## 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 $\mathbf{3 0} \mathbf{~ m p h}$ (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 $6^{\prime}$ wide $6^{\prime \prime}$ lines to $12^{\prime}$ 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

