

# CHAPTER X.X

## Transportation Safety and Efficiency

The planning study area is a near-eastside community that is conveniently located several miles from downtown. It is well-connected to other parts of the city and beyond via major thoroughfares including E. Washington Avenue, N. Sherman Avenue, Pennsylvania Avenue and Aberg Avenue. The Dane County Airport is just to the north, and State Highway 30 and I-94 are nearby.

There are a number of off-road paved bike paths connecting the area to other parts of the city, bike lanes, and sidewalks along most local streets and major thoroughfares. There are also many local bus routes serving the area (Appendix x.x – Background Maps).

### Transportation Issues

- Fordem Avenue/E. Johnson Street/1<sup>st</sup> Street
  - Traffic safety is a problem at the intersection of Fordem Avenue/E. Johnson Street.
  - E. Johnson Street pavement is in poor condition making it particularly unsafe for bicyclists, mopeds and other smaller vehicles.
  - Motorists are often surprised by bikes traveling both directions on E. Johnson at 1<sup>st</sup> Street, leading to accidents.
  - Traffic/pedestrian/bike safety is an issue at 1<sup>st</sup>/E. Dayton Street.
- E. Washington Avenue
  - Walking across the street is unsafe – especially for people with strollers, children and people with mobility impairments.
  - Too many cars run the red light at 1st Street going east, shortening the crossing time and stranding pedestrians on the median.

- There are frequent conflicts on the sidewalks along E. Washington Avenue between pedestrians and bicyclists.
- Significant internal and exterior circulation barriers exist (e.g. E. Washington Ave., railroad, Maple Bluff).
- Lighting at night is not sufficient for walking and biking with particular issues on Hoard Street, Myrtle Street, Moland Avenue and Coolidge Street.
- Pedestrian and bike infrastructure is lacking, particularly for traveling to the north side, along Fordem and Sherman Avenues, and along Demetral Park/Pennsylvania Avenue where there is no sidewalk or bike path.
- There is a lack of well-lit places to lock bikes -- make sure that they are functional and not just attractive.
- Speeding is a problem, mostly on E. Washington Avenue but also North Street, Hoard Street, and E. Johnson Street.
- Bus service is good on the Isthmus, to the University and to the near south, east and west sides. However, bus service overall is not frequent enough on evenings and weekends, it is not sufficient to the far east side (e.g. for people working at Amercian Family Center, in Sun Prairie, and other north and east locations) and even small reductions in service create big problems, such as moving all Route 28 buses to Fordem rather than Sherman Avenue.
- The bus stop (east bound) under the E. Washington Avenue ped/bike bridge at Marquette Street is heavily used. The bridge has openings in it so when it rains, water collects and eventually dumps onto people waiting for the bus; also, the large bridge columns create a major wind tunnel effect.

### Transportation Goals

- Improve circulation through the planning area for motorists, pedestrians and bicyclists with particular emphasis on east-west connections.
- Improve roads, off-road bike paths, sidewalks, and public transit, so that all members of the

community have access to safe and efficient transportation options throughout the planning area.

- Promote a system of safe pedestrian and bike connections linking key activity areas and destinations, such as community service providers, open spaces, schools, and shopping areas.
- Develop strategies to improve pedestrian crossings at major intersections while implementing traffic calming features to address safety issues on local streets.
- Improve and/or complete links to the existing system of off-road bike paths, bike lanes, and sidewalks that provide access to community centers, schools, and other public facilities.
- Provide convenient public transit service to major employment, education, and shopping destinations; develop and clarify future transit route options to guide long-term and future land use decisions.
- Promote compact, higher density development along and around transit corridors/stops.

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**Table X.X: Transportation Safety and Efficiency**

<i>Recommendations and Strategies</i>	<i>Lead Implementers and Partners Action Steps / Estimated Cost and Timeframe</i>
<p>1. Connect off street paved bike path segments for better circulation within the planning area and to other parts of the city:</p> <ul style="list-style-type: none"> <li>▪ Build off street paved bike path connection from the path in Demetral Park south to the path along E. Johnson St., and north along Pennsylvania Ave. to the path along Aberg Ave.</li> <li>▪ Purchase property at northeast corner of 1<sup>st</sup> St./E. Johnson St. intersection and extend off-road paved bike path through property, along Pennsylvania Ave.</li> <li>▪ Develop ped/bike connections from Public Market site to Burr Jones Park, the Yahara River, and surrounding residential areas.</li> </ul>	<p>1. <u>Lead:</u> Engineering Division; <u>Partners:</u> Traffic Engineering Division, Parks Division, Office of Business Resources and private property owners</p> <ul style="list-style-type: none"> <li>▪ Build bike path connections in Demetral Park.</li> <li>▪ Work with private property owners to purchase easements for bike path connections on private property.</li> <li>▪ Purchase property at northeast corner of 1<sup>st</sup> St./E. Johnson St. and prepare site for bike path construction; build bike path.</li> <li>▪ Coordinate EEPY planning process with Public Market and Yahara River planning processes to develop ped/bike connections.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$ to purchase easements; \$ to purchase property; ped/bike trail \$50-\$100 per linear foot; one to three years.</p>
<p>2. First Street Corridor In coordination with Public Market planning, evaluate and consider various traffic and ped/bike safety and efficiency improvements:</p> <ul style="list-style-type: none"> <li>▪ Review 1<sup>st</sup> St./E. Washington Ave. intersection and consider further ped/bike safety improvements.</li> <li>▪ Install ped/bike-only crossing light at 1<sup>st</sup> St./E. Johnson St. intersection.</li> <li>▪ Consider extending E. Mifflin St. bike boulevard across 1<sup>st</sup> St. and connect with bike path through Public Market site, across rail tracks and into Tenney-Lapham Neighborhood.</li> <li>▪ Consider adding a pedestrian refuge island or other crossing improvement at Dayton/1<sup>st</sup> St. intersection.</li> </ul>	<p>2. <u>Lead:</u> Traffic Engineering Division; <u>Partners:</u> Engineering Division and Office of Business Resource</p> <ul style="list-style-type: none"> <li>▪ Review existing ped/bike safety issues.</li> <li>▪ Coordinate planning for potential improvements with Public Market site planning.</li> <li>▪ Install ped/bike only crossing light and paint solid crosswalk marking at 1<sup>st</sup> St./E. Johnson St.</li> <li>▪ Extend E. Mifflin St. bike boulevard.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$ Two to three years.</p>
<p>3. Explore pedestrian and bike safety issues along Fordem Ave. and Sherman Ave. and at the Fordem/E. Johnson Ave. intersection with neighborhoods and other stakeholders to determine most effective and feasible improvement options.</p>	<p>3. <u>Lead:</u> Traffic Engineering Division; <u>Partners:</u> Engineering Division and Neighborhoods</p> <ul style="list-style-type: none"> <li>▪ Explore ped/bike safety issues with neighborhoods and others that use Fordem and Sherman Ave.</li> <li>▪ Consider improvement options.</li> <li>▪ Implement most effective and feasible options.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$; one to three years.</p>
<p>4. Evaluate and consider moving stoplight from Marquette St./E. Washington Ave. to Oak St./E. Washington Ave. intersection.</p>	<p>4. <u>Lead:</u> Engineering Division; <u>Partner:</u> Traffic Engineering Division</p> <ul style="list-style-type: none"> <li>▪ Evaluate efficiency improvements and costs.</li> <li>▪ Move stoplight or eliminate the No U-Turn sign on E. Washington Ave. at Oak St.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$; one to three years.</p>

<p>5. Review eastbound bus stop under E. Washington Ave. pedestrian overpass immediately north of Marquette St. and address any wind and rain issues; consider installing a bus shelter.</p>	<p>5. <u>Lead:</u> Metro Transit; <u>Partners:</u> Neighborhoods</p> <ul style="list-style-type: none"> <li>▪ Review bus stop to check for rain and wind issues and ask neighborhoods to identify their issues.</li> <li>▪ Consider solution such as installing a bus shelter, retrofitting the bridge structure, or other feasible option.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$10,000 for bus shelter; one to three years.</p>
<p>6. Evaluate turning movements at the E. Washington Ave./Milwaukee St./North St. intersection and consider measures to improve pedestrian safety.</p>	<p>6. <u>Lead:</u> Traffic Engineering Division; <u>Partner:</u> Engineering Division</p> <ul style="list-style-type: none"> <li>▪ Review existing turning movements and safety issues.</li> <li>▪ Implement most effective options, potentially including other solutions.</li> </ul> <p><u>Estimated cost and timeframe:</u> \$; one to two years.</p>
<p>7. Evaluate and consider adding pedestrian bump-outs at E. Washington Ave./2<sup>nd</sup> St. intersection and expanding the median at this crossing to improve ped/bike connection from planning study area to and from Winnebago Ave. and Atwood Ave. areas.</p>	<p>7. <u>Lead:</u> Traffic Engineering Division; <u>Partner:</u> Engineering Division</p> <ul style="list-style-type: none"> <li>▪ Review existing intersection and safety issues.</li> <li>▪ Develop potential bump-out designs, or other solutions deemed more effective to address safety issues.</li> <li>▪ Implement most effective safety solution (s).</li> </ul> <p><u>Estimated cost and timeframe:</u> \$; one to two years.</p>
<p>8. Evaluate light levels along public streets and consider adding lights; at a minimum include evaluation of Hoard St., Moland Ave. and Coolidge St.</p>	<p>8. <u>Lead:</u> Traffic Engineering Division; <u>Partners:</u> Police departments, neighborhoods, property owners</p> <ul style="list-style-type: none"> <li>▪ Identify lighting issues.</li> <li>▪ Circulate and lighting petitions to property owners; submit completed petitions to Traffic Engineering for review.</li> <li>▪ Purchase and install lights.</li> </ul> <p><u>Estimated cost and timeframe:</u> City staff and partner time; \$5,000 to \$7,000 per streetlight (fully assessable to property owner).</p>
<p>9. Evaluate traffic issues and develop targeted police enforcement and neighborhood speed board efforts; start with Hoard Street, Johnson Street where speeding is observed frequently.</p>	<p>9. <u>Lead:</u> Traffic Engineering Division; <u>Partners:</u> Police departments and neighborhoods</p> <ul style="list-style-type: none"> <li>▪ Identify traffic safety issues such as speeding.</li> <li>▪ Develop targeted police enforcement and neighborhood speed board efforts.</li> </ul> <p><u>Estimated cost and timeframe:</u> City staff and partner time; ongoing.</p>
<p>10. Develop pedestrian path along north side of Yahara River.</p>	<p>10. <u>Lead:</u> Traffic Engineering Division; <u>Partners:</u> Planning, Real Estate and Parks Divisions</p> <ul style="list-style-type: none"> <li>▪ Coordinate path layout and design with Yahara River planning process and Parks Division.</li> <li>▪ Purchase easements as necessary.</li> <li>▪ Construct path.</li> </ul> <p><u>Estimated cost and timeframe:</u> Easement and path construction costs; three to four years.</p>

11. Establish grid street pattern through 1601 and 1611 N. Sherman Ave. properties if/when property owner redevelops; connect with streets extending through surrounding properties if/when they redevelop (also see Recommendation x.x on page x.x).

11. Lead: Private property owners; Partners: Engineering and Traffic Engineering Divisions  
▪ Work with property owner to incorporate grid street pattern into future development proposals.  
Estimated cost and timeframe: \$; five to ten years.

12. Over the long-term, as properties redevelop, consider developing additional east-west road connections (Map x.x).  
▪ Connect N. 6<sup>th</sup> St. across Pennsylvania Ave., through industrial properties, railyard, and lakes street residential area, and connect to Lakewood Blvd.  
▪ Install stoplight at N. 6<sup>th</sup> St. and Pennsylvania Ave.  
▪ Connect N. 3<sup>rd</sup> Street across Pennsylvania and Fordem Aves., and connect to Lakewood Gardens Lane and Sherman Ave.  
▪ Between Lakewood Gardens Ln. and the Yahara River, build two additional public street connections from Fordem to Sherman Ave. (Map x.x).

12. Lead: Private property owners; Partners: Engineering and Traffic Engineering Divisions, Office of Business Resources  
▪ Purchase properties as they become available and coordinate with plans for new street connections.  
▪ Design and build street connections.  
▪ Install stoplight at N. 6<sup>th</sup> St./Pennsylvania Ave.  
Estimated cost and timeframe: \$; timeframe dependent on sale of private properties.

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