

# Shopiere Road Corridor Study

Public Information Meeting #2

Beloit Public Library

Thursday, October 10, 2024

# Presentation Agenda



Introductions



Project Goals



Project Tasks



Existing Conditions  
Discussion



Alternatives  
Discussion

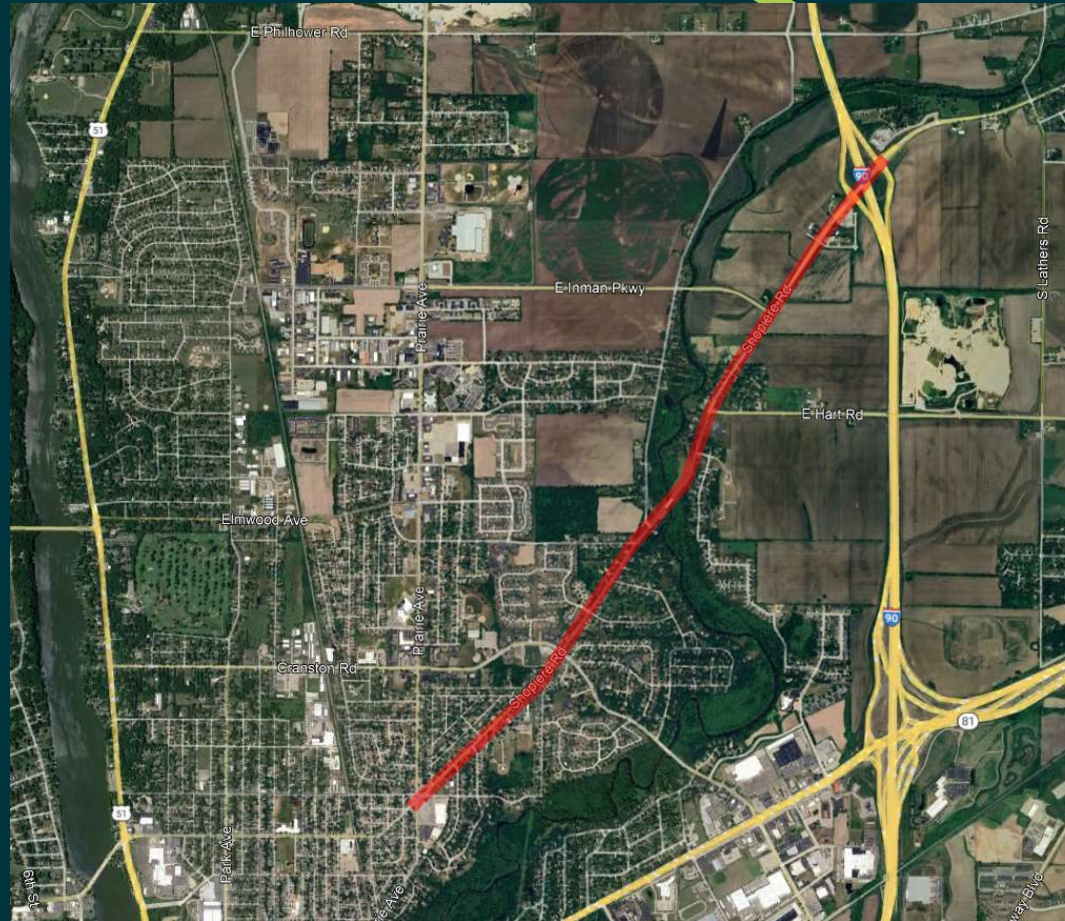
# Introductions



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

**Lee Gibbs, AECOM  
Consultant Project Manager**

# Project Study Area



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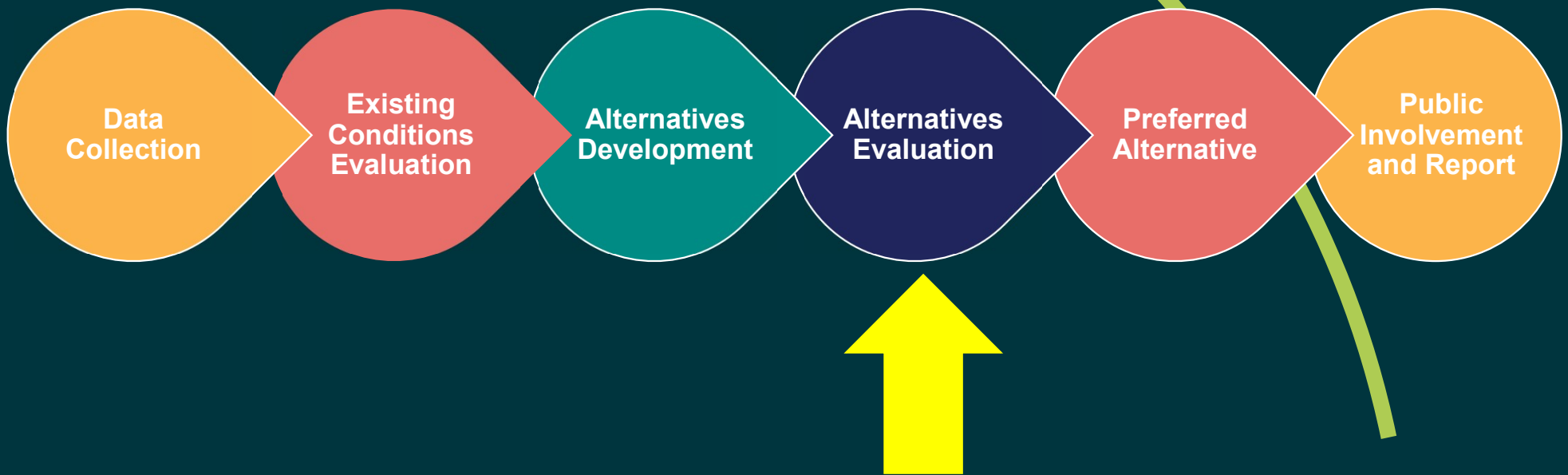


# Project Goals

- 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



# Existing Conditions Evaluation

- Main findings
  - Existing roadway cross-section and environment promotes higher travel speeds
  - Shopiere / Prairie / Bayless / Moccasin intersection (“Triangle”) has numerous geometric and multimodal deficiencies, creating safety concerns
  - Several intersections have existing geometric deficiencies, creating safety concerns
  - Lack of any or continuous ped/bike accommodations along or crossing Shopiere
  - Future traffic growth will create operational deficiencies at several intersections



# Alternatives Discussion

- Alternatives attempt to balance needs of mobility, safety, access, and multimodal accommodations along Shopiere Road
  - Based on existing and future-year traffic operations analysis, traffic safety, long-range plans, project study goals, and public feedback
- Each alternative has advantages and disadvantages (i.e., trade-offs)

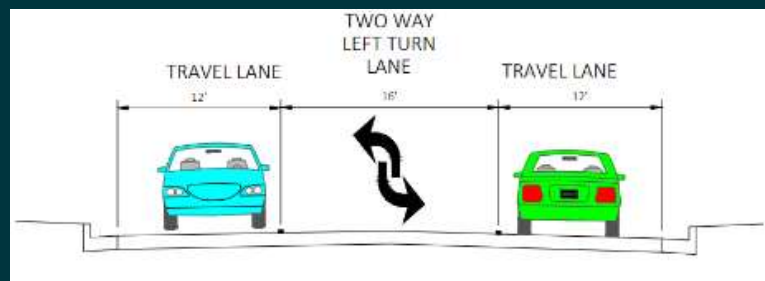
Illustrations are concept-level detail only and are not definitive or binding





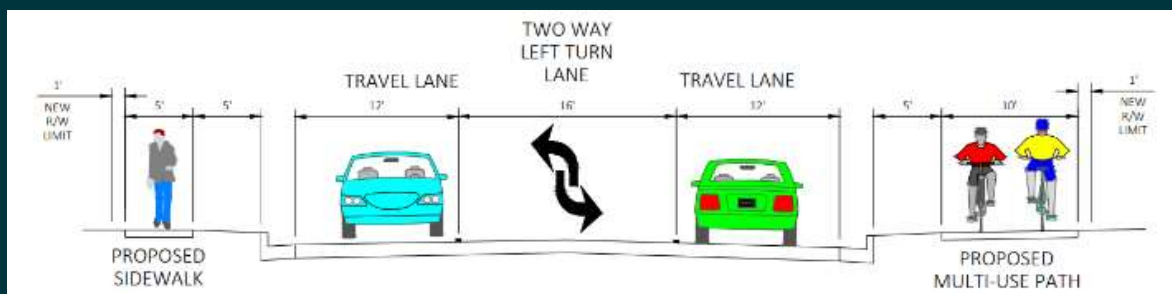
# Alternatives Discussion

- Shopiere Road corridor
  - Concern: existing 4-lane cross-section promotes higher vehicular traffic speeds, creating safety concerns for all roadway users
  - Alternative: provide a 3-lane cross-section with two-way left-turn lane (TWLTL)
  - Advantages: promotes lower speeds by providing one travel lane, provides protection for left-turning vehicles, can be constructed within roadway cross-section and right of way
  - Disadvantages: reduces number of travel lanes in each direction from two to one



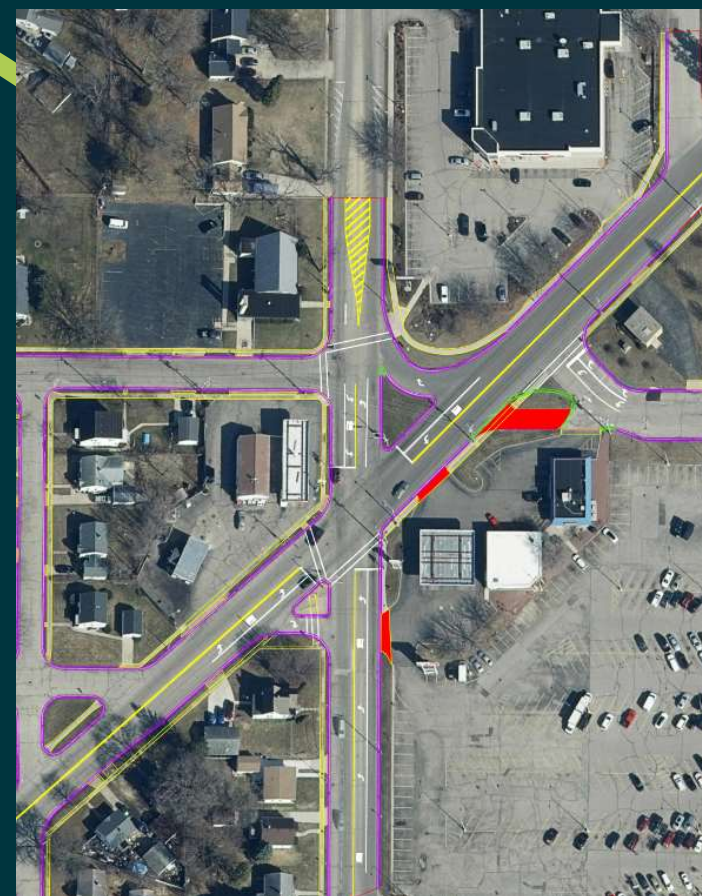
# Alternatives Discussion

- Shopiere Road corridor
  - 3-lane cross-section with TWLTL
    - Multimodal accommodations can be included
    - Combination of on-street bike lanes, sidewalks, multi-use paths, and cycletrack
    - Roadway cross-section will not change for any accommodation
    - Right of way necessary for sidewalk or path construction



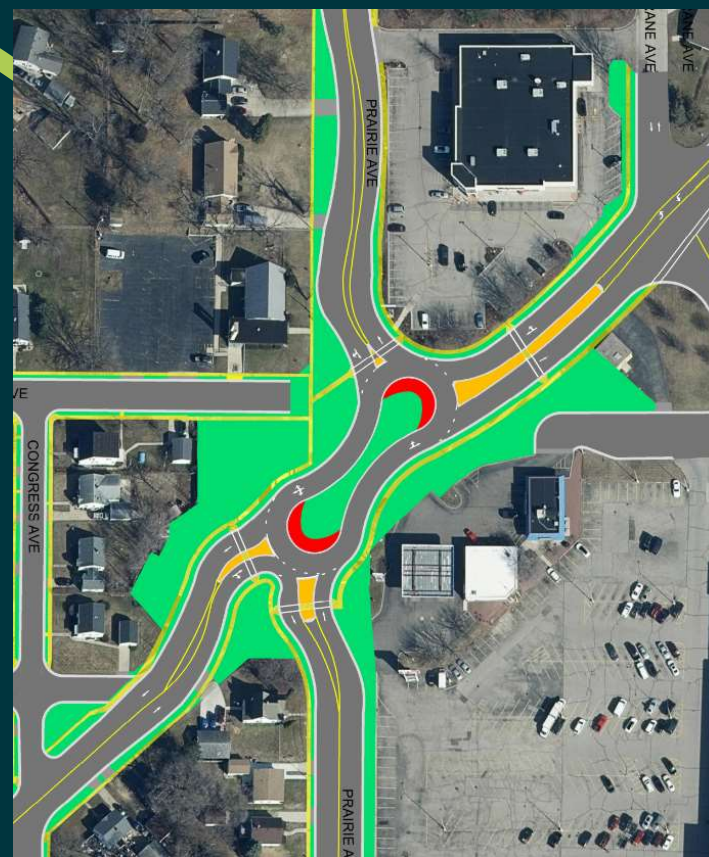
# Alternatives Discussion

- Shopiere / Prairie / Bayless / Moccasin intersection (“Triangle”)
  - Concern: numerous access points allows vehicles many points to enter and exit roadways, creating driver expectancy issues
  - Alternative: close access driveways and / or side-streets near Shopiere / Prairie
  - Advantages: increases safety by reducing number of access points near Shopiere / Prairie and eliminates unexpected traffic movements
  - Disadvantages: creates longer travel paths to and from adjacent land uses and side-streets



# Alternatives Discussion

- Shopiere / Prairie / Bayless / Moccasin intersection (“Triangle”)
  - Concern: numerous access points allows vehicles many points to enter and exit roadways, creating driver expectancy issues
  - Alternative: create “peanut” roundabout for Shopiere and Prairie vehicles
  - Advantages: eliminates traffic signals, slows traffic through intersection, allows for multimodal elements in the area
  - Disadvantages: right of way needed, higher construction costs





# Alternatives Discussion

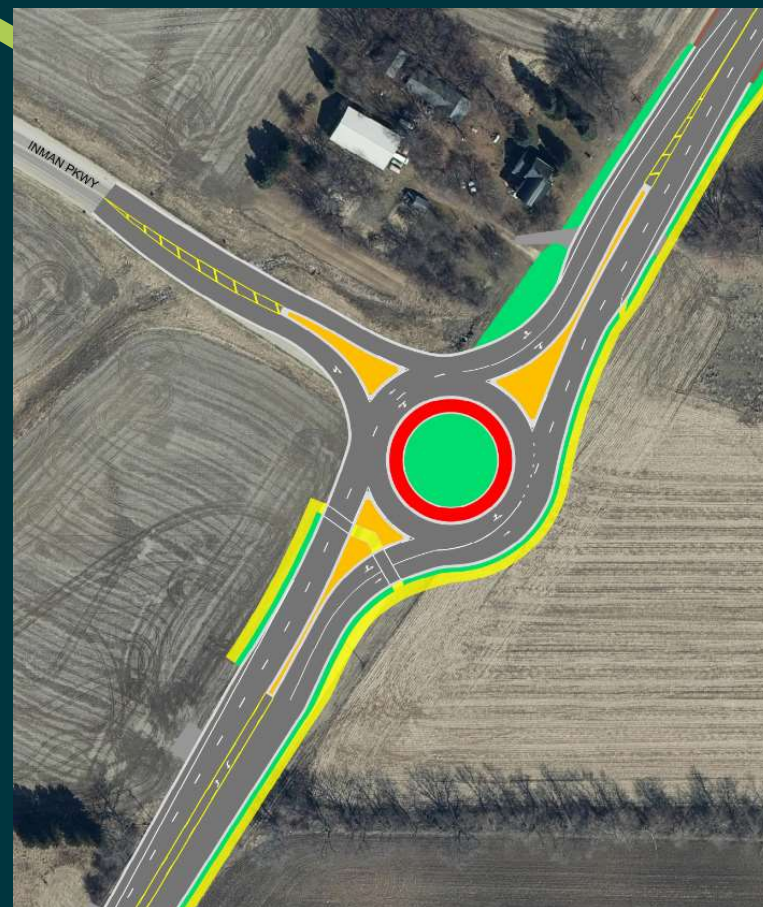
- Shopiere / Inman intersection
  - Concern: existing stop-sign control creates safety issues for movements from Inman, high amount of truck traffic can obstruct vision for other motorists
  - Alternative: upgrade intersection control to a traffic signal ; add a northbound left-turn lane
  - Advantages: provides protected green time for left-turning movements, increases traffic flow along Inman
  - Disadvantages: interrupts traffic along Shopiere, roadway widening possible along Shopiere for left-turn lane





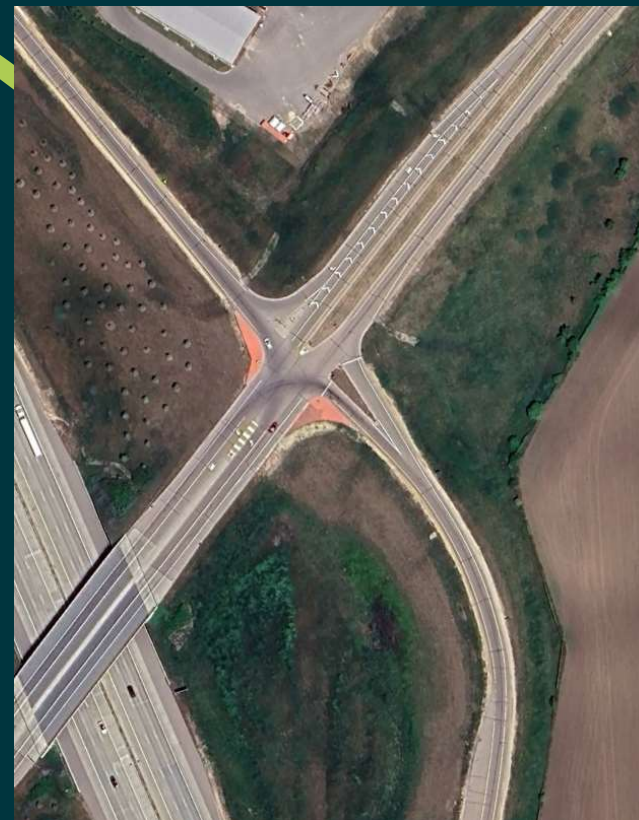
# Alternatives Discussion

- Shopiere / Inman intersection
  - Concern: existing stop-sign control creates safety issues for movements from Inman, high amount of truck traffic can obstruct vision for other motorists
  - Alternative: upgrade intersection control to a roundabout
  - Advantages: reduces crash severity, slows traffic through intersection, allows for multimodal elements in the area
  - Disadvantages: right of way needed, higher construction costs



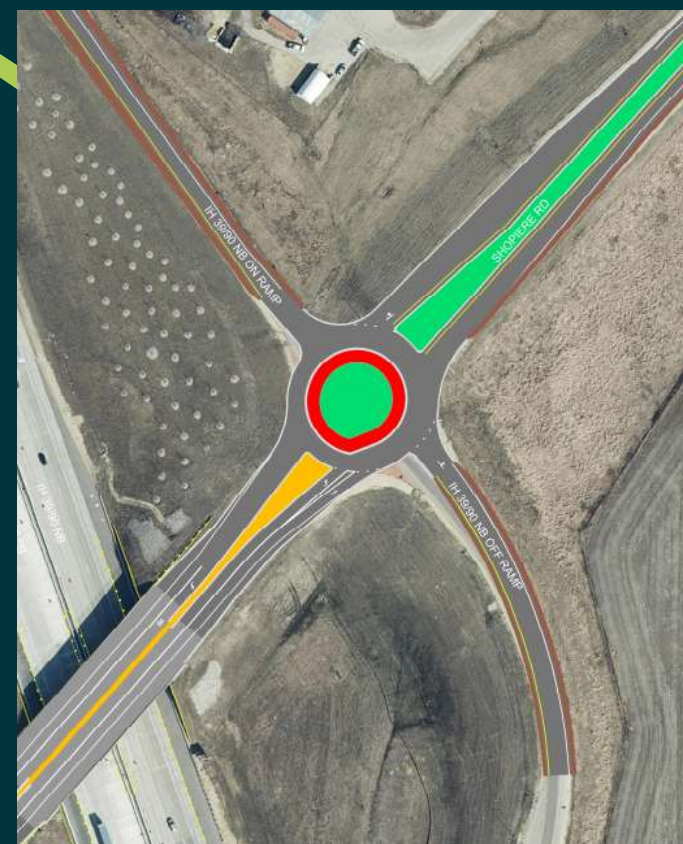
# Alternatives Discussion

- Shopiere / I-39/90 northbound intersection
  - Concern: future traffic volumes indicate operational deficiencies for exit ramp
  - Alternative: upgrade intersection control to a traffic signal
  - Advantages: provides protected green time for left-turning movements, reduces projected delay and queues along the exit ramp
  - Disadvantages: interrupts traffic flow along Shopiere



# Alternatives Discussion

- Shopiere / I-39/90 northbound intersection
  - Concern: future traffic volumes indicate operational deficiencies for exit ramp
  - Alternative: upgrade intersection control to a roundabout
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# Alternatives Discussion

- Other corridor considerations
  - Investigate skewed intersections and horizontal curves for appropriate sight distance
  - Review traffic signal equipment for visibility and clarity
  - Consider installing multimodal equipment at traffic signals
  - Review traffic signal phasing and timing inputs for appropriate
  - Refresh /re-apply pavement markings when visibility is diminished
  - Consider pavement markings to promote speed limit
  - Review access management to improve safety and mobility
    - Consolidate, cross-access, restrict, remove
  - Consider installing bicycle / pedestrian elements to cross Shopiere Road
    - Advanced warning signs, crossing location signs, pavement markings
    - Raised medians may be installed upon three-lane conversion

# Questions

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