

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 (7) 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 • Reduce crash severity • Continental crosswalks are more visible and increase yield compliance
East Washington Ave Corridor (Baldwin-Marquette)	<ul style="list-style-type: none"> • Change Speed limit signs from 35mph to 30mph • Retiming (6) traffic signals along the corridor to promote reduced speed 	<ul style="list-style-type: none"> • High number of pedestrian destinations in corridor • Reduce crash severity
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 to Colony	<ul style="list-style-type: none"> • Reduce speed limit from 35 mph to 30 mph • Retiming (9) 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
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 	<ul style="list-style-type: none"> • High pedestrian & bike volume on University Ave & Highland Ave

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	<ul style="list-style-type: none"> • Install protected Left Turn with new controller • Implement lead pedestrian intervals (done) • Automatic pedestrian recalls (done) • Improved pedestrian signing (done) 	<ul style="list-style-type: none"> • Continental crosswalks are more visible and increase yield compliance • 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 education/enforcement campaigns
Crash Analysis Equipment	<ul style="list-style-type: none"> • Crash Data Recorder (CDR) 	<ul style="list-style-type: none"> • CDR allows collection of vehicular pre-crash data for more effective crash analysis