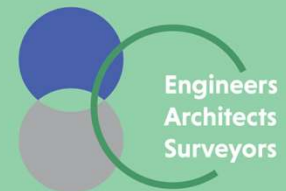




Wisconsin 81 Corridor Study Public Information Meeting #3

Beloit Public Library
Beloit, Wisconsin
March 29, 2023



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Presentation Agenda



Introductions



Project Recap



Project Tasks



Preferred Alternative
Discussion



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Introductions



**T.J. Nee (Stateline Area
Transportation Study, SLATS MPO)**
Project Manager

Lee Gibbs (CBS Squared)
Consultant Project Manager

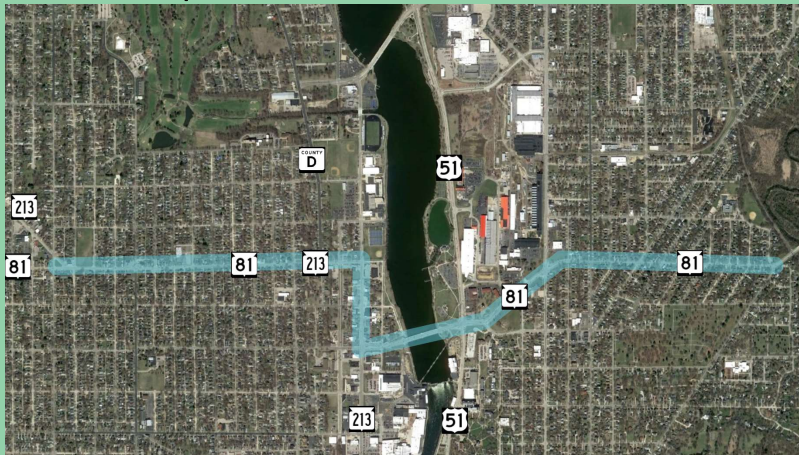


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Project Recap



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Project Recap

- Project Goals

- Evaluation of traffic operations, traffic safety, access, and multimodal accommodations for WIS 81 corridor
- Recommend improvements to the roadway and intersections to optimize safety and mobility while balancing access and multimodal needs



There is no construction project associated with the results and recommendations determined in this study

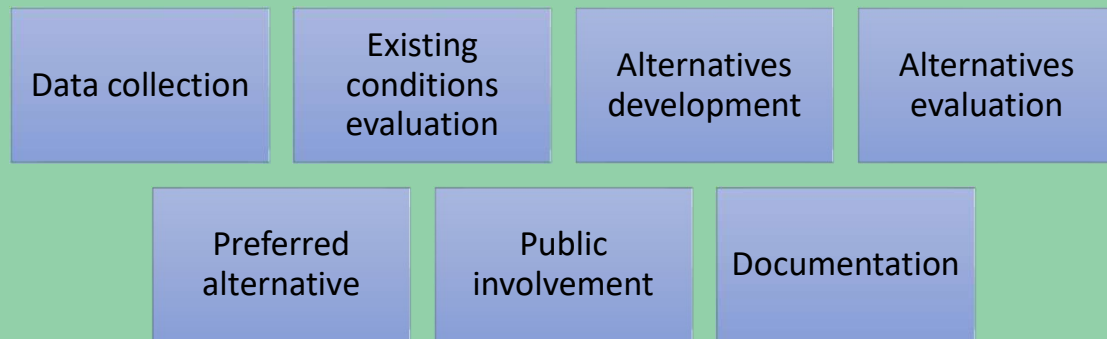


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Project Tasks



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Preferred Alternatives



- Preferred alternative balance the needs of mobility, safety, access, and multimodal accommodations along WIS 81
 - Based on existing and future-year traffic operations analysis, traffic safety, long-range plans, project study goals, and public feedback
 - Each alternative, including the preferred alternative, has advantages and disadvantages (i.e., trade-offs) of implementing
 - Preferred alternative does not have any timetable for implementation – it is only a recommendation
- Illustrations for preferred alternative are concept-level detail only and not definitive or binding



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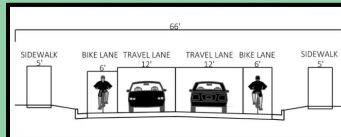
7

Preferred Alternatives

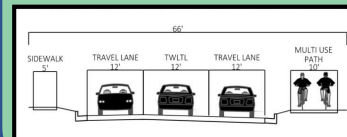
WIS 81 (Liberty Avenue – Madison Road to Fourth Street)



Add pavement markings 2 lanes + bike lanes



3 lanes



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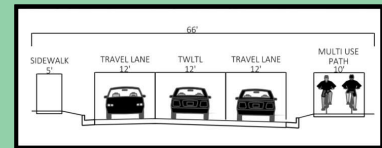


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Preferred Alternatives

Three-Lane Cross-Section (2 lanes + TWLTL)

- Left-turning vehicles are protected from through traffic stream
- Improved multimodal accommodations with multi-use path
- No changes to existing roadway footprint needed to accommodate three lanes
- No changes to existing right of way needed for multi-use path



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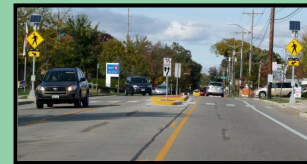
slats
STATELINE AREA
TRANSPORTATION STUDY

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Preferred Alternatives

Liberty Avenue – Access management

- Reduce conflict points along WIS 81 to improve mobility and safety
 - Consolidate, cross-access, restrict, remove
- Possible combination of restriction: Moore, 10th, 8th, Oak
 - Candidate locations will be determined later, if considered for implementation
 - Increases ability to provide additional crossing elements at restricted intersections, improving bike/ped safety (e.g., refuge islands, signage, beacons, etc.)



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TRANSPORTATION STUDY

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Preferred Alternatives

Move traffic signal from Bluff Street to Sixth Street

- Traffic signal would serve higher classification, higher-volume roadway
- Improves left-turn and side-street safety by providing dedicated green time to movements to/from Sixth Street
- Provides another traffic signal closer to Beloit Memorial High School, helping traffic to/from campus



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Preferred Alternatives

Restrict access at WIS 81 and Fifth Street

- Improves mobility and safety along WIS 81 by reducing or removing access point near signalized intersections
- Reduces cut-through traffic to/from Beloit Memorial High School
- Maintain and accentuate the existing multi-use path crossing of Liberty Avenue



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Preferred Alternatives

WIS 81 - Liberty Avenue and Fourth Street intersection

Remove east leg



Make northbound one-way



Roundabout



WIS 81 curve



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Preferred Alternatives

Maintain existing intersection geometrics and operations (short-term)

- Existing intersection anticipated to operate adequately for future conditions
- Existing traffic signal will provide dedicated green time for bicyclists/pedestrians from high school

Realign WIS 81 as a horizontal curve (long-term)

- Provides more continuous traffic flow for WIS 81 traffic (i.e., eliminates "major" turn movement)
- Eliminates vehicle tracking into opposing lanes

Honorable mention: roundabout alternative



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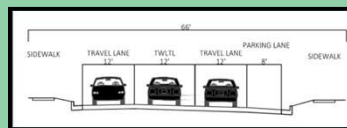
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Preferred Alternatives

Convert Fourth Street to three lane cross-section

- Improves safety by removing “trapping left” condition at Liberty Avenue
- Provides left-turn storage for turning vehicles
- Provides on-street parking for retail properties
- Can be accommodated within existing roadway footprint



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TRANSPORTATION STUDY

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Preferred Alternatives

Provide single eastbound through lane at US 51

- Improves safety by removing “trapping right” condition at US 51 and Woodward Avenue
 - Can create an exclusive right-turn lane for Woodward Avenue
- Improves safety by creating positive left-turn offset for eastbound and westbound traffic at US 51
- Can be accommodated within existing roadway (southeast corner adjustments needed)



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Preferred Alternatives

WIS 81 – White Avenue at Woodward Avenue intersection


Right-in, right-out access




Remove all access




New access





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Alternatives Discussion

Provide right-in, right-out access at Woodward Avenue

- Improves safety by removing left-turns to/from WIS 81 and near US 51 intersection
- Maintains eastbound right-turns to Woodward Avenue
- Provides dedicated right-turn lane for vehicles to exit through traffic stream





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Alternatives Discussion

Convert WIS 81 and Park Avenue to a roundabout

- Improves traffic operations by providing yield control for all movements
- Improves safety by eliminating left-turn, angle, and head-on crashes
- Reduces travel speeds as motorists must navigate around roundabout median
- Splitter islands provide refuge for pedestrian accommodations



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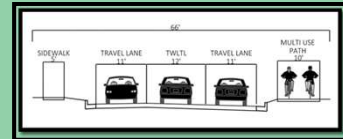
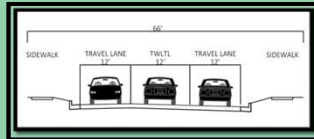
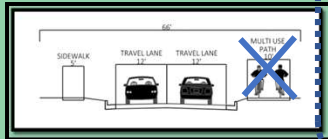
Preferred Alternatives

WIS 81 - White Avenue (Park Avenue to Milwaukee Road)

~~Multi-use path~~
Do Nothing

3 lanes

3 lanes + multi-use path



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Preferred Alternatives

Maintain existing roadway cross-section (short-term)

- Implement access management along corridor
- Consider elements to improve bike/ped crossings of WIS 81
- Consider parallel bicycle routes to WIS 81

Provide three-lane cross-section (long-term)

- Consider if utility improvements necessary (i.e., roadway reconstruction)
- Left-turning vehicles are protected from through traffic stream



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Preferred Alternatives

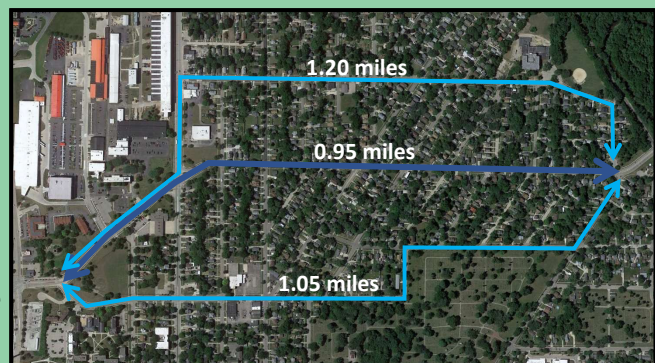
Potential bicycle routes

White Avenue

- Most direct route
- Shortest travel path

Parallel routes

- Longer travel paths
- Lower-volume roadways
- Dedicate elements to promote bike use



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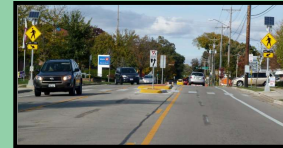


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Preferred Alternatives

White Avenue – Access management

- Reduce the amount of conflict points along WIS 81 to improve mobility and safety
 - Consolidate, cross-access, restrict, remove
- Possible combination of restriction: Wisconsin, Dewey, Nelson, Partridge, Eaton, Hinsdale
 - Candidate locations will be determined later, if considered for implementation
 - Increases ability to provide additional crossing elements at restricted intersections, improving bike/ped safety (e.g., refuge islands, signage, beacons, etc.)



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Preferred Alternatives

WIS 81 – White Avenue and Milwaukee Road intersection

Roundabout



Intersection improvements



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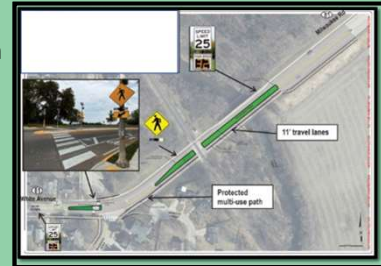


Preferred Alternatives

Both alternatives are positive alternatives

- Both alternatives improve safety by reducing travel speeds approaching and through intersection
 - Roundabout alternative requires motorists to slow down through intersection
 - Improvement alternative makes motorists feel “uncomfortable” driving at higher speeds
- Both alternatives address bicycle and pedestrian accommodations to cross WIS 81

If one HAD to be selected...



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Other Preferred Improvements

- Provide enhanced signing/markings for Fifth Street multi-use path crossing at Liberty Avenue
- Perform access management near Fourth Street and Portland Avenue
- Review traffic signal equipment for improved visibility and clarity for motorists



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Other Preferred Improvements

- Provide signing/markings for Portland Avenue bike lanes to connect to Fifth Street
- Review intersection sight triangles and remove obstructions, as necessary



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Questions?

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- Lee Gibbs, lgibbs@cbssquaredinc.com

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