

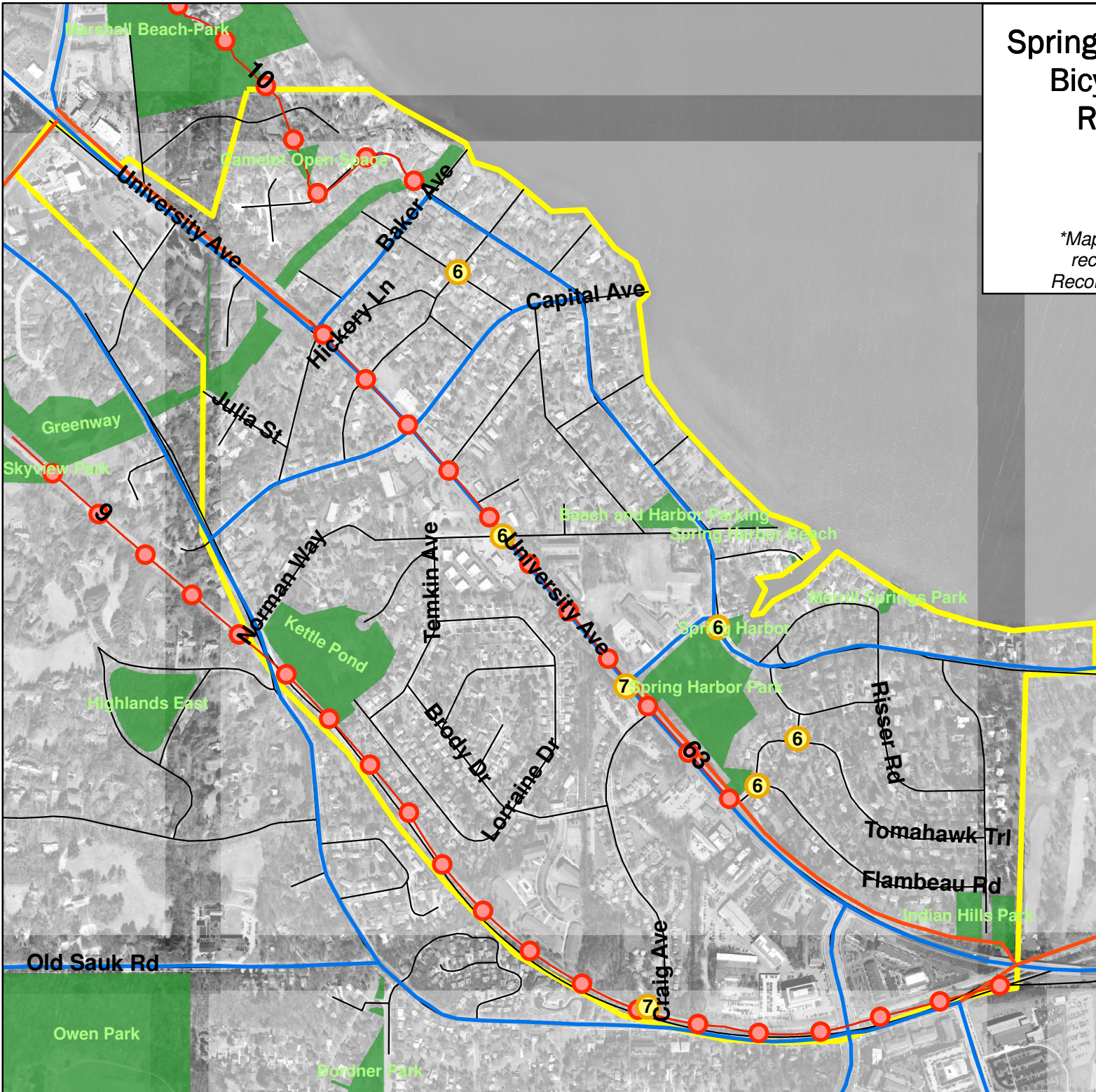
## Transportation

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
3. Improve pedestrian safety throughout the neighborhood	6. Work with the city to improve pedestrian safety at the following locations, while simultaneously retaining neighborhood character, which consists of narrow and tree lined streets. Priority locations for pedestrian safety improvements include: <ul style="list-style-type: none"> <li>✓ Norman Way between Old Middleton Road and Spring Harbor Beach</li> <li>✓ Intersection of Flambeau Road and Tomahawk Trail</li> <li>✓ Intersection of Tomahawk Trail and Minocqua Crest</li> <li>✓ Intersection of Laurel Crest and Taychopera Road</li> <li>✓ Entire length of Lake Mendota Drive</li> </ul>	City
	7. Improve the lighting, size, and safety of the Spring Harbor Drive Tunnel and the Knocke's Tunnel to enhance pedestrian movement throughout the neighborhood.	City
	8. Review local street improvements on a case by case basis with the neighborhood and the alder to include possible alternatives for road surfaces, runoff, and pedestrian access paths.	City
4. Bicycle paths and routes should be integrated throughout the neighborhood	9. Construct a new multi-use trail along the Wisconsin & Southern Railroad corridor beginning at the Blackhawk Trail and continuing into Middleton.	City/WisDOT
	10. Request the City's Transportation Division create a bicycle connection from Lake Mendota Drive to Marshall Park.	City
	11. Encourage local businesses to install bicycle parking outside of their stores or offices.	Neighborhood








# Spring Harbor Neighborhood Bicycle and Pedestrian Recommendations

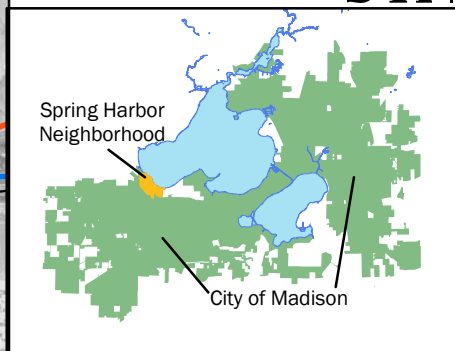
Figure 3.4  
May 2006

*\*Map numbers correspond to written  
recommendations outlined in the  
Recommendation Section of the plan.*



## Legend

-  Bicycle Recommendations
-  Pedestrian Recommendation
-  Existing Bicycle Route
-  Existing Multi-Use Trail
-  Neighborhood Boundary
-  Street
-  Park



GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
5. Improve local streets	12. Encourage the City to allow traffic calming elements to be implemented on unimproved streets in order to increase safety on Norman Way, Greening Lane, and Lake Mendota Drive.	Neighborhood
	13. Work with the City to improve pedestrian safety along Brody Drive, Lorraine Drive, Marsha Drive, Pauline Avenue, and Temkin Avenue.	City
	14. Create a curb along the corners of the intersection of Norman Way, Dale Avenue, and Temkin Avenue, which would permit for a traffic circle to be located in the middle of that intersection.	City
6. Improve public transportation service for the neighborhood	15. Work with Madison Metro to provide more frequent bus service serving the neighborhood during rush hour and to increase the number of routes heading west of the neighborhood. The neighborhood should encourage Middleton to increase Metro service routes and times so it is easier for Spring Harbor residents to use Metro as a transit alternative.	City/ City of Middleton
	16. Improve pedestrian access and connections to sidewalks to the Metro stops along University Avenue by providing safe crosswalks at the following intersections: Craig Avenue, Norman Way, and Capital Avenue.	City
	17. Work with local businesses to provide consistent landscape themes and improved amenities for the Metro stops at University Avenue and Flambeau Road, Craig Avenue, Norman Way, and Capital Avenue.	Neighborhood
	18. The Transport 2020 commuter rail project is currently entering the preliminary engineering phase of implementation. The start up service includes daily commuter rail service between Greenway Center in Middleton and East Towne Mall, operating within the current freight rail corridor (including the Wisconsin and Southern Railroad in Spring Harbor). A station is recommended in the Old Middleton Road/Whitney Way area. This improvement should not come in lieu of improvements to current Madison Metro. A second neighborhood stop could be located at Norman Way or Temkin Avenue.	City and County

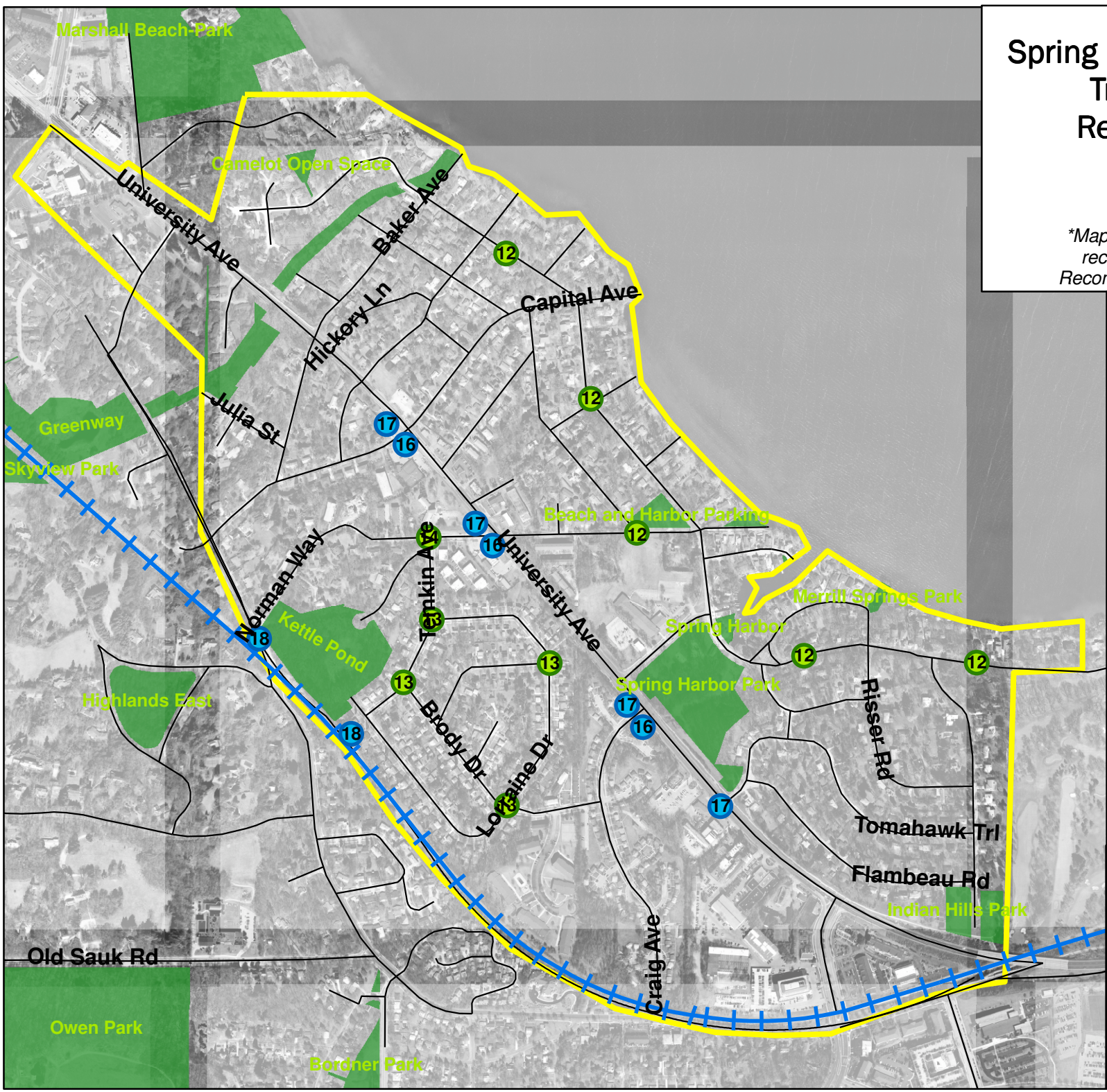
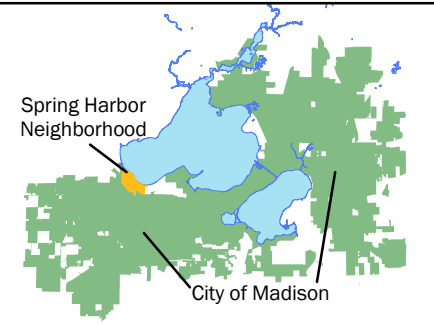
# Spring Harbor Neighborhood Transit and Road Recommendations

Figure 3.5  
May 2006

*\*Map numbers correspond to written recommendations outlined in the Recommendation Section of the plan.*

## Legend

- Street Recommendation
- Transit Recommendation
- + + Potential Light Rail Route
- Neighborhood Boundary
- Street
- Park



## Housing

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
7. Maintain the existing residential character within the neighborhood	19. Provide new residents with information about the services provided by the neighborhood, the City, and local businesses.	Neighborhood
	20. Maintain the current mix of housing types in the neighborhood, at various prices, to offer a variety of housing options to current and new residents.	Neighborhood
	21. Work with related housing agencies to ensure that residents currently residing in apartments that are being converted into condominiums have alternative housing options, preferably in the neighborhood.	Neighborhood
	22. Encourage residential property owners to use sustainable building practices, low impact development methods, and incorporate green building materials into their construction projects.	Neighborhood

## Economic Development

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
8. Neighborhood Mixed Use development should be supported SH Site 3	23. Encourage neighborhood services to occupy SH Site 3 that complement the existing businesses.	Neighborhood
	24. If redevelopment occurs, work with developers to ensure that existing goods and services are retained and complimentary businesses are added to the neighborhood.	Neighborhood
9. Community Mixed Use and Employment development should be supported on SH Sites 1 and 2	25. Encourage retention of existing businesses within SH Sites 1 and 2 as redevelopment occurs.	Neighborhood
	26. Encourage a diverse mix of services and stores that can serve the neighborhood and the community as redevelopment occurs.	Neighborhood
	27. Explore financing options to facilitate redevelopment. The dollars gained from funding sought should also go towards increasing physical neighborhood amenities such as entrance signs and decorative lighting.	Developer