Janesville Avenue Corridor Plan

Adopted: June 3, 2025

Project Team

STRAND ASSOCIATES

- Josh Straka, P.E.
- Kyle Henderson, P.E.

VANDEWALLE & ASSOCIATES

- Scott Harrington, AICP
- Ben Rohr, AICP
- Jeff Maloney

Project Study Area

Corridor =

- 3rd Street to the Bypass Interchange
- For planning purposes, the corridor has been split into three segments for analysis and recommendations:
  - North End: 3rd Street to Lion's Park
  - Middle: Lion's Park to Farmco Lane/Hackbarth Road
  - South End: Farmco Lane/Hackbarth Road to Groeler Road



Project Purpose and Goals

- Funded by WisDOT Transportation Alternatives Grant (TAP)
- **Analyze** the corridors and **provide recommended improvements** on ways to improve the look, feel, safety, and functionality of each.
  - Vehicle Traffic
  - Pedestrians and Bicyclists
  - Landscaping, Lighting, Wayfinding, Curbs and Gutters, Etc.
- **Goal:**
  - Develop a plan for improvements that can be implemented over time as funding becomes available

Project Schedule

2024	June	• Project Kickoff • Existing Conditions Evaluation
	July	• Public Workshop #1 • Workgroup Meetings
	August - September	• Draft Initial Improvement Ideas • Workgroup Meetings
	October - April	• Final Draft Improvements and Implementation Plan • Staff Review and Revisions
2025	May	• Plan Commission and Public Workshop #2
	June	• City Council Presentation and Project Wrap Up

Existing Conditions

Janesville Avenue



Existing Conditions Overview

- Many different types of roadway sizes, speeds, sidewalk availability, curb and gutter in place, and intersection types
- Transitions from north to south
  - North = more urban (more sidewalks and crosswalks, lower speeds, etc.)
  - South = more rural (higher speeds, less sidewalks and crosswalks, 4 lane to 2 lane, etc.)
- Many types of destinations and attractions
  - Entertainment, employment, shopping, recreation, etc.
- Traffic patterns have changed since Bypass (40 to 50% reduction in overall traffic along the corridor)

North End Existing Conditions





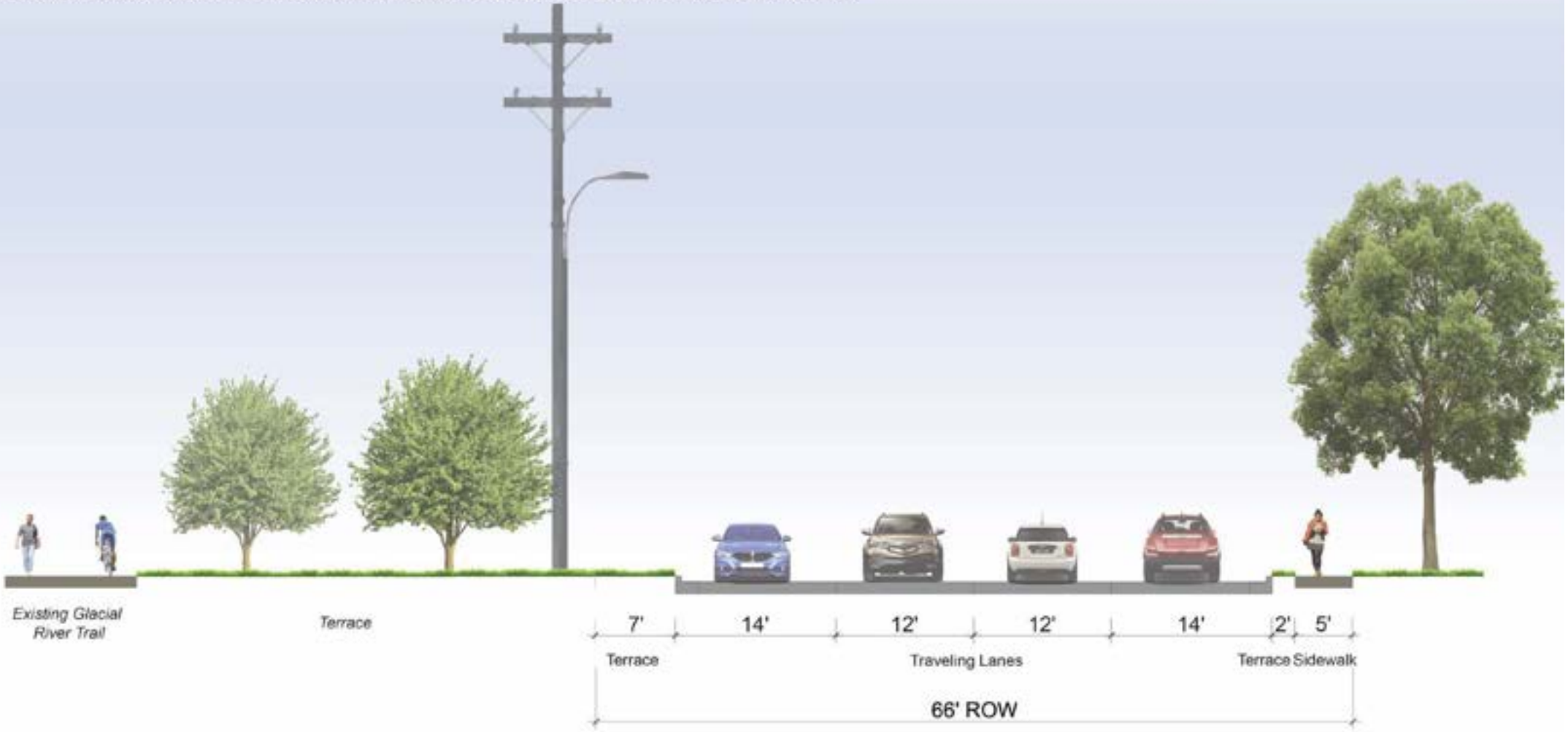
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Janesville Avenue Corridor Plan

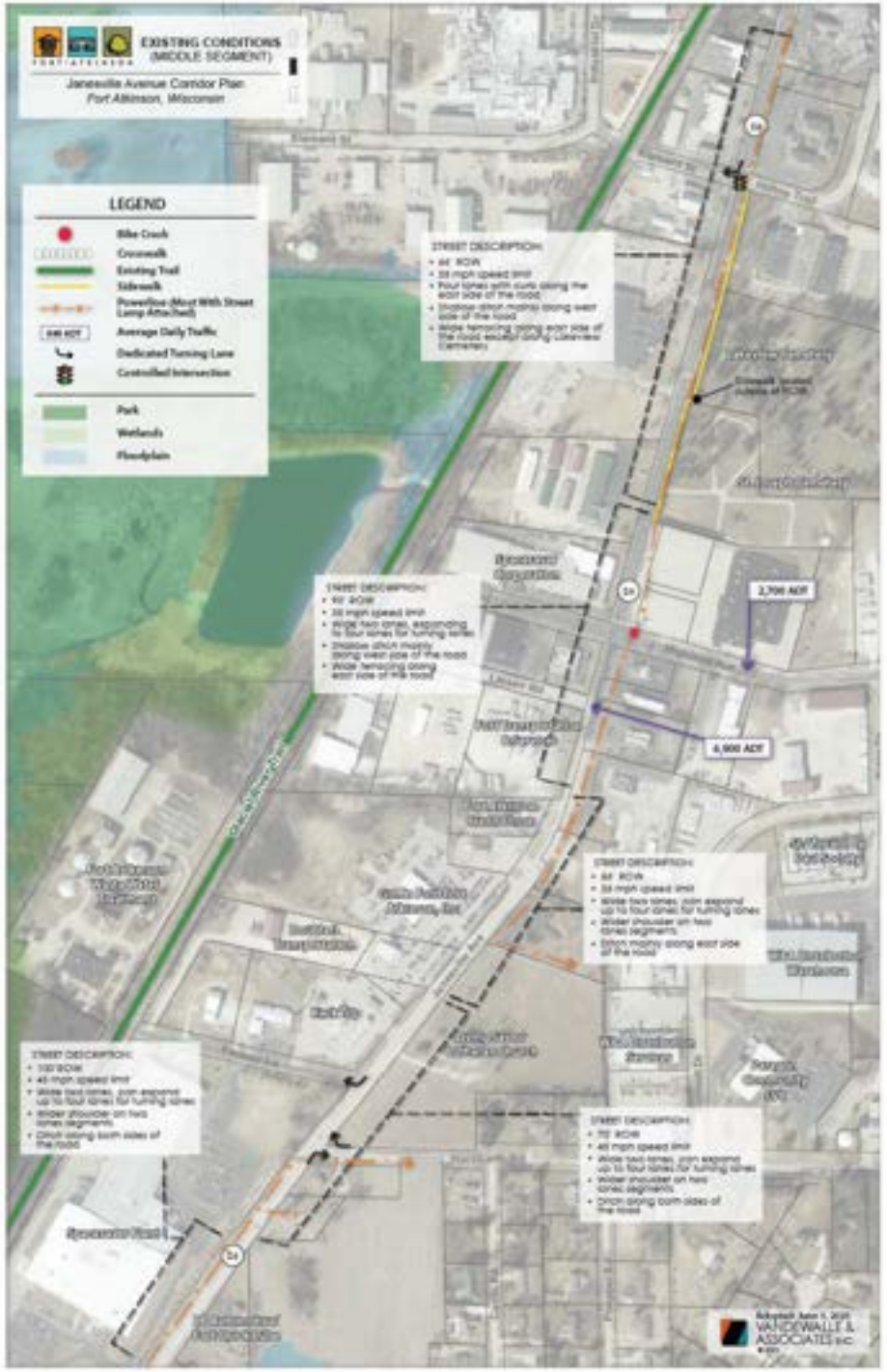
Fort Atkinson, Wisconsin

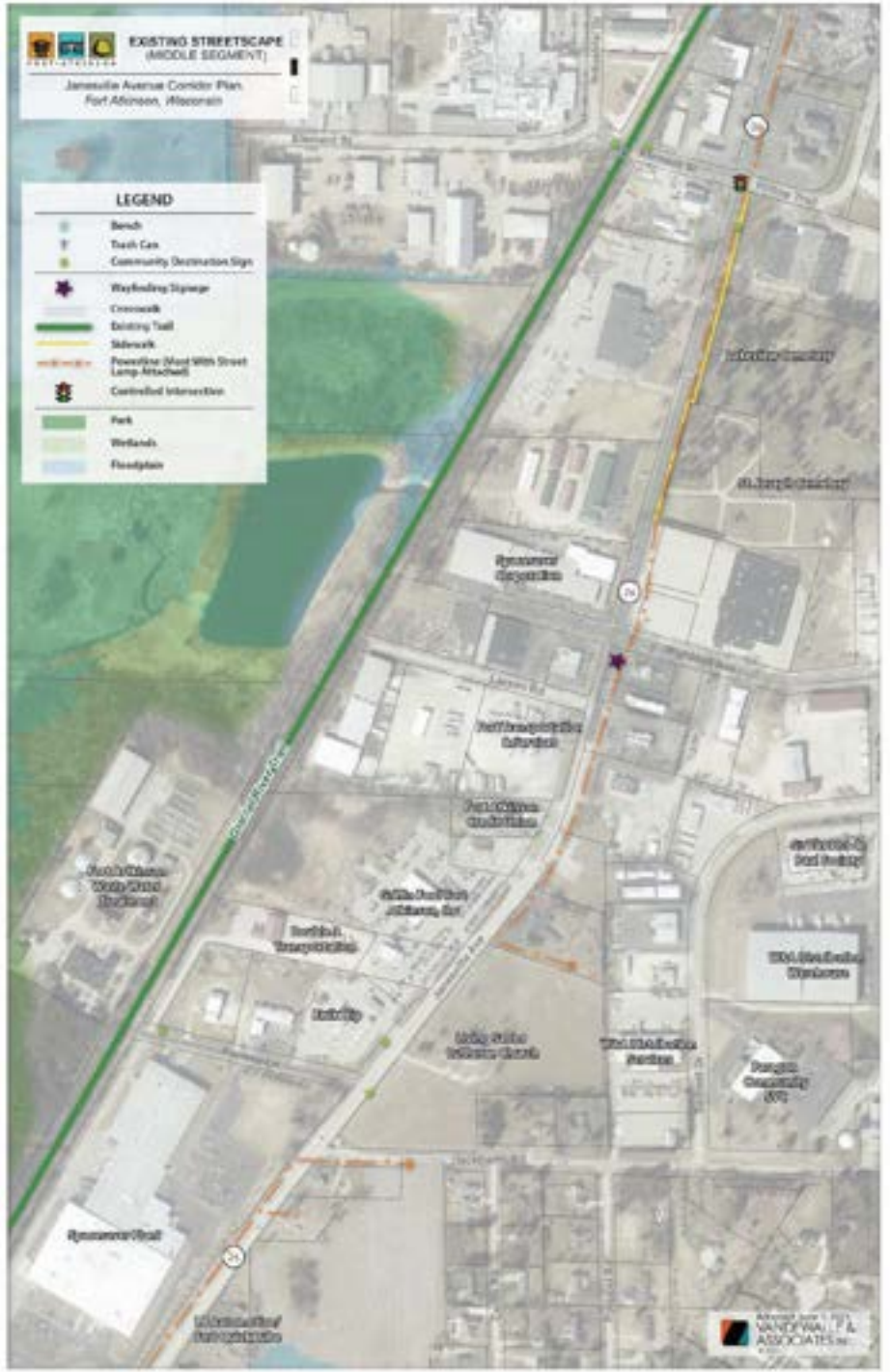
SECTION 1E

EXISTING CORRIDOR BETWEEN S 5TH STREET & ROCKWELL AVE - LOOKING NORTH



Middle Existing Conditions





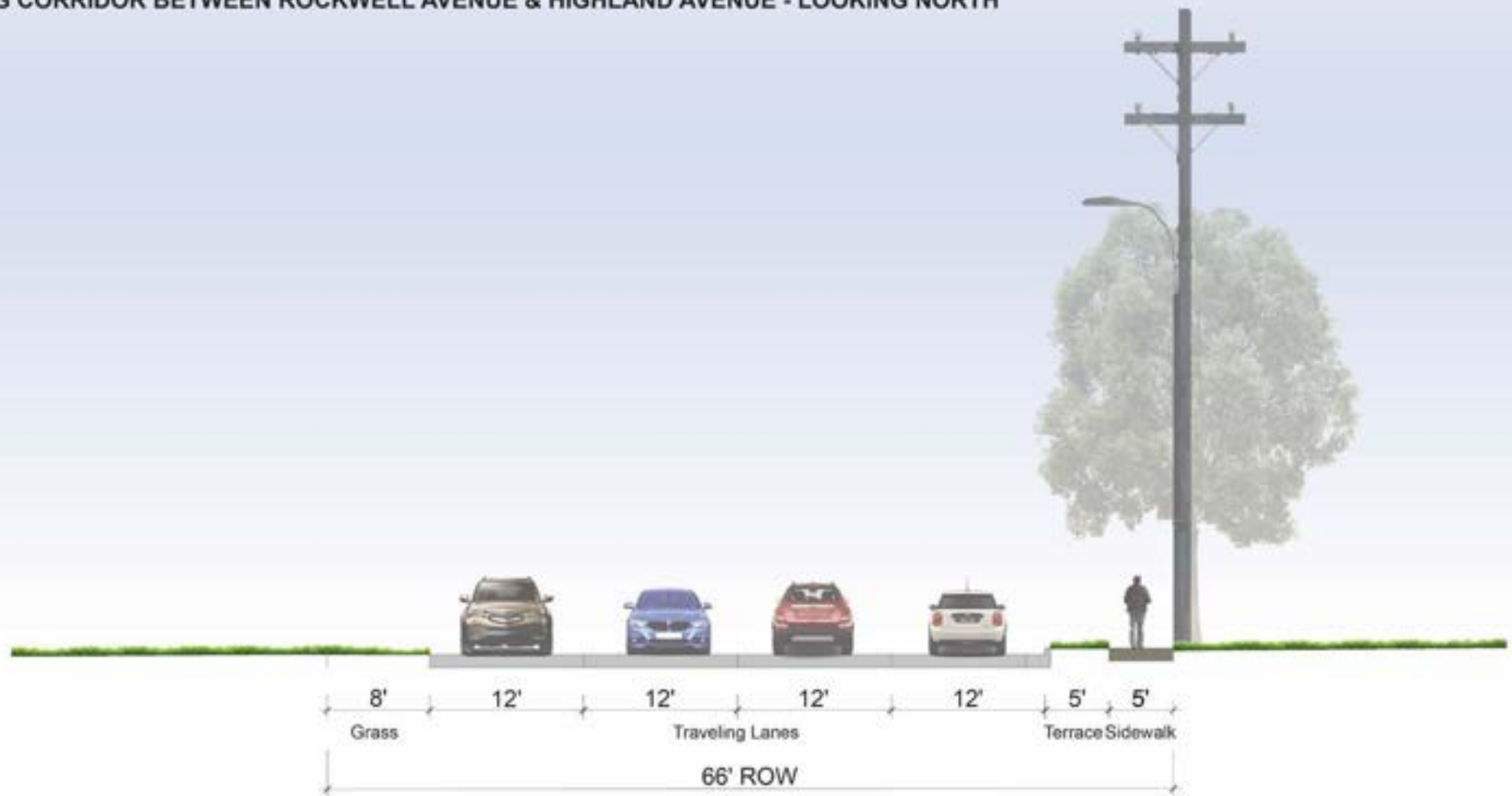
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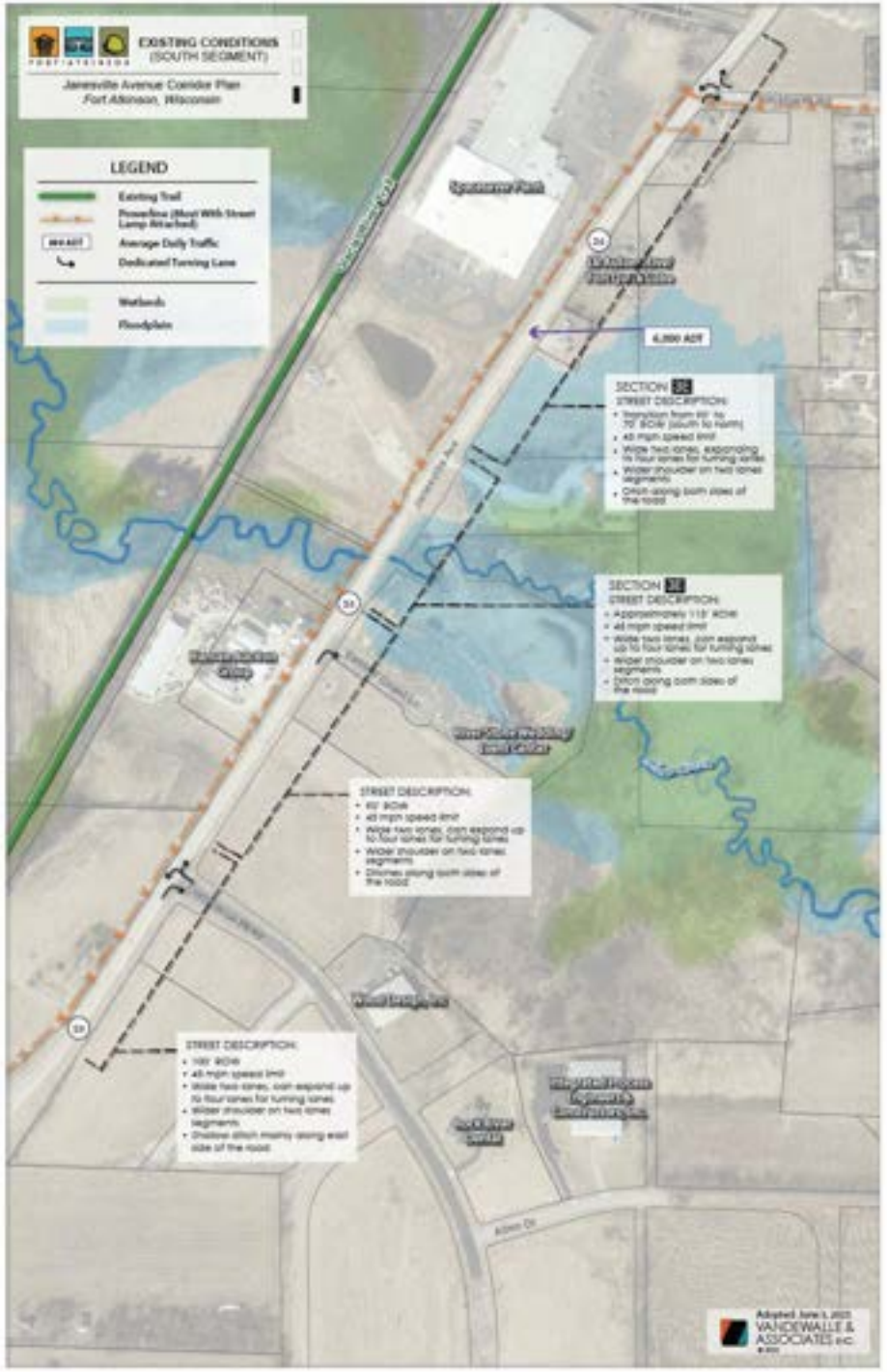
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SECTION 2E

EXISTING CORRIDOR BETWEEN ROCKWELL AVENUE & HIGHLAND AVENUE - LOOKING NORTH



South End Existing Conditions





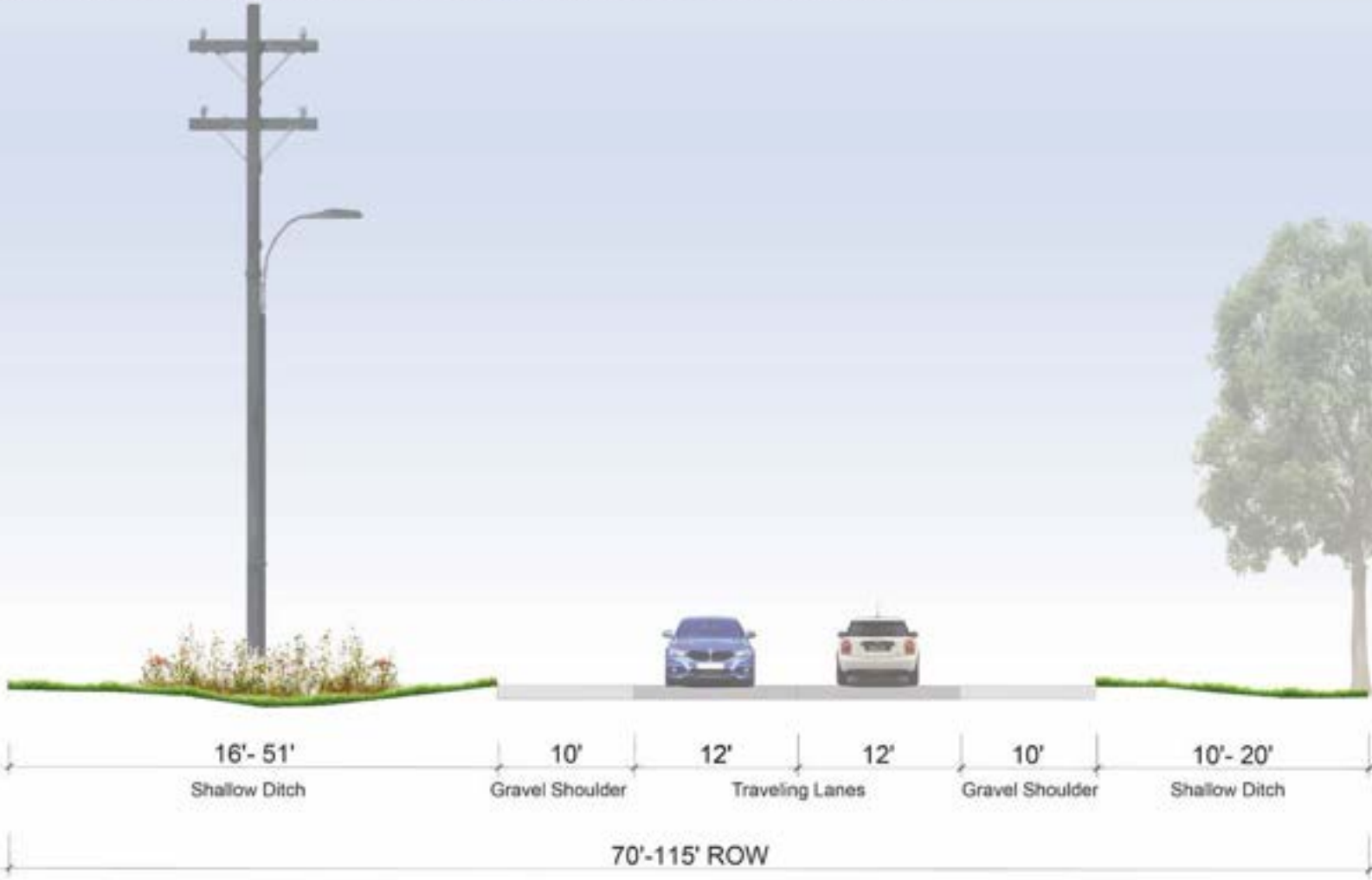
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SECTION 3E

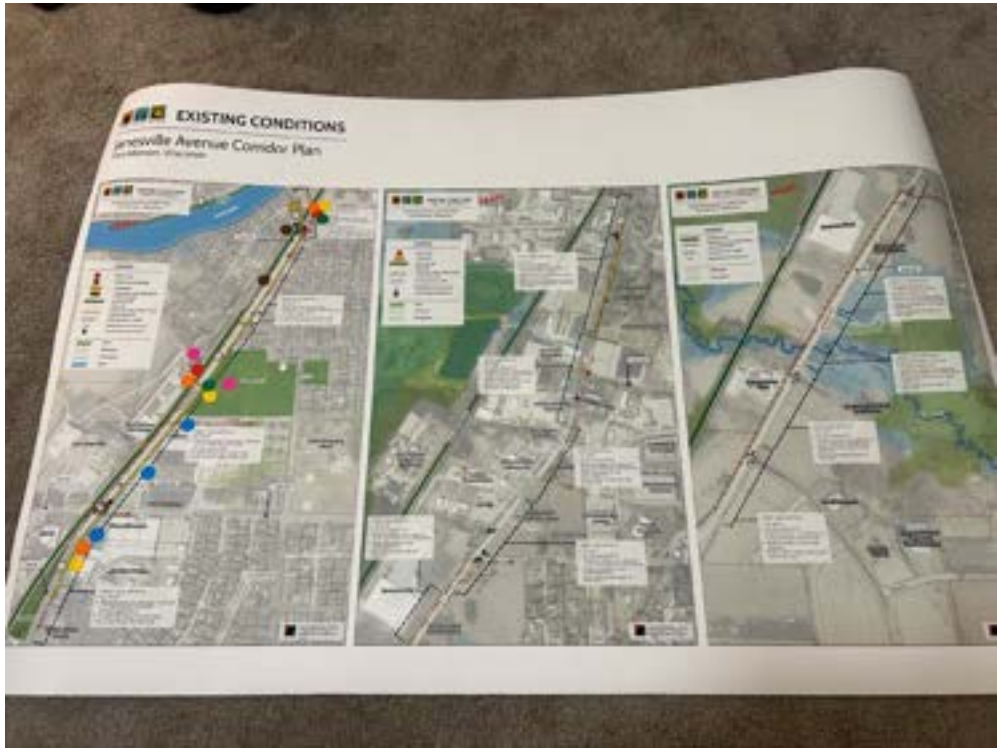
EXISTING CORRIDOR BETWEEN HACKBARTH & CENTRAL COAST LANE - LOOKING NORTH



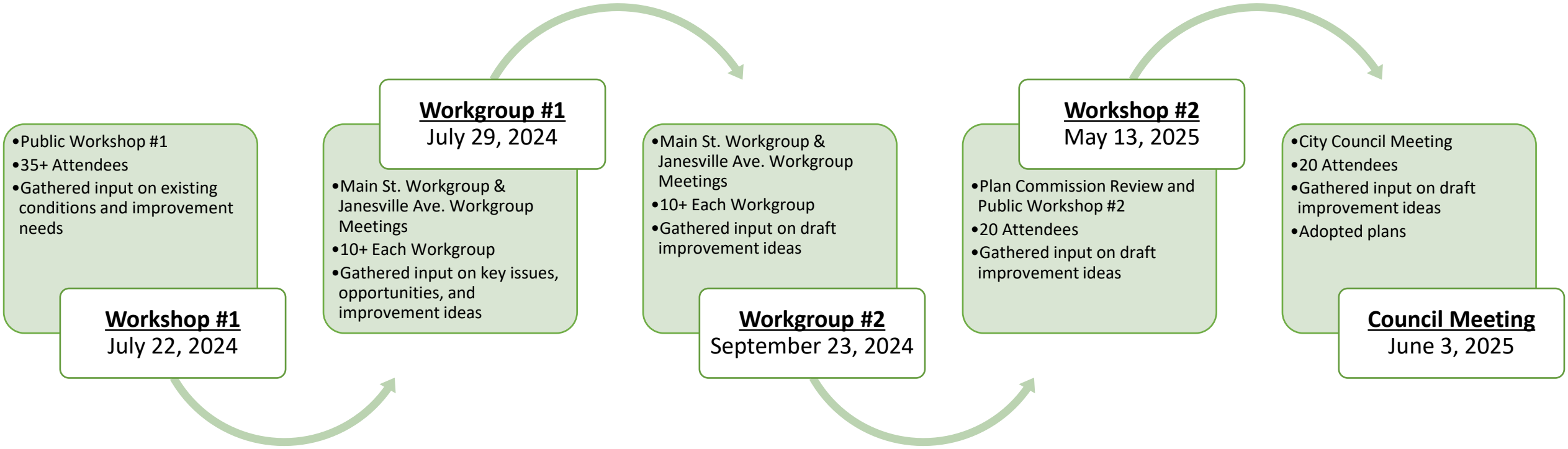
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Feedback Gathering Process





Feedback Gathering Process



Summary of Feedback Received

Workshop #1 and Working Groups Meetings:

- **How do people typically travel along the corridor and how safe do they feel when using different travel modes?**
  - Most frequently travel by vehicle and bike/walk on the Glacial River Trail. Most people feel safe using these travel modes in these defined areas.
- **What are the biggest problem areas today?**
  - Traffic speeds, roadway size, crossings, and turning movements, in particular the lack of signalized bike/walk crossings along the corridor.
  - Specific locations include: 3rd Street/Janesville Avenue, Jones Park, Kwik Trip, Hackbarth/Janesville Avenue, Rockwell/Janesville Avenue, transition to 2-lane roadway near Farmco Lane
- **What are the key improvements you would like to see made?**
  - Bike/walk connections, reduction of vehicle travel lanes, intersection improvements, wayfinding signage, aesthetic improvements, and more right-of-way consistency/continuity

Summary of Feedback Received

Workshop #2 Feedback:

- Narrower road diet could include on-street big lanes with TWTL, but bike lanes may be redundant to the Glacial River Trail
- Improved access and wayfinding signage from the Glacial River Trail to key destinations is needed for bicyclists and pedestrians and could include 10’ wide paths vs. 5’ wide sidewalks
- Improved maps for community bike lanes and routes is needed
- A cohesive look and feel to the Janesville Avenue corridor is supported
- Additional east-west trails could be developed and connected to the corridor
- Other ideas: dog-leg pedestrian refuge islands, leading pedestrian intervals at controlled intersections, and bicycle bypass ramps

Transportation Features

Janesville Avenue



North End Improvement Recommendations Summary

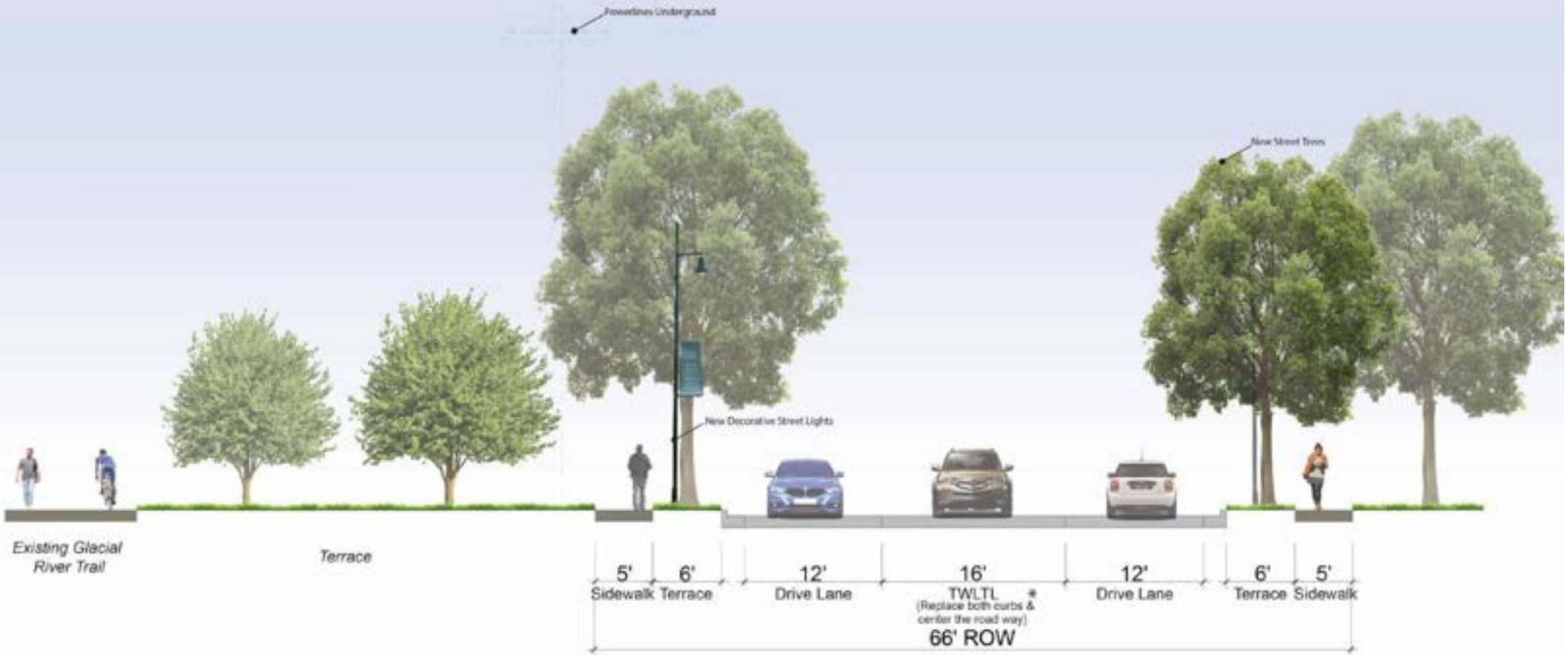


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SECTION 1P

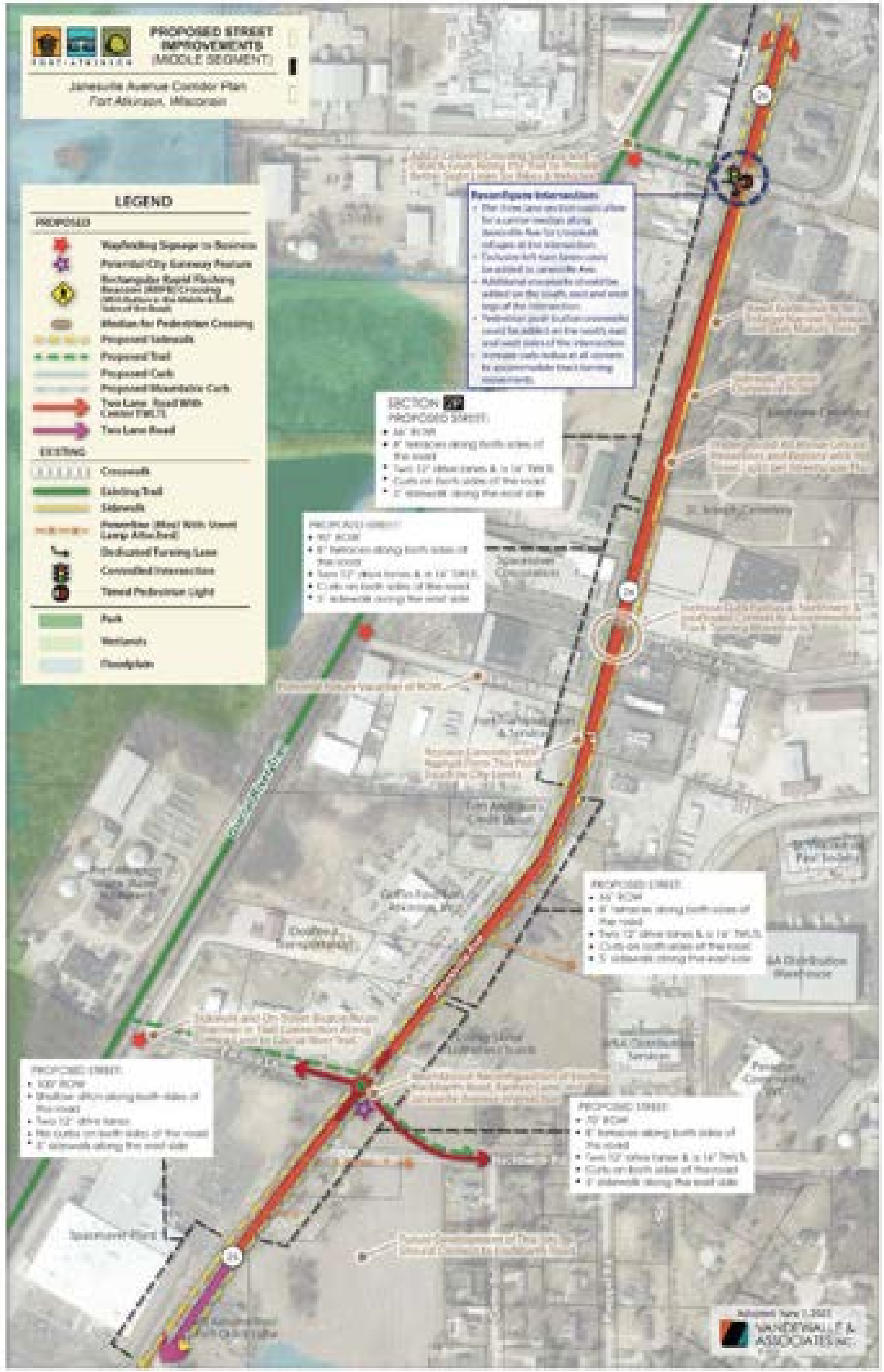
PROPOSED CORRIDOR BETWEEN S 5TH STREET & ROCKWELL AVE - LOOKING NORTH



* *Note: Existing west curb could remain in place with a new curb and wider terrace installed on the east side.*

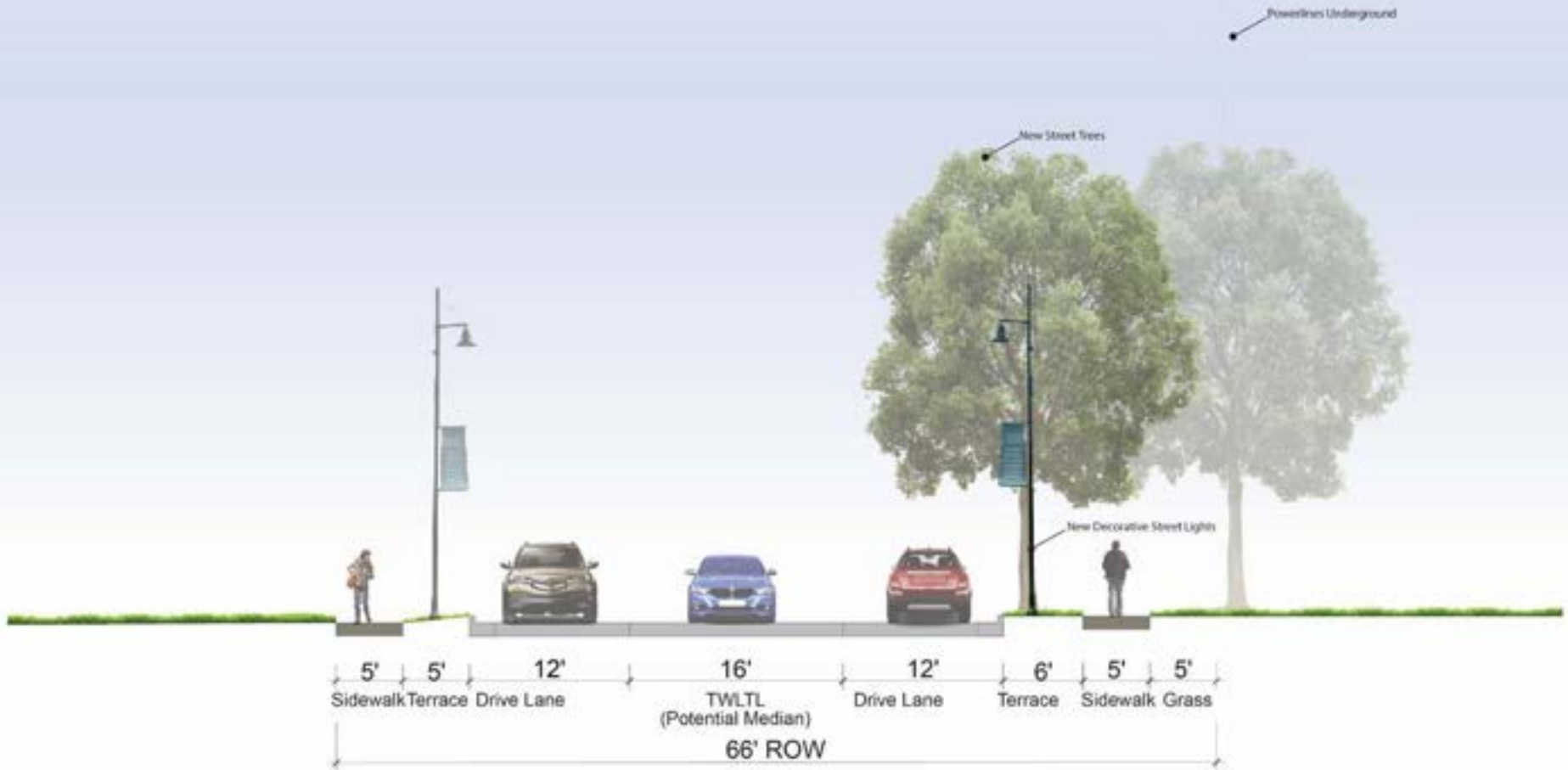
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Middle Improvement Recommendations Summary



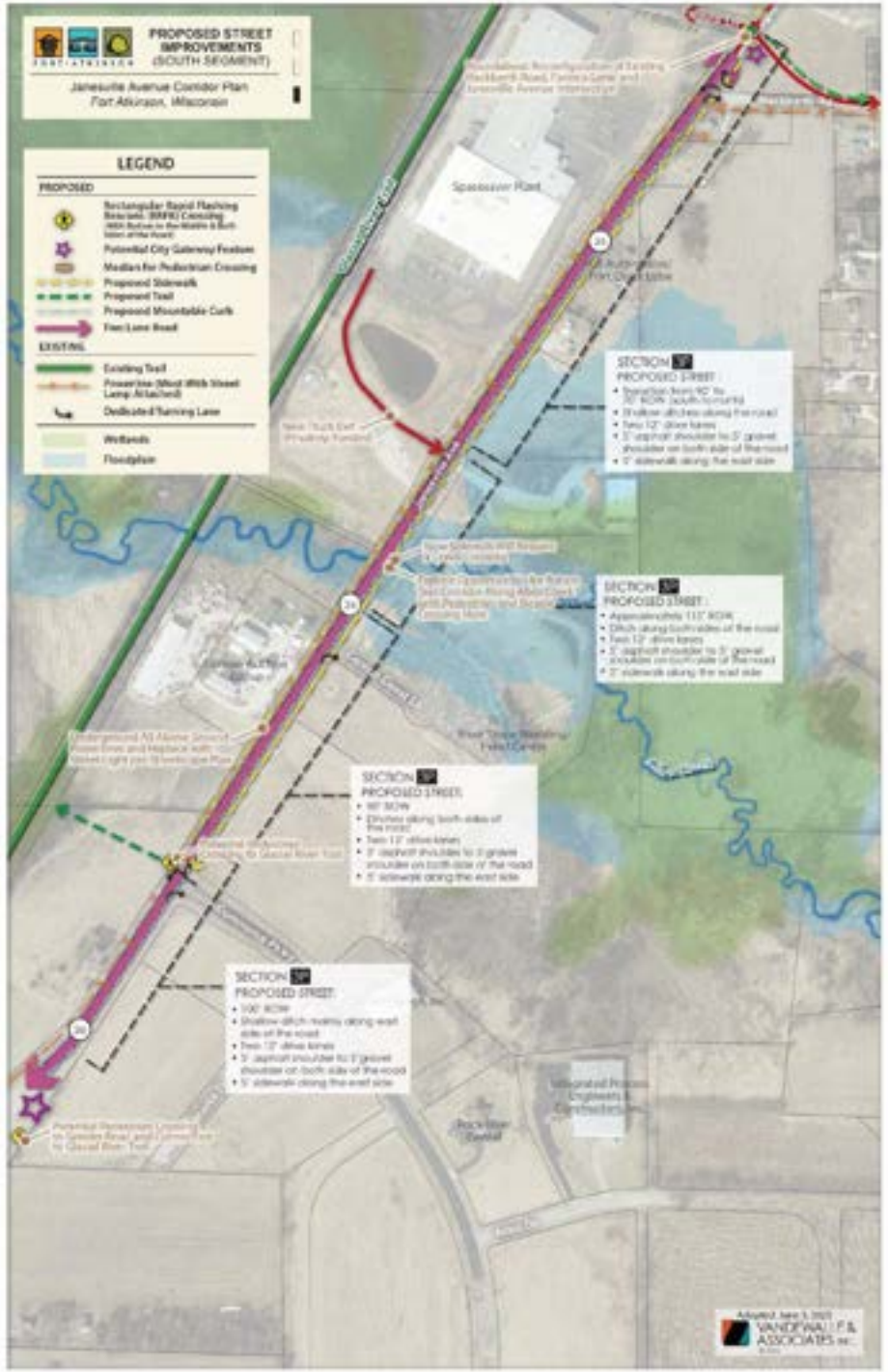
SECTION 2P

PROPOSED CORRIDOR BETWEEN ROCKWELL AVENUE & HIGHLAND AVENUE - LOOKING NORTH



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South End Improvement Recommendations Summary



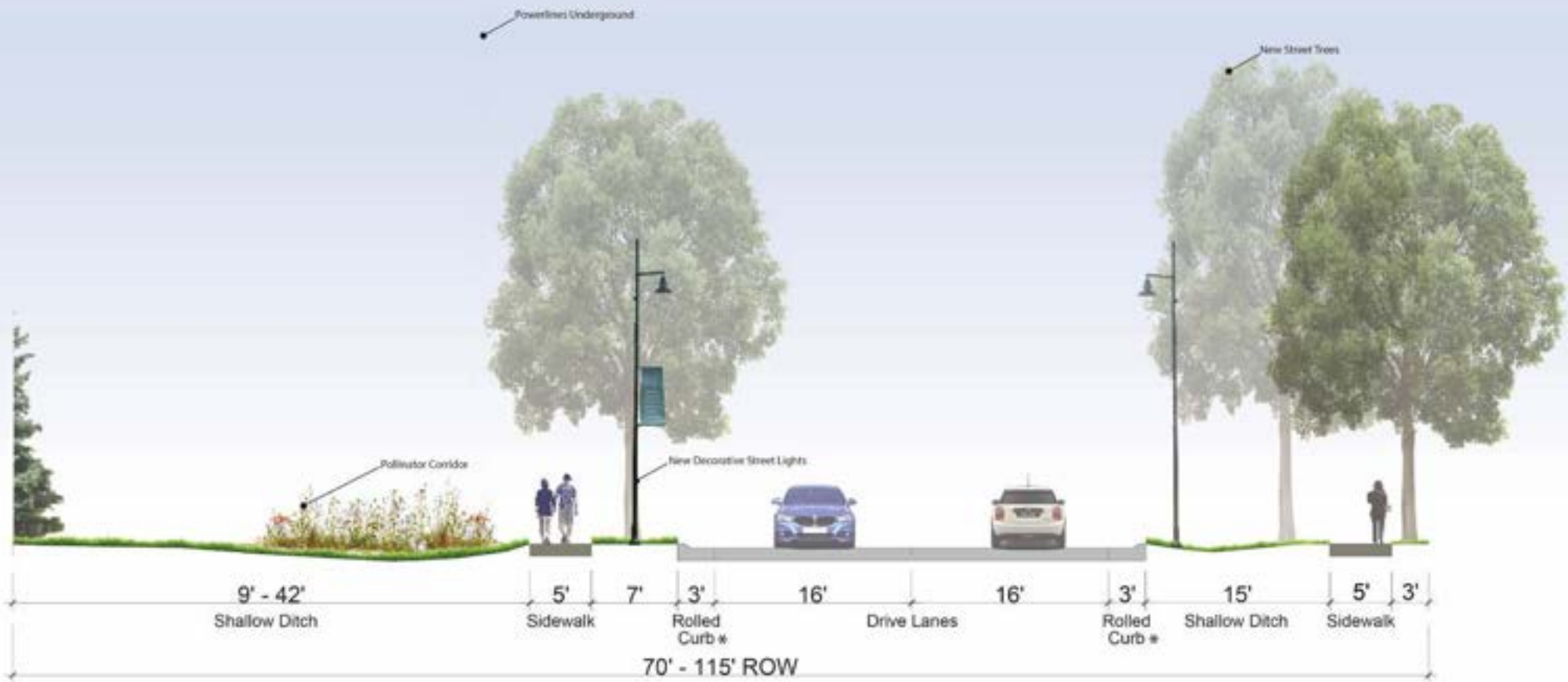
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SECTION 3P

PROPOSED CORRIDOR BETWEEN HACKBARTH & CENTRAL COAST LANE - LOOKING NORTH

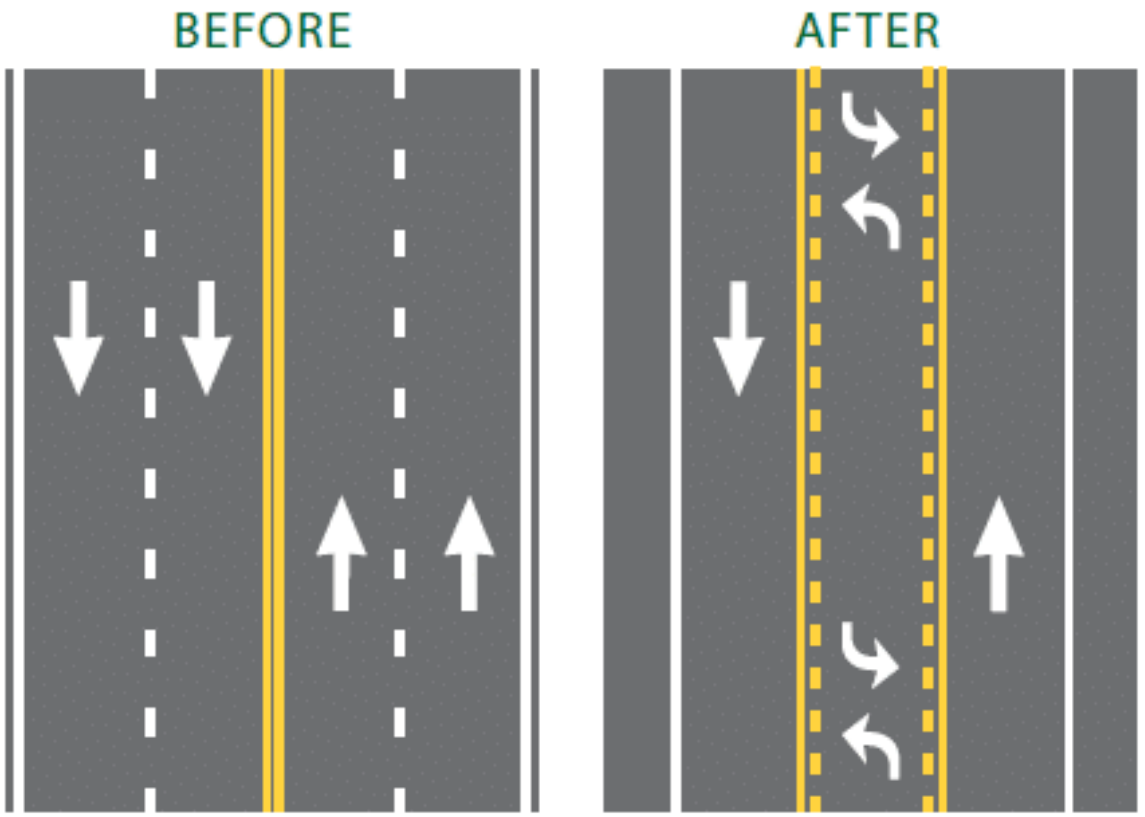


* *Note: Install periodic curb-cuts for stormwater conveyance.*

Adopted: June 3, 2025

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Road Diet (Restriping)



Source: Mid-Minnesota Development Commission

Location:

- Roadway from 3rd Street to Hackbarth Road

Recommendations

- Remove existing street pavement markings
- Install roadway epoxy pavement markings in new configuration with 12-foot drive lanes and 16-foot center left turn lane
- Install new signage for center lane per MUTCD standards
- Consider the addition of on-street bike lanes with improvements

Estimated Total Costs

- $175,000

Road Diet (Reconstruction)



Source: Project for Public Spaces

Location

- Roadway from 3rd Street to Hackbarth Road

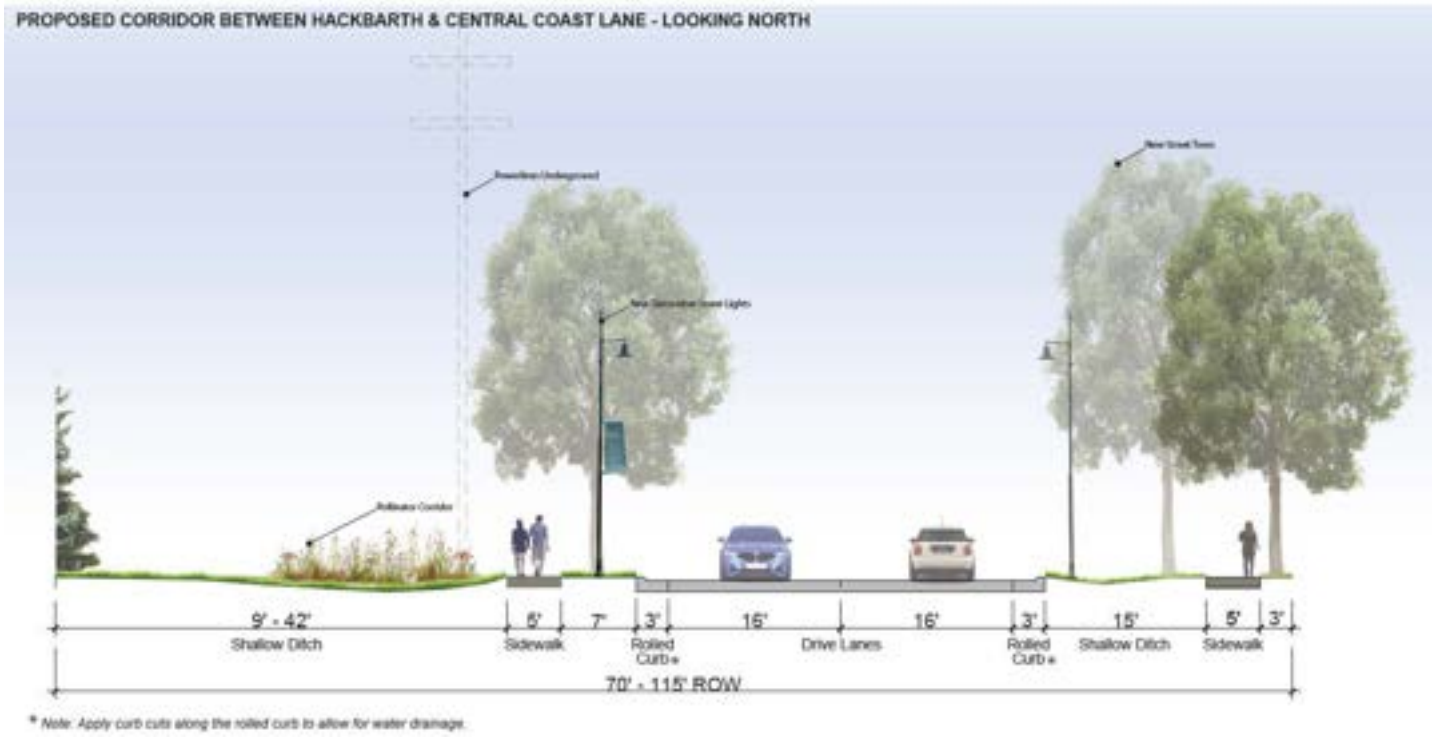
Recommendations

- Reconstruct roadway with new asphalt pavement
- Reconfiguration roadway to 11-foot drive lanes, 16-foot center median, and curb and gutter.
- Install 10-foot left turn lanes within the median at intersections and at access points along the roadway.
- Install sidewalk on both sides of the roadway with painted crosswalk stripping at all intersections. (existing sidewalk to remain)
- Underground overhead utilities, where feasible
- Consider the addition of on-street bike lanes with improvements
- See streetscape features for more information

Estimated Total Costs

- $5,100,000 (cost does not include burying overhead utilities)

Road Diet (2-Lane Reconstruction)



Location

- Hackbarth Road to Bypass interchange

Recommendations

- Reconstruct roadway with new asphalt pavement
- Reconfiguration roadway to 16-foot drive lanes (could paint 4-foot bike lanes and 12-foot drive lanes)and install concrete rolled curb on both sides
- Install sidewalk on both sides of the roadway with painted crosswalk stripping at all intersections. Underground all overhead utilities
- See streetscape features for more information

Estimated Total Costs

- $2,600,000

RRFBs With Median Pedestrian Crossing



Source: FHWA

Location

- 5th Street, Jones Park (7th Street), Commerce Parkway

Recommendations

- Add painted cross walk ladder markings per MUTCD standards
- Install raised median pedestrian island (12-foot wide and minimum 25-feet long)
- Add 4 Rectangular Rapid Flashing Beacons (RRFB) with signs or consider two overhead RRFBs

Estimated Total Costs

- $45,000 (four post mounted RRFBs)
- $70,000 (two overhead RRFBs)

Roundabout



Source: OHM Advisors

Location

- Farmco Lane and Hackbarth Road

Recommendations

- Acquire right-of-way to accommodate new roundabout
- Realign Hackbarth Road to the north to align with Farmco
- Install a highspeed approach from the south to slow speeds
- Consider gateway feature/landscaping in the center of the roundabout
- Consider bicycle bypass ramps

Estimated Total Costs

- $1,750,000

Increase Curb Radius for Truck Movements (Intersections)



Source: Google Maps

Location

- Park Street, 8th Street, Klement Street/Hilltop Trail, Highland Avenue

Recommendations

- Size intersection curb radius to accommodate WB-65 truck turning movements
- Remove and replace larger outside curb intersection radii as needed

Estimated Total Costs

- $15,000 per intersection

New Median Pedestrian Islands (Existing Controlled Intersections)



Source: Virginia DOT

Location

- 3rd Street, Rockwell Avenue, Klement Street/Hilltop Trail

Recommendations

- Add epoxy painted cross walk ladder markings per MUTCD standards
- Install raised median pedestrian island (6-foot minimum width)
- Consider dog-legs median island design for increased safety, as appropriate

Estimated Total Costs

- $20,000 per crosswalk

New Pedestrian Push Buttons and Timed Pedestrian Crossings (Existing Controlled Intersections)





Source: Strong Towns



Source: Getty Images

Location

- 3rd Street, Rockwell Avenue, Klement Street/Hilltop Trail

Recommendations

- Add or replace two pedestrian push button at each intersection corner on existing signal poles.
- Install two pedestrian countdown timers at each intersection corner on existing signal poles.
- Following MUTCD signing and marking standards
- Build in leading pedestrian intervals

Estimated Total Costs

- $30,000 for a full intersection ($7,500 per crossing)

Painted Crosswalks



Source: NACTO

Location

- All Controlled Intersections and RRFB Locations, Plus 4th Street, 5th Street, 6th Street, Park Street, 8th Street, Highland Avenue

Recommendations

- Install ladder type epoxy pavement markings across Janesville Avenue at intersections per MUTCD standards
- Install standard epoxy pavement marking (6-inch wide) crosswalk strips on the side streets
- Consider epoxy paint (or an option for City to easily maintain)

Estimated Total Costs

- $2,500 per intersection

Multi-Use Trail Connections



Source: Rails to Trails

Location

- North of Commerce Drive Intersection to the existing path.

Recommendations

- Install 10-foot wide paved multi-use trail within a 20-foot minimum right-of-way
- Include epoxy painted middle striping

Estimated Total Costs

- $45 per linear foot of path.

Streetscape Features

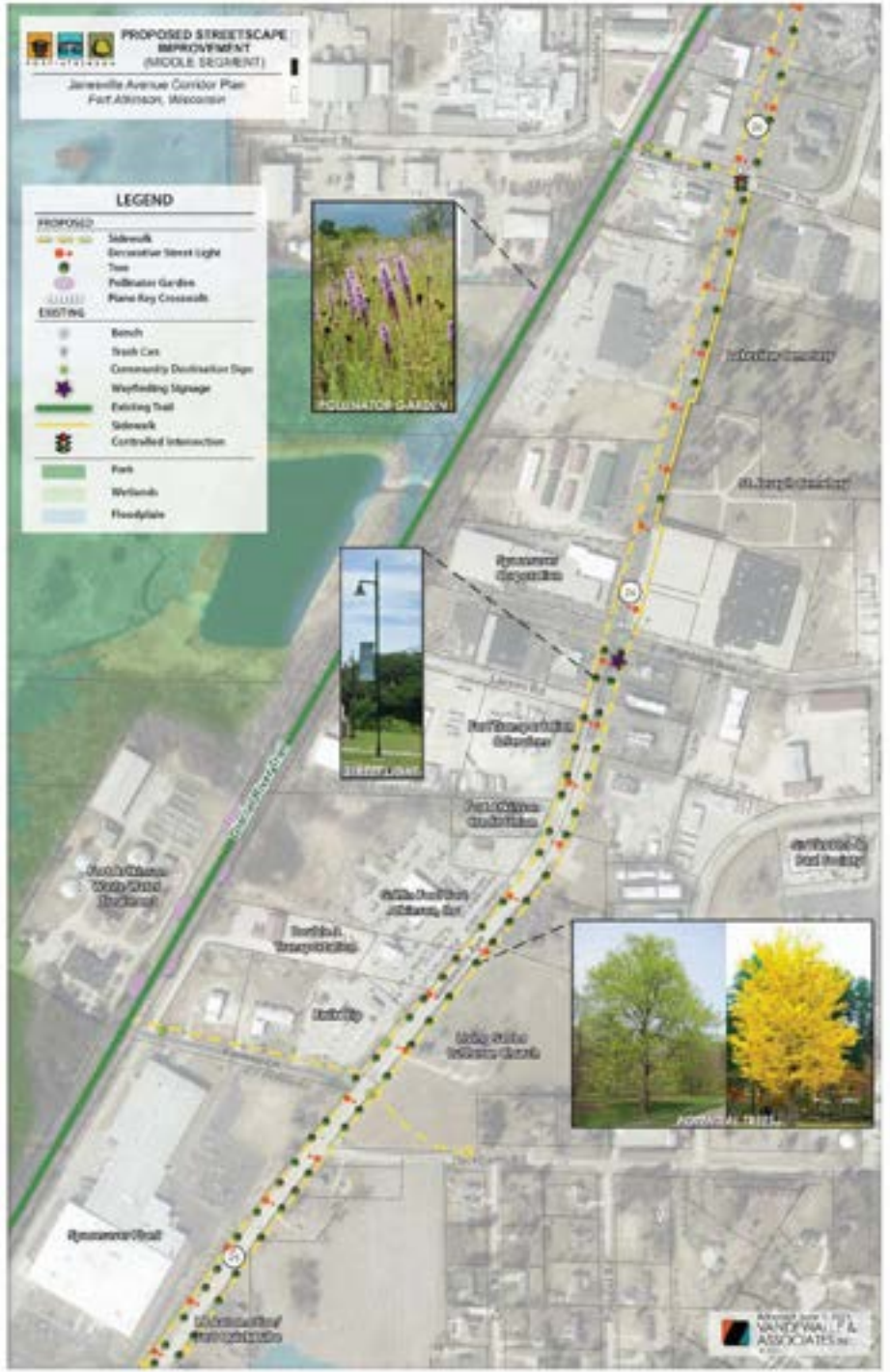
Janesville Avenue



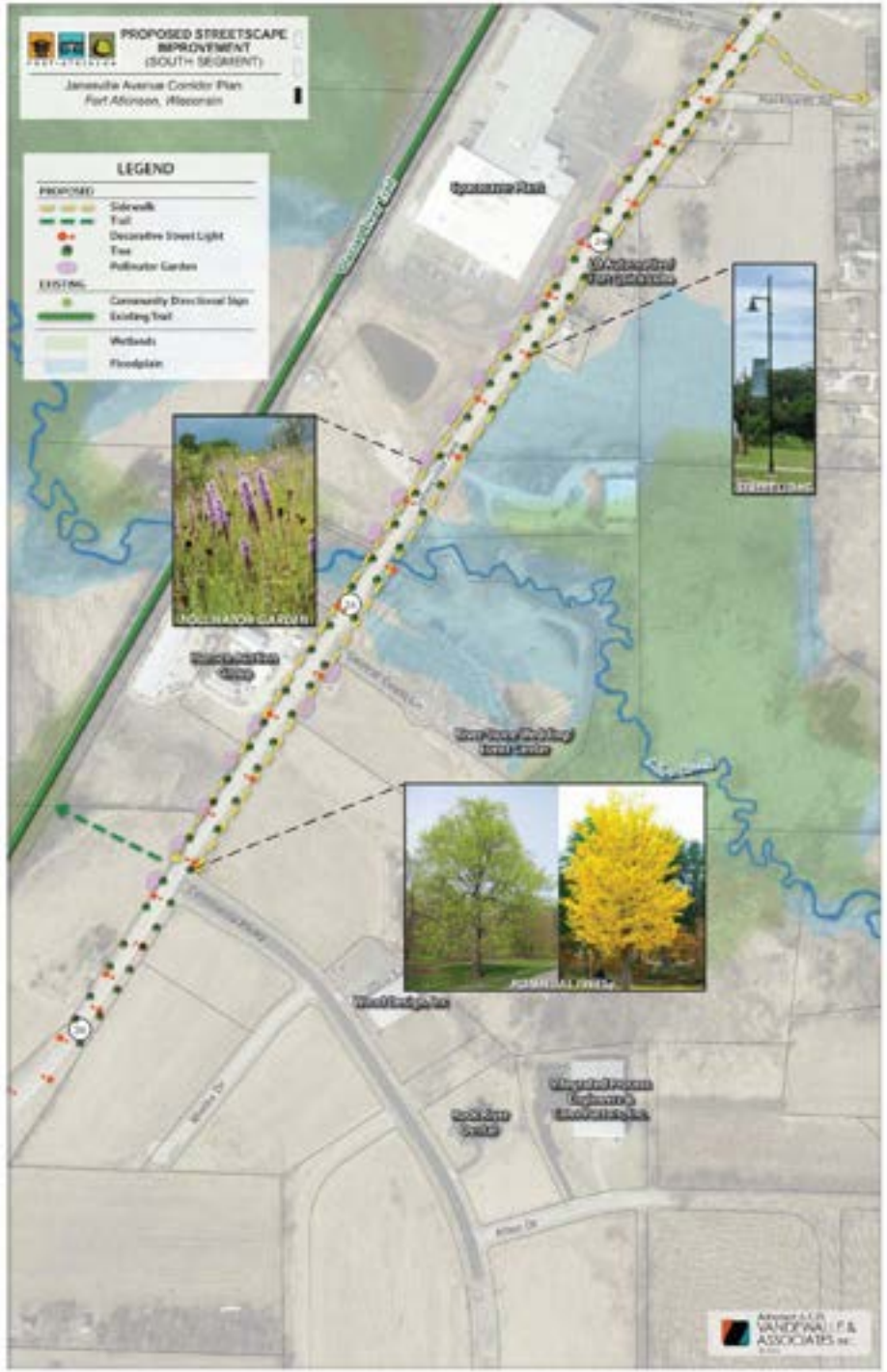
North End Improvement Recommendations Summary



Middle Improvement Recommendations Summary



South End Improvement Recommendations Summary



Street Trees

American Linden



Autumn Gold



Source: Wildon Bros Garden and Prairie Gardens

Location

- Entire Corridor

Recommendations

- Place in-between large gap between existing street trees. Typically, every 30-50’.
- Potential options are American Linden and Autumn Gold Gingko that have upright branch growth to limit vehicle traffic interference
- 50-80’ x 30-60’ (American Linden), 50’x 15- 25’ (Autumn Gold)

Estimated Costs

- $600/each tree
- $2,000/each grate

Decorative Street Lights



Source: Google Streetview

Location

- Entire Corridor

Recommendations

- Replace existing streetlights with uniform black decorative lights
- Staggered ~100’ apart
- ~ 2.5’ from curb
- ~2.5’ from sidewalk
- Match height and design style with lights on Robert Street bridge

Estimated Costs

- $7,500 each

Pollinator Garden



Source: Prairie Nursery

Location

- Adjacent to Glacial River Trail

Recommendations

- Maximum of 100’ apart
- 3’ distance from sidewalk
- Size can vary depending on available space. Minimum of 20 square foot
- Choose native plants and ensure diversity

Estimated Costs

- $0.5-$1 per sf, less if needed

Trashcans



Source: Global Industrial

Location

- Entire Corridor

Recommendations

- Replace existing trashcans with uniform black steel design
- Add additional trashcans at least 2’ from curb
- 34” H x 28” W
- 36-gallon capacity

Estimated Costs

- $1,000 each

Benches



Source: Victor Stanley

Location

- Entire Corridor

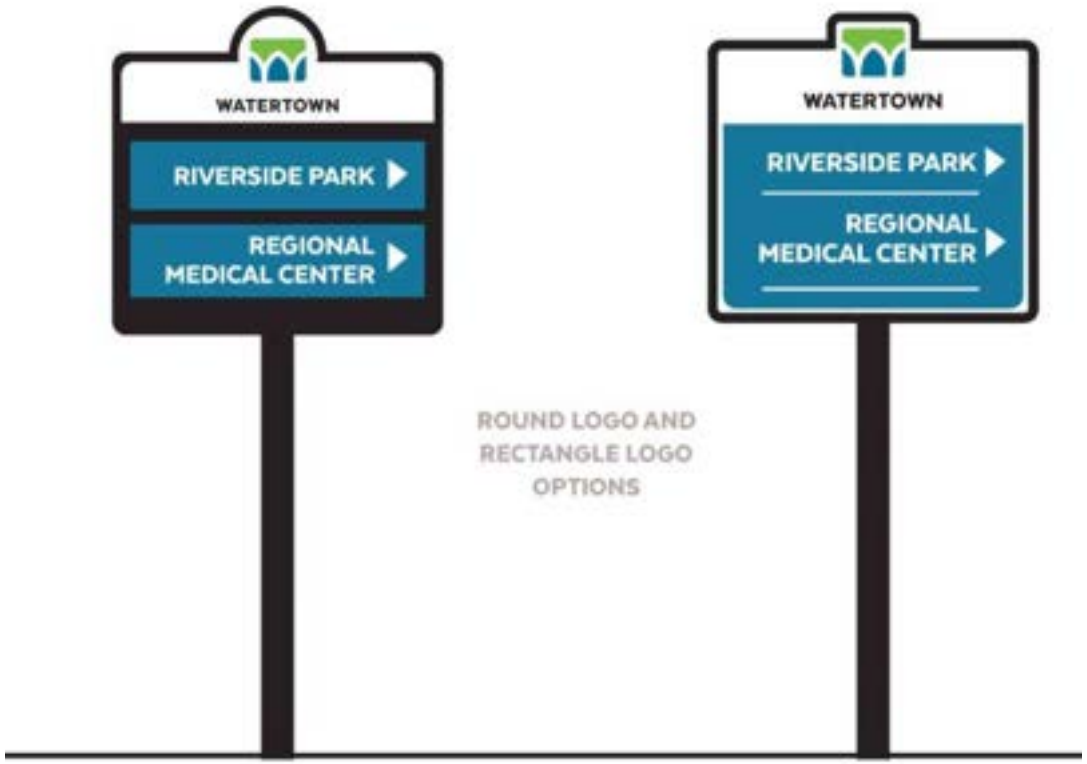
Recommendations

- Replace any existing benches with uniform black steel design
- Add additional benches at least 2.5’ from curb
- 4’ -6’ long

Estimated Costs

- $1,500-$2,000 each

Wayfinding Signage



Source: Vandewalle & Associates

Location

- 3rd Street, Rockwell Avenue, Klement Street/Hilltop Trail, Highland Avenue, Larsen Road

Recommendations

- Replace existing wayfinding signage with uniform black steel design
- 2.5’ distance from curb
- 2.5’ distance from sidewalk
- 48”-60” height

Estimated Costs

- $750-$1,500 each

City Gateway Signage



Source: Mount Vernon On The MoVe



Source: City of Cedar Falls

Location

- Groeler Road, Farmco Lane/Hackbarth Road

Recommendations

- Long-term = permanent ground-mounted or over roadway design
- 3’ distance from sidewalk
- Minimum 6’ tall

Estimated Costs

- Ground-Mounted: $50,000-$75,000/each
- Over Roadway: $150,000-$200,000/each

Bicycle Rack



Source: Worthington Direct

Location

- Entire Corridor

Recommendations

- Add additional bicycle racks at least 2.5’ from curb
- 2.5’ height

Estimated Costs

- $500/each

Implementation Phasing

Phasing Timeframe Definitions

- Short-Term: don’t require large-scale changes to the curb/cross section infrastructure
- Medium-Term: some changes to curb/cross section infrastructure may be required
- Long-Term: condition of road pavement and utilities require changing curb/cross section infrastructure

Implementation Phasing

Short-Term Improvements

- Restripe pavement with center two way left turn lane (TWLTL) and one-lane traffic in each direction.
- Reduce speed limit to 25 mph from 3rd Street to Hilltop
- Add pedestrian crossing RRFBs with median pedestrian island at:
  - 5th Street
  - 7th Street/Jones Park
- Add painted crosswalks
- Add pollinator gardens along Glacial River Trail
- Add street trees, benches, trash cans, and bike racks (3rd Street to Lion's Park)

Implementation Phasing

Medium-Term Improvements
• Add pedestrian crossing timer countdowns to signalized intersections • Add wayfinding signage and community gateway signage features • Complete sidewalk network on the full length of Janesville on east side of ROW • Complete improved connections between Glacial River Trail and Janesville Avenue • Add street trees, benches, trash cans, and bike racks (Lion's Park to Hackbarth/Farmco) • Add access point for Spacesaver onto Janesville Avenue (privately-funded)

Implementation Phasing

Long-Term Improvements
• Reconfigure right-of-way per street cross sections, add curb/gutter, and establish center medians and left turn lanes along roadway at intersections and access points. • Reconfigure/improve intersections per recommendations • Complete improved Farmco Lane, Hackbarth Road, and Janesville Avenue intersection with roundabout • Replace concrete from Rockwell to 3rd Street and Highland to Bypass with asphalt • Establish new Glacial River Trail connection at Commerce Parkway with RRFB crossing • Underground utilities and add streetlights • Add sidewalk full length of Janesville on west side of ROW • Add street trees, benches, trash cans, and bike racks (Hackbarth/Farmco to Business Park)

Implementation Phasing

Short-Term Improvements
Estimated Total Cost: $500,000
Medium-Term Improvements
Estimated Total Cost: $900,000
Long-Term Improvements
Estimated Total Cost: $15,000,000

Recommended Implementation Approach

- Improvements are recommended to build on one another over time
- Goal: avoid replacing improvements made as new improvements take place

Funding Sources for Implementation

Funding Source	Improvement Type Eligible	Amount of Funding	Timing
Recreational Trails Program (RTP)	Trails	Up to $100,000	May 1
Transportation Alternatives Program (TAP)	Pedestrian and Bicycle Facilities	Construction: over $100,000 Non-Construction: over $50,0000	January
Surface Transportation Program – Urban (STP-U)	General Transportation Improvements	2022-2027: $92.5 million	Spring
Surface Transportation Program – Rural (STP-R)	General Transportation Improvements	2022-2027: $43.3 million	Spring
Highway Safety Improvement Program (HSIP)	Safety Projects for Crash Areas (roundabout intersection would be a good fit)	Funded based on project needed (80/20 match)	February
Urban Forestry Grants	Tree Maintenance and Planting	Up to $25,000	October 1
People For Bikes	Bicycling	Varies	October 31

Funding Sources for Implementation

Funding Source	Improvement Type Eligible	Amount of Funding	Timing
Safe Streets and Roads for All (SS4A)	Safety	$200,000 - $50 million	September 15
AARP Community Challenge	Improve Livability	Average $11,500	March 22
Wisconsin Main Street Community Program	Streetscaping	Technical Assistance	Annual
Rural Placemaking Innovation Challenge	Placemaking	Up to $250,000	August 15
Urban & Community Forestry Program	Tree Canopy	Varies	Varies

Appendix

- Summary Graphics
- Cross Sections
- Public Feedback Received

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EXISTING CONDITIONS
(NORTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Bike Crash
- Wayfinding Signage
- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- ### ADT — Average Daily Traffic
- Dedicated Turning Lane
- Controlled Intersection
- Park
- Wetlands
- Floodplain
- River

Riverside Park
Rock River
106
Robert St
S Water Ave W
Milwaukee Ave W
26

STREET DESCRIPTION:
- 80' ROW
- Wide terracing to the west, narrower (~3'-1') terracing to the east
- 25 mph speed limit
- 5' sidewalk along the east side
- Curb on both side of the road

9,200 ADT

Walton Ct
Jones Ave
Glacial River Trail
S 4th St
KP Mart
S 5th St
Grant St
Maple St

STREET DESCRIPTION:
- 80' ROW
- Wide terracing to the west, narrower (~3') terracing to the east
- 35 mph speed limit
- 5' sidewalk along the east side
- Curb on both sides of the road

S 6th St
Jones Market
26
S 7th St
Jones Park
Grove St
Janesville Ave
Park St
Fort Atkinson Food Pantry
8th St
Jones Dairy Farm
Luther Elementary School

SECTION 1E
STREET DESCRIPTION:
- 66' ROW
- Wide terracing to the west, narrower (~3'-2') terracing to the east
- 35 mph speed limit
- 5' sidewalk along the east side
- Curb on both sides of the road

1,400 ADT
8,400 ADT
1,600 ADT
Nasco
Rockwell Ave
Nasco
7,500 ADT
26
Municipal Garage
Erick St
Peterson St
Gail Pl
James Pl
Talcott Ave

SECTION 2E
STREET DESCRIPTION:
- 66' ROW
- Wide terracing to the west, narrower (~3') terracing to the east
- 35 mph speed limit
- 5' sidewalk along the east side
- No curb along the west side

Lions Park
Fireside Dinner Theatre

Adopted: June 3, 2025
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EXISTING STREETSCAPE (NORTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Bench
- Trash Can
- Community Destination Sign
- Highway Directional Sign
- Wayfinding Signage
- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- Controlled Intersection
- Stop Sign
- Park
- Wetlands
- Floodplain
- River

Riverside Park
Rock River
106
Robert St
S Water Ave W
Milwaukee Ave W
26
S 3th St W
Walton Ct
Glacial River Trail
Jones Ave
S 4th St
KP Mart
S 5th St
Grant St
Maple St
S 6th St
Jones Market
S 7th St
Jones Park
Grove St
Janesville Ave
Park St
Fort Atkinson Food Pantry
8th St
Jones Dairy Farm
Luther Elementary School
Nasco
Rockwell Ave
Nasco
Municipal Garage
Erick St
Peterson St
Gail Pl
James Pl
Talcott Ave
Lions Park
Fireside Dinner Theatre

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Janesville Avenue Corridor Plan

Fort Atkinson, Wisconsin

SECTION 1E

EXISTING CORRIDOR BETWEEN S 5TH STREET & ROCKWELL AVE - LOOKING NORTH



Adopted June 3, 2025

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EXISTING CONDITIONS (MIDDLE SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Bike Crash
- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- ### ADT — Average Daily Traffic
- Dedicated Turning Lane
- Controlled Intersection
- Park
- Wetlands
- Floodplain

STREET DESCRIPTION:
- 66' ROW
- 35 mph speed limit
- Four lanes with curb along the east side of the road
- Shallow ditch mainly along west side of the road
- Wide terracing along east side of the road except along Lakeview Cemetery

STREET DESCRIPTION:
- 90' ROW
- 35 mph speed limit
- Wide two lanes, expanding to four lanes for turning lanes
- Shallow ditch mainly along west side of the road
- Wide terracing along east side of the road

STREET DESCRIPTION:
- 66' ROW
- 35 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditch mainly along east side of the road

STREET DESCRIPTION:
- 100'ROW
- 45 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditch along both sides of the road

STREET DESCRIPTION:
- 70' ROW
- 45 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditch along both sides of the road

Industrial Dr
Klement St
Klement St
Hilltop Trail
26
Lakeview Cemetery
Sidewalk located outside of ROW
St. Joseph Cemetery
Spacesaver Corporation
26
2,700 ADT
Highland Ave
Larsen Rd
Fort Transportation & Services
6,900 ADT
Glacial River Trail
Fort Atkinson Credit Union
St. Vincent de Paul Society
Fort Artkinson Waste Water Treatment
Griffin Ford Fort Atkinson, Inc
Double 3 Transportation
Janesville Ave
W&A Distribution Warehouse
KwikTrip
Living Savior Lutheran Church
W&A Distribution Services
Summit Dr
Paragon Community SVC
Farmco Ln
Hackbarth Rd
Spacesaver Plant
26
Carlin Rd
Poeppel Rd
LB Automotive/ Fort Quick Lube

Adopted: June 3, 2025
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EXISTING STREETSCAPE (MIDDLE SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Bench
- Trash Can
- Community Destination Sign
- Wayfinding Signage
- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- Controlled Intersection
- Park
- Wetlands
- Floodplain

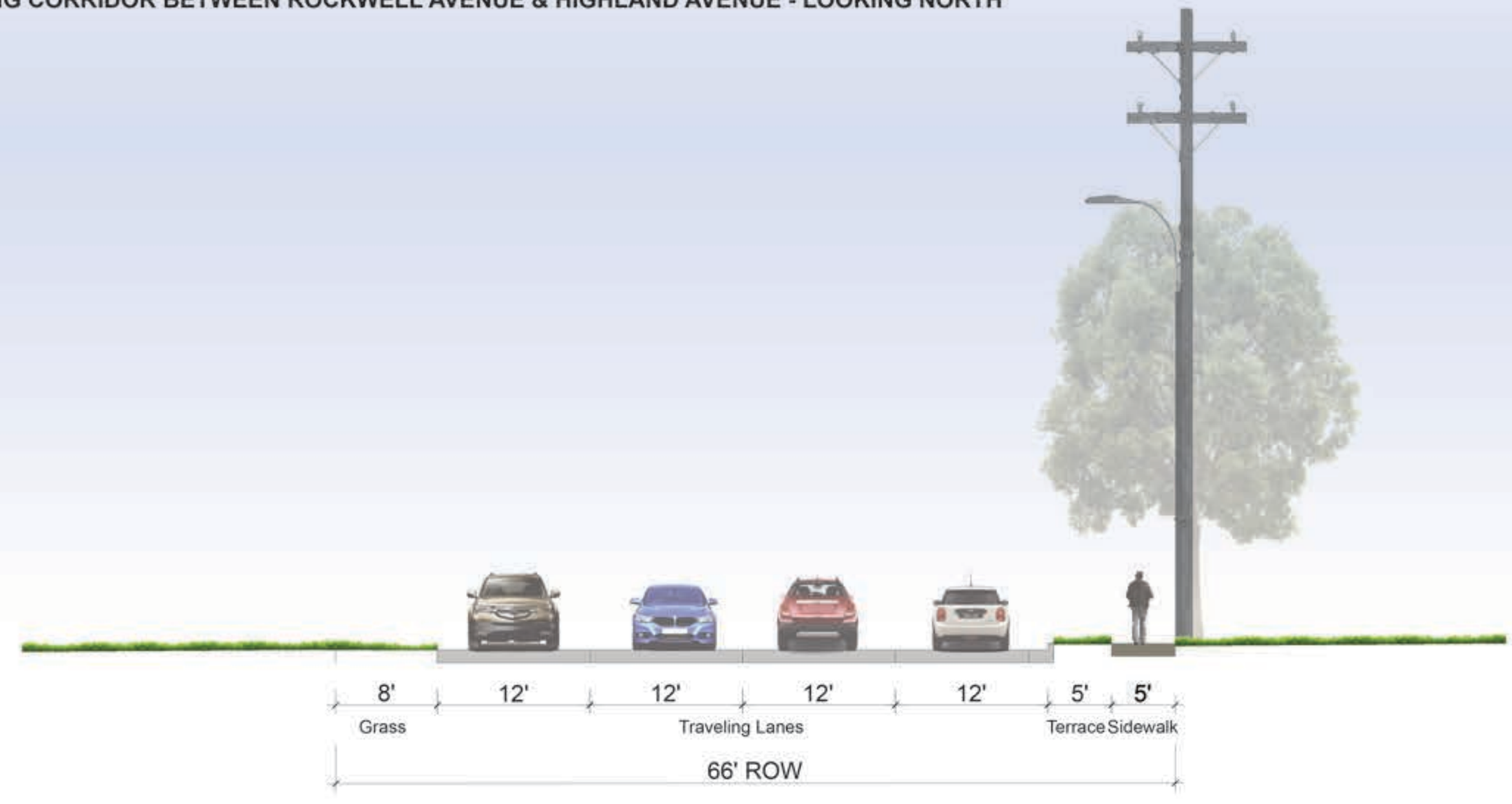
Industrial Dr
Klement St
Klement St
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Lakeview Cemetery
St. Joseph Cemetery
Spacesaver Corporation
Highland Ave
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Living Savior Lutheran Church
W&A Distribution Services
Summit Dr
Paragon Community SVC
Farmco Ln
Hackbarth Rd
Spacesaver Plant
Carlin Rd
Poeppel Rd
LB Automotive/ Fort QuickLube
26

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Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

SECTION 2E

EXISTING CORRIDOR BETWEEN ROCKWELL AVENUE & HIGHLAND AVENUE - LOOKING NORTH



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EXISTING CONDITIONS
(SOUTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Existing Trail
- Powerline (Most With Street Lamp Attached)
- ### ADT — Average Daily Traffic
- Dedicated Turning Lane
- Wetlands
- Floodplain

Glacial River Trail

Spacesaver Plant

Farmco Ln

Hackbarth Rd

26

LB Automotive/
Fort Quick Lube

6,000 ADT

Janesville Ave

SECTION 3E
STREET DESCRIPTION:
- Transition from 90' to 70' ROW (south to north)
- 45 mph speed limit
- Wide two lanes, expanding to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditch along both sides of the road

SECTION 3E
STREET DESCRIPTION:
- Approximately 115' ROW
- 45 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditch along both sides of the road

Hansen Auction Group

Central Coast Ln

River Stone Wedding/
Event Center

Allen Creek

STREET DESCRIPTION:
- 90' ROW
- 45 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Ditches along both sides of the road

Commerce Pkwy

Wood Design, Inc

Integrated Process
Engineers &
Constructors, Inc.

Rock River
Dental

Allen Dr

STREET DESCRIPTION:
- 100' ROW
- 45 mph speed limit
- Wide two lanes, can expand up to four lanes for turning lanes
- Wider shoulder on two lanes segments
- Shallow ditch mainly along east side of the road

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EXISTING STREETSCAPE (SOUTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

- Community Directional Sign
- Existing Trail
- Powerline (Most With Street Lamp Attached)
- Wetlands
- Floodplain

Glacial River Trail
Spacesaver Plant
Hackbarth Rd
26
LB Automotive/ Fort Quick Lube
Janesville Ave
Hansen Auction Group
Central Coast Ln
River Stone Wedding/ Event Center
Allen Creek
Commerce Pkwy
Wood Design, Inc
Integrated Process Engineers & Constructors, Inc.
Rock River Dental
Mielke Dr
Allen Dr

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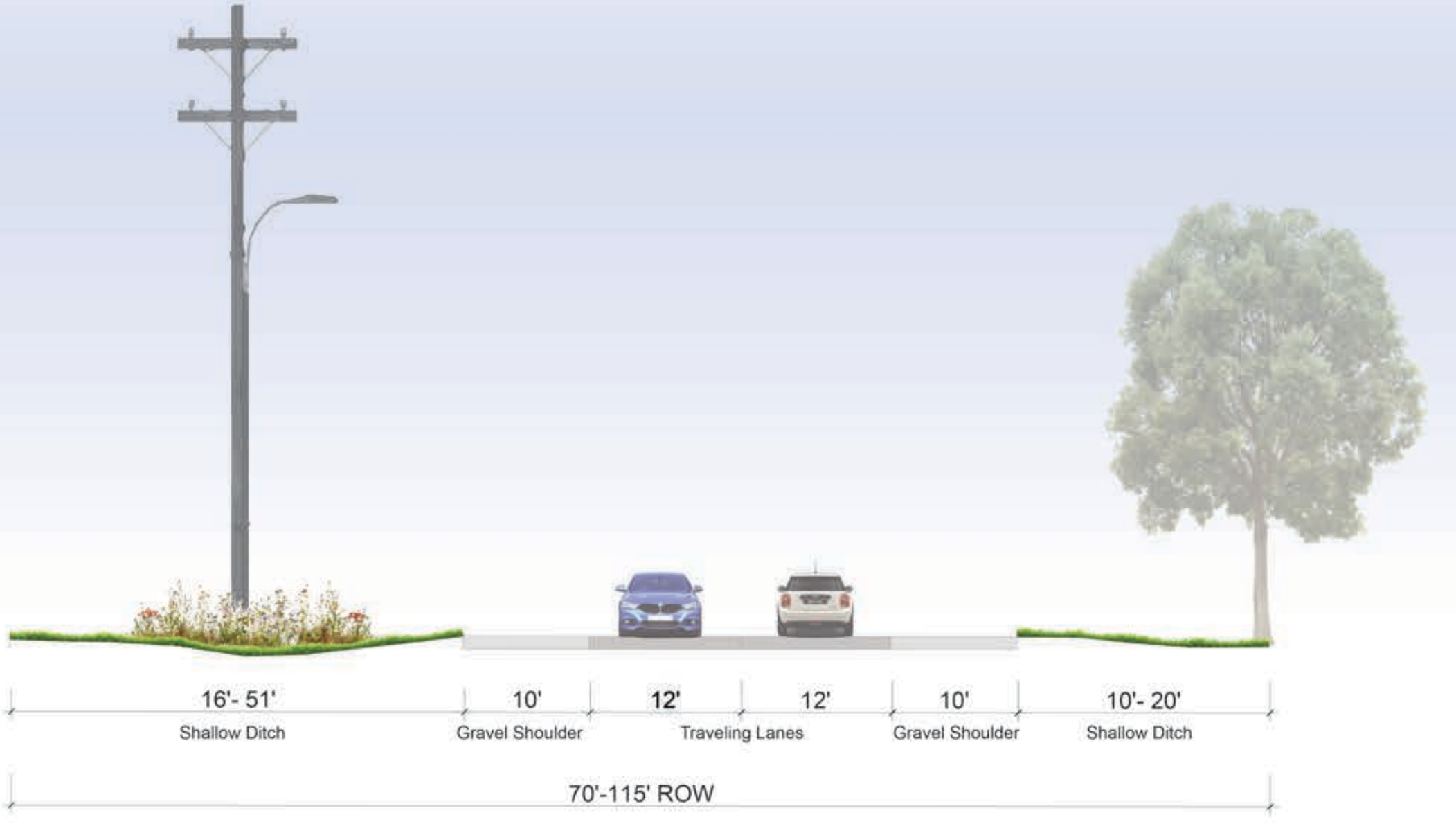
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Janesville Avenue Corridor Plan

Fort Atkinson, Wisconsin

SECTION 3E

EXISTING CORRIDOR BETWEEN HACKBARTH & CENTRAL COAST LANE - LOOKING NORTH



Adopted June 3, 2025

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PROPOSED STREET IMPROVEMENTS (NORTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

PROPOSED

- Rectangular Rapid Flashing Beacons (RRFB) Crossing (With Button in the Middle & Both Sides of the Road)
- Wayfinding Signage to Business
- Median for Pedestrian Crossing
- Proposed Sidewalk
- Two Lane Road With Center TWLTL
- Proposed Curb

EXISTING

- Wayfinding Signage
- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- Dedicated Turning Lane
- Controlled Intersection
- Timed Pedestrian Light
- Park
- Wetlands
- Floodplain
- River

Riverside Park
Rock River
106
Bicentennial Park
Robert St
S Water Ave W
Milwaukee Ave W
26
Add Alternative Truck Route Signage

Reconfigure Intersection:
- South side of the intersection would include north through lane, right turn lane, and could contain a median.
- Additional crosswalk on the south leg of the intersection.
- Replace RRFB with push button crosswalks for the south and east crossings similar to the north bike crossing
- No right on red movement allowed for Robert St to Janesville Avenue.

Walton Ct
Jones Ave
Glacial River Trail

PROPOSED STREET:
- 80' ROW
- 6'-11' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side
- Reduce speed limits to 25 mph

S 4th St
Grant St
S 5th St
New RRFB with Median Pedestrian Island
Maple St
S 6th St
Jones Market
S 7th St
Grove St
Jones Park
New RRFB with Median Pedestrian Island
Janesville Ave
Increase Curb Radius to Accommodate Truck Turning Movements
Underground All Above Ground Powerlines and Replace with Street Light per Streetscape Plan
Park St
Fort Atkinson Food Pantry
8th St
Luther Elementary School

SECTION 1P
PROPOSED STREET:
- 66' ROW
- 6'-11' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side
- Reduce speed limits to 25 mph

Increase Curb Radius to Accommodate Truck Turning Movements
Jones Dairy Farm
Nasco
Rockwell Ave
Add Alternative Truck Route Signage

Reconfigure Intersection:
- The three lane section could allow for a center median along Janesville Ave for crosswalk refugee.
- Exclusive left-turn lanes could be added to Janesville Ave.
- Additional crosswalk on the south leg of the intersection.
- Color surface crosswalks could be added for the path crossings.
- Pedestrian push button crosswalks could be added on the south and west sides of the intersection.

Replace Concrete From This Point to North of 3rd Street Intersection
Peterson St
Gail Pl
James Pl
Talcott Ave
Lions Park
Fireside Dinner Theatre

PROPOSED STREET:
- 66' ROW
- 8' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side
- Extend sidewalk south to Klement St. on both sides
- Reduce speed limits 25 mph south to Hilltop Trail/Klement Street

Adopted: June 3, 2025
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PROPOSED STREETSCAPE IMPROVEMENT (NORTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin









LEGEND

PROPOSED
- Sidewalk
- Bike Rack
- Decorative Street Light
- Tree
- Pollinator Garden
- Piano Key Crosswalk

EXISTING
- Bike Rack
- Bench
- Trash Can
- Community Destination Sign
- Highway Directional Sign
- Wayfinding Signage
- Existing Trail
- Sidewalk
- Controlled Intersection
- Stop Sign
- Park
- Wetlands
- Floodplain
- River

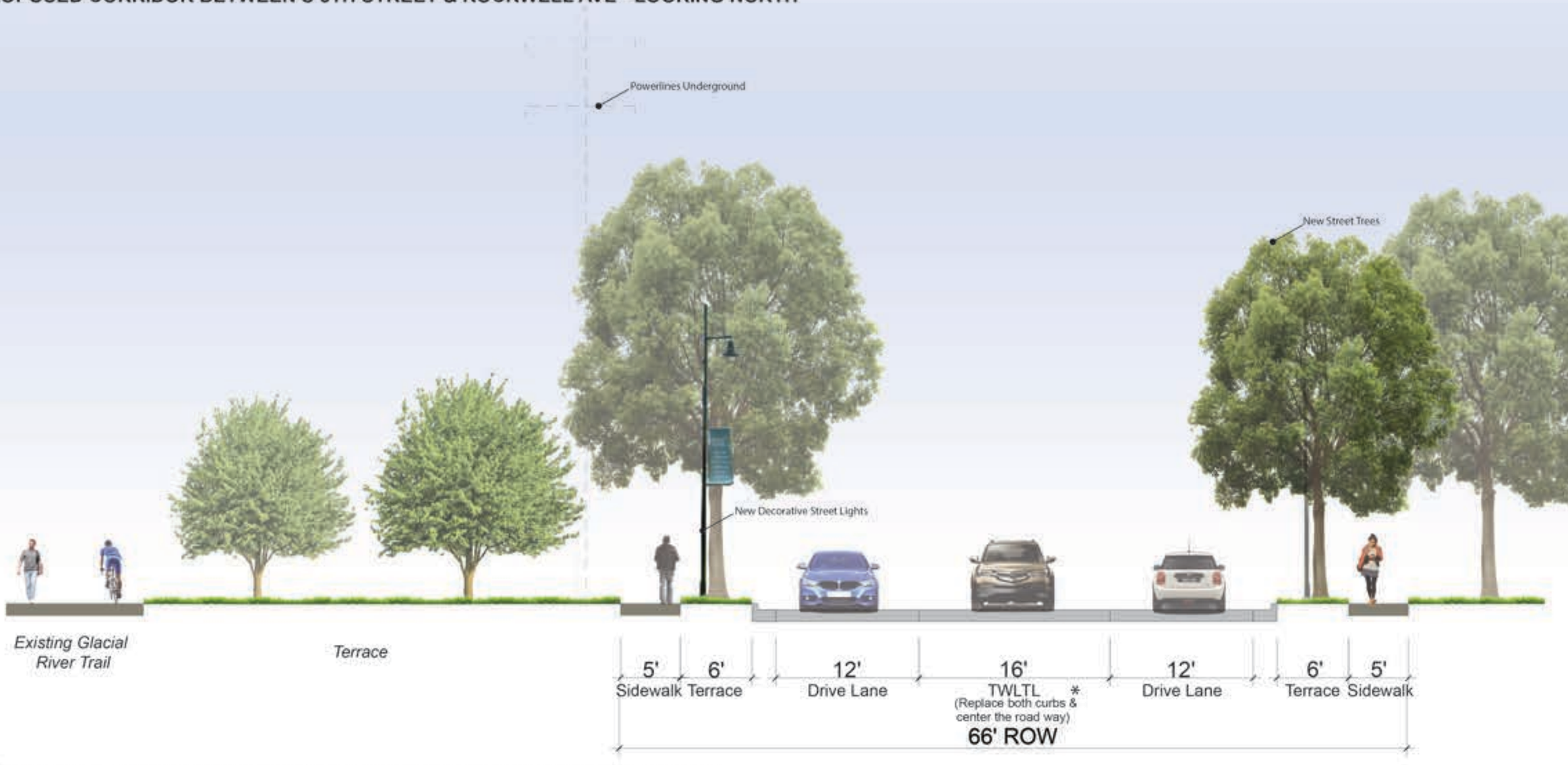
Riverside Park
Rock River
Robert St
S Water Ave W
Milwaukee Ave W
S 3th St W
Glacial River Trail
Jones Ave
S 4th St
S 5th St
Grant St
Maple St
S 6th St
Jones Market
Jones Park
Grove St
S 7th St
Janesville Ave
Fort Atkinson Food Pantry
8th St
Jones Dairy Farm
Luther Elementary School
Nasco
Rockwell Ave
Nasco
Municipal Garage
Erick St
Peterson St
Gail Pl
James Pl
Talcott Ave
Lions Park
Fireside Dinner Theatre
106
26

Adopted: June 3, 2025
VANDEWALLE & ASSOCIATES INC.

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

SECTION 1P

PROPOSED CORRIDOR BETWEEN S 5TH STREET & ROCKWELL AVE - LOOKING NORTH



* *Note: Existing west curb could remain in place with a new curb and wider terrace installed on the east side.*

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PROPOSED STREET IMPROVEMENTS (MIDDLE SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

PROPOSED

- Wayfinding Signage to Business
- Potential City Gateway Feature
- Rectangular Rapid Flashing Beacons (RRFB) Crossing (With Button in the Middle & Both Sides of the Road)
- Median for Pedestrian Crossing
- Proposed Sidewalk
- Proposed Trail
- Proposed Curb
- Proposed Mountable Curb
- Two Lane Road With Center TWLTL
- Two Lane Road

EXISTING

- Crosswalk
- Existing Trail
- Sidewalk
- Powerline (Most With Street Lamp Attached)
- Dedicated Turning Lane
- Controlled Intersection
- Timed Pedestrian Light
- Park
- Wetlands
- Floodplain

Add a Colored Crossing Surface and Clear & Grub Along the Trail to Provide Better Sight Lines for Bikes & Vehicles.

Reconfigure Intersection:
- The three lane section could allow for a center median along Janesville Ave for crosswalk refugee at the intersection.
- Exclusive left-turn lanes could be added to Janesville Ave.
- Additional crosswalks should be added on the south, east and west legs of the intersection.
- Pedestrian push button crosswalks could be added on the south, east and west sides of the intersection.
- Increase curb radius at all corners to accommodate truck turning movements.

Need Additional ROW to Enlarge Narrow Sidewalk and Save Mature Trees

Sidewalk Located Outside of ROW

Underground All Above Ground Powerlines and Replace with Street Light per Streetscape Plan

Increase Curb Radius at Northwest & Southwest Corners to Accommodate Truck Turning Movements

Potential Future Vacation of ROW

Replace Concrete with Asphalt From This Point South to City Limits

Sidewalk and On-Street Bicycle Route (Sharrow) or Trail Connection Along Farmco Lane to Glacial River Trail

Roundabout Reconfiguration of Existing Hackbarth Road, Farmco Lane, and Janesville Avenue Intersection

Future Development of This Site Should Connect to Hackbarth Road

SECTION 2P
PROPOSED STREET:
- 66' ROW
- 8' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side

PROPOSED STREET:
- 90' ROW
- 8' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side

PROPOSED STREET:
- 66' ROW
- 8' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side

PROPOSED STREET:
- 100' ROW
- Shallow ditch along both sides of the road
- Two 12' drive lanes
- No curbs on both sides of the road
- 5' sidewalk along the east side

PROPOSED STREET:
- 70' ROW
- 8' terraces along both sides of the road
- Two 12' drive lanes & a 16' TWLTL
- Curb on both sides of the road
- 5' sidewalk along the east side

Klement St
Industrial Dr
Hilltop Trail
Lakeview Cemetery
St. Joseph Cemetery
Spacesaver Corporation
Highland Ave
Larson Rd
Fort Transportation & Service
Fort Atkinson Credit Union
St. Vincent de Paul Society
Glacial River Trail
Fort Atkinson Waste Water Treatment
Griffin Ford Fort Atkinson, Inc
Double 3 Transportation
W&A Distribution Warehouse
Living Savior Lutheran Church
W&A Distribution Services
Summit Dr
Paragon Community SVC
Farmco Ln
Hackbarth Rd
Carlin Rd
Poeppel Rd
Spacesaver Plant
B Automotive/ Fort Quick Lube
Janesville Ave
26

Adopted: June 3, 2025
VANDEWALLE & ASSOCIATES INC.

PROPOSED STREETSCAPE IMPROVEMENT (MIDDLE SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

PROPOSED

- Sidewalk
- Decorative Street Light
- Tree
- Pollinator Garden
- Piano Key Crosswalk

EXISTING

- Bench
- Trash Can
- Community Destination Sign
- Wayfinding Signage
- Existing Trail
- Sidewalk
- Controlled Intersection
- Park
- Wetlands
- Floodplain


POLLINATOR GARDEN


STREET LIGHT


POTENTIAL TREES

Klement St
Industrial Dr
Klement St
Hilltop Trail
26
Lakeview Cemetery
St. Joseph Cemetery
Spacesaver Corporation
Highland Ave
Larsen Rd
Fort Transportation & Services
Fort Atkinson Credit Union
St. Vincent de Paul Society
Glacial River Trail
Fort Artkinson Waste Water Treatment
Griffin Ford Fort Atkinson, Inc
Double 3 Transportation
Janesville Ave
KwikTrip
Farmco Ln
Living Savior Lutheran Church
Hackbarth Rd
Spacesaver Plant
Carlin Rd
Poeppel Rd
LB Automotive/ Fort QuickLube

Adopted: June 3, 2025
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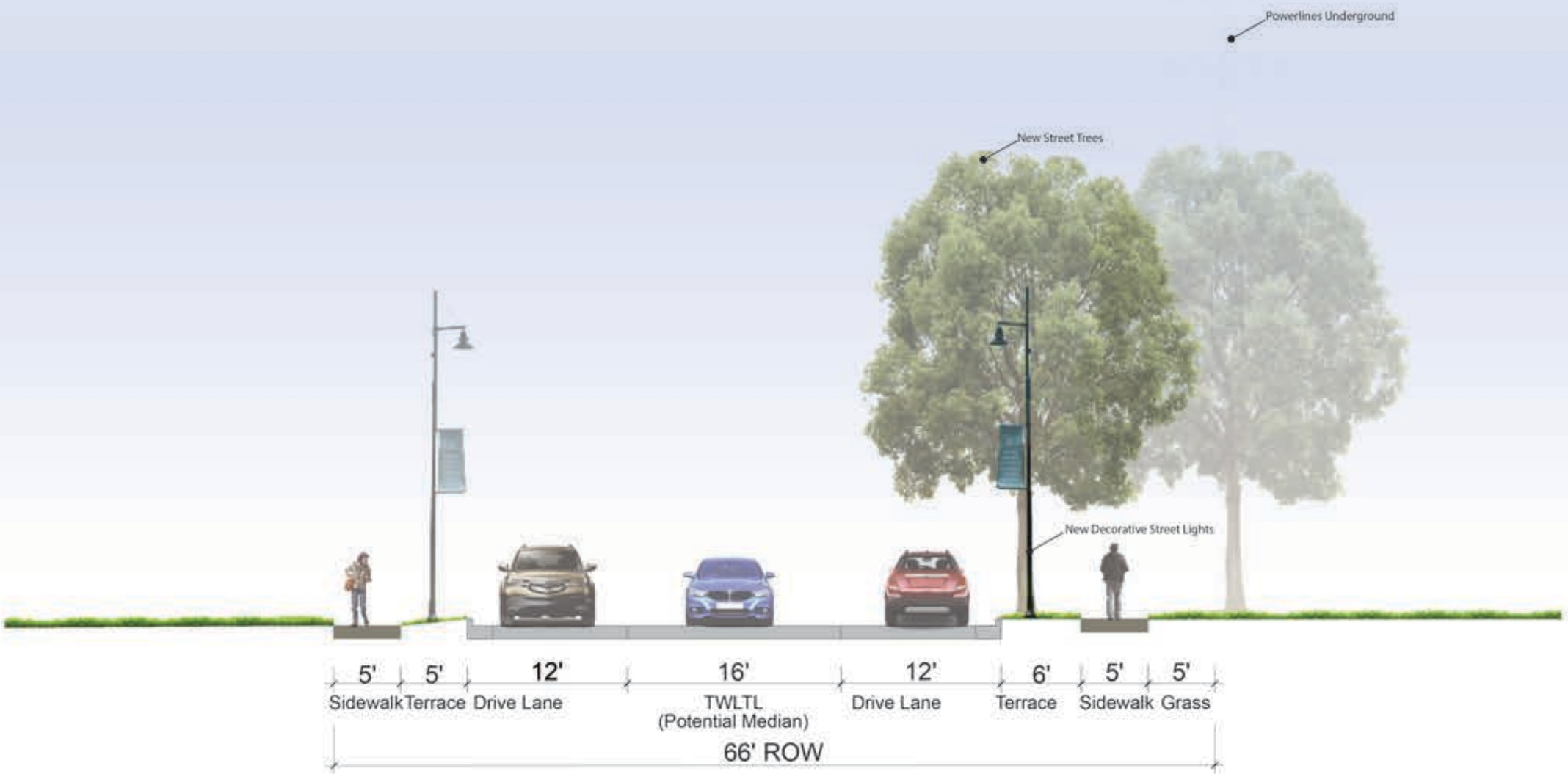
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Janesville Avenue Corridor Plan

Fort Atkinson, Wisconsin

SECTION 2P

PROPOSED CORRIDOR BETWEEN ROCKWELL AVENUE & HIGHLAND AVENUE - LOOKING NORTH



Adopted: June 3, 2025

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PROPOSED STREET IMPROVEMENTS (SOUTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

PROPOSED

- Rectangular Rapid Flashing Beacons (RRFB) Crossing (With Button in the Middle & Both Sides of the Road)
- Potential City Gateway Feature
- Median for Pedestrian Crossing
- Proposed Sidewalk
- Proposed Trail
- Proposed Mountable Curb
- Two Lane Road

EXISTING

- Existing Trail
- Powerline (Most With Street Lamp Attached)
- Dedicated Turning Lane
- Wetlands
- Floodplain

Roundabout Reconfiguration of Existing Hackbarth Road, Farmco Lane, and Janesville Avenue Intersection

Farmco Ln

Hackbarth Rd

Spacesaver Plant

Glacial River Trail

26

CB Automotive/ Fort Quick Lube

New Truck Exit (Privately-Funded)

Janesville Ave

SECTION 3P
PROPOSED STREET :
- Transition from 90' to 70' ROW (south to north)
- Shallow ditches along the road
- Two 12' drive lanes
- 5' asphalt shoulder to 5' gravel shoulder on both side of the road
- 5' sidewalk along the east side

New Sidewalk Will Require a Creek Crossing

Explore Opportunities for Future Trail Corridor Along Allen Creek with Pedestrian and Bicycle Crossing Here

SECTION 3P
PROPOSED STREET :
- Approximately 115' ROW
- Ditch along both sides of the road
- Two 12' drive lanes
- 5' asphalt shoulder to 5' gravel shoulder on both side of the road
- 5' sidewalk along the east side

Hansen Auction Group

Central Coast Ln

Underground All Above Ground Powerlines and Replace with Street Light per Streetscape Plan

River Stone Wedding/ Event Center

Allen Creek

SECTION 3P
PROPOSED STREET:
- 90' ROW
- Ditches along both sides of the road
- Two 12' drive lanes
- 5' asphalt shoulder to 5'gravel shoulder on both side of the road
- 5' sidewalk along the east side

Potential Pedestrian Crossing to Glacial River Trail

Commerce Pkwy

SECTION 3P
PROPOSED STREET:
- 100' ROW
- Shallow ditch mainly along east side of the road
- Two 12' drive lanes
- 5' asphalt shoulder to 5'gravel shoulder on both side of the road
- 5' sidewalk along the east side

gn, Inc

Integrated Process Engineers & Constructors, Inc.

Rock River Dental

Allen Dr

Potential Pedestrian Crossing to Groeler Road and Connection to Glacial River Trail

Adopted: June 3, 2025

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PROPOSED STREETSCAPE IMPROVEMENT (SOUTH SEGMENT)

Janesville Avenue Corridor Plan
Fort Atkinson, Wisconsin

LEGEND

PROPOSED

- Sidewalk
- Trail
- Decorative Street Light
- Tree
- Pollinator Garden

EXISTING

- Community Directional Sign
- Existing Trail
- Wetlands
- Floodplain

Glacial River Trail
Spacesaver Plant
Hackbarth Rd
LB Automotive/ Fort Quick Lube
Janesville Ave
Commerce Pkwy
Central Coast Ln
Allen Dr
Mielke Dr
Hansen Auction Group
River Stone Wedding/ Event Center
Allen Creek
Wood Design, Inc
Rock River Dental
Integrated Process Engineers & Constructors, Inc.
26


POLLINATOR GARDEN


STREET LIGHT


POTENTIAL TREES

Adopted: 6.3.25
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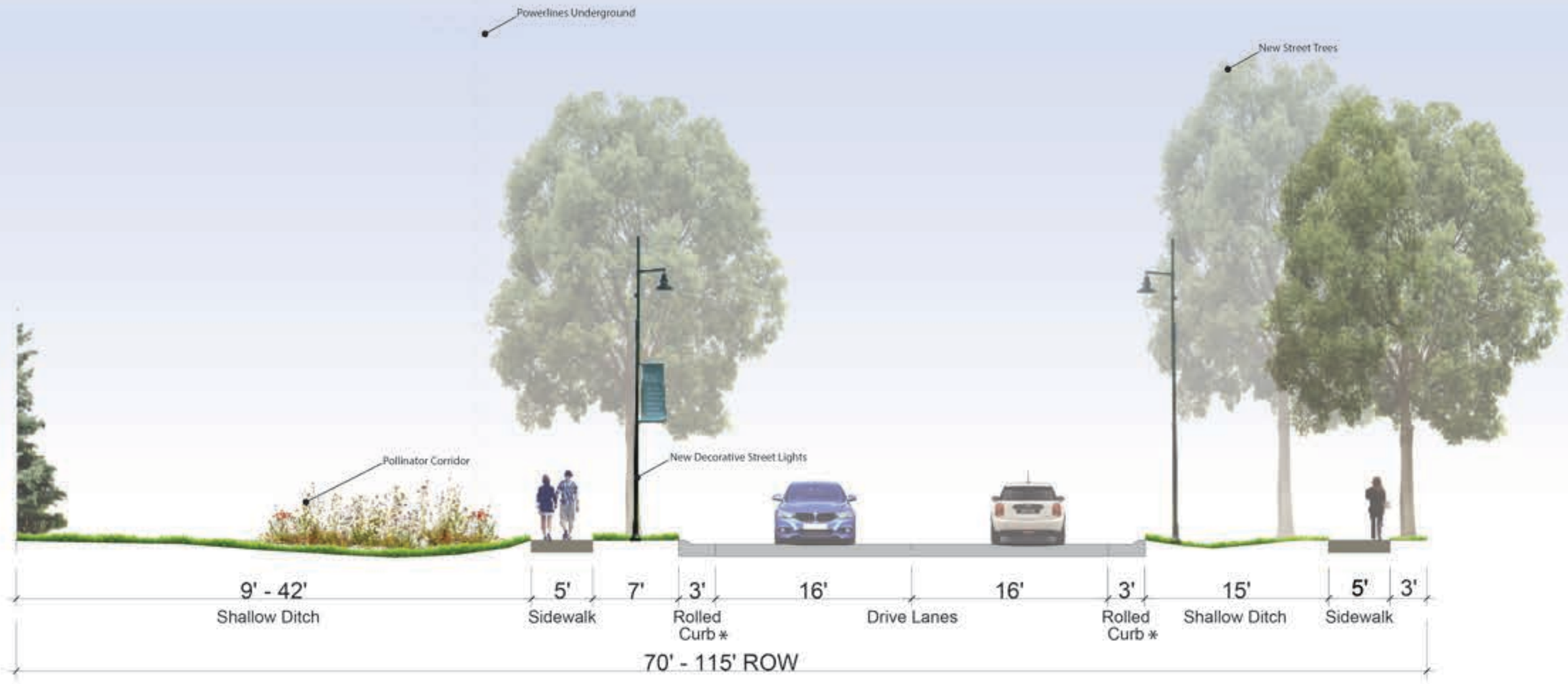
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Janesville Avenue Corridor Plan

Fort Atkinson, Wisconsin

SECTION 3P

PROPOSED CORRIDOR BETWEEN HACKBARTH & CENTRAL COAST LANE - LOOKING NORTH



* *Note: Install periodic curb-cuts for stormwater conveyance.*

Adopted: June 3, 2025

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Fort Atkinson Corridor Plan Workshop Feedback

On July 22, 2024, a public workshop was held at the City of Fort Atkinson Fire Station to gather feedback on the Main Street and Janesville Avenue Corridor Plans. Approximately 35 people were in attendance at the event. The workshop featured an introductory presentation and two interactive exercises seeking input from attendees on how each corridor is used today, existing issues, and identified improvements needed. Below is a summary of the feedback obtained.

Individual Worksheets and Group Summary Feedback

How do people typically travel along each corridor?

Janesville Avenue

- Most frequently people are traveling by vehicle along the roadway and walking or bicycling on the Glacial River Trail.

Main Street

- Most frequently people are traveling by vehicle along the roadway and walking along the sidewalk between different destinations in the area. Some people bicycle in this area, but significantly less often than along the Glacial River Trail.

How safe do people feel when using different travel modes along each corridor?

Janesville Avenue

- The majority of respondents felt that driving was a safe mode along this corridor, outside of the area where the roadway narrows from four lanes down to two lanes.
- Most respondents felt safe walking or biking along the Glacial River Trail, but found it unsafe to cross the roadway or use the roadway for these modes.

Main Street

- There were mixed opinions on how safe this corridor is related to each travel mode. Turning movements, uncontrolled intersections, infrastructure gaps, lane shifts, and heavy truck traffic presented safety concerns for users.

What are the biggest problem areas today? Are there bicycle and pedestrian network gaps or barriers?

Janesville Avenue

- The majority of respondents felt that speeds, roadway size, crossings, and turning movements were the biggest problem areas. Specifically, the lack of options for signaled pedestrian and bicycle crossings along the corridor, the 3rd Street/Janesville Avenue intersection, and Jones Park/Jones Market connection were the most significant issues to be addressed.

Main Street

- The biggest problem areas included the Sherman/Main, Madison/Main, and Water Street/Main intersections. Additionally, crossing infrastructure, on-street turning movements, and the “bottleneck” experienced along the roadway were issues to be addressed.

Which alternative routes are used to avoid problem areas?

Janesville Avenue

- For bicyclists and pedestrians, respondents felt there were no safe alternatives to the Glacial River Trial due to the lack of other routes providing facilities for these modes. Vehicle travelers sometimes use alternative routes such as the Highway 26 Bypass or Rockwell Avenue.

Main Street

- For bicyclists and pedestrians, respondents choose not to travel down Main or only do on off-peak vehicle travel times. Vehicle travelers sometimes use alternative routes during school release hours down Robert Street, but many felt there weren't many viable options for other routes.

What are the key improvements people would like to see made?

Janesville Avenue

- Connections between the Glacial River Trail and businesses along the corridor
- Reduction of lanes from 4 to 3 with a middle-oriented left turn lane
- More signalized bicycle and pedestrian crossing options and sidewalk availability
- Improved crossing between Jones Market and Jones Park
- 3rd Street/Janesville Street intersection improvements for bicycles and pedestrians
- Wayfinding signage along the Glacial River Trail and roadway to destinations
- Aesthetic enhancements such as trees, benches, signage, development patterns, and City gateway features
- Potential for more consistent roadway type and feel, boulevard on roadway, pedestrian bridge over roadway, and curb and gutter on roadway

Main Street

- Enhanced streetscaping including green space, landscaping, seating, lighting, shade, and City gateway features
- Improved crossings with pedestrian countdown lights, calming devices, bump outs, and cross walk markings
- Reconfiguration or improved intersections at Madison Ave/Main and Whitewater Ave/Main
- Better on-street turning lane improvements (left and right turn lanes)
- Dedicated on-street bicycle facilities

Mapping Exercise Summary Feedback

Janesville Avenue	
Safety Issues	3rd Street/Janesville Jones Park to Jones Market Kwik Trip Hackbarth/Janesville
Connection Issue	Glacial River Trail at 3rd Street Jones Park Glacial River Trail to businesses
Appearance Issue	East side of Janesville Avenue When road transitions to 2-lane
Wayfinding Issue	Glacial River Trail (multiple locations) Rockwell Avenue
Destination	Jones Park and Jones Market Food Pantry Fireside Theater Kwik Trip
Bicycle Travel Improvement Needed	3rd Street/Janesville Jones Park to Jones Market Shoulder when road transitions to 2-lanes
Walking Travel Improvement Needed	East side of Janesville Avenue
Vehicle Travel Improvement Needed	3rd Street/Janesville

Main Street	
Safety Issues	Madison Ave/Main Street Sherman Ave/Main Street Water Street/Main Street Whitewater Ave/Main Street
Connection Issue	Madison Ave/Main Street Water Street/Main Street Milwaukee Ave/Main Street S. 3rd Street/Main Street
Appearance Issue	Parking lots at Madison/Main Street Vacant buildings along Main Street Portions of the Riverwalk Alleys behind Main Street buildings
Wayfinding Issue	Parking lot on Sherman Ave, Water St, S. 3rd Street Whitewater Ave/Main Street Milwaukee Ave/Main Street
Parking Issue	McDonalds Sherman Ave Mechanic Street South Water Street
Destination	Farmer's Market parking lot Riverwalk Plaza

	Library Businesses along Main Street Hoard Historical Museum City Hall Fort Club
Bicycle Travel Improvement Needed	Riverwalk Sherman Avenue Whitewater Avenue Water Street
Walking Travel Improvement Needed	Madison Ave/Main Street Sherman Ave/Main Street Rock River bridge Water Street/Main Street Whitewater Ave/Main Street S. 3rd Street/Main Street
Vehicle Travel Improvement Needed	S. 3rd Street/Main Street Milwaukee Ave/Main Street Sherman Ave/Main Street

Fort Atkinson
Janesville Avenue Work Group
July 29, 2024

What's working well? What's not working well?

- Feel safe and enjoy the trail. Really take advantage of the bike trial with two toddlers
- From new persons perspective, the trail, art and park are really nice and welcoming
- Functional from a vehicle movement prospective, no congestion
- Prefer not to see road reduced with semis in the area from local businesses
- Klement street intersection is very tight, workers cut through parking lots when late because they don't want to wait for the light
- Very hard to get across Janesville Ave for pedestrians and bicyclists, especially related to the Klement intersection
- Monona Drive is good example of a street that works from pedestrian and motorist perspective with center median
- Would like to see the 4-lane extended down to Kwik Trip due to the increased traffic associated with that use
- Lower speeds on the north end of the corridor would help with safety issues – people go too fast because roadway is so wide and it feels right to go faster
- Hackbarth intersection is an issue – another Spacesaver entrance might alleviate this issue
- Speed is a problem at southern end – road design invites it
- Could use traffic calming to help control speed

Feedback from Patrons

- No sidewalks on Klement, cars come flying down from Readiserve and its only a matter of time before a bicyclist gets hit at the crossing of the bike trail – need crossing improvements in this area
    - Same thing happens near Jones Market
    - Could remove some vegetation on bike trail to increase visibility at intersections

Look and feel improvements

- Would like to see curb and gutter on west side south of Blodgett to help improve drainage and appearance
- Sidewalk/path on east side of Lions Park and continues along that Janesville Avenue frontage to provides connection between trail and businesses. Also need trail connection/sidewalk by Kwik Trip and Mini Golf, especially at Kwik Trip for bathroom stop
    - Overall, more sidewalks along side streets between trail and businesses
- Could there be a bike trailhead at the former carwash location
- Could use additional wayfinding signs on trail to indicate local businesses and destinations (library/museum)
- Crown of the roadway on Janesville Ave near the Fireside is very steep and presents issues coming into their side for buses
- Concern of some businesses would be a new sidewalk along the frontage that would result in the loss of parking stalls
- The roadway is on the lows side of justifying a 4-lane configuration, middle turning lane with 2 lanes of through traffic would accommodate 14,000 cars per day or less

- Lots of water main breaks along Janesville Ave, if its redone in the future, recommend replacing all underground utilities and infrastructure
- People would like to see electric lines underground if corridor is redone in the future
- Currently, no gateway signage feature at the south end when you come into town
- Could the road turn into a boulevard as part of the reconfiguration to improve aesthetics

Other Places

- Wide streets encourage high speeds, need to narrow
- When we narrowed Main, did that slow people down? Yes.
- Aesthetics on Janesville could be improved greatly, especially coming into the City from the south
- Would love to see powerline buried where possible
- Need to address blighted and vacant buildings along the corridor too
- Would be nice to feature the cemetery more, but ROW is very tight in that area – could we move the sidewalk back into the lot further
- Dollar General planned in front of old Shopko – will provide sidewalk connection

Existing Connection Gaps

- Hotel to Lions Park – no walks on either side
- Doesn't make sense to have on-street bike lanes because of the trail in this area
- Connection between Jones Park and Jones Market needs to be addressed, in addition to general connectivity on the east side of Janesville Avenue
- Need lighting improvements along the corridor and intersection improvements

Main Street Comments

- Madison and Main Street – Lights are confusing, don't know when the other side has a green arrow
- When school is out, avoid downtown due to congestion – use Robert Street instead
- Issues with people turning right on red when left turners have arrow/green light
- Edward Street doesn't allow truck traffic anymore, so trucks have to go to Main
    - Coming in on STH 106, hard to turn left onto Main from Sherman, can't use side streets anymore
- Loading issues in front of some businesses blocking the roadway
- Generally hard to turn left onto Main from Sherman

Fort Atkinson
Janesville St. Committee
September 23, 2024

Rebecca, Scott, Josh, Kathy, Kyle, Chris, Chris (Fireside)
Sarah, Paul, Jim, Andy, Lori, Ben
Loran

High Level Summary
Ben (see list)

Improvements
Ben – (reviewed cross sections)

Andy – is there an issue of maintaining access to large trucks serving employers in the area
Josh – center lane of 16' should be fine; only issue would be corresponding lefts
Chris – right now, trucks using both lanes to turn right
Chris – also hard to turn onto Janesville St.; could be conflict if truck is on Janesville waiting to turn left and truck on side street trying to turn right
Chris (space) – love the roundabout, still would like to see direct access point (exit only) on SW corner of our site – would reduce traffic on Farmco (most exiting traffic heads south to Milton, etc.)
Andy – Enbridge pipeline runs NW-SE just south of retention pond; can easily accommodate a second access point as city now has control over the road (not DOT)
Andy – can we use medians to keep trucks and others from using the center for too long?
Josh, yes, but the intersections are the bigger issue

Loran – how are pedestrian's accommodated crossing the street
Josh – there will be medians to land in the middle

Kyle – how does transition to Robert St. work?
Andy – little bit of a back for short time in morning and evening

Lori – do we need all of the crossings if they are potentially going to stop traffic (do we need the one at 4th?)
Andy – 4th goes to middle school; Jones park first, then 4th, then 5th; could leave crosswalk at 5th but maybe not include a RFB

Loran – maybe have like a walk light for pedestrian that is delayed from the RFB

Andy – wanted to extend 25MPH down to Rockwell to cover Jones Park, but got shot down; now ends at 4th or 5th

Josh – strategically place crossings where they don't conflict with a need to turn left. (put on the north side of 7th) Can add another button on the median to ensure peds get all the way across

Andy – can we narrow the road in lieu of ROW acquisition around cemetery?

Andy – have you used swale in urban areas?
Josh – primary issue is people riding on edge of pavement

Andy – make shallow ditch wider, narrow street with curb that drains into ditch or ribbon curb

Klement/Hilltop/Janesville –
Median for ped refuge
Will look a truck turning radii
Second to Rockwell in terms of truck traffic
Right turn from Klement onto Janesville needs to be wider
Lori – can we paint something to slow traffic on Klement at trail crossing
Josh, need to clear underbrush out to improve visibility

Ben – do we need a crossing between Klement and Farmco?
There are crosswalks now, but not a lot of use (currently no sidewalk on the east to connect to)
Committee – Want sidewalks on both sides of the road for whole length (credit union, bowling alley, Kwik Trip, Shopco, Church

Andy – rotting water main in front of Jones; pavement conditions variable throughout corridor, concrete good, but asphalt needs to be dealt with sooner than later (Rockwell south to just past Highland)

<u>Streetscape Elements</u>

Rebecca – plan to ID types of benches and potential locations, parks will determine phasing of locations

Andy – have Lion's park, Fireside, and more urban to the north end with more peds > paying more attention to street furniture in those areas initially down to Klement and the replicate has you reconstruct to the south

<u>Other Issues?</u>
Loran – where is crossing at 3rd?
Josh – crossings north and south like a normal crossing, putting median on south side
Existing RFB is problematic for "stop and go" right turn
Josh – maybe no crosswalk on south side
Andy – most are turning left onto 3rd street – northbound is the problem

Kathy – make sure signage in roundabout doesn't limit visibility
Josh – that's not what you're supposed to do, theory is to limit visibility to pay more attend to yielding

Plan Commission/Public Notes 5.13.25

Main Street

- Like the idea of alternate tuck route signage and would like to know more about the WisDOT funding implications of shifting trucks off of Main Street permanently
- 10' wide on-street parking is very large on Main Street, could be reduced in size
- Leading pedestrian intervals could accompany the pedestrian timers at controlled intersections when they go in for added safety
- Short-term – could do quick build bump outs (painted safety zones) along Main Street in the short-term with paint and markings that could be in place prior to larger-scale infrastructure changes in the longer-term
- Bike racks and street trees can also be located within bumpouts for added pedestrian safety
- Left turn signal detectors could be added to controlled intersections for increased efficiency
- Milwaukee or 3rd Street seems like the better trail connection between Main Street and the Glacial River Trail than South Water Street
    - Proposed on-street cycle track could go on north or south side of road, but angled parking should be replaced/accommodated and property owner input should be sought prior to the change
- Like the Market Square project, but solar power could be incorporated within a structure that is located over the parking stalls for added benefit of design
- Like the Whitewater intersection changes, but could be one-way in or out instead and could be featured vista for Main Street/downtown
- Integrate tree bumpouts that extend into the roadway instead of into the sidewalk
- Like the gateway arch signage idea
- Could a one-way route between Main Street, S. 3rd Street, Madison Avenue, and Roberts Street be a solution for traffic and accommodating more angled parking on-street within the downtown
- Need bicycle connections further to the southeast of the community to build off of Merchant Street bicycle facility connection planned
- Chamber building could facility a gateway feature to signal you're entering downtown
- Not much room on Main Street to add other features like bike lanes, benches, bike racks, etc.
- Additional meeting of the working group to discuss the plan in more depth.
- Street does not need to be lined with trash cans
- Like the idea of the Market Square

Janesville Avenue

- Narrower road diet to include bike lanes or on-street trail because even the TWTL cross section seems too big right now (2)
- Doesn't make sense for on-street bikes along Janesville Avenue because the trail is right there
- Improved access from Glacial River Trail to Jones Park, Kwik Trip, bakery, Hackbarth Road is needed
- Bike lanes and routes need to be posted on maps and accessible from the trail
- Like the idea of a cohesive Janesville Avenue and relocation of a community sign to the south
- Add 10' path connections between Janesville Avenue and trail for safer accessibility to businesses
    - In particular, on the southside of Farmco and northside of Hackbarth
- Consider long-term plans for a trail along Allen Creek (east-west) and the need for a future trail crossing on Janesville Avenue in this location
- Integrate dog-leg median refuges into the proposed pedestrian refuge islands along the roadway
- Integrate leading pedestrian intervals into pedestrian countdown timers
- Add bicycle bypass ramps within the proposed new roundabout
- Need wayfinding signage at all intersecting streets and Glacial River Trail