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