

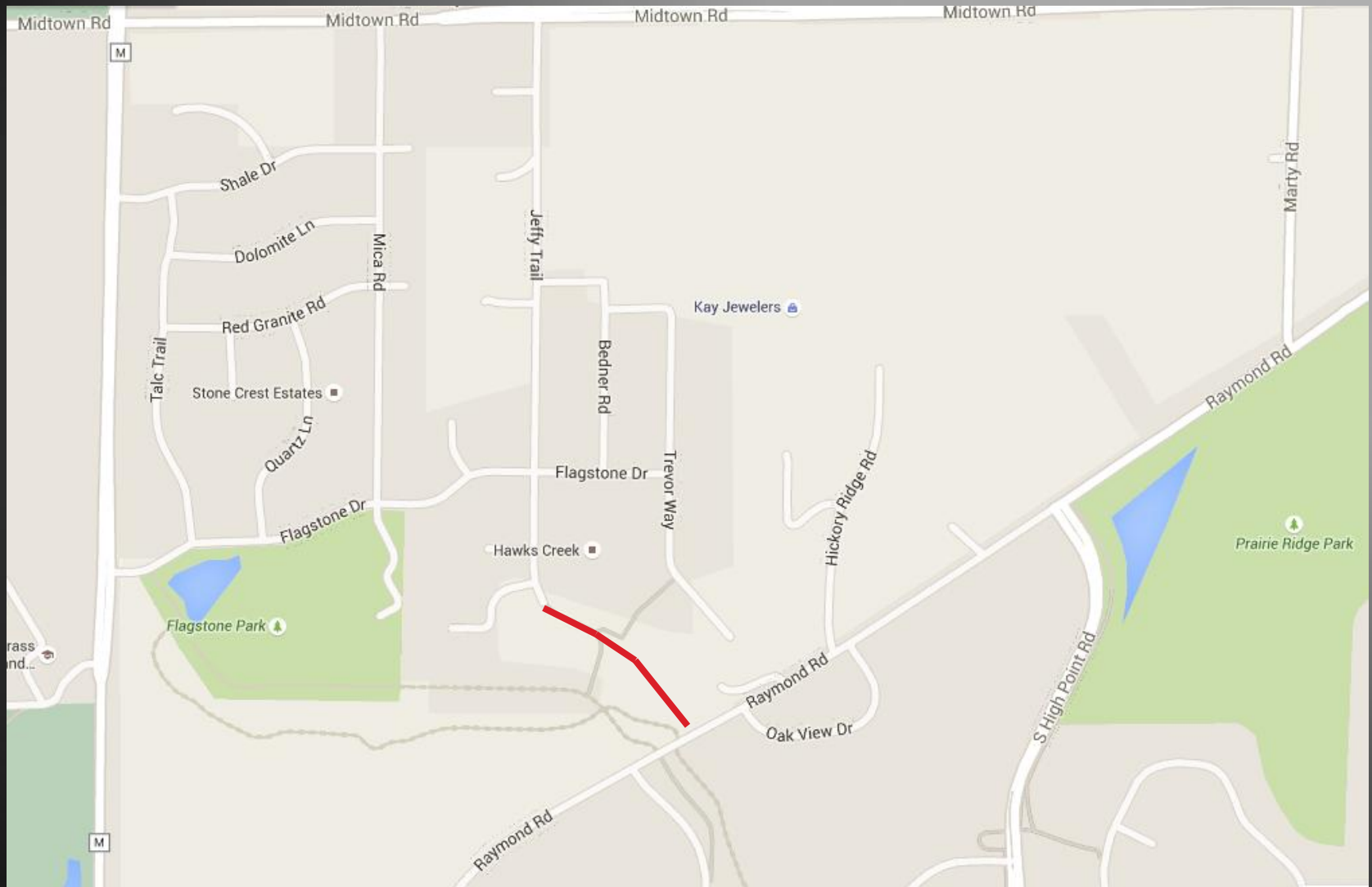
Jeffy Trail Extension

Public Information Meeting
September 23, 2015

Introduction/Overview

- ▶ Received Correspondence
- ▶ Additional Signage and Marking
- ▶ Traffic Use of Jeffy Trail
- ▶ Safety & Design Considerations of Jeffy Trail
- ▶ Neighborhood Plan & Connectivity
- ▶ Project Timing
- ▶ Project Process & Upcoming Schedule

Location



Additional Signage & Marking

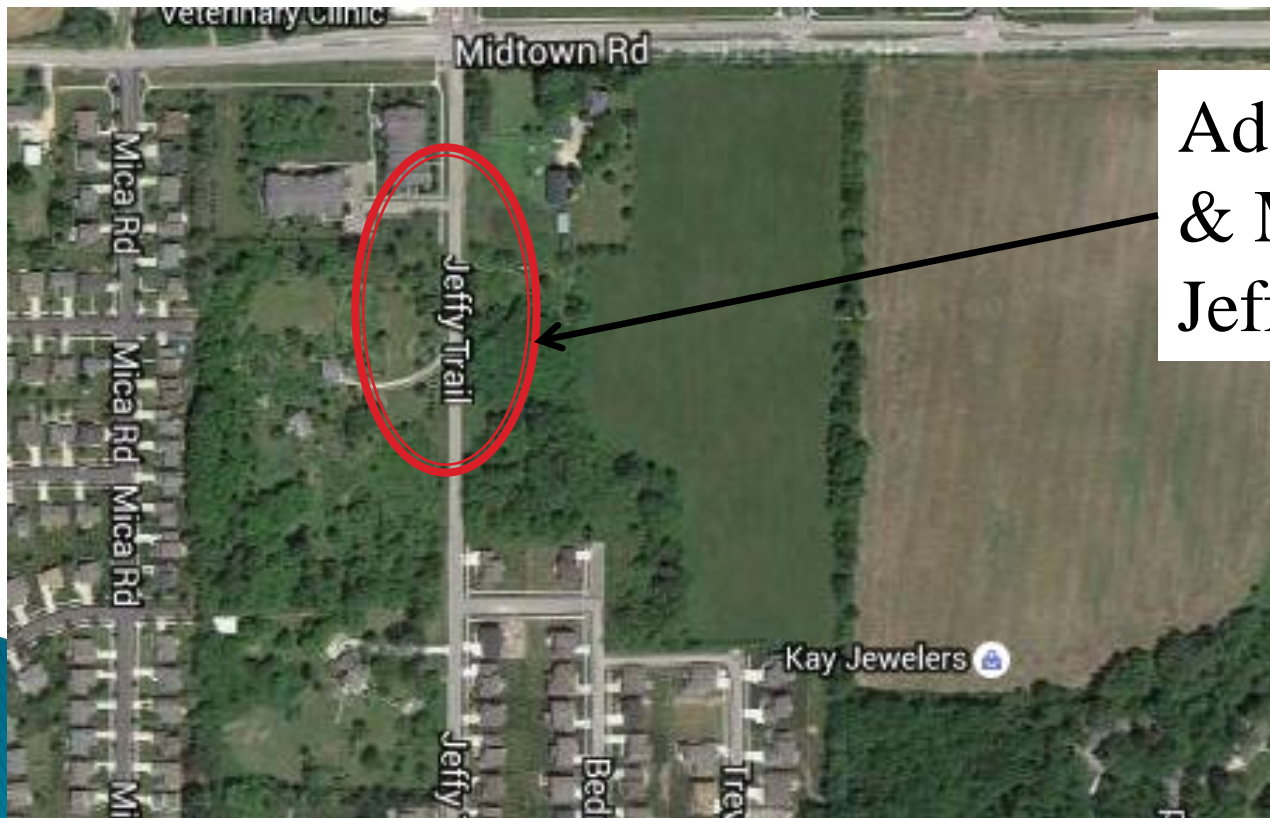
- ▶ Received input regarding signage on Raymond
- ▶ Reduced speed limit to 35 mph
- ▶ Additional Ped/Bike crossing signs
- ▶ Additional stop signs on the bike path
- ▶ Cleared some trees/brush to improve visibility



Additional Signs
installed on
Raymond Rd.

Additional Signage & Marking

- ▶ Received comments on north end of Jeffy
- ▶ Already contacted Town of Verona
- ▶ Add markings & signage in advance of project



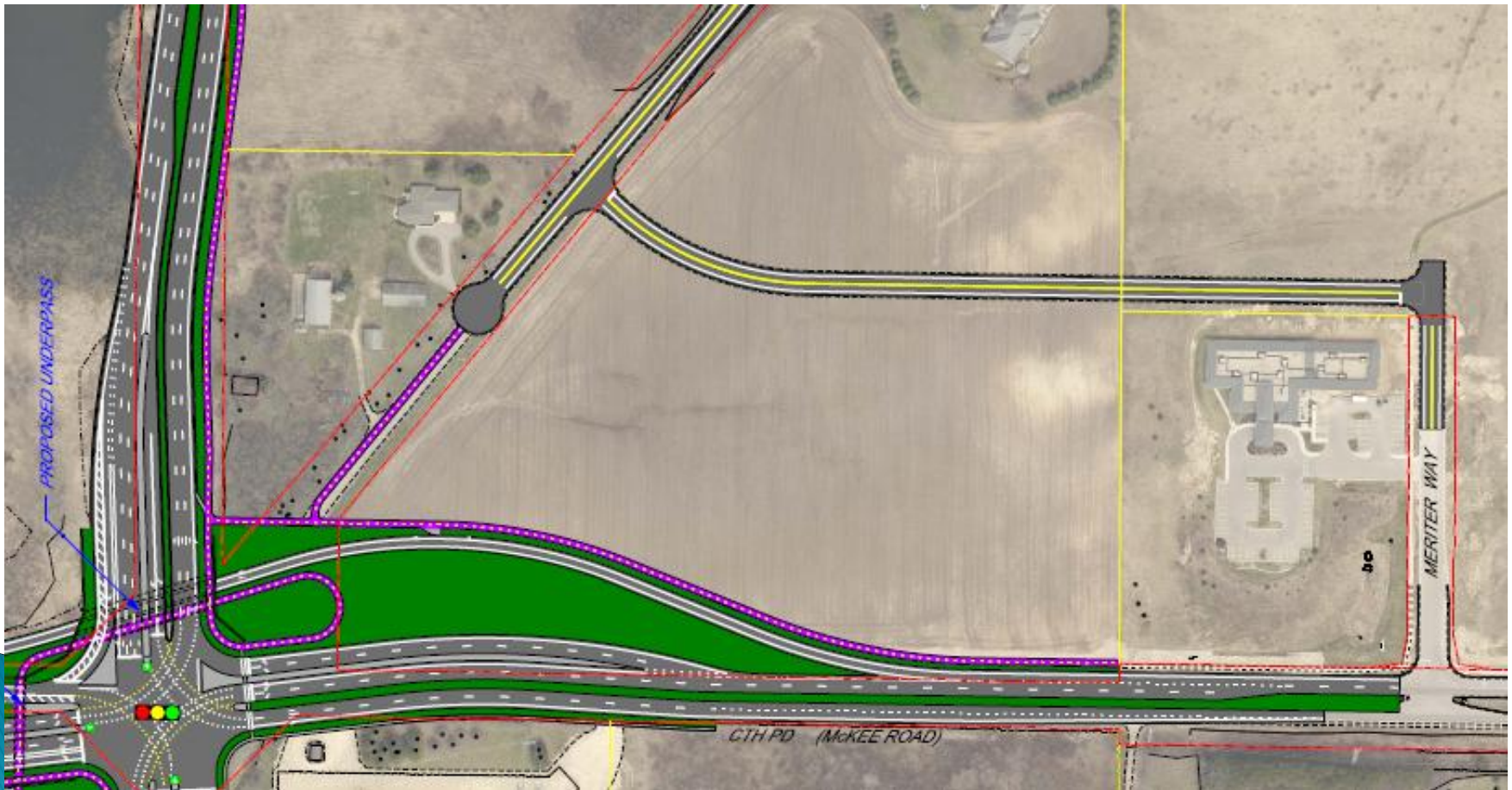
Additional Signs
& Marking on
Jeffy Trail

New Jeffy & Raymond Intersection

- ▶ Jeffy Trail will be stop controlled at Raymond Rd.
- ▶ Will open up area even more for better visibility
- ▶ Intersection would create more awareness and more expectation for pedestrians & bikes
- ▶ Verified that appropriate intersection sight distance present

Traffic Use of Jeffy Trail

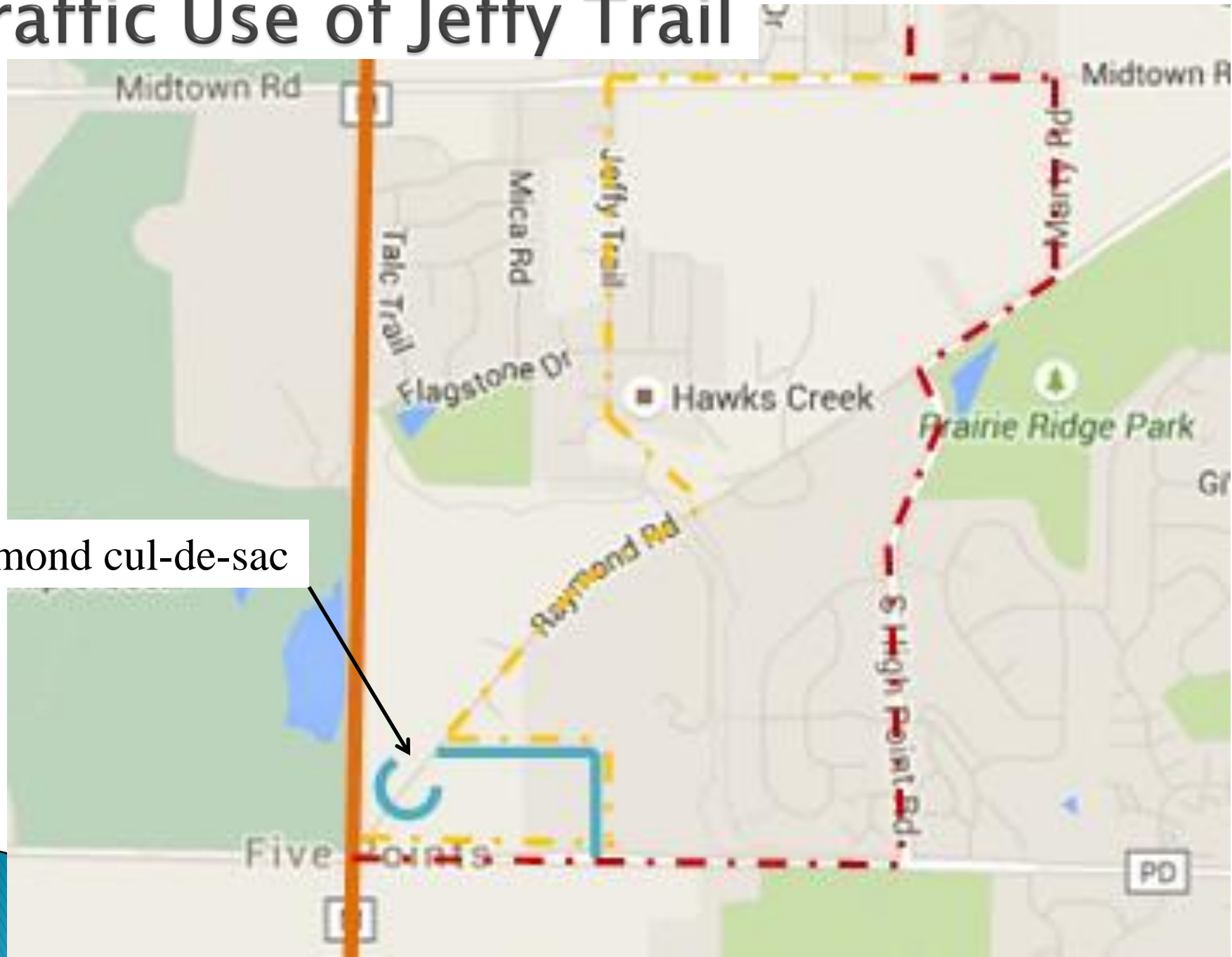
- ▶ Planned reconstruction of CTH M in 2017
- ▶ Raymond Rd. cul-de-sac built in first phase with new street between Raymond & Meriter Way



Traffic Use of Jeffy Trail

- ▶ With Raymond cul-de-sac, route to Jeffy Trail becomes more indirect
- ▶ Easier cut-through route will remain High Point & Marty Rd.
 - Use signal at PD & High Point
 - Marty is nearer all-way stop on Mid Town
- ▶ Jeffy Trail will function as neighborhood collector

Traffic Use of Jeffy Trail



Traffic Use of Jeffy Trail

- ▶ During construction, all existing lanes on CTH M will remain open to traffic
 - Function similar to how it does currently
- ▶ Limits of CTH M project south of PD to Cross Country, so traffic avoiding construction will use significantly alternate route

Safety & Design – Jeffy Trail

- ▶ City will improve signage & marking on north end
- ▶ Several considerations; receive input on design
- ▶ Street width will be narrower in new portion
 - Existing width 38 ft., could be 28' to 34'
 - Width would depend on bike pavement marking options
- ▶ See posted plan on web

Safety & Design – Jeffy Trail

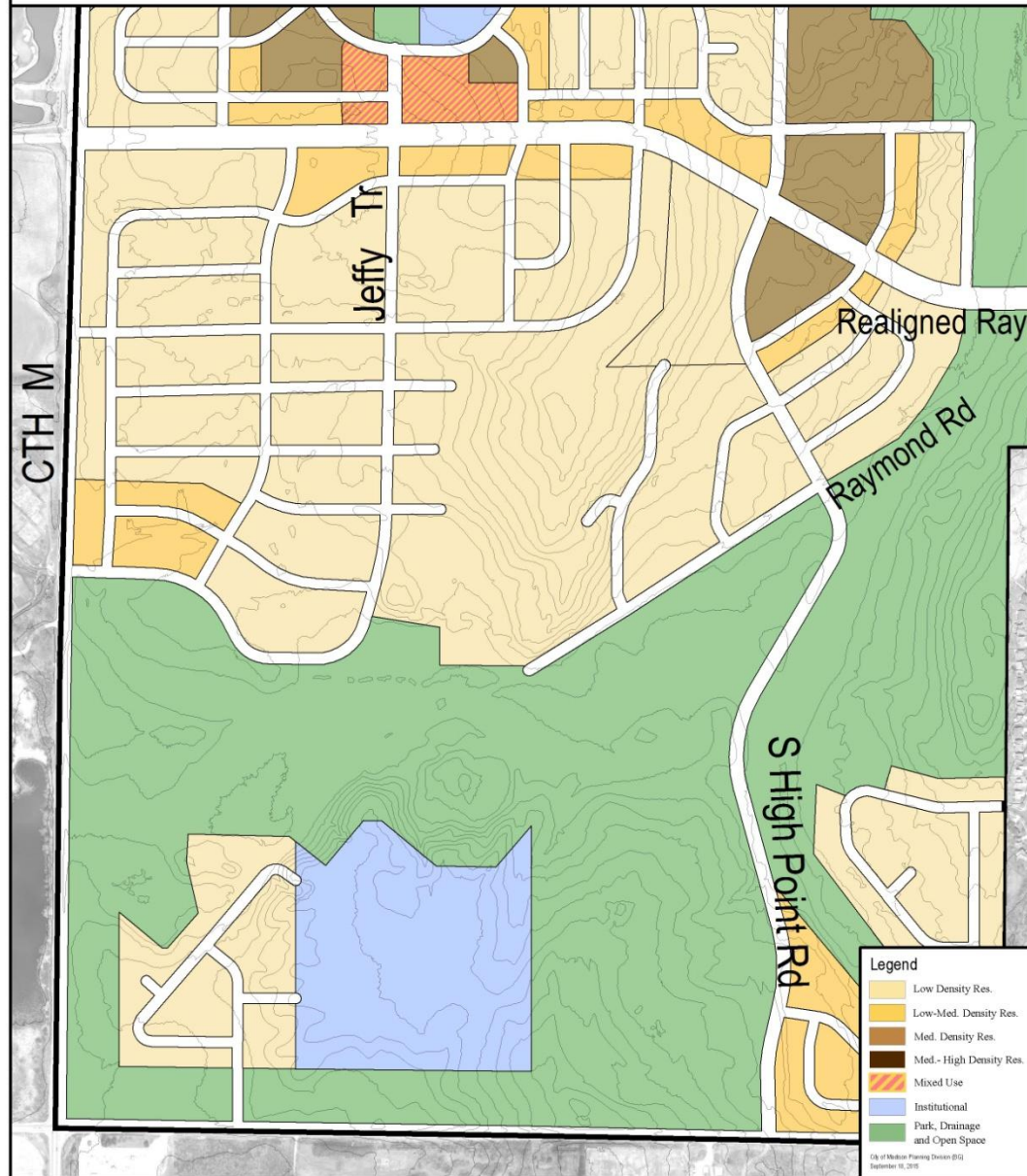
- ▶ Planned island on Jeffy Tr. at pedestrian crossing
 - Provide traffic calming
 - Provide pedestrian refuge
- ▶ See posted plan on website (with island)
- ▶ Review intersection of Jeffy & Flagstone for potential installation of stop signs

Neighborhood Plan

- ▶ Originally adopted in 1997
- ▶ Included a wide swath to remain undeveloped
- ▶ Could not obtain all of the land & more development approved
- ▶ Hawks Creek was a series of short cul-de-sacs
 - Anticipated due to topography

High Point - Raymond Neighborhood Development Plan

As Adopted December 1997



City of Madison



High Point - Raymond Neighborhood Development Plan

As Adopted December 1997



City of Madison

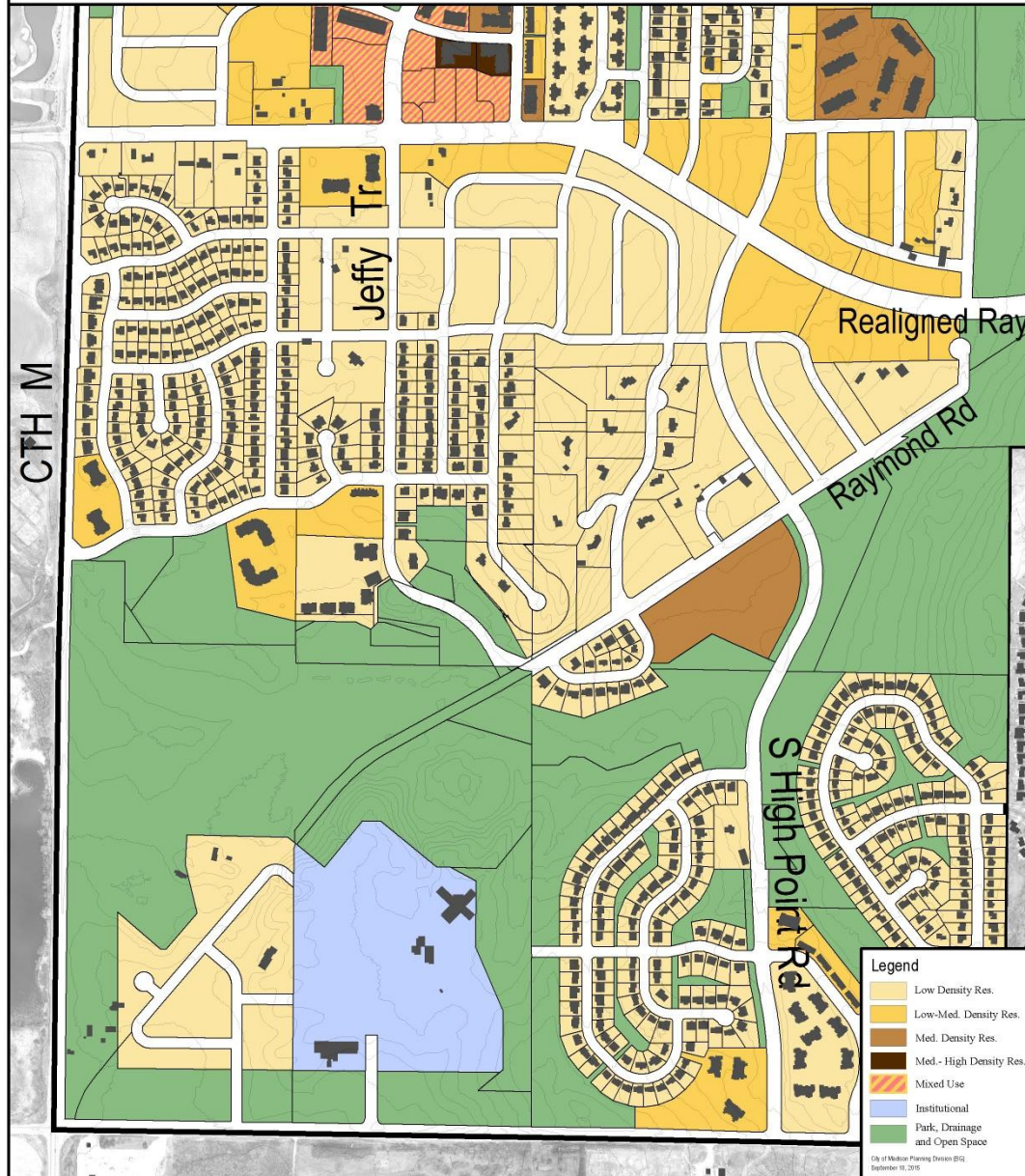


Neighborhood Plan

- ▶ Plan was revised in 2005 to approve more residential development
- ▶ Jeffy Tr. Connection added to NDP to serve the developments
- ▶ Most of the neighborhood has been developed
- ▶ Limited number of access points
- ▶ Connectivity important for proper function of streets within neighborhoods

High Point - Raymond Neighborhood Development Plan

As Adopted December 1997, Amended December 2001, November 2005, March 2006
and *implemented through subdivision and zoning approvals



City of Madison



Connectivity

- ▶ Have learned more about the importance of connections; major factor in Neighborhood Plans
- ▶ Jeffy Trail will provide connection for the neighborhood to the south; none currently exist
- ▶ Better access for residents & emergency response
- ▶ Dilutes traffic across multiple access points
 - Spreads neighborhood traffic across multiple streets
 - Improves function & safety at main intersections in/out
 - Fewer costs incurred by City with improved operation

Project Timing

- ▶ New street construction typically tied to new developments
 - Costs for new street paid by developer to serve new lots
 - Other option is through condemnation, but costly
- ▶ Planned new streets shown in future years of budgets
 - Keeps project on radar until development occurs
 - If no development, rolled over into future years
- ▶ High Point & Raymond/Mid Town on N'hood Plan
 - No known schedule for when these projects will happen
 - Likely dependent on development

Project Timing

- ▶ City purchased & developed Audubon property
- ▶ Jeffy connection to complete City development
 - Provide improved access for neighborhood
 - Required & constructed if was a typical development
 - City planned more open space rather than more lots
- ▶ Most of the neighborhood has already developed
 - Approximately 470 dwelling units
 - Indicates need for additional connection
 - Most future development in area multi-family creating more need for the connection

Tentative Schedule

- ▶ Capital Budget at Common Council 11/10 (11/11–11/12, if necessary)
- ▶ Additional public informational meeting with more design details & discussion in early 2016
- ▶ Presented to Board of Public Works for design review & approval prior to bidding the work
- ▶ Construction in summer 2016

Contacts

- ▶ Project Engineer – Jim Wolfe: 266–4099, jwolfe@cityofmadison.com
- ▶ City Planning – Brian Grady: 261–9980, bgrady@cityofmadison.com
- ▶ Traffic Engineering – Mark Winter: 266–6543, mwinter@cityofmadison.com
- ▶ Alder McKinney – district1@cityofmadison.com
- ▶ Web: www.cityofmadison.com/engineering/projects/jeffy-trail

Discussion