

Proposed Vision Zero 2020 Project List

Location	Improvement	Explanation
East Washington Ave Corridor (Pinckney-Baldwin)	<ul style="list-style-type: none"> • Change Speed limit signs from 35mph to 25mph • Upgrade all crosswalks to continental crosswalks • Retiming traffic signals along the corridor to promote reduced speed 	<ul style="list-style-type: none"> • Corridor has changed to a residential/high pedestrian volume street • High number of pedestrian destinations in corridor • Continental crosswalks are more visible and increase yield compliance
East Washington Ave & Livingston St	<ul style="list-style-type: none"> • Install bollards on median 	<ul style="list-style-type: none"> • Increase safety of pedestrians waiting to cross E Washington
Park Street & Buick St Intersection	<ul style="list-style-type: none"> • Upgrade to continental crosswalks 	<ul style="list-style-type: none"> • Crossing to The Villager, which includes a library, social service agencies, stores • Continental crosswalks are more visible and increase yield compliance
Park Street & Badger Rd Intersection	<ul style="list-style-type: none"> • Upgrade to continental crosswalks 	<ul style="list-style-type: none"> • Crossing to Madison College and other destinations on Badger Rd • Continental crosswalks are more visible and increase yield compliance
Gammon Rd Corridor from Watts Hwy-Colony	<ul style="list-style-type: none"> • Reduce speed limit from 35 mph to 30 mph • Retiming traffic signals along the corridor to promote reduced speed 	<ul style="list-style-type: none"> • Heavy motor vehicle & traffic & pedestrian volume due to shopping areas • Lowering the speed limit to 30mph increases safety and matches the land use
Old Middleton Rd from Old Sauk Rd to Capital Ave	<ul style="list-style-type: none"> • Reduce speed limit to 25mph • Restrict parking & install buffered bike lanes 	<ul style="list-style-type: none"> • Slow speeds in residential area to match land use • Fill gap in bike network by removing parking to install buffered bike lane
Milwaukee St from Stoughton Rd to Thompson	<ul style="list-style-type: none"> • Reduce speed limit from 35mph to 25mph 	<ul style="list-style-type: none"> • Slow speeds in residential area to match land use
Highland Ave & University Ave	<ul style="list-style-type: none"> • Install continental crosswalks • Install protected Left Turn with new controller • Implement lead pedestrian intervals (done) 	<ul style="list-style-type: none"> • High pedestrian & bike volume on University Ave & Highland Ave • Continental crosswalks are more visible and increase yield compliance

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	<ul style="list-style-type: none"> • Automatic pedestrian recalls (done) • Improved pedestrian signing (done) 	<ul style="list-style-type: none"> • The protected left turn will create a specific time interval for the turn movement increasing safety for drivers, pedestrians and bicyclists • Lead pedestrian intervals, automatic pedestrian recalls and pedestrian signing improve pedestrian safety and accommodation
Prairie Rd from Raymond Rd to Maple Grove Rd	<ul style="list-style-type: none"> • Reduce speed limit from 30mph to 25mph 	<ul style="list-style-type: none"> • Slow speeds in residential area to match land use
Mobile Speed Trailers	<ul style="list-style-type: none"> • 2 Radar Speed Trailers 	<ul style="list-style-type: none"> • Educate drivers on new speed limits • Reinforce speed limits • Use during speed enforcement campaigns
Buy Speed Enforcement Lasers for MPD	<ul style="list-style-type: none"> • 10 Count 	<ul style="list-style-type: none"> • Lasers are more precise and efficient for speed enforcement • Assists MPD with enforcing new speed limit changes
RFP to Hire a Consultant Team to Review Safety Data and Prepare for Federal Safety Funding	<ul style="list-style-type: none"> • Consultant to review the City's safety data and identify locations promising for federal funding support • Apply for the federal Highway Safety Improvement Program (HSIP) funding 	<ul style="list-style-type: none"> • For larger capital improvement projects