

JEFFY TRAIL EXTENSION PUBLIC INFORMATIONAL MEETING

September 23, 2015

❖ Additional Signage & Marking

- Received several comments & concerns from neighborhood
- Installed new signage on Raymond Rd.
 - Reduced Speed Limit to 35 mph
 - Added more ped & bike crossing signs on Raymond Rd.
 - Added more stop signs & stop warning signs on the bike path
- Plan to add pavement markings on north end of Jeffy Trail (near Mid Town Rd.)

❖ New Jeffy Trail & Raymond Rd. Intersection

- Clear some more trees/brush to open up area for more visibility
- Motorists have more awareness & expectation for pedestrians & bikes near intersections
- Verified that appropriate intersection sight distance is present

❖ Traffic Use of Jeffy Trail

- Cul-de-sac constructed on Raymond with 1st phase of 2017 CTH M project & new street to Meriter Way
- Creates indirect route between Jeffy Trail and CTH PD
- Preferred cut-through route would remain High Point Rd. & Marty Rd., which is more direct
 - Better intersections with signal at PD & High Point and all-way stop at High Point & Mid Town
- During CTH M reconstruction project
 - Existing lanes to remain open on CTH M; function similarly to current conditions
 - Limits extend further south to Cross Country Rd.; significantly different route may be used to avoid

❖ Safety & Design of Jeffy Trail

- Street extension will be narrower than existing portion of Jeffy Trail (28'-34' instead of 38')
- Plan for island on Jeffy Trail at pedestrian crossing
 - Provide traffic calming as cars will need to maneuver around the island
 - Also serve as pedestrian refuge for crossing
- Will review Flagstone & Jeffy intersection for potential stop sign installation

❖ Neighborhood Development Plan (NDP)

- Original (1997) included wide swath of open space and short cul-de-sacs along Jeffy Tr
- More development was approved in the area, NDP revised in 2005
 - New connection necessary to serve new developments; Jeffy Trail extension added to NDP
 - Most of the neighborhood has developed (approximately 470 dwelling units in area)

❖ Connectivity

- Jeffy Trail will provide connection for neighborhood to south, where no connection exists
- Provide better access for both residents and emergency response (only 3 full access points currently)
- Dilutes traffic across multiple access points
 - Spreads traffic more evenly throughout neighborhood
 - Improves function & safety at main intersections in/out of neighborhood
 - Fewer costs incurred by the City with improved operation at those intersections (signals not needed)

❖ **Project Timing**

- Construction of new streets is typically tied to new developments
 - Costs for new street paid by developer to serve the new development
 - Other option is condemnation, but this is costly to the City
- Anticipated/planned new street connections are often shown in future years of budgets
 - Keeps project on radar in case development causes project to move forward
- High Point Rd. connection and alignment of Mid Town Rd. w/ Raymond shown on Neighborhood Plan
 - No known schedule for when these projects will take place
 - Projects likely dependent on development
- City purchased & developed Audubon property in 2013 & development mostly complete
 - Responsibility to complete development with street connection
 - With City development, more open space along Jeffy as opposed to additional residential lots

❖ **Tentative Schedule**

- Capital Budget at Common Council on 11/10 (11/11 to 11/12 if necessary)
- Additional Public Informational Meeting in early 2016 with more design details
- Present project to Board of Public Works for review & approval prior to bidding
- Construction in summer 2016

❖ **Contacts**

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- Project Website: <http://www.cityofmadison.com/engineering/projects/jeffy-trail>