

AGENDA

AD HOC PEDESTRIAN & BICYCLE COMMITTEE

Library Municipal Room, Lower Level
Wednesday, July 25, 2018
6:30 P.M.

1. Call To Order.
2. Roll Call.
3. Approval of Minutes from June 27, 2018.
4. Appearances.
5. Unfinished Business.
6. New Business.
 - A. Final typical sections and corridor types
 - B. Priority corridors discussion
 - C. Traffic calming notes
 - D. Priority intersection updates
 - E. Draft project list
 - F. Implementation
7. Next steps
 - A. Joint meeting with public safety and public works committees, August 29, 2018.
 - B. Next public meeting
 - i. Timing
 - ii. Materials
 - iii. Date
 - C. Report – Documentation
 - i. “Engineering” list of projects. Assign costs, finalize implementation plan
 - ii. Desired deliverable format
8. Next Scheduled Meeting Date: August 29, 2018
9. Adjournment.

NOTE: Upon reasonable notice, the City of Monona will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Joan Andrusz at (608) 222-2525 (not a TDD telephone number), FAX (608) 222-9225, or through the City Police Department TDD telephone number 222-2535. The public is notified that any final action taken at a previous meeting may be reconsidered pursuant to the City of Monona ordinances. A suspension of the rules may allow for final action to be taken on an item of New Business. It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

CITY OF MONONA
Ad Hoc Pedestrian & Bicycle Committee
Wednesday, June 27, 2018
MINUTES - draft

1. **Call To Order:** 6:38 PM by committee chair, Doug Wood.

2. **Roll Call:**

Members Present: Chair Doug Wood, Alderperson Chad Speight, Julie Byrnes, Larry Reed, Leslie Busse

Members Absent: Angie Fassl, Mary Possin

City Staff Present: Brad Bruun, Curt Wiegel, Jeff Johnson

Professional Guests: Jeff Held of Strand Engineers Inc.

3. **Approval of Minutes:** Approved 5.23.2018 Minutes; First – Leslie Busse, Second – Julie Byrnes

4. **Appearances:** None

5. **Unfinished Business:** None

6. **New Items:**

A. Refined Typical Sections; B. Traffic Volumes, Speeds and Crashes on Bike and Pedestrian Corridors; C. Refine Corridor Priority List; D. Create Draft Projects List

Jeff Held with Strand summarized how the street corridors were ordered/categorized for presenting to the committee. The temporary no parking ban was referenced. The no parking ban is meant to test resident's feelings toward what could be a more permanent solution if it proves to work well for the South Winnequah Rd. corridor. Noted was that without parking to skinny the roadway, speeds might go up. Also noted was conditions now without parking would be different than when the bumpouts are removed. The committee suggested that Monona Police increase enforcement and utilize the City's speed board. Doug asked about the No Parking signs for Winnequah. Jeff Johnson replied that they are on order. Also referenced was the current status of the speed signs recommended for Winnequah Rd. They are also on order.

Strand reviewed what typical sections would look like on streets with less than 750 vehicles per day. Parking on these streets typically allowed on at least one side. On street pedestrians are typical as well as sharrows for shared motor vehicle and bike lanes. Typical sections of roadways with greater than 750 vehicles per day and less than 1,500 vehicles per day can be considered for bike boulevards. These bike boulevards typically do not include parking but could include an on street walkway delineated by a painted line in the roadway.

Discussion ensued on the Winnequah Rd. corridor. Leslie asked if Winnequah Rd. was redesigned to be a bike boulevard, would it potentially reduce traffic counts? Staff proposed that traffic volumes are high on Winnequah Rd. due to the ease of travel on that roadway. There are very little impediments to movement such as speed humps or tables, stop signs, or parking. In order to lessen traffic and slow vehicles traveling along the corridor these impediments to the ease of movement throughout should be considered. It was mentioned that the long term goal for the Winnequah Rd. corridor would be to add sidewalks to allow for safer pedestrian movement through the corridor. Larry asked if residents knew the size of the right-of-way along the South Winnequah corridor? Staff stated that if residents living there now owned their homes in 2008, then they should know where their property ends and the right-of-way begins. Staff raised concerns about the proposal of a shared use path being planned for the West side of the South Winnequah corridor. Avid bikers and bikers using the corridor to commute are not usually fans of a shared use path due to conflicts with pedestrians, driveways, and other slower bikers. They would prefer to ride along on street bike lanes where they are not affected by those things. Julie raised concern of the proposal which did not include a sidewalk on the East side of the roadway, making everyone have to cross the street to access any side streets along the corridor. Julie also referenced that there would be no place for children to stand and wait for the bus along that side of the street.

Jeff Held with Strand presented a typical section for a collector street which has average daily traffic volumes over 1,500 vehicles. Typically, these roadways have on-street designated bike lanes, may have parking, and separated off street sidewalks for pedestrians.

The Committee continued to discuss S. Winnequah Rd. treatments. Staff asked if the crown would need to be moved from its current location if bump outs were removed and the lanes were repainted to include pedestrian-bike shared use lanes on either side with the potential to add a shared use path along the West side of the roadway? Jeff Held would look into it for the next meeting. Chad stated that the shared use path seems to solve current issues of lack of parking, lack of safe travel area for bikers and pedestrians, however, the committee and City would need to be prudent on costs. Committee discussed the potential for adding speed tables at intersections along S. Winnequah Rd. Issues were raised concerning emergency response vehicles riding over these tables during life-saving operations. Jeff Held stated that the speed humps are very gradual and are meant to slow traffic without being obstructive to driving. Chad stated that there are speed tables in Madison in many locations, so it would seem not to cause a negative effect on normal EMS and Fire operations.

Jeff Held introduced a chart for scoring roadways in prioritized corridors. Doug suggested adding criteria to include regional and local connections = 1 point. Staff to include bike and pedestrian counts.

Calming options were discussed. This included closing in intersections using bump-outs to tighten pedestrian crossings, traffic circles, etc. A review of potential future projects that have proposed budgets. Graphical examples for those projects were shown. The committee discussed issues at Winnequah Rd. and Monona Dr. intersection. Staff commented on the need for better wayfinding signs to send riders up and down Coldspring as opposed to riding to the intersection at Winnequah Rd. and Monona Dr. A discussion of the possibility to add a rapid flashing beacon at Sylvan and Falcon Cir., as well as the potential to add new pedestrian and bike accommodations in that area.

In reference to the suggested solutions presented in the meeting, Chad stated that the short-term solutions are fine, however, there needs to be a new template for road reconstruction in Monona.

Discussion on when the next meeting ensued. Chad and Doug agreed that all the facts would need to be present and a review of responses to possible questions from a group meeting of the Public Works and Public Safety Committees would need to be well thought out. Chad suggested sharing the Edina, MN Ped and Bike Plan example with those committees. Chad also suggested that planned treatments should be proposed for entire routes as opposed to singular sets of blocks. For instance, a corridor might be Bridge to Maywood, Maywood to Greenway, McKenna to Dean, and Waterman to Winnequah. All improvement suggested for those stretches of roadway could be considered in an overall plan for that corridor.

Doug suggested that this committee meets one more time prior to a group meeting with the Public Safety and Public Works committees.

7. **Next Meeting:** July 25 at 6:30 PM, Monona Public Library Municipal Room
8. **Adjournment:** Meeting adjourned at 8:50 PM. Motion – Larry, Second – Leslie

Prepared By:
Brad Bruun

Please contact Brad Bruun, bbruun@ci.monona.wi.us, (608) 222-2525 with any questions about the minutes or meeting agendas – thank you.

Monona Pedestrian and Bicycle Projects List
Draft 2018-07-09

Street	Limits From	To	Corridor Type	Priority	Score	Individual Projects Near Term	Long Term	
Winnequah Rd.	Winnequah Tr.	Monona Dr.	Higher Vol BB	1	10	Corridor: Designate bike boulevard, prohibit parking, stripe separated pedestrian space, add sharrows. <<OR>> Continue separated, shared bike/ped space similar to corridor to the south	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays	
						Candidate for raised intersections, rather than raised crosswalks, to reduce impact on emergency response vehicles	Key Intersection: Winnequah Dr. & Winnequah Trl - All-way stop (3-way), mark ped and bicycle crossing locations	
							Intersection: Winnequah Dr. & Nichols Rd. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Nichols Rd. - Raised intersection (or other calming measure(s))
							Intersection: Winnequah Dr. & Progressive Ln. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Progressive Ln. - Raised intersection (or other calming measure(s))
							Key Intersection: Winnequah Dr. & Dean Ave. - All-way stop (5-way), mark ped and bicycle crossing locations	
							Intersection: Winnequah Dr. & Clear Spring Ct./Tonywatha (north) - Marked ped crossing of Winnequah at Clear Spring and marked connections at Tonywatha	Intersection: Winnequah Dr. & Clear Spring Ct./Tonywatha (north) - Raised table top intersection Clear Spring to Tonywatha
							Intersection: Winnequah Dr. & Waterman Way. - Marked ped crossing of Winnequah <<OR>> better marked crossing at the bait & ice cream shop <<OR>> both	Intersection: Winnequah Dr. & Waterman Way. - Raised table top section from Waterman to the bait & ice cream shop
							Intersection: Winnequah Dr. & Midmoor Rd. - Consider teeing intersection up, eliminate straight/fast northeastbound connection with barrels and signs, add marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Midmoor Rd. - Tee intersection up, eliminate straight/fast northeastbound connection with new curbed bumpout, maintain marked crossing of Winnequah
							Intersection: Winnequah Dr. & W Coldspring Ave. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & W Coldspring Ave. - Raised intersection (or other calming measure(s))
								Intersection: Winnequah Dr. (90-degree curve) - consider enhanced markings to try and keep drivers in their own lane.
			Key Intersection: Winnequah Dr. & Monona Dr. - Add Sharrows approaching/leaving the west leg, on-street marked Monona sidewalk, mark crosswalks, consider RRFB or HAWK.					
Winnequah Rd.	Maywood	Winnequah Tr.	Collector No SW	1	6	Corridor: Designate bike boulevard, prohibit parking, stripe and add delineators to provide separated, shared bicycle and pedestrian space	Corridor: Add multiuse path to one or both sides, restore parking. Consider adding sidewalk on the north side between Healy Lane and Baskerville also	
						Candidate for raised intersections, rather than raised crosswalks, to reduce impact on emergency response vehicles	Key Intersection: Winnequah Dr. & Maywood Rd. - All-way stop (3-way), mark ped and bicycle crossing locations	
							Intersection: Winnequah Dr. & Birch Have Rd/Schluter Rd. - All-way Stop (4-way, currently 3-Way Stop), marked ped crossings of Winnequah	
						Intersection: Winnequah Dr. & Healy Ln. - Maintain existing marked ped crossing of Winnequah		
Winnequah Rd.	Bridge	Maywood	S Winnequah Cor	1	6	Immediate: Enhanced crosswalk markings and add crosswalk signage, consider speed board(s), consider temporary traffic calming and/or asphalt speed cushions.		
						Candidate for raised intersections, rather than raised crosswalks, to reduce impact on emergency response vehicles	Corridor: Designate bike boulevard, remove bumpouts, prohibit parking, stripe (consider delineators) to provide separated, shared bicycle and pedestrian space, mark shared space green through intersections	Corridor: Add multiuse path to one side, consider multiuse path or sidewalk on the other side, restore parking

						Key Intersection: Winnequah Rd. and Bridge Rd. - Reconfigure with upcoming project, design TBD, make compatible with on-street shared space on west side, also consider the needed connection to future multiuse trail	Key Intersection: Winnequah Rd. and Bridge Rd. - Make connection to future multiuse trail
						Intersection: Winnequah Dr. & Graham Dr. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Graham Dr. - Raised intersection (or other calming measure(s))
						Intersection: Winnequah Dr. & Greenwood St. - Marked ped crossing of Winnequah	
						Intersection: Winnequah Dr. & Frost Woods Rd. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Frost Woods Rd. - Raised intersection (or other calming measure(s))
						Key Intersection: Winnequah Dr. & Owen Rd. - All-way stop (3-way), mark ped and bicycle crossing locations	
						Intersection: Winnequah Dr. & Moygara Rd. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Moygara Rd. - Raised intersection (or other calming measure(s))

Frost Woods/Bridge	Winnequah	Monona	Collector No SW	1	5	Corridor: Designate bike boulevard, maintain existing marking, implement calming measures	Corridor: Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
	Candidate for raised intersections, rather than raised crosswalks, to reduce impact on emergency response vehicles					Key Intersection: Winnequah Rd. and Bridge Rd. - Reconfigure with upcoming project, design TBD, make compatible with on-street shared space on west side, also consider the needed connection to future multiuse trail	Key Intersection: Winnequah Rd. and Bridge Rd. - Make connection to future multiuse trail
						Intersection: Bridge Rd. & Frost Woods Rd. - Maintain marked ped crossings and on-street bike accommodations. Could consider all-way stop.	

Nichols			Collector w SW	1	5	Corridor: Designate bike boulevard, maintain existing sidewalk, prohibit parking, stripe on-street bike lanes	Corridor: Consider adding parking bays
	Candidate for raised intersections, rather raised than crosswalks, to reduce impact on emergency response vehicles					Intersection: Winnequah Dr. & Nichols Rd. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Nichols Rd. - Raised intersection (or other calming measure(s))
						Intersection: Nichols Rd. & Winnequah Park Trails - Marked crossings for trails	
						Intersection: Nichols Rd. & Healy Ln. - Maintain marked ped crossing of Nichols at Healy and points east	Intersection: Nichols Rd. & Healy Ln. - Raised intersection (or other calming measure(s))
						Intersection: Nichols Rd. & Schluter Rd. - Maintain marked ped crossing of Nichols	
						Intersection: Nichols Rd. & Maywood Rd. - Maintain marked ped crossings of Nichols. Could consider all-way stop.	Intersection: Nichols Rd. & Maywood Rd. - Raised intersection (if not converted to an all-way stop) (or other calming measure(s))
						Intersection: Nichols Rd. & McKenna Rd. - Maintain marked ped crossings of Nichols	
						Intersection: Nichols Rd. & Midmoor Rd. - Maintain marked ped crossings of Nichols	Intersection: Nichols Rd. & Maywood Rd. - Raised intersection (or other calming measure(s))
						Intersection: Nichols Rd. & Shore Acres Road <<OR>> Pheasant Hill Rd. <<OR>> both - Marked ped crossings of Nichols	
						Intersection: Nichols Rd. & Schofield St. - Maintain marked ped crossing of Nichols	Intersection: Nichols Rd. & Schofield St. - Raised intersection (or other calming measure(s))
						Intersection: Nichols Rd. & Wallace Ave. - Maintain marked ped crossing of Nichols	

Owen	Anthony	Monona	Collector w SW	1	4	Corridor: Designate bike boulevard, maintain existing sidewalk, prohibit parking, stripe on-street bike lanes	Corridor: Consider adding sidewalk to south side and/or parking bays
	Candidate for raised intersections, rather raised than crosswalks, to reduce impact on emergency response vehicles					Intersection: Owen Rd. & Anthony Pl. - Marked ped crossing of Owen	Intersection: Owen Rd. & Anthony Pl. - Raised intersection (or other calming measure(s))

Dean	Winnequah	Monona	Collector w SW	1	4	Corridor: Designate bike boulevard, maintain existing sidewalk, prohibit parking, stripe on-street bike lanes	Corridor: Consider adding parking bays
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Candidate for raised intersections, rather raised than crosswalks, to reduce impact on emergency response vehicles				Key Intersection: Winnequah Dr. & Dean Ave. - All-way stop (5-way), mark ped and bicycle crossing locations	
				Intersection: Dean Rd. & Roigan Tr. - Marked ped crossing of Dean	
				Intersection: Dean Rd. & McKenna Rd. - Marked ped crossing of Dean	Intersection: Dean Rd. & McKenna Rd. - Raised intersection (or other calming measure(s))
				Intersection: Dean Rd. & Waterman Way - Marked ped crossing of Dean	
				Intersection: Dean Rd. & Midmoor Rd. - Marked ped crossing of Dean	Intersection: Dean Rd. & Midmoor Rd. - Raised intersection (or other calming measure(s))
				Intersection: Dean Rd. & Shore Acres Rd. - Marked ped crossing of Dean	
				Intersection: Dean Rd. & Schofield St. - Marked ped crossing of Dean	Intersection: Dean Rd. & Schofield St. - Raised intersection (or other calming measure(s))
				Intersection: Dean Rd. & Wallace Ave. - Marked ped crossing of Dean	
				Intersection: Dean Rd. & Gordon Ave. - Marked ped crossing of Dean	
				Intersection: Dean Rd. & Monona Dr. - Add bike boxes on Dean at the signal	

Maywood	Winnequah	Nichols	Higher Vol BB	1	3	Corridor: Designate bike boulevard, prohibit parking, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
				Key Intersection: Winnequah Dr. & Maywood Rd. - All-way stop (3-way), mark ped and bicycle crossing locations			
				Intersection: Nichols Rd. & Maywood Rd. - Maintain marked ped crossings of Nichols. Could consider all-way stop.		Intersection: Nichols Rd. & Maywood Rd. - Raised intersection (if not converted to an all-way stop) (or other calming measure(s))	
Slutler from Nichols to Maywood				Lower Vol		Corridor: Parking on one side only, maintain striped separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays

Winnequah Tr.			Higher Vol BB	1	3	Corridor: Designate bike boulevard (if desired), prohibit parking, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
				Key Intersection: Winnequah Dr. & Winnequah Tr - All-way stop (3-way), mark ped and bicycle crossing locations			
				Intersection: Winnequah Tr. & Tonywatha (south) - Marked ped crossing of Winnequah Tr			
				Intersection: Winnequah Tr. & Tecumseh Ave. - Marked ped crossing of Tecumseh			

Owen	Winnequah	Anthony	Collector No SW	2	2	Corridor: Designate bike boulevard, prohibit parking, stripe and add delineators to provide separated, shared bicycle and pedestrian space	Corridor: Add sidewalk, stripe on-street bike lanes, consider adding parking bays <<OR>> Construct a multi-use sidepath, consider adding parking bays
Candidate for raised intersections, rather than raised crosswalks, to reduce impact on emergency response vehicles						Intersection: Owen Rd. & Midmoor Rd. - Consider teeing intersection up, eliminate straight/fast southwestbound connection with barrels and signs, add marked ped crossing of Owen	Intersection: Owen Rd. & Midmoor Rd. - Tee intersection up, eliminate straight/fast southwestbound connection with new curbed bumpout
						Intersection: Owen Rd. & Bridge Rd. - Marked ped crossing of Owen	Intersection: Owen Rd. & Bridge Rd. - Raised ped crossing of Owen
						Intersection: Owen Rd. & Pheasant Hill Rd. - Marked ped crossing of Owen	

Tonywatha	North		Lower Vol	2	2	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
				Intersection: Winnequah Dr. & Clear Spring Ct./Tonywatha (north) - Marked ped crossing of Winnequah at Clear Spring and marked connections at Tonywatha		Intersection: Winnequah Dr. & Clear Spring Ct./Tonywatha (north) - Raised table top intersection Clear Spring to Tonywatha	

						Intersection: Winnequah Dr. & Progressive Ln. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Progressive Ln. - Raised intersection (or other calming measure(s))
Midmoor Rd.	Owen	Dean	Lower Vol	2	2	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Owen Rd. & Midmoor Rd. - Consider teeing intersection up, eliminate straight/fast southwestbound connection with barrels and signs, add marked ped crossing of Owen	Intersection: Owen Rd. & Midmoor Rd. - Tee intersection up, eliminate straight/fast southwestbound connection with new curbed bumpout
						Intersection: Nichols Rd. & Midmoor Rd. - Maintain marked ped crossings of Nichols Intersection: Midmoor Rd. & Greenway Rd. - Marked ped crossings of Midmoor and Greenway	Intersection: Nichols Rd. & Maywood Rd. - Raised intersection (or other calming measure(s)) Intersection: Midmoor Rd. & Greenway Rd. - Raised ped crossings of Midmoor and Greenway (pending speed studies)
						Intersection: Dean Rd. & Midmoor Rd. - Marked ped crossing of Dean	Intersection: Dean Rd. & Midmoor Rd. - Raised intersection (or other calming measure(s))
						Intersection: Winnequah Dr. & Midmoor Rd. - Consider teeing intersection up, eliminate straight/fast northeastbound connection with barrels and signs, add marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Midmoor Rd. - Tee intersection up, eliminate straight/fast northeastbound connection with new curbed bumpout, maintain marked crossing of Winnequah
Schofield			Lower Vol	2	2	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Nichols Rd. & Schofield St. - Maintain marked ped crossing of Nichols	Intersection: Nichols Rd. & Schofield St. - Raised intersection (or other calming measure(s))
						Intersection: Dean Rd. & Schofield St. - Marked ped crossing of Dean	Intersection: Dean Rd. & Schofield St. - Raised intersection (or other calming measure(s))
McKenna/Maywood	Nichols	Dean	Lower Vol	2	2	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Nichols Rd. & Maywood Rd. - Maintain marked ped crossings of Nichols. Could consider all-way stop.	Intersection: Nichols Rd. & Maywood Rd. - Raised intersection (if not converted to an all-way stop) (or other calming measure(s))
						Key Intersection: McKenna, Maywood, & Greenway Rd. - Implement proposed changes from the UniverCity Report: Toward a Safe Routes to School Plan in Monona: Eliminate Northeastbound/Southwestbound Maywood connection with striping and barrels/delineators and require an eastbound left-turn on to McKenna or southbound right-turn on to Maywood using the existing connection	Key Intersection: McKenna, Maywood, & Greenway Rd. - Eliminate Northeastbound/Southwestbound Maywood connection with raised island. Add sidewalk.
Winnequah Park Trails			Lower Vol	2	1	Corridor: Construct one or both trails	Corridor: Construct one or both trails
Progressive Lane			Lower Vol	2	1	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Winnequah Dr. & Progressive Ln. - Marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Progressive Ln. - Raised intersection (or other calming measure(s))
						Intersection: Progressive Ln. & Rothman Pl. - Marked ped crossings	

Rothman Pl			Lower Vol	2	1	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Rothman Pl. & Greenway Rd. - Marked ped crossings	
						Intersection: Progressive Ln. & Rothman Pl. - Marked ped crossings	
						Key Intersection: Winnequah Dr. & Dean Ave. (& Rothman) - All-way stop (5-way), mark ped and bicycle crossing locations	
Greenway Road			Lower Vol	2	1	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Rothman Pl. & Greenway Rd. - Marked ped crossings	
						Intersection: Greenway Rd. & Roigan Ter. - Marked ped crossings	
						Key Intersection: McKenna, Maywood, & Greenway Rd. - Implement proposed changes from the UniverCity Report: Toward a Safe Routes to School Plan in Monona: Eliminate Northeastbound/Southwestbound Maywood connection with striping and barrels/delineators and require an eastbound left-turn on to McKenna or southbound right-turn on to Maywood using the existing connection	Key Intersection: McKenna, Maywood, & Greenway Rd. - Eliminate Northeastbound/Southwestbound Maywood connection with raised island. Add sidewalk.
Tonywatha	South		Lower Vol	3	1	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Winnequah Tr. & Tonywatha (south) - Marked ped crossing of Winnequah Tr	
Midmoor	North of Dean		Lower Vol	3	0	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Dean Rd. & Midmoor Rd. - Marked ped crossing of Dean	Intersection: Dean Rd. & Midmoor Rd. - Raised intersection (or other calming measure(s))
						Intersection: Winnequah Dr. & Midmoor Rd. - Consider teeing intersection up, eliminate straight/fast northeastbound connection with barrels and signs, add marked ped crossing of Winnequah	Intersection: Winnequah Dr. & Midmoor Rd. - Tee intersection up, eliminate straight/fast northeastbound connection with new curbed bumpout, maintain marked crossing of Winnequah
Off-Street	Midmoor to McKenna	North of Panther Tr	Lower Vol	3	0	Corridor: Construct trail	Corridor: Construct trail
Falcon/Sylvan	Broadway	Frost Woods Rd.	Lower Vol	3	0	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Key Intersection: Broadway & Falcon Cir. (east) - Construct marked bicycle crossing of Broadway and Falcon Circle	
						Intersection: Sylvan Ln. & Frost Woods Rd. - Marked ped crossing of Frost Woods Dr.	Intersection: Sylvan Ln. & Frost Woods Rd. - Raised ped crossing of Frost Woods Dr.
Waterman Way			Lower Vol	3	0	Corridor: Designate bike boulevard (if desired), parking on one side only, stripe separated pedestrian space, add sharrows	Consider a narrower section to add sidewalk, shifting roadway, and/or adding parking bays
						Intersection: Dean Rd. & Waterman Way - Marked ped crossing of Dean	

Intersection: Winnequah Dr. & Waterman Way. - Marked ped crossing of Winnequah <<OR>> better marked crossing at the bait & ice cream shop <<OR>> both

Intersection: Winnequah Dr. & Waterman Way. - Raised table top section from Waterman to the bait & ice cream shop

Roigan Terrace (ped)		Lower Vol	3	0	Corridor: Mark Monona Sidewalk
Frost Woods (west, ped)		Lower Vol	3	0	Corridor: Mark Monona Sidewalk
Bridge (ped)	North of Frost Woods	Lower Vol	3	0	Corridor: Mark Monona Sidewalk

Additional Locations/Projects/Plans

UniverCity Report: Going for Silver

Education	Citywide		1		See Going for Silver Plan
Encouragement	Citywide		1		See Going for Silver Plan
Enforcement	Citywide		1		See Going for Silver Plan

UniverCity Report: Towards a Safe Routes to School Plan in Monona - Additional Corridor/Intersection Recommendations

Wallace Avenue	Lofty Ave.	Dean Ave.	?		Add sidewalks, mark crosswalks at Dean Ave.
Lofty Avenue	Wallace Ave.	Monona Dr.	?		Add sidewalks
Gordon Ave.	Lofty Ave.	Dean Ave.	?		Add sidewalks, mark crosswalks at Dean Ave.
Monona Drive	Dean Ave.	Coldspring Ave.	?		Add pedestrian scale lighting, dedicated ped access to businesses, consider RRFB for peds crossing Monona Dr.
Coldspring Avenue	Gordon Ave.	Jerome St.	?		Add ped connection to Monona Grove HS from Coldspring Ave. Add sidewalks on Coldspring Ave. west of Monona Dr.
Shore Acres Road	Greenway Rd.	Nichols Rd.	?		Mark crosswalks across Greenway. Add sidewalks.
Shore Acres Road	Dean Ave.	Greenway Rd.	?		Mark crosswalks across Greenway. Add sidewalks.

Additional Projects from Committee Members and other Stakeholders

Capital City Trail	South Towne Drive East Path		?		Construct a path crossing of the railroad tracks to connect the South Towne Drive East Side Path with the Capital City Trail
Broadway and Bridge Rd.	South Leg of Signalized Intersection		?		There is no pedestrian connection to the day care located in the southeast quadrant. Consider re-evaluating the configuration of the south leg?