Shopiere Road Corridor Study

Public Information Meeting #1

Beloit Public Library

Wednesday, May 29, 2024

Presentation Agenda

Introductions

Project Goals

Project Tasks

Project Discussion

Introductions

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Project Manager

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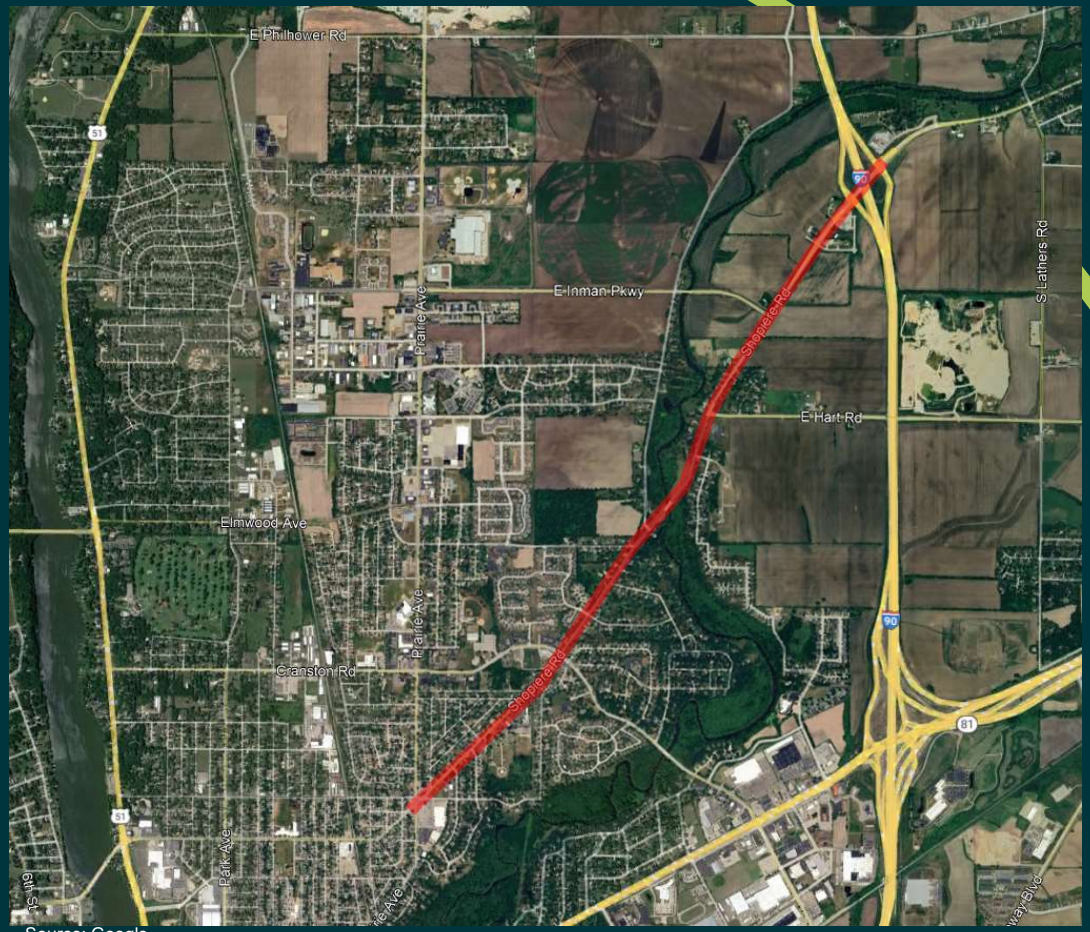
Consultant Project Manager

Project Study Area



Source: Google

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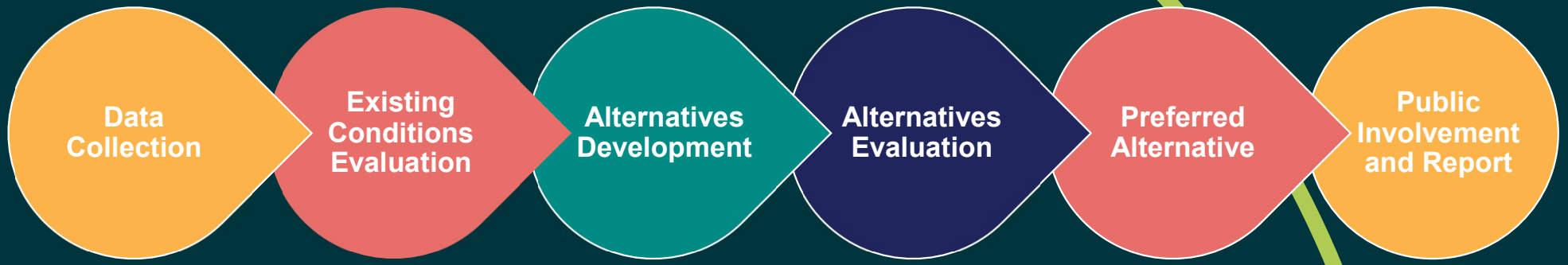
TRANSPORTATION STUDY

Project Goals

- Evaluation of traffic safety, traffic operations, access, and multimodal accommodations
- Recommend improvements to the corridor to optimize safety and mobility while balancing access and multimodal needs

- **There are no construction projects associated with any recommendations from this study**

Project Tasks



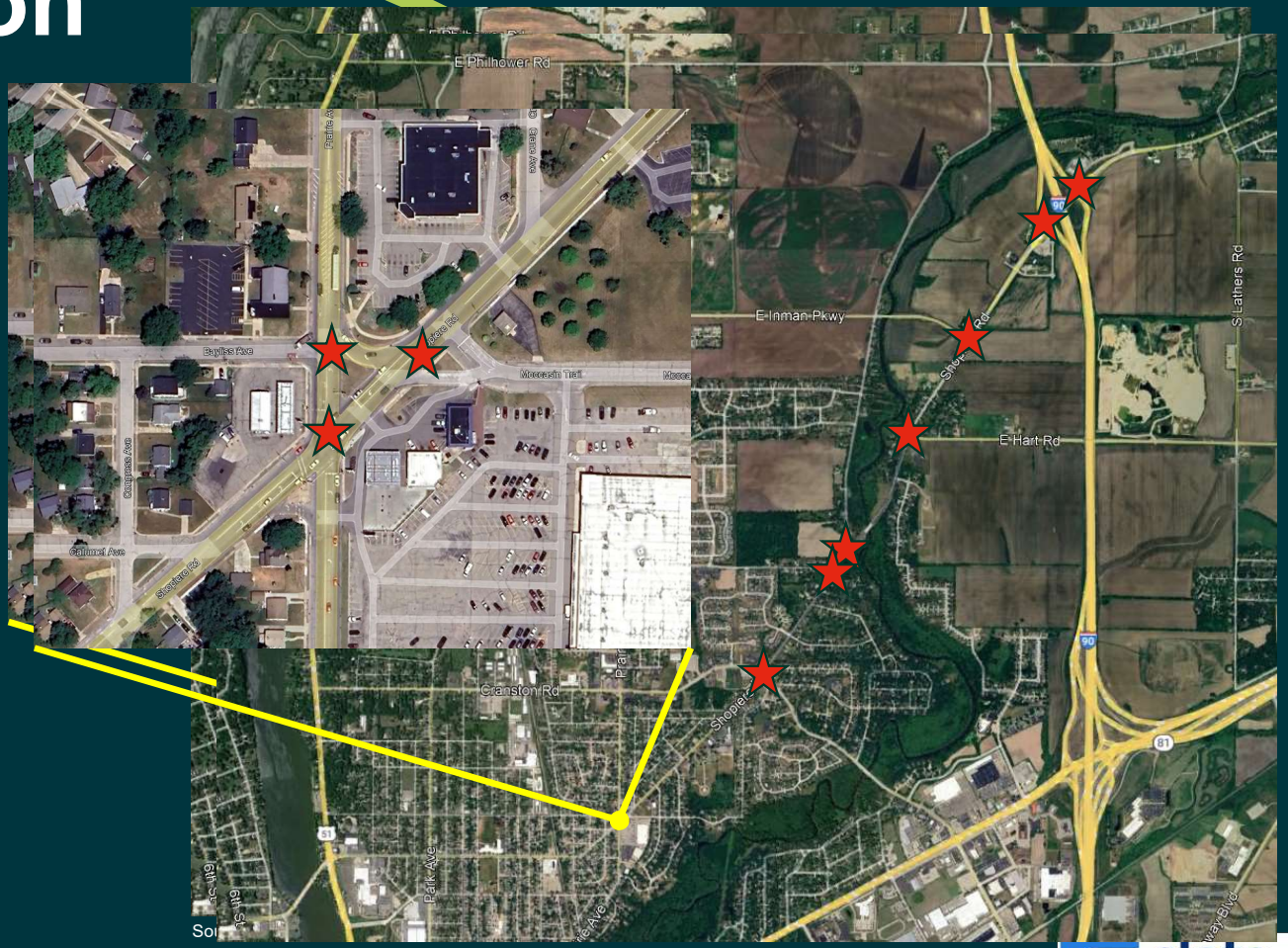
Data Collection

- Site review of corridor
- Traffic counts
- Crash data (past five years)
- Access inventory
- Recent traffic engineering and planning studies
- MPO, City, and County plans

Data Collection

Intersections Evaluated

- **Prairie Avenue**
- **Bayliss Avenue**
- **Moccasin Trail**
- **Cranston Road**
- **Murphy Woods Road**
- **Creek Road**
- **Hart Road**
- **Inman Parkway (CTH BT)**
- **I-39/90 southbound ramps**
- **I-39/90 northbound ramps**



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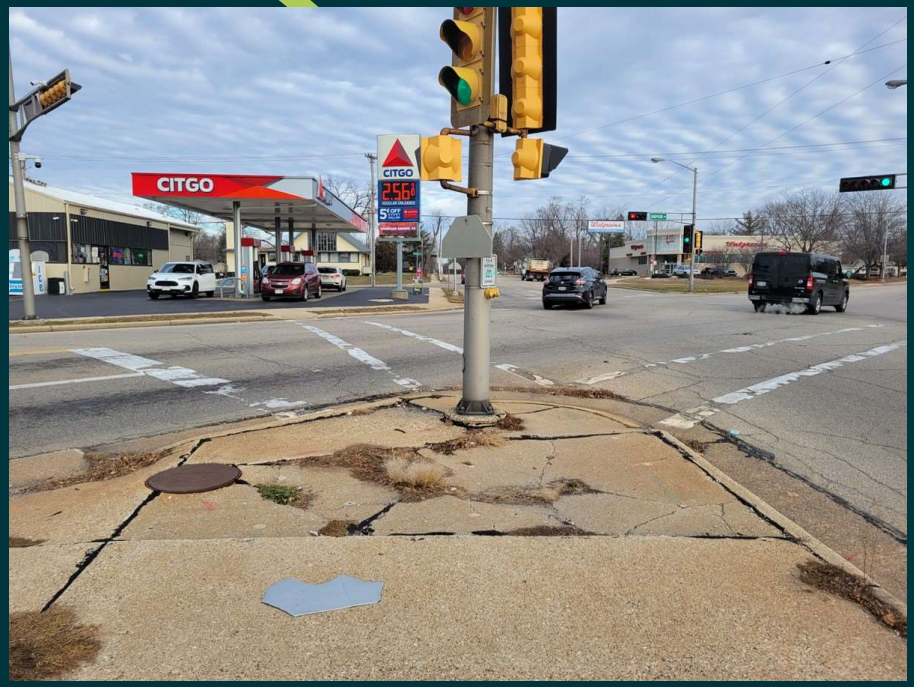
Existing Conditions Evaluation

- Assess current state of Shopiere Road
  - Roadway and intersection geometrics
  - Traffic operations
  - Traffic safety
  - Roadway access
  - Multi-modal accommodations
  - Pavement quality
  - Surrounding land uses
- Identifies current deficiencies and opportunities in the study area

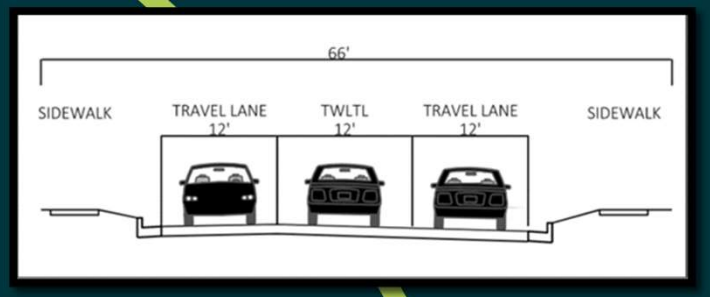


Future Conditions Evaluation

- Evaluate corridor for Year 2049 (25-year horizon)
  - Traffic projections
  - Future development / growth
  - Potential transportation improvements
- Identifies potential deficiencies and opportunities in the study area

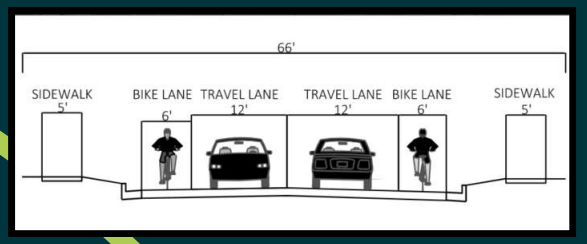
Alternatives Development

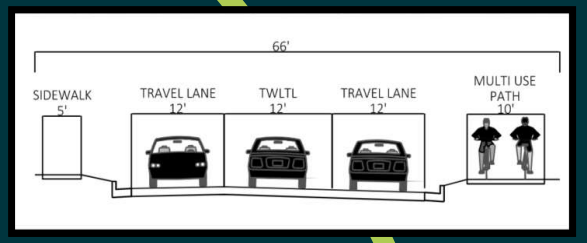
- Use results of existing and future conditions evaluation to determine potential improvements
  - Roadway improvements
    - Cross-section
    - Geometrics
    - Multi-modal accommodations
  - Intersection improvements
    - Intersection control
    - Geometrics
  - Corridor improvements
    - Access management
    - Multi-modal connectivity

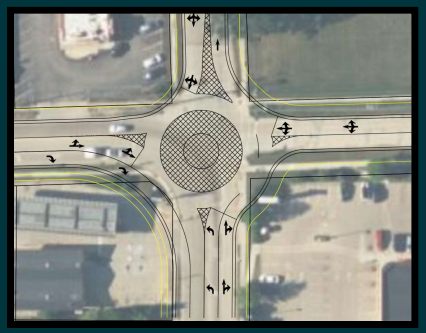


Alternatives Development

- Alternatives will attempt to focus on maximizing existing cross-section and existing right of way
- Alternatives will attempt to meet project purpose and goals while minimizing construction costs

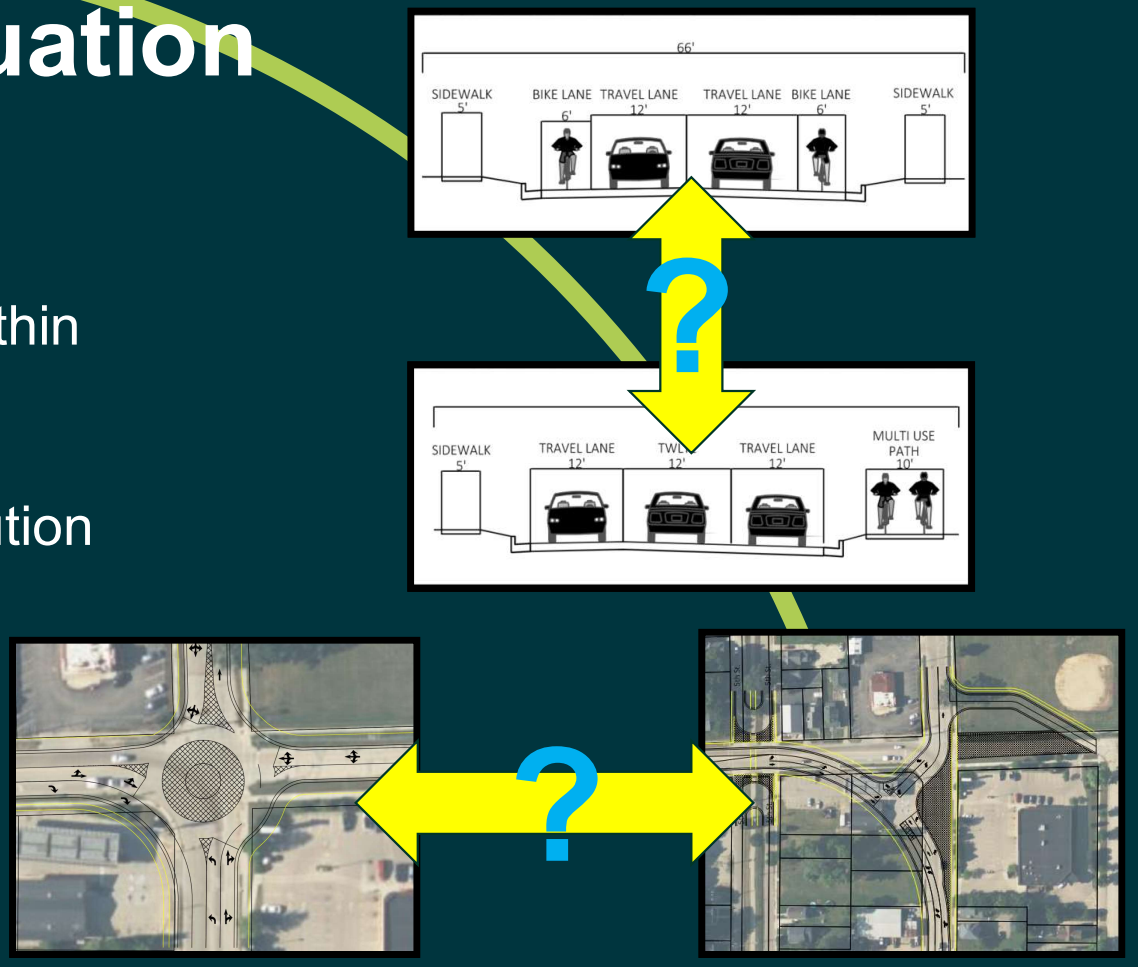






Alternatives Evaluation

- Alternatives will be evaluated for feasibility and appropriateness within the corridor
- Goal is to find an appropriate solution (or solutions) that addresses key deficiencies while maintaining the project purpose and goals



Documentation & Meetings

- Corridor study report
- Intersection control evaluation reports

- Three in-person public information meetings
  - Project kickoff (today)
  - Alternatives development
  - Preferred alternative

Project Schedule

- Traffic data collection - ongoing
- Existing conditions evaluation – summer 2024
- PIM #2 (alternatives) – summer / fall 2024
- PIM #3 (preferred alternative) – late fall 2024

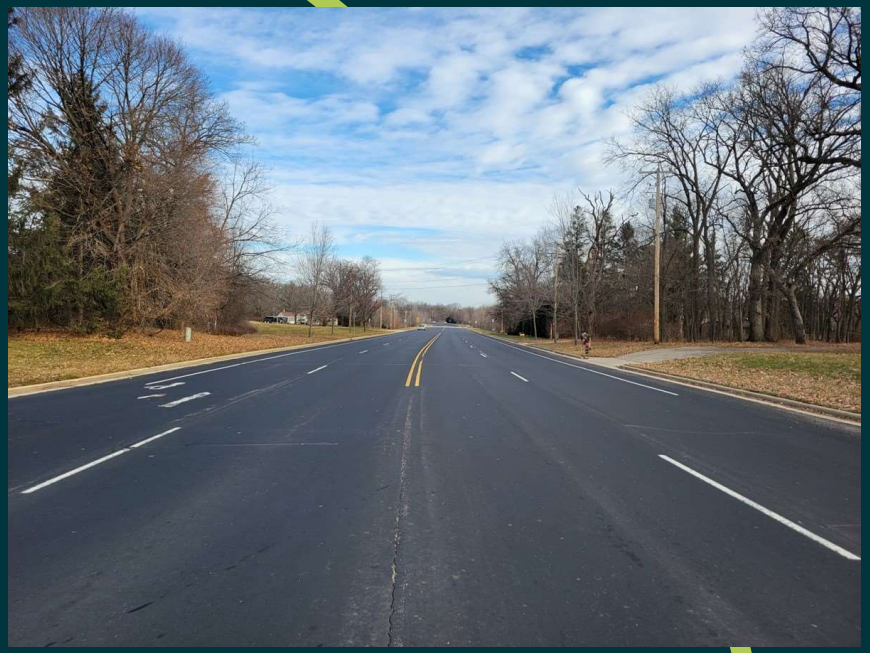
Initial Thoughts

- Shopiere – Prairie – Bayliss “triangle”
  - Many traffic movements over short distance
  - Access drives within intersection area
  - Few crosswalks in intersection area

Source: Google

Initial Thoughts

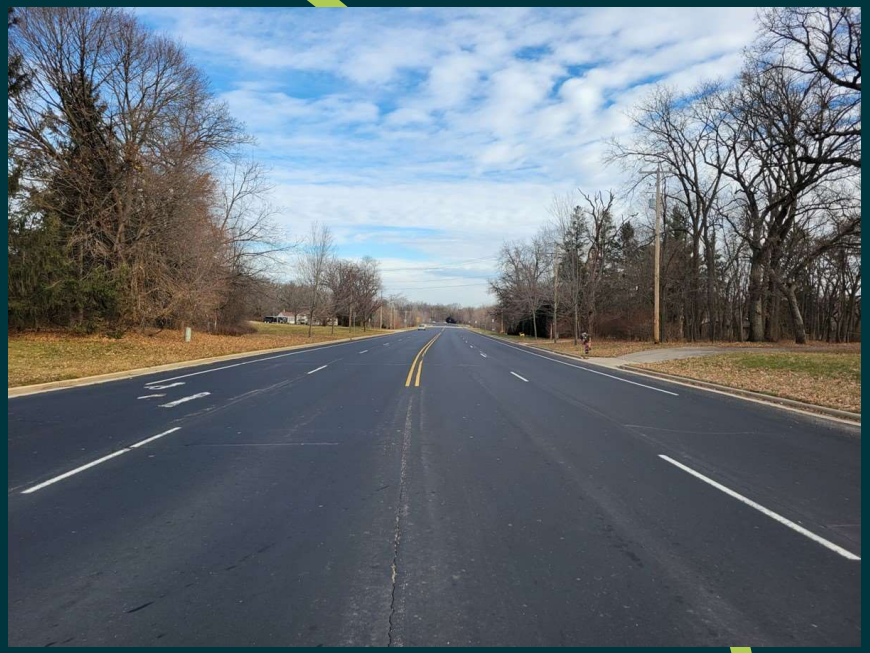
- Shopiere Road, north of Cranston
  - Average daily traffic – 7,000 – 8,000 vehicles per day
  - Four-lane undivided cross-section
  - Lack of multi-modal accommodations



- County BT / Inman Parkway extension
  - Provide connection between northern and eastern areas
  - Potential land use growth opportunities

Initial Thoughts

- Preliminary crash data (2019 – 2023)
  - 174 crashes along corridor
    - 50 crashes at Shopiere / Prairie / Bayless “triangle”
    - 41 crashes at Shopiere / Cranston intersection
  - 64 rear end crashes; 53 angle crashes; 30 single-vehicle crashes
  - Zero fatal crashes; four serious injury crashes; 24 minor injury crashes
  - Two bicycle / pedestrian crashes
  - 41 crashes involved driver over age 65; 39 crashes involved a teenage driver
  - 28 crashes were flagged as speed being a contributing factor



Questions

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