

# Cranston Road Corridor Study

## Public Involvement Meeting

November 12, 2018



Stateline Area Transportation Study  
Metropolitan Planning Organization

# Why is This Study Being Done?

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



Stateline Area Transportation Study  
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# 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



# 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!

**Cranston Road and Bootmaker Drive  
Restrict Turning Movements**

Pros	Cons
<ul style="list-style-type: none"><li>• Reduces number of conflict points at intersection, increasing safety</li><li>• Minimal number of left-turn and through movements by restricted movements (maximum of 15 vehicles for a particular movement during peak hour)</li><li>• Improves driver expectancy along Cranston Road, given close proximity of Bootmaker Drive to Shopshire Road (150 feet)</li><li>• Maintains ability of full access for east leg of Bootmaker Drive</li></ul>	<ul style="list-style-type: none"><li>• Possible increase in emergency vehicle travel and response time due to restricted movements if raised porchtop island is implemented</li><li>• Painted restrictions may not be followed by motorists</li><li>• Bootmaker Drive intersection still too close to Shopshire Road (150 feet)</li><li>• Left-turning vehicles from the west leg of Bootmaker Drive must backtrack significantly to access Cranston Road (added 3-4 minutes of travel time)</li></ul>

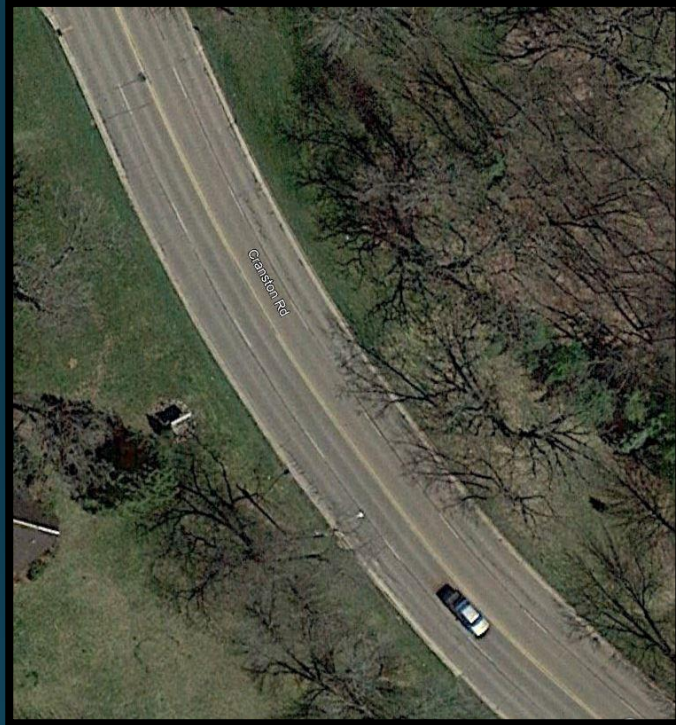


**Do you agree or disagree with this alternative? Why?**





# Cranston Road Corridor Alternatives



Four-lane cross-section (existing)



Three-lane cross-section

# 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



# Cobblestone Lane Intersection Alternatives

## Cranston Road and Cobblestone Lane Added Turn Lanes

### Pros

- Reduces rear end crashes
- Median addition adds ability for two-stage crossing from those traveling from Cobblestone Lane to Cranston Road



### Cons

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

## Cranston Road and Cobblestone Lane Convert to 2-lane Roundabout

### Pros

- 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

## Cranston Road and Cobblestone Lane Convert to Signalized Intersection

### Pros

- Crashes reduction of 17 percent compared to side-street stop controlled intersection
- Provides safe passage 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/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

- Sutter Avenue intersection would become more utilized due to left-turn diversions, increasing intersection delay
- Guidance signs may be needed to direct traffic to Sutter Avenue
- Traffic on north/east side of Cranston Road must travel through Walmart parking lot to access signal at Sutter 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

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



# Study Schedule

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

# Questions?

Jason Dupuis

City of Beloit

[dupuisj@beloitwi.gov](mailto:dupuisj@beloitwi.gov)

Laura Williamson

City of Beloit

[williamsonl@beloitwi.gov](mailto:williamsonl@beloitwi.gov)

TJ Nee

SLATS MPO

[NeeT@beloitwi.gov](mailto:NeeT@beloitwi.gov)

Lee Gibbs

SRF Consulting Group

[lgibbs@srfconsulting.com](mailto:lgibbs@srfconsulting.com)

Study e-mail address

[Cranston@beloitwi.gov](mailto:Cranston@beloitwi.gov)

Submit by Friday, November 30