

SAFETY OF MULTI-MODAL PUBLIC PRIORITY OF VERONA ROAD PROJECT

Originally constructed by WisDOT in the 1920s and during the following six decades, Verona Road experienced development of several well-established neighborhoods adjacent to the roadway. Prior to construction, because the surrounding neighborhoods are highly dependent on public transit, biking, and walking, pedestrians were required to cross a dangerous eight to 11 lanes of traffic. With the new grade separated jug-handle intersection, pedestrians can travel beneath Verona Road to access the businesses, schools, and neighborhoods on the other side. The jug-handle alone is expected to save about \$100,000 in crash damages per year, as it has dramatically improved safety from the lowest level of service, to the highest.

The focus on safety of a multi-modal public that uses the interchange daily is another important aspect. The project featured 2.5 miles of sidewalks, three miles of bike lanes, six bus pullouts, and nearly 20 pedestrian bus pads. The SPUI significantly opened the area beneath the Beltline with wide sidewalks to provide



One of the 4 critical neighborhood links, this underpass (8 feet tall, 20 feet wide, 323 feet long).



Pedestrian Overpass of County PD/McKee Road for the Military Ridge Trail. The overpass provides a critical grade separated safe crossing for users of the Military Ridge Trail.

greater visibility for and of pedestrians. In addition, an 800-foot-long, 14-span pedestrian overpass of the Beltline, just east of the SPUI, replaced a smaller, deteriorating overpass. The SPUI construction also featured a 20-foot wide, 323-foot long pedestrian underpass beneath Verona Road, just south of the SPUI.

A seven-span pedestrian overpass was constructed over County PD/McKee Road in Fitchburg for the Military Ridge Trail so the Trail would be fully functional prior to beginning the reconstruction of County PD as part of the second stage of the project which is currently under construction. Benefits to the non-motorized users of the project, along with the capacity and operations benefits for the motorized users, provide a well-balanced corridor for all users.

– By Joe Bunker, P.M., Strand Associates, Inc.®