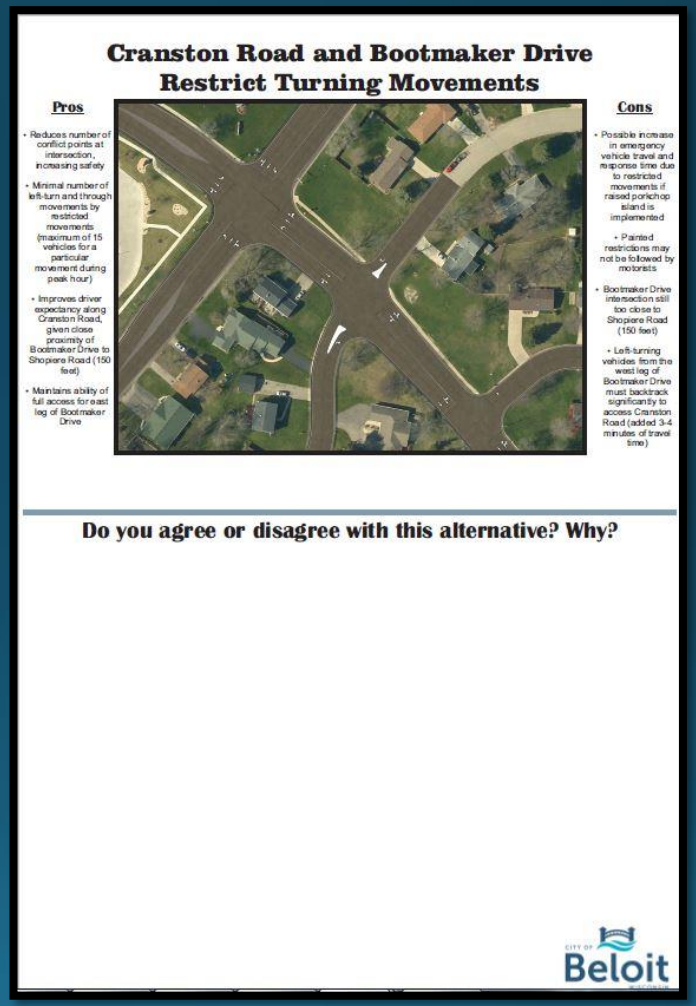
Immediate construction projects based on project recommendations

Immediate land acquisition for construction

All study recommendations will require a more thorough investigation by the City to make sure it is feasible to build

What the Project Team Wants From You

Your comments!

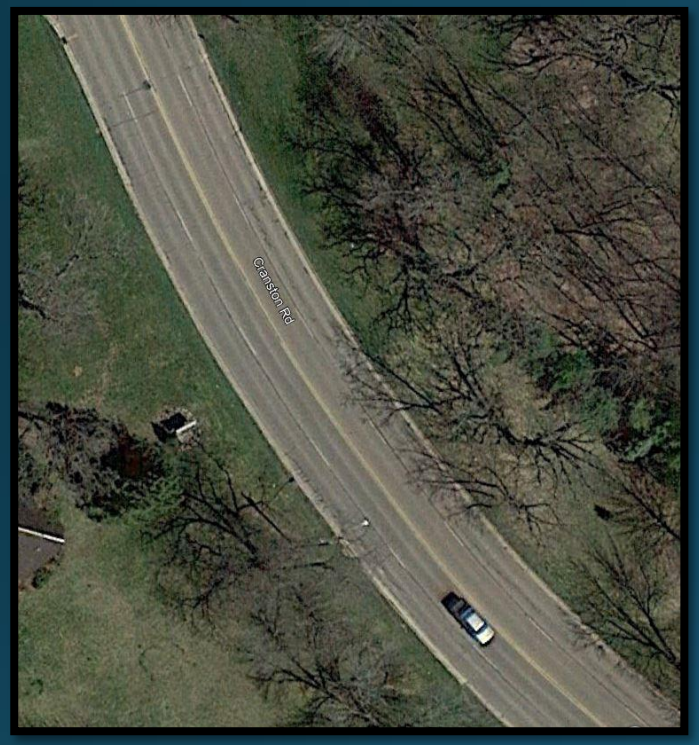


SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

CITY OF Beloit WISCONSIN

Cranston Road Corridor Alternatives



Four-lane cross-section (existing)

Three-lane cross-section

SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

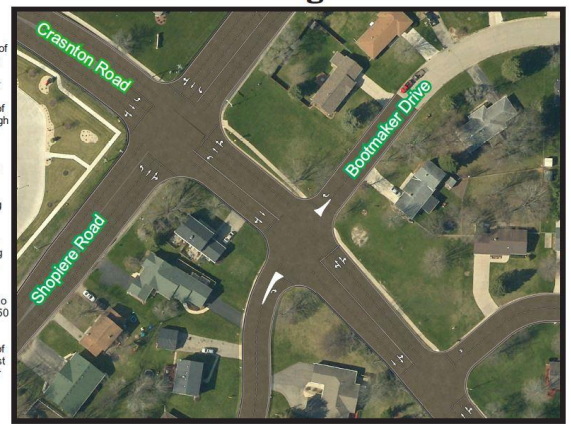
CITY OF Beloit WISCONSIN

Bootmaker Drive Intersection Alternatives

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



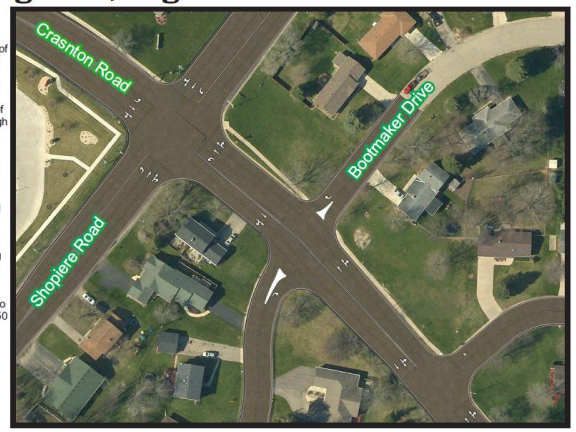
Cons

- 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)

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)

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 from vehicles traveling on west leg of Bootmaker Drive

Cons

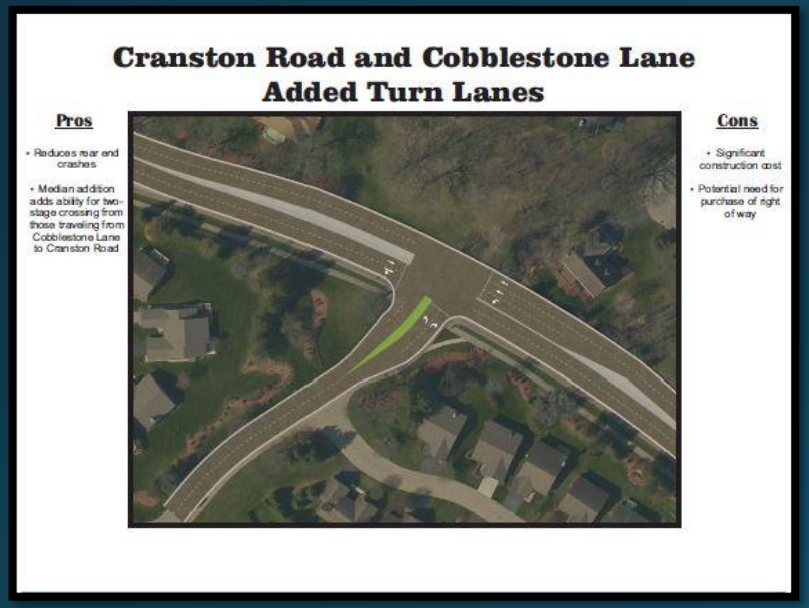
- Increased construction costs to build new roadway
- Significant right-of-way required and impact to parking lot of an institutional parcel
- Number of vehicles benefitted from this improvement may not be cost-effective

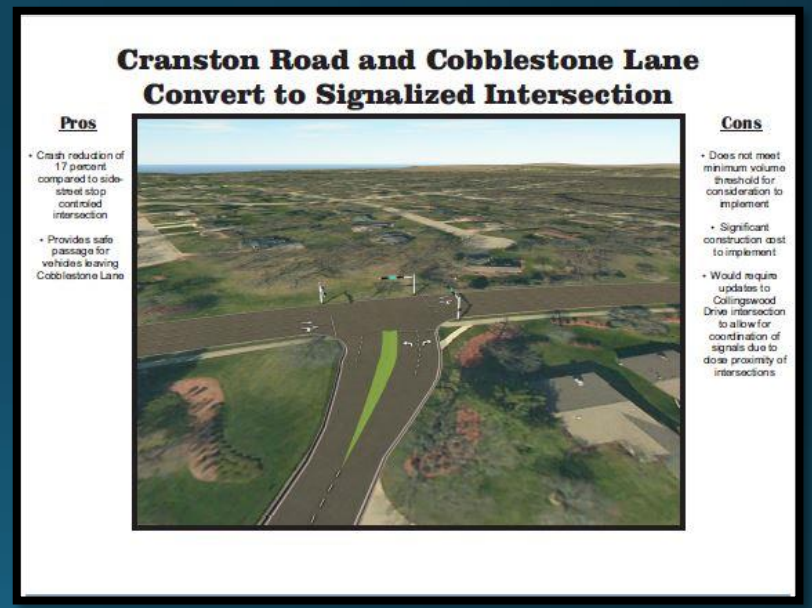
SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

CITY OF Beloit WISCONSIN

Cobblestone Lane Intersection Alternatives





SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

CITY OF Beloit WISCONSIN

Cranston/Milwaukee Access Alternatives

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

SRF Consulting Group, Inc.

Stateline Area Transportation Study
Metropolitan Planning Organization

CITY OF Beloit WISCONSIN

Study Schedule

- Review PIM public feedback (November 2018)
- Submit Traffic Impact Study report (January 2019)

Questions?

Jason Dupuis
City of Beloit
dupuisj@beloitwi.gov

Laura Williamson
City of Beloit
williamsonl@beloitwi.gov

TJ Nee
SLATS MPO
NeeT@beloitwi.gov

Lee Gibbs
SRF Consulting Group
lgibbs@srfconsulting.com

Study e-mail address
Cranston@beloitwi.gov
Submit by Friday, November 30