## Examples of Safety Treatments that Could Be Implemented

Actual safety treatments would be determined after analysis of conditions and crash history.

**Mineral Point Road Corridor from Beltline Hwy to Gammon Rd.**

**Location:** Mineral Point Rd & Gammon Rd
**Project Description:** Add overhead signal heads to the left lanes of Mineral Point & Gammon intersection (each leg of intersection). The median signal poles and bases would be replaced and a trombone arm would extend of the new median signal pole. This would be similar to the E Wash & Lien Rd update we did this past year.
**Reasoning:** High crash intersection. Old-style signal-head configuration exists now.
**Cost:** $35,000

**OR BETTER/PERMANENT/MORE EXPENSIVE OPTION:**
**Location:** Mineral Point Rd & Gammon Rd
**Project Description:** Add overhead MONOTUBE signal heads to each Mineral Point & Gammon intersection leg to put signal-heads over each lane.
**Reasoning:** High crash intersection. Old-style signal-head configuration exists now.
**Cost:** $70,000

**Location:** Mineral Point Rd (Beltline to Whitney Way)
**Project Description:** Reduce speed limit from 40 mph to **30 mph** (36 total signs)
**Reasoning:** Mineral Point Rd is 35 mph east of Whitney Way and west of Beltline. This removes the 40 mph section in-between.
**Cost:** $3,000

**Location:** Mineral Point Rd (Beltline to Whitney Way)
**Project Description:** Add buffer line two feet off existing bus/bike line. Current lane width is 14 feet. This would be 12' plus 2' buffer
**Reasoning:** Slow speeds along this high-speed stretch of Mineral Point Rd.
**Cost:** $9,000

**Location:** Mineral Point Rd (Beltline to Whitney Way)
**Project Description:** Convert existing crosswalks to continental-style crosswalks
**Reasoning:** Slow speeds along this high-speed stretch of Mineral Point Rd.
**Cost:** $90,000

**Park Street Corridor**

**Location:** Park Street & W Badger Rd Intersection
**Project Description:** Convert existing crosswalks to continental-style crosswalks
**Reasoning:** Slow speeds along this high-speed stretch of Mineral Point Rd.
**Cost:** $20,000

**Location:** Eastbound W Badger Rd at Park Street
**Project Description:** Expand concrete median island on west leg to remove leftmost, eastbound left turn lane

**Reasoning:** Street seems to be overbuilt. Does not appear that the dual left is needed for current traffic volumes. (need to confirm this). Wider island would provide pedestrian refuge.
**Cost:** $20,000

**Location:** Park Street & W Badger Rd Intersection
**Project Description:** Convert existing crosswalks to continental-style crosswalks
**Reasoning:** Slow speeds along this high-speed stretch of Mineral Point Rd.
**Cost:** $20,000

**Location:** Park Street & W Badger Rd Intersection
**Project Description:** Remove overnight FLASH timing from schedule
**Reasoning:** At first review, a high percentage of crashes seem to be related to people not knowing how to navigate an intersection on flash. A large intersection like this one could be taken out of flash and run free overnight. Current timing plan has flash from midnight to 5:30 a.m. on weekdays and from 1:30 a.m. to 7:00 a.m. on Saturday and Sunday mornings.
**Cost:** FREE!!

**Location:** Regent Street (Monroe Street to Park Street)
**Project Description:** Upgrade crosswalks from 6' wide 6" lines to 12' wide continental crosswalks
**Reasoning:** High pedestrian crash intersections due to UW students living south of Regent Street walking to/from campus.
**Cost:** $25,000

**Location:** Northbound Park Street (W Olin Ave to W Washington Ave)
**Project Description:** Create morning, NB peak hour curb lane
**Reasoning:** Current congestion on NB Park Street causes drivers on Lakeside Street to use S Shore Drive and W Shore Drive as a cut-through to avoid congestion. S Shore Dr / W Shore Dr is a bike route with bikes in the street (no dedicated bike lanes or path). This creates a hazard for morning bike commuters**.**
**Cost:** $20,000

**Location:** EB Regent Street at Park Street
**Project Description:** Obtain ROW from 20 S Park Street to create RTO lane.
**Reasoning:** High-crash intersection due to congestion. Easing congestion should reduce number of EB drivers willing to run yellow/red while WB drivers are turning left.
**Cost: Unknown**
This may be covered under Regent Street reconstruction project in near future.

## East Washington Ave

**Location:** E Washington Ave (Pinckney St to First St)
**Project Description:** Change speed limit signs from 35 mph to 30 or 25 mph
**Reasoning:** Land-use in this area has changed dramatically in the past 5 years. Additional pedestrian crossings present.
**Cost:** $2,000

**Location:** E Washington Ave (Pinckney St to First St)
**Project Description:** Change ONLY NON-SIGNALIZED intersection crosswalks to continental-style crosswalks
**Reasoning:** Land-use in this area has changed dramatically in the past 5 years. Additional pedestrian crossings present.
**Cost:** $90,000
**OR:**
**Location:** E Washington Ave (Pinckney St to First St)
**Project Description:** Change all crosswalks to continental-style crosswalks
**Reasoning:** Land-use in this area has changed dramatically in the past 5 years. Additional pedestrian crossings present.
**Cost:** $150,000

**Location:** E Washington Ave (Stoughton Rd to E Springs)
**Project Description:** Reduce speed limit from 40 to 35 mph
**Reasoning:** Current street has low parking utilization, no sidewalk on west side of street. High speeds make pedestrian crossings difficult.
**Cost:** $15,000

**Location:** E Washington Ave & First St
**Project Description:** Stamark radius line maintenance
**Reasoning:** Many crashes involve left turning vehicles not staying within their designated turning movement through the intersection. Use solid radius lines and add a line for the SB First St right turn onto WB E Wash. The new line would be placed on the LEFT side of the left lane, right-turning movement.
**Cost:** $10,000

**Other Corridors**

**Location:** Old Middleton Rd (Old Sauk Rd to Capital Ave)
**Project Description:** Reduce speed limit to 25 mph, restrict parking, install buffered bike lanes.
**Reasoning:** Current street has low parking utilization, no sidewalk on west side of street. High speeds make pedestrian crossings difficult.
**Cost:** $15,000

**Location:** Milwaukee St (Stoughton Rd to Thompson)
**Project Description:** Reduce speed limit from 35 to 30 or 25
**Reasoning:** Residential area with many driveways
**Cost:** $1,500