

From: [David and Mary Dexheimer Brackey](#)
To: [All Alders](#)
Cc: [Mayor](#)
Subject: July 19, 2022 Council Meeting
Date: Tuesday, July 19, 2022 6:29:43 AM
Attachments: [Zweig_emails.pdf](#)
[ATT00001.txt](#)
[Atwood Ave_PavementMarking.pdf](#)
[Atwood Ave_Walter St to Cottage Grove Rd.pdf](#)
[ATT00002.txt](#)
[ATT00003.txt](#)
[ATT00004.txt](#)
[Council_presentation.pdf](#)
[Linda Seemeyer Testimony Madison City Council.pdf](#)
[ATT00005.txt](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Good morning Alders and Mayor. In advance of testimony at this evening's Council meeting , I'd like to provide documentation related to agenda item #4, 72356, Atwood Avenue Reconstruction. Please add these items to the permanent record of this hearing.

First is a series of emails between Andrew Zweig, project engineer and I between March 25 and May 9, 2022.

From: David Dexheimer Sent: Friday, March 25, 2022 1:16 PM

To: Zweg, Andrew <AZweg@cityofmadison.com>

Cc: Foster, Grant <district15@cityofmadison.com>

Subject: Atwood Avenue reconstruction

Good afternoon Mr Zweg.

I am writing to express concern about the current plans for Atwood Avenue reconstruction. I am a homeowner at 3502 Dennett Drive, located on the corner of Dennett Drive and Atwood Avenue on the northeast side of Atwood. My condominium unit is #203 which fronts on Atwood Avenue. As I type this, I am sitting literally 25 feet from the edge of Atwood Avenue. To say I am intimately acquainted with the traffic of Atwood Avenue in this area is a vast understatement.

As you can see from the attached photo, the entrance to my unit and our main ingress and egress is at the gate shown here, a single footstep from the existing sidewalk. In the time my wife and I have lived here, we have learned that for our own safety, it's imperative we look to see that there are no bicycles coming down the sidewalk before opening the gate and stepping out onto the sidewalk. We, and anyone else using the sidewalk have a limited view of each other. There have been countless occasions when a bike had come whizzing past oblivious to our, or even their, safety and wellbeing. This already frequently occurs on a sidewalk where bicycling is prohibited due to the lack of set back. I shudder to think what will happen when a full fledged bike lane is built at my front steps.

As it is currently conceived, the plan to place a bike lane a step from our front door constitutes a foolhardy and reckless hazard to my family and to cyclists using the lane. At the very least, any bicycle lane considered in this area must include safe physical separation from other users of that

sidewalk for everyone's safety. If not, the idea should be abandoned altogether.

A second area of concern is the corner of Atwood and Dennett. In the same photo, looking southeast towards Dennett, you can see that this is a blind intersection for bicyclists, pedestrians and motorists alike. I can attest that there have been several near misses between bikes and pedestrians at this corner as bicyclists use the sidewalk unaware of others coming up Dennett to Atwood. This happens quite often already. An exponential increase in bike traffic with the construction of a bike lane is simply a recipe for disaster. There are safer ways to route traffic to the Capitol City Trail than the current plan.

I understand that it is late stages in this process. I also fully embrace other aspects of this badly needed reconstruction. However, it appears that the serious safety issues I have addressed above had not previously been recognized. The plan must be altered to ensure the health and well being of all our residents. Please make the necessary changes.

Respectfully,
David J Dexheimer
3502 Dennett Drive
Madison, Wi 53714

On Mar 27, 2022, at 8:45 PM, Zwiieg, Andrew
<AZwieg@cityofmadison.com> wrote:

Hi David,

Thank you for reaching out to me with your thoughts. I will share your comments with the design team.

Regards,
Andy

Andrew Zwieg, P.E.
Engineer 4
City of Madison - Engineering
Rm 115, City-County Building
210 Martin Luther King, Jr. Blvd.
608.266.9219 (ph)
608.264.9275 (fax)
azwieg@cityofmadison.com

On Mar 28, 2022, at 8:44 AM, David Dexheimer wrote:

Thank you Andy. I will await their comments.
David
Sent from my iPhone

From: David Dexheimer Sent: Friday, April 22, 2022 8:14 AM
To: Zwieg, Andrew <AZwieg@cityofmadison.com>
Cc: Foster, Grant <district15@cityofmadison.com>
Subject: Re: Atwood Avenue reconstruction

Good morning Andy and Grant. I hadn't heard anything back on this. I was wondering if the design team had a chance to look at the safety concerns I wrote about last month. I do hope they are being taken under serious consideration.

Thank you,
David J Dexheimer
3502 Dennett Dr

On Apr 25, 2022, at 3:13 PM, Zwiieg, Andrew
<AZwieg@cityofmadison.com> wrote:

Hi David,

Your concerns have been discussed with the design team not just recently but throughout the design process. It's been decided after multiple public meetings, City Transportation Commission feedback and approvals, Common Council approvals, and Parks Commission approvals that bike and pedestrian usage will be separated from vehicle traffic with share-use paths throughout the Atwood Avenue corridor. The City believes that pedestrians and bikes can co-existent. The dynamic of Atwood is changing and it's important that moving forward all users (pedestrians, bicycles, and vehicles) are aware of their surroundings. It's important that residents along Atwood know bikes will be on the paths after construction is complete. The path between Walter and Dennett is proposed at 10 ft. so it will allows pedestrian and bikes to separate from each other during use.

Regards,

Andy

Andrew Zwiieg, P.E.
Engineer 4
City of Madison - Engineering
Rm 115, City-County Building
210 Martin Luther King, Jr. Blvd.
608.266.9219 (ph)
608.264.9275 (fax)
azwieg@cityofmadison.com

From: David Dexheimer Sent: Thursday, April 28, 2022 4:00 PM
To: Zweg, Andrew <AZweg@cityofmadison.com>; Foster, Grant
<district15@cityofmadison.com>
Subject: Re: Atwood Avenue reconstruction

Thanks for getting back to me on this Andy. In my original email I acknowledged that I know it is very late in the Atwood reconstruction process. And I understand that all the necessary agencies and departments have weighed in. But in spite of that I strongly believe this needs another look. Please hear me out.

First I want to be clear I am only addressing the shared use bike path on the north(east) side of Atwood between Dennett and Walter. Yes, I agree bikes and pedestrians can coexist. I also need to be clear that I am totally in support of better opportunities for safe biking. But in this unique area, coexistence would be difficult and I am afraid, not without conflict. Both sides of the equation, bike riders and pedestrians are at risk. This is a unique block on the corridor. 3502 Dennett has little or no setback from the proposed bike path. There is no buffer between that building and bikes. There is a hazardous blind spot for inbound bikes putting them at risk from traffic exiting the parking lot of Olbrich by the Lake at 3528 Atwood. There is a hazardous blind spot for south bound pedestrians on Dennett at Atwood. There is a hazardous blind spot from residents exiting 3502 Dennett at their Atwood doorways. This is the only place in the entire corridor where these conditions exist. And, according to the current plan, it will be the least safe area for everyone.

Please take another look at both the existing configuration and what is proposed. Currently, our front gate which is our primary exit from our home is approximately 20 inches from the inside edge of the sidewalk. The current sidewalk is 5' wide. There is a green space approximately 5' wide between the sidewalk and the roadway. In the plan available on line, it is difficult to see exactly where the proposed path interfaces with our property. Does it abut directly with the building? Is there a buffer

between the building and the path as there currently is? The plan shows a green space between the path and the roadway. Could that green space be better utilized by placing it between the building and the proposed path? Could that little strip of green be configured to offer separation between bikes and peds? Either of these options would make it safer for all users. I also notice on the plan that the proposed path is only marked for bike use apparently dedicating all 10' of the path to bicycles and making no accommodation for pedestrians. Is that an oversight on the part of the illustration? I believe there are relatively easy corrections that can be made.

I do not mean to be argumentative but admit that I am baffled as to why the plan calls for converting the on-road bike lane into a shared use path in that single portion of the north side of Atwood. Shared use bike paths are not in the plan for "throughout the Atwood corridor". No where else on the north side of the road is there a shared path except in that single block. Arguably that is the only block which lacks the room to safely house such a path. In my opinion, in a best case scenario, the bike lane would remain on the roadway and a 5' pedestrian sidewalk would be maintained as is.

Again thank you for considering these concerns. The area of the project I am concerned with is very limited. It is intended to make a better, safer project for all. The concerns are borne out of the on the ground experience we've gained having lived here a short time. I would invite you and Alder Foster to see first hand the conditions I am describing.

You are welcome to come by and have a walk in our shoes. I think you will find it beneficial.

Thank you,
David J Dexheimer
3502 Dennett Drive
President, Park East Condominium Association

On May 2, 2022, at 6:09 AM, Zwieg, Andrew
<AZwieg@cityofmadison.com> wrote:

Hi David,

Throughout the design process, members of the public wanted a path connection along Atwood Avenue from Walter Street to Dennett Drive for a better route to the Capitol City Trail instead of bike lanes.

The proposed back of the path will slide between 0"-6" away the existing back of sidewalk along the building. There will be a small terrace (area between back of curb and front of path). That area acts as a buffer between the vehicles and path users as well it provides space for snow storage, trees, street lighting, and private utility lines (gas manholes, gas valves, electric vaults, & communication vaults). The proposed curb and gutter will move 3'-4' into the street along the property to accommodate the wider path. The path is designated as a shared-use path for all users. The 2 trees along the property will be removed. See screen below of the current plans with further clarification on the lines.

The City recently changed the proposed sidewalk from Dennett Drive to Cottage Grove Road to a proposed shared-use path and removed the proposed bike lanes. The City presented the revised design at a March 22, 2022 public meeting. Please visit the website for the meeting recording and presentation: <https://www.cityofmadison.com/engineering/projects/atwood-avenue>. The majority of the presentation focused on options for the path within Olbrich Park, but beginning on slide 34 was the sidewalk change presented to the public. The sidewalk to path change was presented and approved by the Transportation Commission on March 23, 2022. The construction plans are currently being revised with the new design.

<image003.jpg>

Regards,

Andy

Andrew Zwieg, P.E.
Engineer 4
City of Madison - Engineering
Rm 115, City-County Building
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608.266.9219 (ph)
608.264.9275 (fax)
azwieg@cityofmadison.com

From: David Dexheimer
Sent: Wednesday, May 4, 2022 9:36 AM
To: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: Re: Atwood Avenue reconstruction

Good morning Andy,

First of all, thank you for taking the time to engage in a meaningful way regarding the Atwood reconstruction. I appreciate the information in your replies. As we've exchanged emails, I want to clearly convey that my thoughts are not borne of NIMBY-ism. The hazards I point out are for the safety of all users of the path, bikers, walkers, residents, visitors. My point is to make sure that the designers and engineers had taken into account the hazards which aren't immediately apparent except to people who actually use the area as configured now and who will use it after reconstruction.

That small bit of space between the 3502 Dennett condo and the roadway is extremely limited. I totally understand the challenge of trying to safely accommodate all uses. I would suggest and ask that the distribution of that limited space be made to favor as much leeway next to the building as possible. If there can be found even 6 to 12 " of

increased buffer between the path and the building, sight-lines would be improved immensely.

Since there is only so much space available between the roadway and the building, please consider the following. In the graphic illustration on slide 38 of the presentation, it describes the path as an “8’ - 10’ multi-use path”. If that 2 foot “fudge factor” is actually available, at least a portion, or all of that 2’ should go towards alleviating the lack of buffer between the building and the path. Alternatively (or, in addition to) space can be reallocated from the terrace side the path to the building side. If the terrace is 4’ 6” instead of 5’, that extra 6” of space on the building side of the path could be significant. I understand it sounds like I’m quibbling over just a few inches of right of way, but I’m convinced that whatever additional space can be found for relief from the path, safety will be very much enhanced for everyone.

On another point, the drawing you include in your last email shows the sidewalk trench as both “removed” and “remaining”. For clarification, will the trench remain? It is necessary to the efficient dispersal of rainwater from the building. It should remain.

As to the meeting on March 22, I was not aware that this portion of the reconstruction was on the agenda. I understood it was about the path through the park. That’s on me for not fully reading the details and I accept that. With that in mind, I am especially happy to have the chance to engage now. The project is an exciting and necessary one and I support the design. I just ask that those tweaks I have suggested can be incorporated into the final project.

Thanks again Andy for your patience and professionalism.

David Dexheimer
3502 Dennett Dr
Madison, Wi

On May 9, 2022, at 9:28 AM, Zwieg, Andrew
<AZwieg@cityofmadison.com> wrote:

Hi David,

The proposed path along the building is 10'. The 8' section of path you mentioned below is closer to Cottage Grove Road where the right-of-way is not wide enough for the 10' path.

As I mentioned below, the path is sliding away from the existing back of sidewalk along a portion of the building. There is a buffer being created. The sight lines are improving by moving the curb into Atwood, created a path to allow more space for users, improved street lighting, signage, and pavement marking. The proposed terrace along the building varies 4.5' to 6' and will remain. That is the minimum needed for tree plantings, street light placement, curb ramp placement, snow storage, installation of private utility lines, and a buffer between path users and vehicles.

The trench across the sidewalk will be removed and replaced to match the 10' path.

Regards,

Andy

Andrew Zwieg, P.E.

Engineer 4

City of Madison - Engineering

Rm 115, City-County Building

210 Martin Luther King, Jr. Blvd.

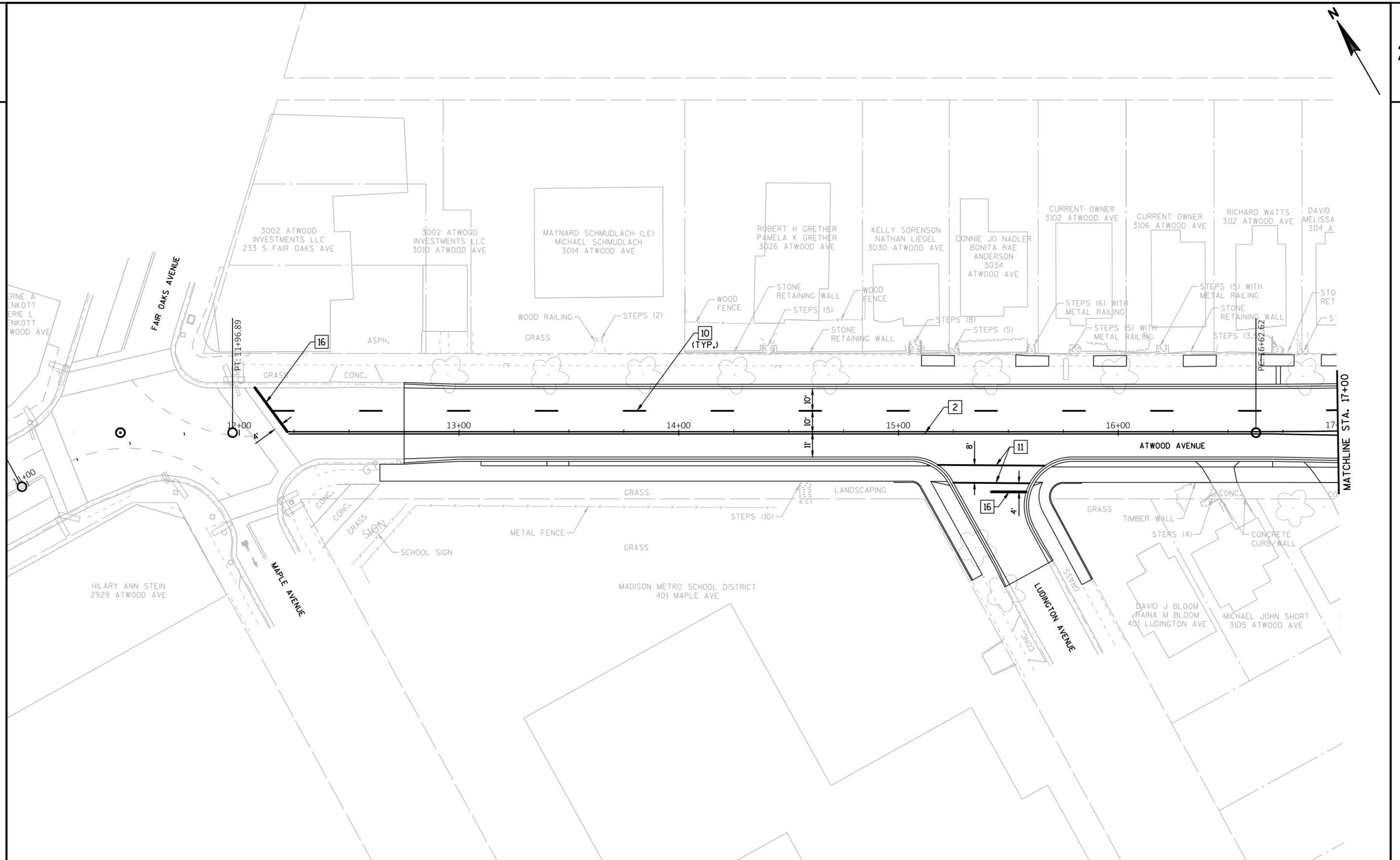
608.266.9219 (ph)

608.264.9275 (fax)

azwieg@cityofmadison.com

PAVEMENT MARKING LEGEND

- 1 MARKING LINE EPOXY 4-INCH, YELLOW
- 2 MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
- 3 MARKING LINE EPOXY 4-INCH, YELLOW, 3' LINE, 9' GAP
- 4 MARKING LINE EPOXY 4-INCH, YELLOW, 10' LINE, 30' GAP
- 5 MARKING LINE EPOXY 4-INCH, WHITE
- 6 MARKING LINE EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
- 7 MARKING LINE EPOXY 4-INCH, WHITE, 5' LINE, 5' GAP
- 8 MARKING PARKING STALL EPOXY, 4-INCH, WHITE
- 9 MARKING LINE EPOXY 6-INCH, WHITE
- 10 MARKING LINE EPOXY 6-INCH, WHITE, 10' LINE, 30' GAP
- 11 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- 12 MARKING LINE EPOXY 4-INCH, YELLOW, 5' LINE, 5' GAP
- 13 MARKING LINE EPOXY 8-INCH, WHITE
- 14 MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
- 15 MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- 16 MARKING STOP LINE EPOXY 24-INCH, WHITE
- 17 MARKING CROSSWALK EPOXY LADDER PATTERN 18-INCH, WHITE
- 18 MARKING ARROW EPOXY, WHITE, TYPE 2
- 19 MARKING ARROW EPOXY, WHITE, BIKE LANE
- 20 MARKING SYMBOL EPOXY, WHITE, BIKE SYMBOL
- 21 MARKING SYMBOL EPOXY, WHITE, PEDESTRIAN SYMBOL
- 22 MARKING WORD EPOXY, WHITE, "ONLY"
- 23 MARKING CURB EPOXY, YELLOW
- 24 MARKING ISLAND NOSE EPOXY, YELLOW
- 25 MARKING SYMBOL EPOXY, WHITE, RAISED CROSSWALK SYMBOL
- 26 MARKING DIAGONAL EPOXY 12-INCH, WHITE
- 27 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
- 28 MARKING SYMBOL EPOXY, WHITE, HANDICAP SYMBOL
-  COLORED BIKE BOX



PROJECT NO: 5992-10-16

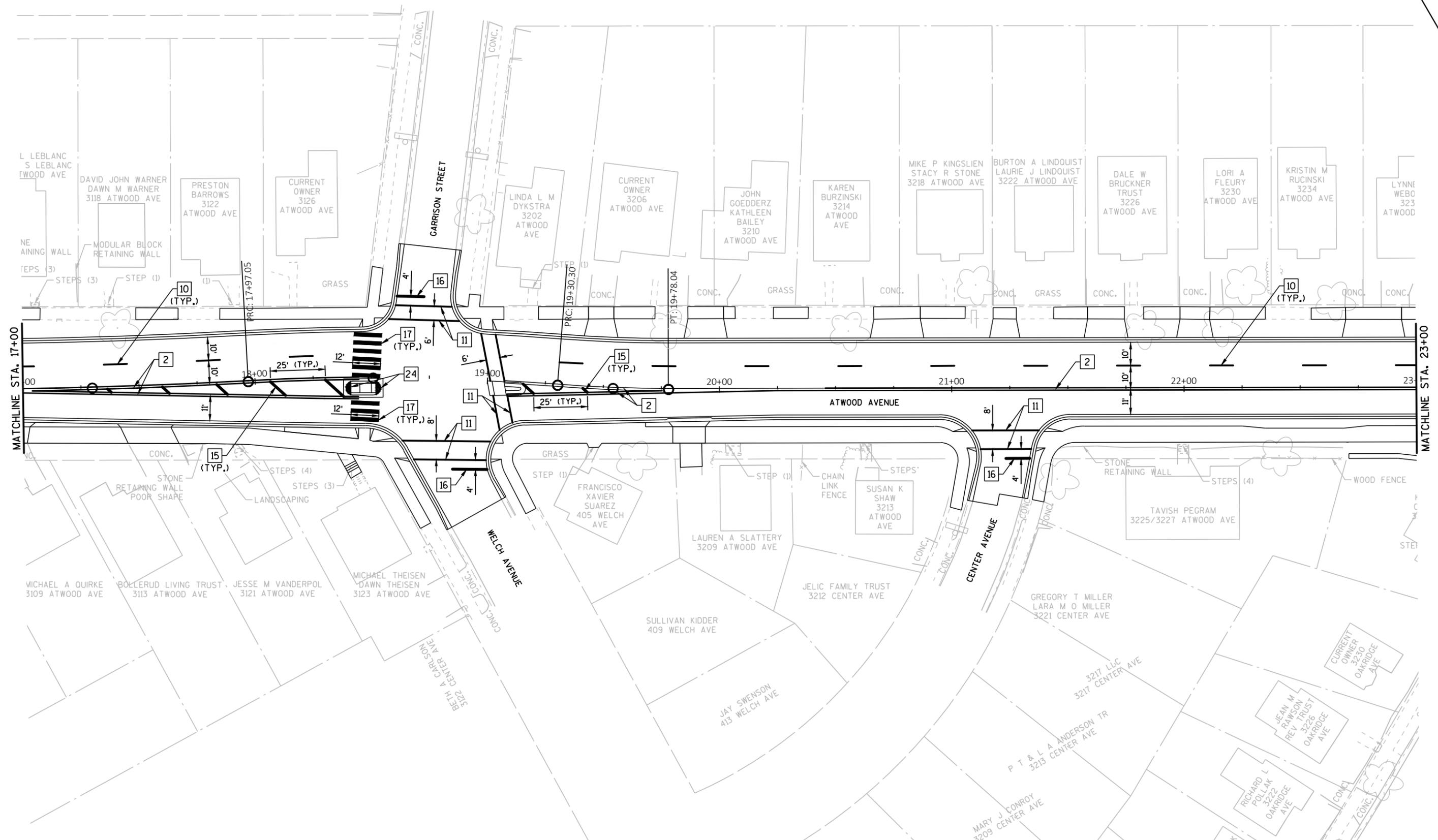
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COUNTY: DANE

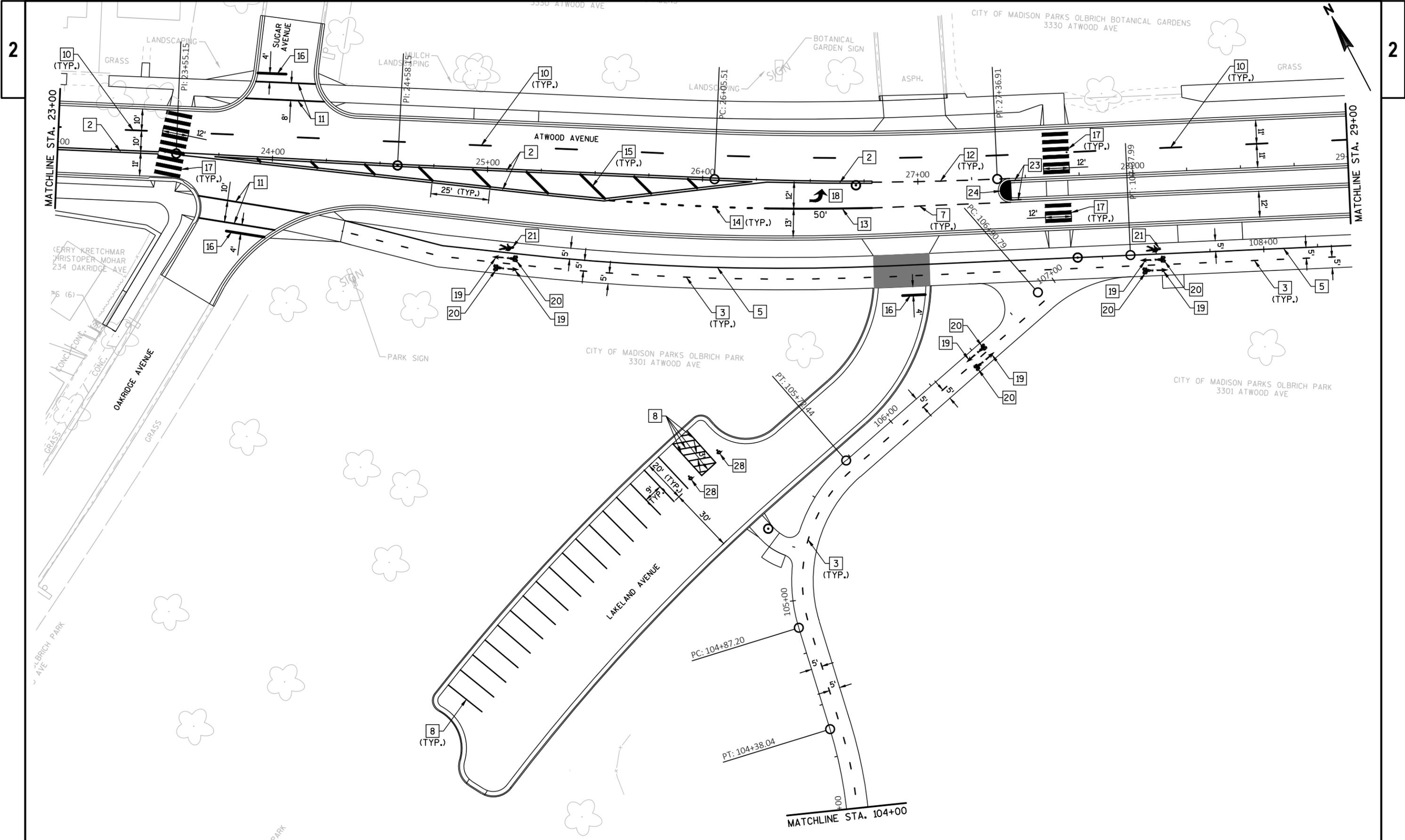
PAVEMENT MARKINGS

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PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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PROJECT NO: 5992-10-16

HWY: ATWOOD AVENUE

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

E

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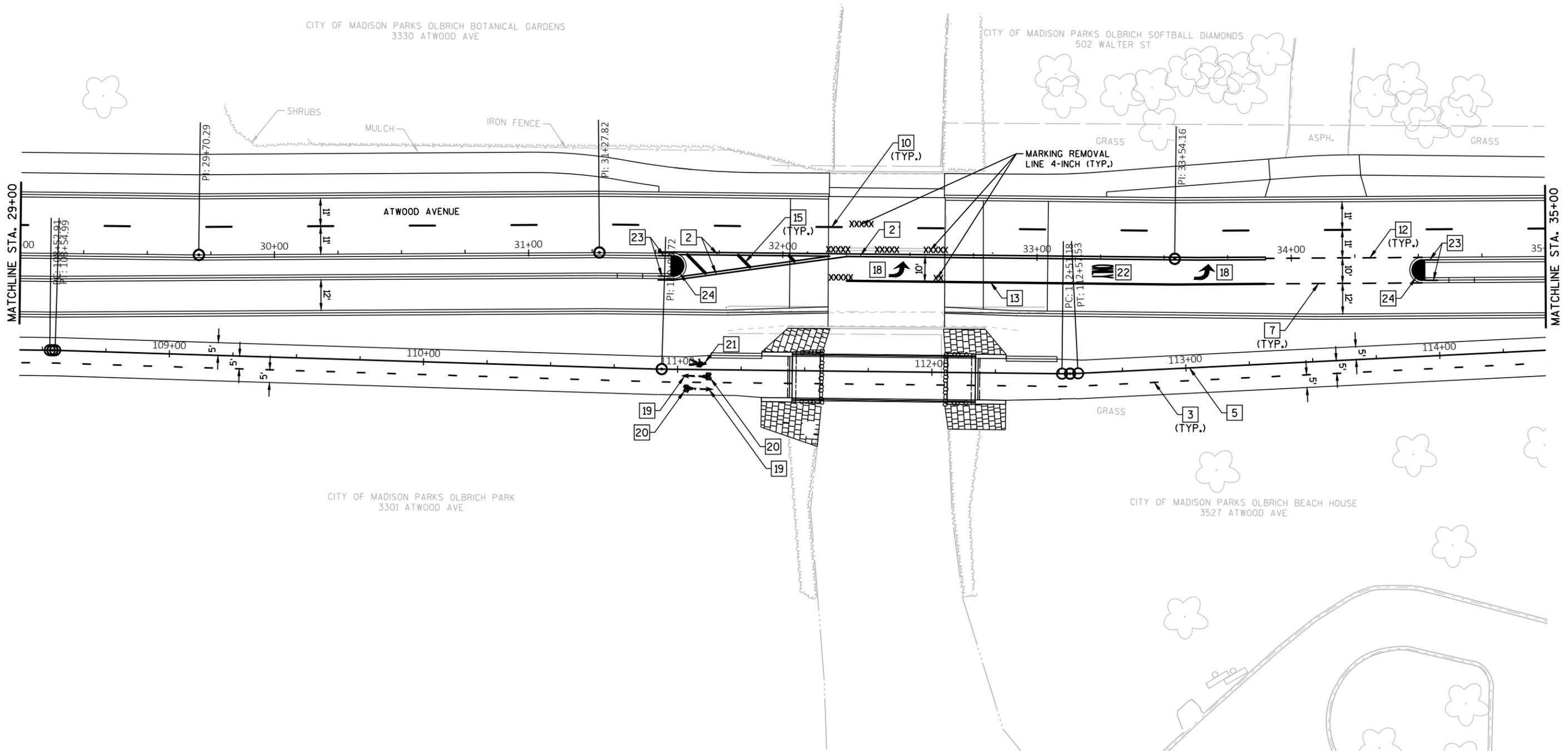
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PLOT BY: JASON DOLENS

PLOT NAME:

PLOT SCALE: 1 IN=40 FT

WISDOT/CADD SHEET 42



PROJECT NO: 5992-10-16

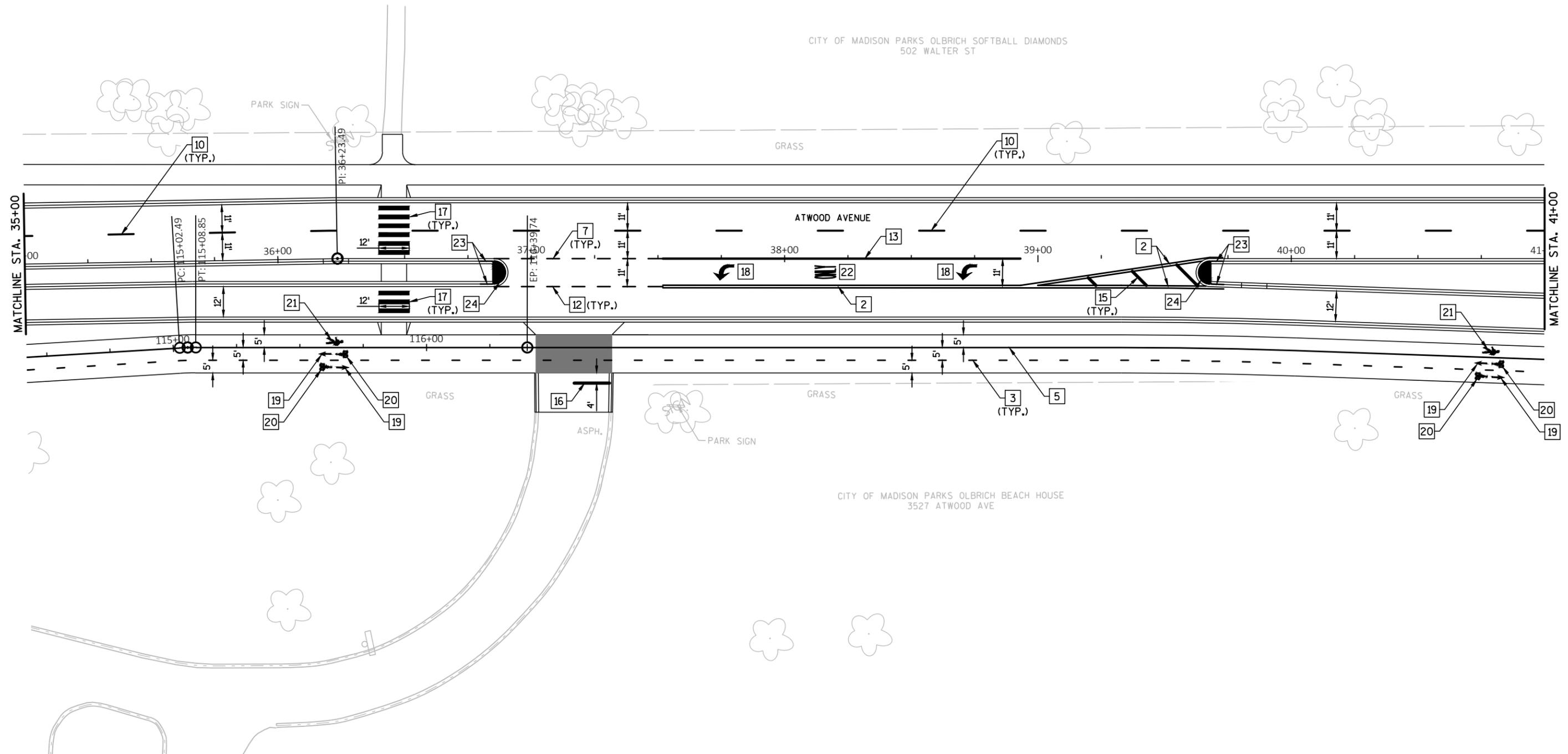
HWY: ATWOOD AVENUE

COUNTY: DANE

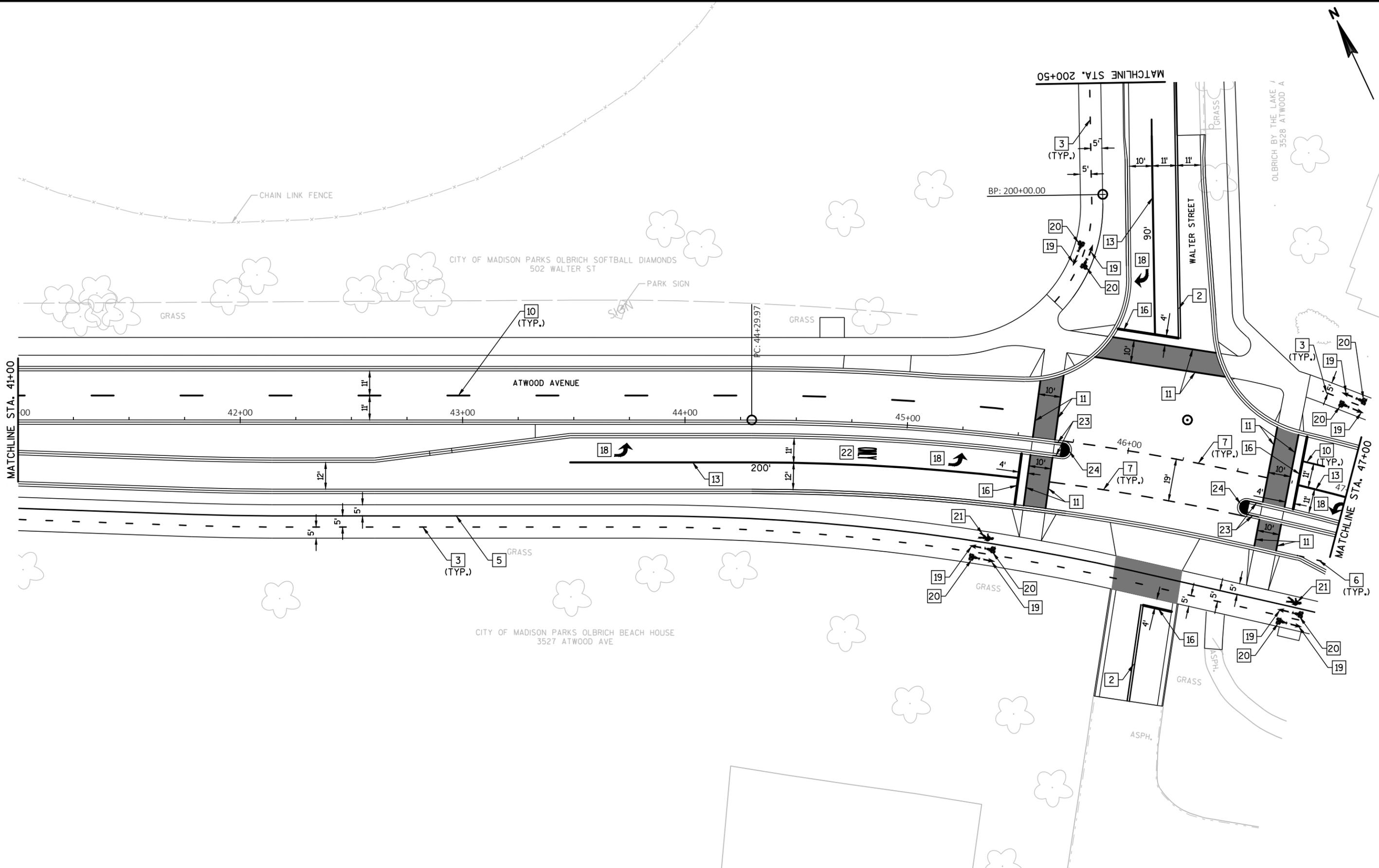
PAVEMENT MARKINGS

SHEET

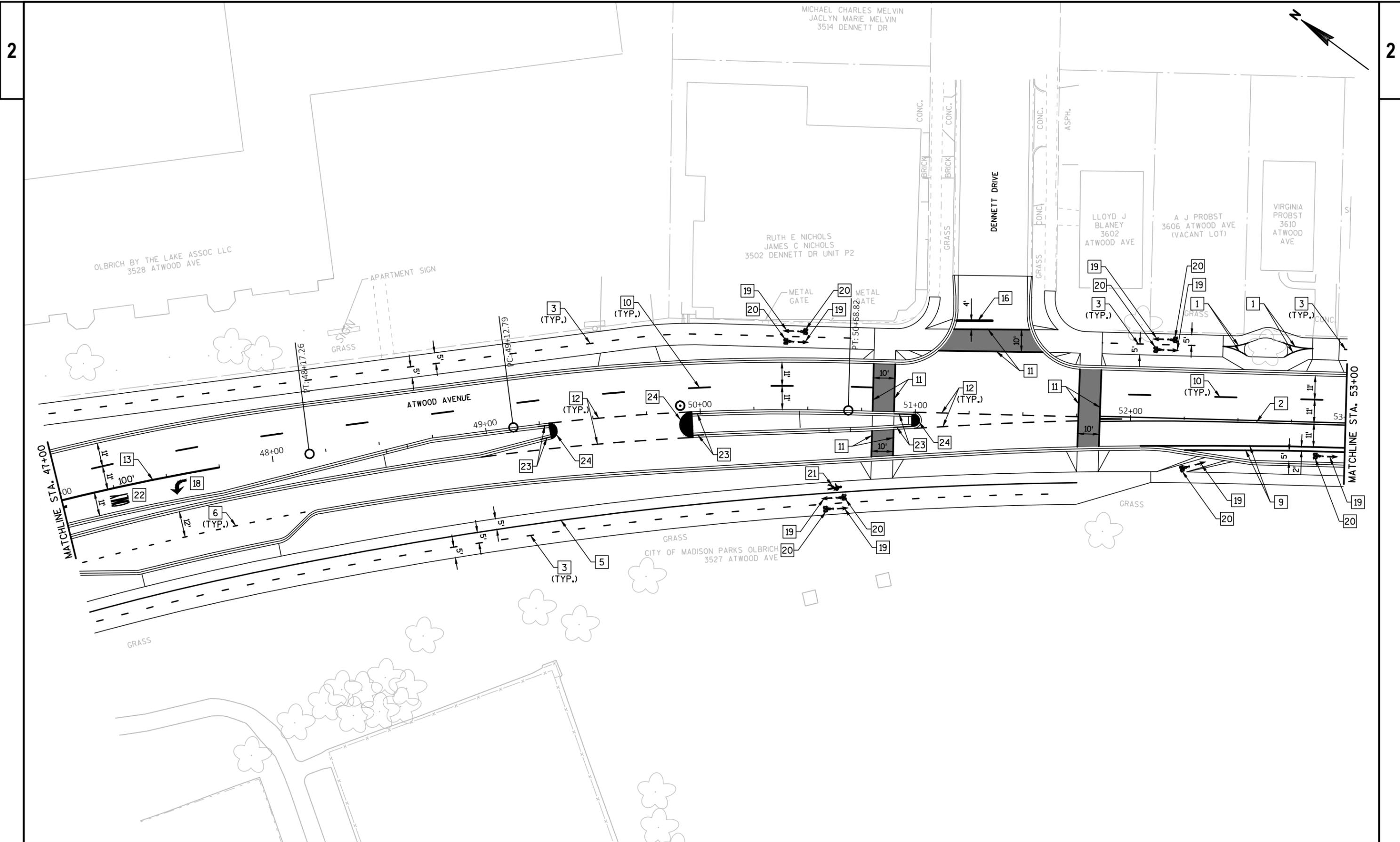
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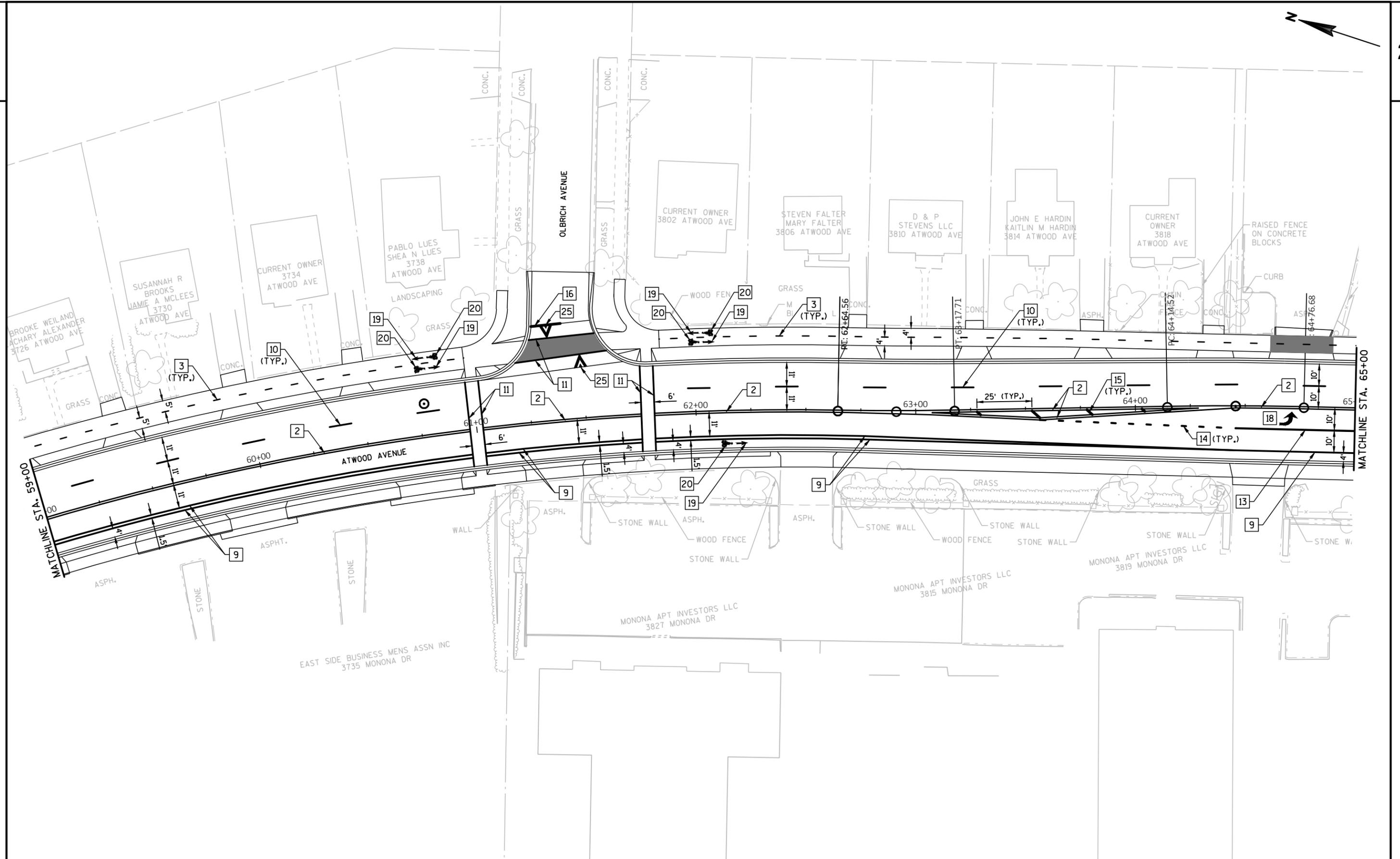


PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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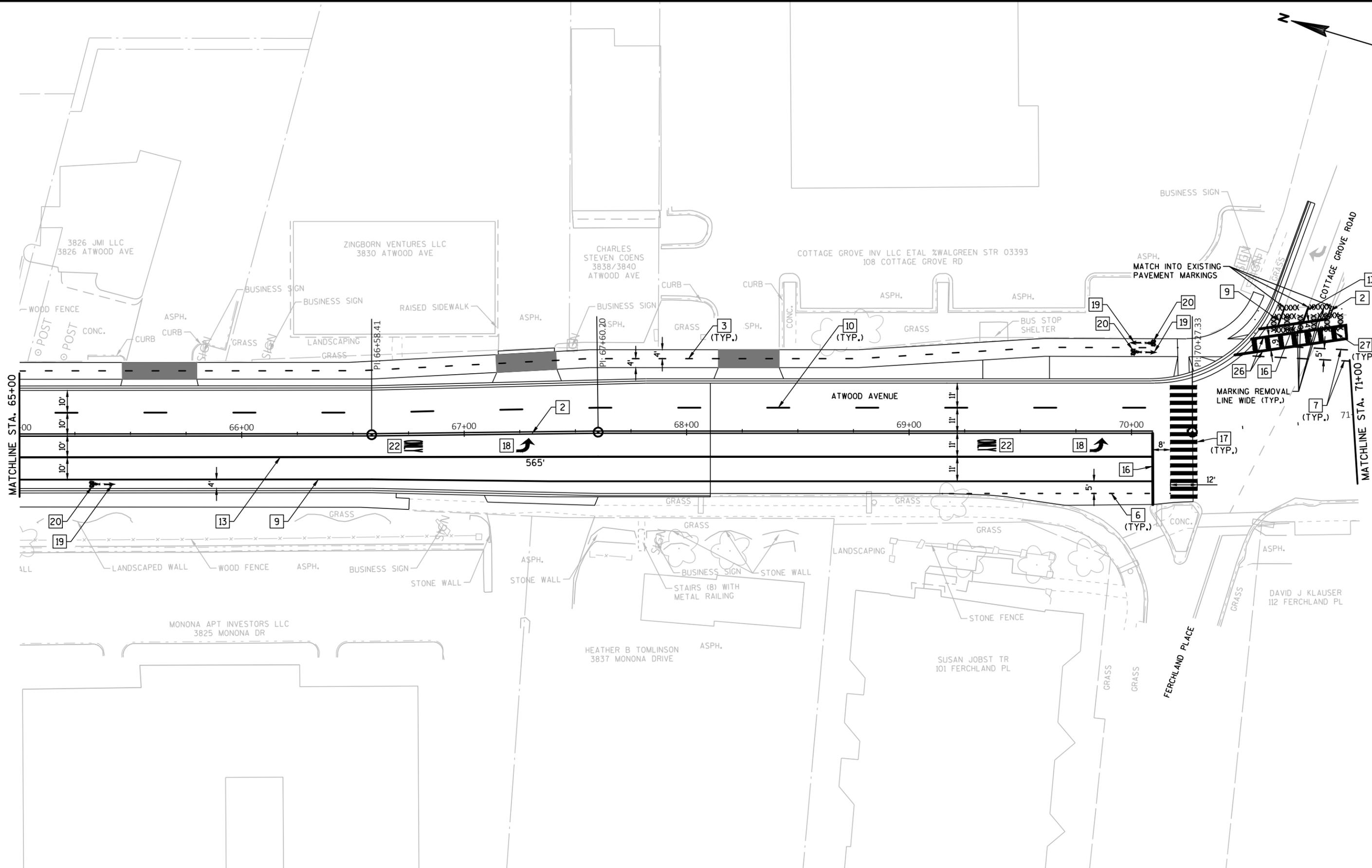


PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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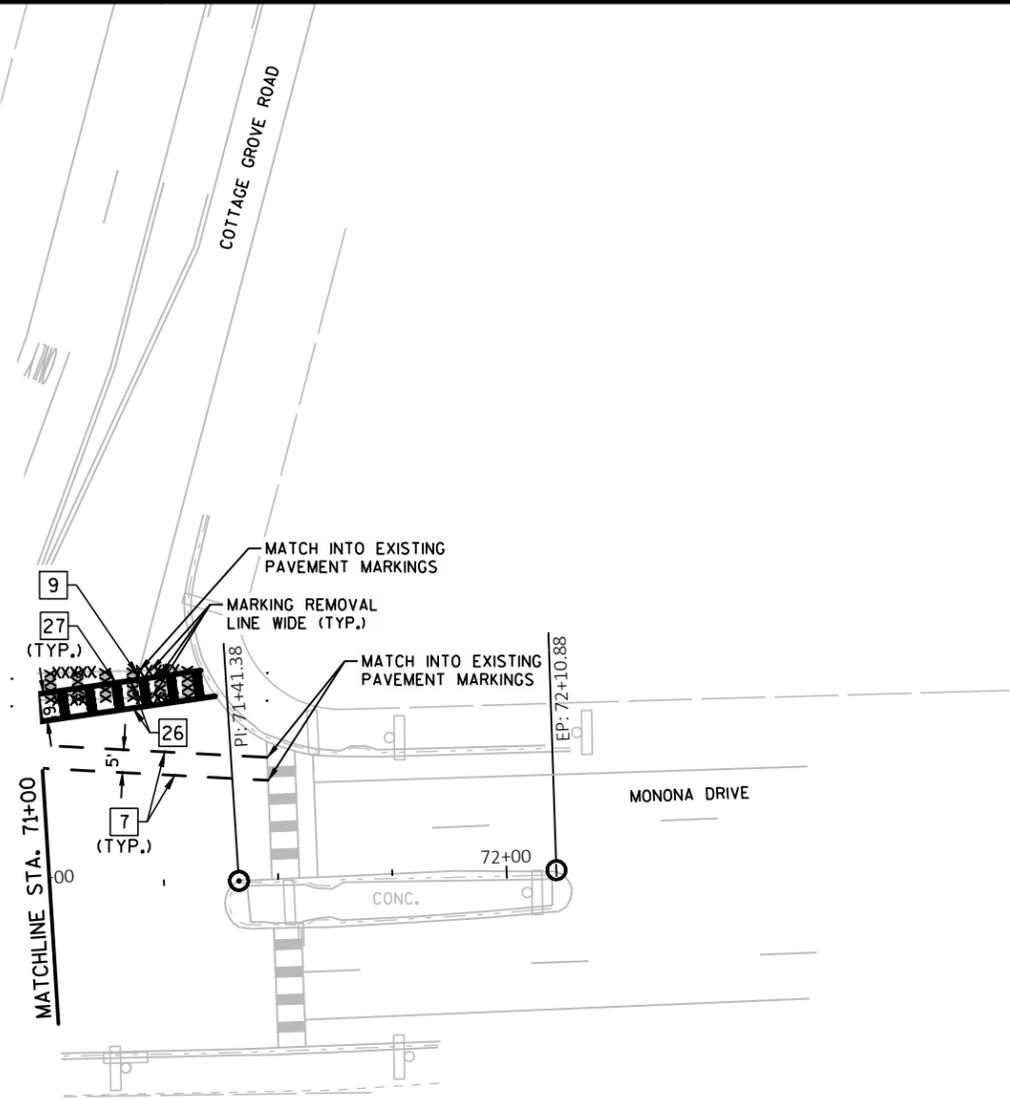


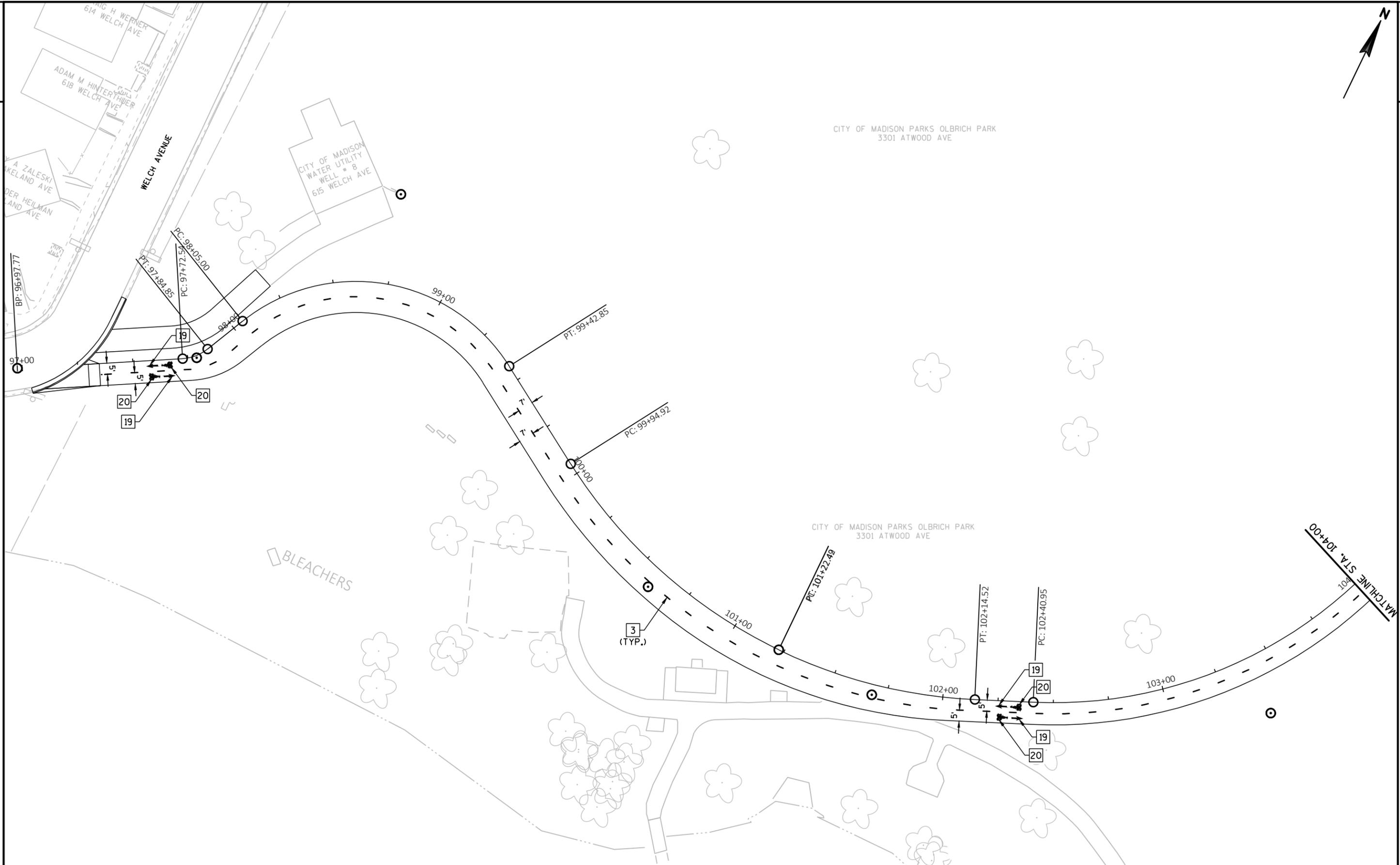


PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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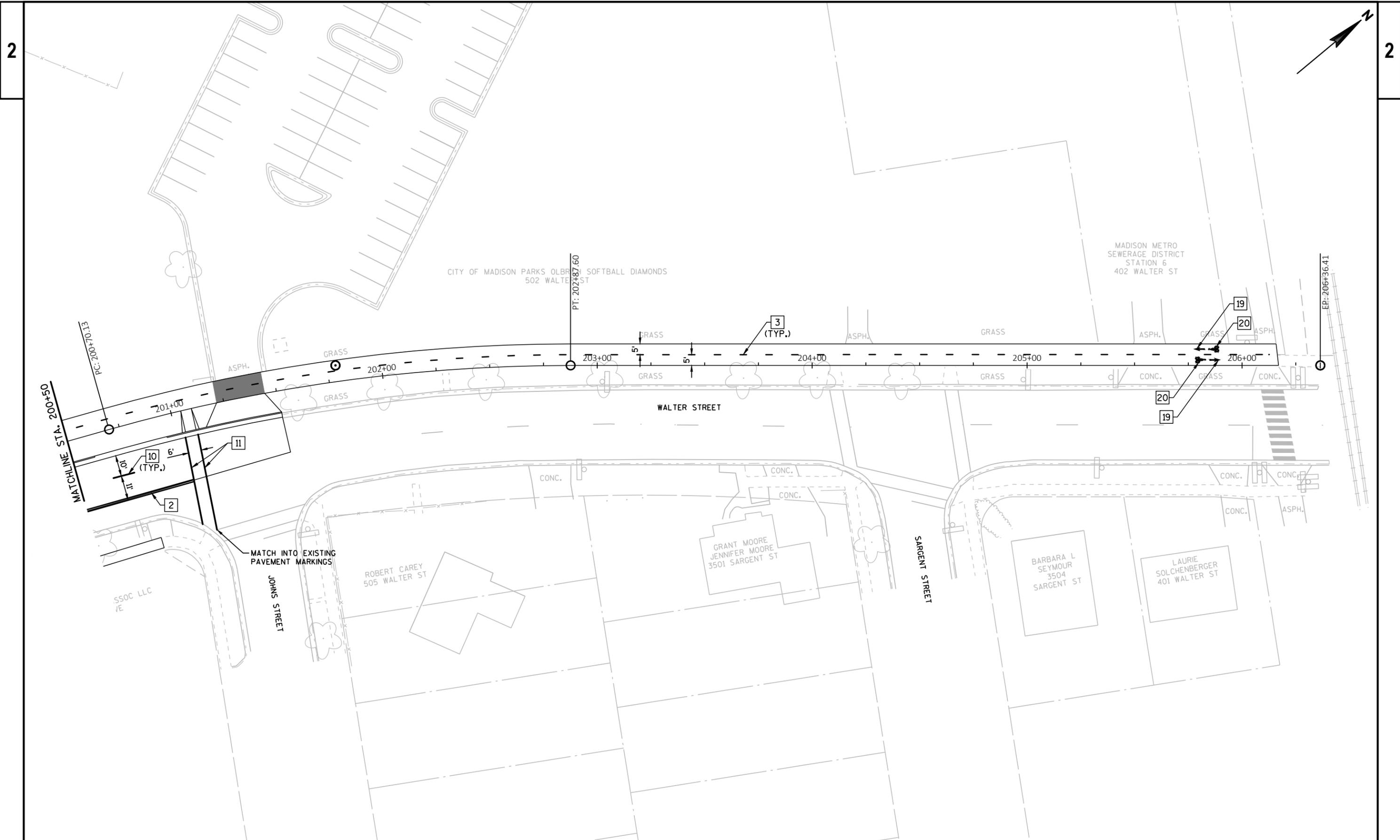


PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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PROJECT NO: 5992-10-16	HWY: ATWOOD AVENUE	COUNTY: DANE	PAVEMENT MARKINGS	SHEET	E
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PROJECT NO: 5992-10-16

HWY: ATWOOD AVENUE

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

E

City of Madison, Atwood Avenue
(Walter Street - Cottage Grove Road)
Local Street
Dane County









David Dexheimer Testimony July 19, 2022

Good evening, I am David Dexheimer of 3502 Dennett Dr Madison. My family has resided there since fall 2019. I have served as president of the Park East Condominium Association since January of 2020.

Earlier today I emailed to all alders @ city of madison a packet of information regarding the Atwood Avenue street reconstruction. At the outset, let me say that The Park East Association is very much in support of this badly needed construction. However, isolated but serious safety issues remain. I have corresponded with the project engineer, Mr. Zwiieg. The thread of those emails are included in your packet and I ask that they be preserved in the permanent record of this hearing. In order to responsibly vote on the current proposal it's imperative that you are aware of remaining defects in the reconstruction plan.

Identified issues unique to a very small portion of the project area exist around the Park East building which you can see in your packet. Let me explain what is so unique here.

The condo was constructed in 2008 across Atwood from Olbrich Park. The developer secured from the City an agreement for encroachment. As it exists today there is a setback of an average of twelve inches between the building and the existing sidewalk on the Atwood side. Between that small strip and the roadway is a five foot pedestrian sidewalk. Next to that is a five foot terrace and then four lanes of Atwood Avenue traffic. The area is already quite compact.

Three of our condo units have egress to the sidewalk on the Atwood side. My family and I use that entry as our primary entrance and exit. As we exit the stairs to the sidewalk, there is less than one small step from our property onto the sidewalk. Even as it exists now, we always enter the sidewalk with great caution due to the presence of other pedestrians and bikes on the sidewalk. And I fear things are about to become much worse.

In the reconstruction plan the existing sidewalk and terrace will be replaced with a ten foot wide "shared use" bike/pedestrian path, a five foot terrace and then three lanes of roadway. That small strip between my entryway may be about the same as now or it may be less.

It is certain that this shared use path like any other off-road bike path will invite a much greater volume of bicycle traffic, likely traveling at higher speeds and often at the expense of pedestrians. If the plan, goes forward as proposed, with the bike path virtually abutting our building, I am certain we will experience frequent user conflicts, and quite likely injury to peds and bikers.

So what can we do? I understand the competing needs for what amounts to a fifteen foot strip of real estate. Space is needed for the path, utilities, signs, light posts, trees and snow storage. But space is critically needed for residents, neighbors and bikers to safely navigate this small section of the project.

1) Grant a larger buffer between the building than proposed. Reduce the path by six inches and the terrace by another six. An extra foot of clearance allows our residents to safely get out of the building and lines of sight for everyone are tremendously improved.

2) Even though this is intended as a shared use path, the pavement should be marked in such a way as to designate a safe lane exclusively for pedestrians.

3) Signage should be posted to indicate to both bikers and peds that they are entering a congested and hazardous portion of the path.

4) In a best case scenario, the off-road bike path would revert to an on-road bike lane and the sidewalk be preserved for exclusive pedestrian use.

These are not issues which exist anywhere else along the planned route. If our building had a similar setback to any other building in the project area, there would be absolutely no concern.

My neighbors will speak more about their experience of living, walking and biking in the area of Atwood and Dennett and the serious safety issues connected with the reconstruction.

Thank you and I'd be happy to take any questions.

Linda Seemeyer Testimony

Madison City Council July 19, 2022

Good Evening. My name is Linda Seemeyer and I live at 3502 Dennett Drive in the City of Madison. I appreciate the opportunity to speak with you tonight.

I am speaking in opposition to a portion of the Atwood Avenue reconstruction plan – namely the portion of the plan that calls for a bike/pedestrian path in front of our condo building on Atwood. Our situation is unique. There are only 11 inches between our building and the sidewalk. Three of our residents have entrances opening directly onto the sidewalk. It is my belief that the area in question not large enough to safely accommodate a shared use path.

Atwood Avenue is used not only by many bicycle riders but also by runners, moms and dads with strollers and folks who walk their dogs. The average age of the residents in our building is over 60. I'm a dog walker. In the evening, after dark, Atwood Avenue is the only safe place for me to walk. The side streets are poorly lit and we have had a couple of reported crimes recently – including an armed robbery two weeks ago a block and a half away. I think it important to keep Atwood pedestrian safe and friendly.

We have been told that the city believes that bicycles and walkers can coexist. I wholeheartedly agree with one caveat – there has to be enough room for the pedestrians to get out of the way. My dog and I frequently encounter cyclers on the Atwood Avenue sidewalk in front of Olbrich. Many are courteous and move to the side to allow safe passage. But, more often than not, it is Molly and I who are scrambling to get onto the grass to allow the bikes to pass. There is no where to go in front of our building with this new plan. Eventually, someone will be injured. No one is going to take any satisfaction in saying "I told you so."

We note that the plans for a shared use path across the street calls for a designated pedestrian lane. We wonder why that wasn't included on our side of the street. We speculate that there simply wasn't enough room. If that is the case, it should tell you all you need to know.

In the interest of safety – for both bikers and walkers, we are asking that you reconsider the plan for a shared use path in the front of our building. If that is not possible, please consider moving the path farther away from our building and including a designated pedestrian lane. Making Madison a bicycle friendly community is a laudable goal but not if the result makes our community unfriendly to runners and walkers. Thank you very much for your time and attention.