

Testimony to Pedestrian-Bicycle-Motor Vehicle Commission
May 24, 2012 Public Hearing for Comments on Potential Pedestrian and Bicycle Projects
the City Should Consider Undertaking In The 2013-2015 Capital Budget
to Increase Opportunities for Walking and Bicycling In Madison

	Proposal / Request	From	Alder Dist	Staff Comments	Responsible Agencies
	Bicycle Boulevard / Sharrows Projects				
	My main comment and concern for bike projects coming up is that I believe that Jenifer St and Not Spaight St. should be turned into a Bike Boulevard. Jenifer St connects nicely from Willy St to the ped bridge over Yahara river and then onto Cap city trail or continuing on Jenifer after the river. Spaight St. dead ends at the river. Jenifer St. is already set up as a de facto bike boulevard with only 3 stop signs all the way from Willy St to the River. Spaight has the same # of stops but once again does not connect to anything but Thornton which you then have to go left to get to Willy St. or the ped bridge over river of go right to Rutledge where you will encounter a stop and then over the bridge where you would encounter another stop sign. If Spaight was made a bike boulevard it would make sense to have it split at Dickinson with one way going to Rutledge and the going to Jenifer, this would at least make the boulevard connect to something. For reference I use Jenifer St. to commute home from work on UW campus. it is the easiest way to get from Cap City trail along John Nolen back onto it at Riverside Dr. I would take the actual Cap City trail the whole way but it is very slow and cumbersome to stop and yield at each cross road and deal with at least three full stop signs.	Michael Chronister	6	Neighborhood was not interested in bike boulevard, this is on hold for the time being.	Traffic Engineering Alder
	Install sharrows on Arboretum Drive: This is a popular road for jogging, walking, and bicycling, but it is narrow with motor vehicle traffic. Some motorists seemed annoyed if bicyclists are not biking on the edge of the road. Sharrows would let everyone know bicyclists belong in the middle of the lane.	Peter Herreid	14	Arboretum Drive is under UW's jurisdiction, will pass this suggestion on to them	University of Wisconsin
	Re-paint sharrows on E Wilson bike blvd, and place them the proper distance from the curb on the sections with no car parking.	John Rider	6	Scheduled for Spring 2013	Traffic Engineering
	He suggested creating a bike boulevard on West Main Street.	Mike Pudelwitts	4	This is under way	Traffic Engineering Alder
	bike boulevards on East Mifflin between Blair and Dickinson and the three block stretch on East Wilson between Ingersoll and Dickinson be redesigned so that bicyclists get priority. There are currently three stops on East Wilson within three blocks.	Tim Wong	6	TE staff have been working with the Alder on developing improvements along the Capital City Path corridor. Central Park construction will provide an opportunity for improvements in the area Mr. Wong is concerned about	Traffic Engineering
	Bike Lane and/or Paved Shoulder Projects				
	Continue the new buffered bike lane on Segoe Rd South past Tokay to Odana.	Jesse Wickizer	10, 11	Completed in 2012	Traffic Engineering
	Improve Broom Street for bicycling from John Nolan Drive through Wilson St. intersection. Bicyclists are told to take the lane on such sections of roadway, but this is pretty intimidating for most people on bike. This block-long section of Broom Street is a mess to navigate for bicyclists (and pedestrians to some degree).	Peter Herreid	4	Staff are considering options for a 2013 project	Traffic Engineering
	Re-stripe Sherman Ave with bike lanes, center two way turn lane, and a single travel lane in each direction.	John Rider	12	Alder Rhodes-Conway is calling for a study of this corridor.	Traffic Engineering Alder
	Create the counter-flow bike facilities on the 100 block of W Main St with bike signals at S Carroll & S Hamilton Sts.	John Rider	4	Done.	Traffic Engineering
	Change the Red bike box at Wilson/Willy St/John Nolen/Blair to Green to conform with current bike box standards.	John Rider	4	Done	Traffic Engineering
	Bike Route Suggestions				
	create connections from Whitney to Odana and the southwest side of town. Somehow improve the safety of travel from Segoe/Odana/Whitney Way intersections to Schroeder Rd and points South of the Beltline. It's very tricky to navigate on a bike, and at least a couple cyclists have been hit there in the last year.	Grant Foster Jesse Wickizer	10, 19, 20	Working on an improved connection on the north side of the Beltline - WisDOT is extending the path from Medical Circle to Whitney Way where there is a traffic signal for crossing Whitney Way. City will widen sidewalk on east side of Whitney Way to Odana Lane. Looking at ways to improve the crossing of Odana at Segoe Road. Buffered bike lanes just added to Segoe. Need to figure out how to continue under and south of the Beltline	Traffic Engineering City Engineering
	A route following the Madison edges of Lake Mendota would be lovely.	John Martin	2, 5, 8, 18, 19	Most of the Lake Mendota shoreline is in private ownership, would need to acquire property or easements in many locations	City Engineering Real Estate, Alders
	Connecting the Quann Park dead-ended route to the beltline bike overpass would be nice.	John Martin	14, Town	Not a lot of options for an off-street route, the rail corridor has been identified in neighborhood plans as a desirable path corridor. Parts of the route would be in the Town of Madison, need their cooperation	Traffic Engineering City Engineering Town of Madison WisDOT
	It would be nice to have a way to get from the Spring Harbor neighborhood to the Capital City Trail that does not involve driving on main roads such as Midvale.	Robert Nelson	10, 11, 19	Off-street option probably not possible. There are some on-street alternatives that can be considered as part of bike route network review	Traffic Engineering
	Improve route between Beltline Bike Path and West Towne Mall. From where the Beltline Bike Path ends at Grand Canyon Drive to West Towne Mall, it is difficult for bicyclists to navigate, particularly the short stretch along Odana Road and the intersection at Odana and Gammon roads.	Peter Herreid	9, 19	We are looking at options to extend the West Beltline Path to around High Point Road	City Engineering

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	<p>safety issues and potential route improvements between Milwaukee St and East Towne on the Starkweather Creek Path and Reindahl Park Path.</p> <p>1. Starkweather Path and Darbo Dr. No signage for bike path name. No crossing paint on surface of Darbo Dr. No "bike/ped crossing" signage on Darbo Dr. See Starkweather Path and Milwaukee St crossing for comparison. I will say that as a frequent crosser on Milwaukee St, which is far more busy than Commercial, the Milwaukee St crossing is very well designed and very functional. Cars stop for bikes at this crossing consistently - very nice setup.</p> <p>Also, there are bad sight lines for cars on Darbo to even see bikes due to the railings for the bridge over Starkweather Creek and other factors. This makes the need even greater for Darbo Traffic to be aware of the bike/ped crossing. Perhaps a speed bump on Darbo just to the east of Clyde Gallagher would make a difference. Maybe a speed bump on N Marquette St north of the Darbo Dr intersection would also be effective (since most traffic onto Darbo is coming from the north off of N Marquette St). As evidence of this problem, witness the number of bike tire skid marks on northbound Starkweather Path, just south of the sidewalk on the south side of Darbo. These are bikers that are approaching Darbo with some speed and having to brake hard when a car comes wheeling around the corner off of N Marquette Street, and does see them and does not yield at all, or approaches rapidly from the east. One also wonders if there are adequate speed limit signs present in this area?</p> <p>2. Starkweather Creek Path and transition to eastbound E Washington Ave. This is a major race track for vehicles heading for the Hwy 30 on ramp. After entering the eastbound E Wash on-street bike lane from Starkweather Creek Path, it is a bit hairy when vehicles are crossing the bike lane at a high rate of speed! The better/safer crossing is the one the sidewalk takes. Unfortunately this is narrow. I suggest upgrading this sidewalk, or at least some of it, to multi-use path width and marking it as a bike route to east bound E Wash. Perhaps a path could be installed connecting the Starkweather Creek Path to the E Wash Frontage Road and that could be the bike route up to where the route would cross perpendicular to the exit ramp.</p> <p>3. Starkweather Creek Path and Commercial Avenue. No signage for bike path name (post is present but empty). No striping, grade change, or pavement coloration on Commercial avenue for the crossing. No "bike/ped crossing" signage on Commercial. See Starkweather Path and Milwaukee St crossing for comparison. I will say that as a frequent crosser on Milwaukee St, which of course is far more busy than Commercial, the Milwaukee St crossing is very well designed and very functional. Cars stop for bikes and peds at the Milwaukee St crossing - very nice. Commercial Ave crossing may have slipped through the cracks along with the Darbo Dr crossing when this path was designed/contracted/constructed.</p> <p>4. A multi-use connection could be made from Starkweather Creek Path to Carpenter St., including a curb cut from the east end of the existing sidewalk to the surface of Carpenter. This would open up a lot of access and make good use of the nice connection to Starkweather Creek Path over Aberg as a route to Wright St and that area. Yes, there is already a connection to Melvin Ct, but that is not the direct route for traffic parallel to E Wash Ave in a NE/SW direction.</p> <p>5. The Anderson St, Wright St Crossing. Crossing is very unsafe especially for Westbound cyclists who on this regional route. It is VERY difficult to get safely from Anderson St to the bike path that is in the SW quadrant of this intersection. The high speeds and high traffic volume at commuter times on Anderson St make this particularly dangerous for bikers attempting to make a left turn off of Anderson onto the bike path. Riding on Anderson St to the new stop/go light at Hoffman St is not ideal due to the traffic volume on Anderson St and the lack of a left turn lane for bikes turning left (south) onto the path and of course the lack of a bicycle facility on the south side of Anderson St at Hoffman St. One wonders what intersection or facility improvements are planned in conjunction with the ongoing construction at Truax campus of Madison College.</p> <p>6. Anderson St needs to be redone to include on-street lanes, OR off street lanes on both sides. The high speeds and curves in this roadway make it particularly hazardous for bicycling. In any case, the south side of Anderson St from Wright St to Stoughton Rd needs a sidewalk or, better yet, a multi-use path.</p> <p>7. Crossing of N Stoughton Road between Anderson St and N Stoughton Rd Service Road needs improvement. No specific suggestions, but it is in need of improvement as it appears to have no bicycle facilities/accommodations whatsoever. Bike lanes, bike boxes, etc. could be considered. Some sidewalks could be upgraded to multi-use and provide saver crossings for bikes.</p> <p>8. Connection from N Stoughton Rd to Lien Rd needs drastic improvement. Issues:</p> <ul style="list-style-type: none"> - awkward crossings with PDQ ingress/egress traffic - some signage or pavement markings would be nice showing this is a bike route and warning motorists in bike/ped traffic entering the roadway - connector path between PDQ and Lien Rd not marked as a bike route, but rather only posted as "no motor vehicles" - "no motor vehicles" sign for connector path is obscured by an evergreen tree. Placement of sign/s needs improvement also. - poor pavement on path (too bad this was not corrected at a lower cost when Lien Rd and Mendota St were reconstructed in 2011!) - path could be wider and ideally would be further to the north east to allow for a less travel on the PDQ ingress/egress and a better connection to the service road - note: this path exists in public ROW as it appears Mendota St connected through here in the past. <p>9. There should be a paved connection between the Reindahl Park Path and the NE end of Ridgeway Ave. This just an awkward connection and a missed opportunity. When inbound from Reindahl Park Path to Lien Rd it is a downslope and cyclists will have</p>	Andy Swartz	6, 15, 17,	<p>Need to field check to make recommendations.</p> <p>Also working on path connections along the east branch of the Starkweather Creek towards East Towne</p> <p>Some improvements have been made this year regarding Anderson/Wright Street area (points 5 and 6), and additional improvements are planned.</p> <p>7 we are discussing with WisDOT, they control this intersection and are in the process of redesigning Stoughton Road in this area.</p> <p>9 is scheduled for this fall</p>	Traffic Engineering City Engineering

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	<p>good speed. When they make the connection there are currently 3 choices - all bad and all slow: a) take gravel cut over to pavement, b) stay on sidewalk and go to first curb cut at the driveway, or c) stay on sidewalk all the way to Onsgard Rd and then cross into the intersection (note there is no traffic control signage at Onsgard and Lien...). Putting a stop or yield sign on Onsgard would make this regional bike route safer no matter whether the City fixes the connection to Reindahl park or not. Also note in the aerial imagery below, a car is actually parked in the way of Connection A as described above. Perhaps some "No Parking" signs may also need to be placed in this area to ensure visibility and access for cyclists.</p> <p>10. Potential New Route Via Bartillon Drive. The new Bartillon Dr holds great potential as a route. In fact, I could see signage/mapping of a route to East Towne (from Aberg Ave area) that would go like: Startkweather Creek Path, to Wright St to Pierstorff St to Bartillon Dr to Portage Rd to Melody Ln to Independence Ln to Columbus Ln and so forth... The obvious advantage is bypassing the nasty Anderson St sections and connecting MATC to neighborhoods to the East and Northeast.</p>				
	<p>the Owl Creek neighborhood is geographically isolated with very limited transportation options. There are currently no safe bike or pedestrian connections, nor is public transit service available (beyond the two trips serving Sennett Middle and Lafollette High Schools during the school year). The lack of transportation options for residents raises public health and environmental equity issues for a neighborhood that contains a significant portion of at-risk residents, including many youth who lack access to extra-curricular activities or jobs.</p> <p>WisDOT has been working with the City since at least the Fall 2011 on a USH 51 EIS project that is exploring access and street changes around the Voges Rd. / Stoughton Rd intersection. While WisDOT's interests are to reconfigure the frontage roads on both sides of USH 51 at Voges Rd, this EIS and follow-on major reconstruction could be an opportunity to include several other local road and bike facility improvements, for multiple interests. Some of the work being considered by WisDOT involves impacts to wetlands—the very same features that have limited any real local street connections further into the Owl Creek Neighborhood from USH 51 and the larger street network. If there were a way for the City and/or WisDOT to use its powers and mobilization efforts to overcome some of the wetlands issues and constraints to better connect Owl Creek, this could be a great opportunity to provide at least some level of linkages to an area that is rather under-served at the present, and unfortunately looks to continue that way in the future, due to the physical conditions and pattern of development in the area.</p> <p>In addition, a major bike path could be provided along USH 51 from at least Voges Rd, or even to Siggelkow Rd, along the USH 51 right of way and/or frontage roads. This bike path could connect north, past the Beltline, and northward all along the entire length of USH 51 to Pflaum Rd and farther. This would provide a safe and convenient pedestrian and bicycle option for the Owl Creek area, and direct access to Lafollette High School and other major activity centers along and around the USH 51 corridor.</p>	Owl Creek Neighborhood Resource Team	16	We are looking at adding bike lanes to Agriculture Drive and Pflaum Road in 2013 if possible. Working with WisDOT on paths and other ped/bike improvements in the Stoughton Road corridor	Traffic Engineering City Engineering WisDOT
	Create contiguous bike routes with few crossings. Better education for bicyclists and drivers is needed to remind people that bikes can take up a full lane when there are narrow lane widths and would like to see signage installed on roads where there is no shoulder or bike lane. Specifically suggested signage on Atwood, Odana, Sherman, Monona Drive, Midvale, and Whitney Way.	Travis Youman	6, 10, 11, 12, 15, 19	Agree that better education is needed. We are currently only using Bikes May Use Full Lane signs in conjunction with sharrow markings.	Traffic Engineering
	Education, Encouragement and Enforcement				
	We (the BID) see a need for better outreach and safety communication regarding bicycle, ped and motor vehicle interaction in the downtown. Is there budget for education, outreach, or only capital projects? One example, there isn't good understanding about where one can and cannot ride a bike on the sidewalk (i.e., door zone issue). This creates a lot of safety issues for pedestrians in the State St./Capitol Square area. Could there be a project exploring signage or other outreach to alert cyclists to where the "door zones" are, and that sidewalk riding is prohibited?	Mary Carbine, BID	2, 4, 6, 8	WE are working with Police, and in particular the new Pedestrian and Bicycle Ambassadors, to do education around bicycling on sidewalks downtown and in other neighborhood business areas	Police Traffic Engineering
	A large scale campaign to educate drivers, bicyclists and pedestrians about what the rules are in various situations: path crossings at streets, passing bicycles, passing pedestrians, bicycle sidewalk use, accident reporting requirements, roundabout use etc. In my experience there are few people who have a comprehensive understanding of what the rules are and how they apply in different situations. This creates dangerous assumptions and actions on the part of drivers, bikers and pedestrians.	JD (Jason) Robinson	all	Agree. We need a comprehensive education campaign for all users, ped, bike and motorists. We need a major budget to accomplish this	Traffic Engineering Police Mayor Alders
	'walking and biking get lumped together,' as if they were two compatible modes, when in fact the worst danger I experience as a pedestrian is cyclists riding me down hell-for-leather from behind with no warning; it can ruin your whole day, and it only has to happen once to turn you against selfish, immature cyclists forever...	Ted Voth, Jr.	all	We need a comprehensive education campaign for all users, ped, bike and motorists. We need a major budget to accomplish this	Traffic Engineering Police Mayor Alders

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	<p>Market our bicycling investment - The city has invested millions of dollars to build a robust bicycle system and it has paid off. Thousands of residents utilize our paths and bikeways every day. We could leverage our investment in this system to an even greater extent by simply marketing bicycling to our residents. There are two key ways that the city could significantly increase the number of people who utilize our bikeways.</p> <p>a. Plan/strategy/design for bicycling way-finding signage - Way finding signage is a key element for getting more people to bike in Madison. By making a fairly minimal investment in way-finding signage, the City will encourage many more people to go by bike and utilize the fantastic bicycling investment that the City of Madison has made.</p> <p>b. Develop a Smart Trips program - Smart Trips in an individualized marketing program that was started in Portland, OR eight years ago and has since expanded to other US cities. Smart Trips targets a different neighborhood each year and heavily promotes all forms of alternative transportation to those neighborhood residents. Portland has seen remarkable results from Smart Trips. Over the course of 7 years, Portland has experienced a 9% decrease in single occupancy car trips every year in the neighborhoods where Smart Trips has been implemented. This change in transportation choice was made without any infrastructure enhancements. The power of marketing is strong and we ask the City to create a program to market our investment in alternative transportation.</p>	Amanda White	all	<p>Hope to start on wayfinding signage in 2013</p> <p>Smart Trips could be done as part of the Madison Area Transportation Planning Board's Transportation Demand Management program. Smart Trips will require a major budget expenditure and possibly a new staff position(s).</p>	<p>Traffic Engineering Madison Area Transportation Planning Board Mayor Alders</p>
	<p>Increase the number of police bicycles and on-bike police patrolling - There is a significant grassroots effort led by officers within the Madison Police Department to greatly increase police officers' positive presence in the community through on-bike police patrolling. These officers were recipients of the Trek police bikes and are witnessing first-hand the amazing benefits of getting more officers using bicycles. On bike patrolling offers police officers the chance to better connect with their district residents as well as save significant dollars on gas and police car maintenance. Currently, these officers are working on a recommendation for the City to increase the number of police bikes available to officers. We ask the Mayor to support their effort.</p>	Amanda White	all	<p>This is happening. See Capital Ties articles from August 2012</p>	<p>Police</p>
	<p>supports a change to traffic laws that would allow bicyclists to go through a red light after stopping and finding ways to change the power dynamic between cars and bicycles through education and enforcement.</p>	Tim Wong	all	<p>Would require a state statute change</p> <p>Will require significant operating budget resources over many years</p>	<p>Traffic Engineering Police, Mayor</p>
	<p>Grade Separation Projects (overpasses or underpasses) Intersection Projects</p>				
	<p>Build tunnel following creek under the beltline starting from High Point Rd @ Tramore Trail continuing to Fourier Drive</p>	Jesse Wickizer	9, 19	<p>New ideal, nothing planned or programmed in this area right now</p>	<p>City Engineering</p>
	<p>Somehow build tunnel under the Beltline between Wolf St or W Oakbrook Cir to Junction Road.</p>	Jesse Wickizer	9	<p>An overpass of the Beltline is planned for this area but not currently programmed</p>	<p>City Engineering</p>
	<p>Continue Cannonball Path North across the beltline.</p>	Jesse Wickizer	14	<p>Cannonball Path overpass of the Beltline construction scheduled for 2013</p>	<p>City Engineering</p>
	<p>Create a beltline crossing between Applegate Road and Ann Street. That whole area South of Applegate Road is cut off from the rest of the city if you don't have a car.</p>	Jesse Wickizer	14	<p>This could be the Perry Street overpass of the Beltline, not currently programmed</p>	<p>City Engineering</p>
	<p>Please consider adding an overpass over the Beltline at Perry Street.</p> <p>Fitchburg has adopted an urban development boundary focusing future development along its eastern rail line, and adopted three neighborhood plans for transit-oriented development (TOD) along that corridor.</p> <p>The comprehensive plans also calls for four principle north-south bicycle transportation routes: Seminole Highway/Badger State Trail, Fish Hatchery Road, the eastern rail line/Syene Road, and CTH MM/Rimrock Road. The third of these connects Fitchburg's future TODs, including Nine Springs, now under construction between the rail line and US Highway 14, with Madison's Park Street corridor and Metro's South Transfer Point, except for the Beltline barrier at Perry Street. Without the Perry Street connection, cyclists must detour west to Fish Hatchery Road, or east to Rimrock Road, to get over the Beltline, discouraging active transportation to Madison from these areas.</p> <p>Should the City of Madison complete the Perry Street connection, economic activity, and property values, on both sides of the Beltline will increase. Travel distance between Stewart Street and Burr Oaks will be cut to a half or a third, to easy walking distance, and congestion on Badger Road, Fish Hatchery Road, and Greenway Cross will be dramatically reduced. Metro Transit routes, including 16 and 40, can be rationalized to run faster and better serve Madison's and Fitchburg's neighborhoods. New Fitchburg neighborhoods, such as Nine Springs, which are being built and marketed as "bicycle friendly", will contribute transit riders, bicyclists, and customers to the Park Street corridor instead of more single-occupancy private vehicles to Fish Hatchery Road.</p>	Steve Arnold	14	<p>This is on our project list, but is currently not programmed or funded</p>	<p>City Engineering</p>
	<p>Intersection / Street Crossing Projects</p>				

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	<p>The Johnson, State, Henry intersection is a very difficult one with the three streets meeting and the conversion of bike, ped, car, truck traffic. A few examples of difficult interactions are below. Are there better ways to manage, signalize, mark that intersection?</p> <p>Bikes going up State St. towards the Square stop at the light on Johnson, very often spread out into all lanes of State St., so that cars turning on to Henry or trucks turning to State meet the bikes head-on. Is there a better way to indicate where bikes should wait (on right half of street?)</p> <p>Bikes heading up State often go through the red light at Johnson, turning left to go outbound on Johnson. If a car on Johnson with the green light happens to turn left onto Henry or State, a collision is possible.</p> <p>Are there better ways to manage, signalize, mark that intersection? Is there a better way to indicate where bikes should wait (on right half of street?) There is a bike box on State St. on the east side of the State/Johnson intersection, but not the west side, described above.</p>	Mary Carbine, BID	4	We will look at this	Traffic Engineering
	John Nolen, Wilson and Willy St. - I'm sure I don't have to say much about how ridiculously unsafe the second intersection is and I hope that there are plans to alleviate this, especially with all of the bike traffic, the train tracks, the bumpy road and odd angles for trying to get places, such as the Machinery Row parking lot.	Lauren Fahey	6	Planning some minor modifications to this intersection, but request would require major reconstruction which is not planned at this time	Traffic Engineering City Engineering
	Highland and University/Campus Dr. - is impossible to cross the street safely on bike or walking as there is no signal since the bike path is parallel to University. When the light on Highland is green, bikes aren't able to cross. When the light on University is green, everyone is turning right and bikes are also unable to cross. Drivers aren't always cautious of bikes cross here and speed through quickly. It would be great if there was a bike and pedestrian bridge to avoid this altogether. Or if there was a time when all the lights were red and there was a right turn arrow for those on University. I bike this route every day to and from work and it's a constant gamble with my life!	Lauren Fahey	5	Path was built by UW. We are aware of these concerns	UW Traffic Engineering
	<p>I'd like to request safety improvements for the Campus Drive bike path where it intersects Highland Ave. Currently, the path crosses Highland in some sort of no-man's land – it's not exactly near the intersection with the Campus Drive on/off ramps where pedestrian signals could be located and which would put bikes more in those motorists' lines of sight and it's also not exactly in the middle of the street. As it stands, it is currently safer to attempt to cross Highland while Highland traffic has a green light. The reasoning being that is that Highland traffic having a green light means the off-ramp traffic has a red light and must stop before turning north onto Highland (and crossing the bike path). When Highland traffic has a red light, the off ramp traffic has a green light and typically does not slow down even when turning right (north) onto Highland since they want to turn as fast as possible before the light changes and they are stuck waiting for Highland traffic to pass. So, as I said, the best bet for crossing Highland is to wait for gaps in Highland traffic while it has a green light so as to avoid Campus Drive off-ramp traffic turning right onto Highland.</p> <p>Secondly, there is a small island in the middle of Highland for bikes to pause while crossing. However, the island is extremely narrow and barely fits the length of a bike without the bike sticking out into traffic. Additionally, what typically happens is that bikes are forced to dart halfway across Highland and stop on a dime in the island. Traffic on the other side of Highland then abruptly stops, thinking the bikes are going all the way across. This has led to several near accidents that I have witnessed over the course of my commuting.</p> <p>This intersection is very dangerous for cyclists and I would hope that some improvements could be made. Ideally, a pedestrian/bike bridge such as the one going over Walnut , could be constructed but in light of costs, I'd settle for some other improvements such as a wider island, pedestrian signals, and bike crossing signs on the off-ramp and Highland Ave to alert cars of our presence.</p>	Joshua Mayer	5	Path was built by UW. We are aware of these concerns	UW Traffic Engineering
	<p>Highland/campus bike path - I know this is on your radar and had a thought the other day as I once again maneuvered my way thru this intersection. The big problem is crossing the lane with the west bound traffic (traffic leaving the hospital). If you're on a bike – either direction- it is very difficult. So the scenarios...</p> <ul style="list-style-type: none"> - there is no traffic - whew, that's easy - the cars have a green light - again easy, don't cross - the cars are stopped with a red light. But --- you have no idea how long the light will be red. If you start to cross, and it turns green, will you be mowed down by the far lane of traffic that maybe doesn't see you? So my thought is, if there was some type of timer down on the red light (by the overpass) so you could see how much time is left (they do this over in Europe), then you could judge whether to start across. By not having a timer at the bike path crossing, then there shouldn't be any liability to the city as it is not a cross/don't cross indicator. It's just an informational indicator that the bike rider or walker can use as they please - but it would be so helpful. 	Alice Erickson	5	Path was built by UW. We are aware of these concerns and working with UW on solutions	UW Traffic Engineering
	a clear set of markings and signage at all commuter path/roadway intersections. Currently there are different markings and signage at different crossings, which, when combined with the lack of knowledge discussed above, increases risk.	JD (Jason) Robinson	all?	There is a standard, however the standard has changed over time and older locations typically are updated as signage and markings wear out. That said, not all locations are standard or typical, and some locations will have unique signage and/or markings due to nature of the crossing.	Traffic Engineering
	specific to the commuter bike paths, increases visibility is important. Far too many of the road/path intersections have obstructions that hamper road/path/sidewalk users from seeing one another as they approach the intersections. Cutting back bushes and trees as well as requiring the construction downtown to keep visibility open would increase safety at these junctions.	JD (Jason) Robinson	all?	Sight triangles are required at intersections. If there are specific complaints, please forward them to Building inspection if the vegetation I on private property or Parks - Forestry if in the public right of way	Building Inspection Parks - Forestry

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	Facilitate better crossing of John Nolan Drive at Williamson, Broom, North Shore Drive, and E. Lakeside St. I know the committee is well aware of these intersections, so I won't repeat things. However, I have noticed that cars sometimes blow through red lights on the North Shore Drive intersection when they are coming off the causeway. I always pause and look again before crossing, but others may not.	Peter Herreid	4, 6, 13	We are aware of these concerns and working on both short and longer term changes to make these intersections safer for all users.	Traffic Engineering City Engineering
	John Nolen and North Shore Drive: Remove the pork chop island and the separate right turn lane so bicyclists and pedestrians only have one crossing of John Nolen, not the current two-step crossing.	John Rider	4	We have been testing some changes that we plan to make permanent either this fall or next spring, enlarging the island and closing the third lane approaching the bridge.	Traffic Engineering City Engineering
	Outer Loop crosswalks, marking and signage: Crossing the Outer Loop continues to be challenging for pedestrians facing motorists and cyclists who do not stop at crosswalks. Crosswalk pavement markings are inconsistent and lead to confusion (e.g., if the rules are the same for all crosswalks, why are they marked differently?). E. Main & Webster has different styles within same intersection, where Dayton & Carroll (next page) has a third style. It's my understanding that cost is one reason that all Outer Loop crosswalks are not "striped" to make them more prominent to motorists and cyclists. Can paying for this be part a capital project? Crosswalk signage at Outer Loop intersections is inconsistent, and some types seem to work better than others. Has a study been done to see which signage and markings work best? E. Main & Webster has yellow diamond-shaped signs plus the marking above, and seems to be an intersection where motorists and cyclists yield the least. N. Carroll and E. Dayton, near MATC Downtown Education Center and city's State St. Capitol Parking Garage, has an overhead sign, which seems to get lost against the skywalk, and be difficult for motorists and cyclists to see. Is this the best sign for this intersection? At Wilson St. and Martin Luther King Jr. Blvd near the City-County Building and Madison Municipal Building there a "State Law Yield to Pedestrians in Crosswalk" sign in the crosswalk. It seems very effective for motorists and cyclists. The city also implemented a State Law Yield to Pedestrians in Crosswalk sign at the crosswalk between the Streets East building at 4602 Sycamore Avenue and the city employee parking lot. Could it be effective and enhance safety to implement this type of sign at more locations in the downtown, especially the Outer Loop, where there is so much conversion of bike, ped, car, and truck traffic?	Mary Carbine	2, 4	Improvements are being made as the outer loop is being reconstructed	Traffic Engineering City Engineering
	Would like to see more pedestrian crossing markings and raised crossings throughout the city.	Mike Pudewitts	all	Need specific locations. Crosswalks exist even if not marked as long as there are sidewalks leading p to the intersection	Traffic Engineering neighborhoods Alders
	eliminate the flying right at the corner of Blair and Williamson. The green is longer for turns onto Williamson, so when drivers see that the light is red, they change lanes to turn right onto Williamson instead of waiting at the light to continue straight toward East Washington. Wong suggested changing the timing on the lights until this intersection can be redesigned.	Tim Wong	6	This right turn is controlled by a traffic signal, and right turns on red or prohibited, this it is not a free flow or "flying right" turn lane. Planning some minor modifications to this intersection, but request would require major reconstruction which is not planned at this time.	Traffic Engineering City Engineering
	Major Maintenance				
	John Nolen Path – southern bridge Move fences out to improve site lines, and then widen the curve radii coming off of both ends to parallel John Nolen Drive for a little longer to also improve site lines. I would also like for the fence to be moved out as was done on the northern two bridges, but realize that this would be a much more extensive project.	John Rider	13	Under consideration for 2013 major maintenance project	City Engineering
	Re-pave the Wingra Creek Path on the north side across the creek from the new Traffic Engineering building.	John Rider	13, 14	Looking at for 2013, either patch or reconstruct	City Engineering
	Parking				
	Conduct marketing study of downtown bike parking need - One of the biggest complaints we hear at the Bike Fed's Madison office is the lack of bike parking downtown. The downtown needs a bike parking study that will assess the variety of needs for bike parking in the central city. Before the City can create an effective implementation plan for more bike parking, the City must understand the diverse bike parking need including short-term and long-term parking demand. The Bike Fed requested this Study in 2011 and progress was made in implementing elements of the study. However, it would seem that the study has not yet been completed. We request that the study be completed and the Bike Parking Implementation Plan begun in 2013.	Amanda White	4, 8, 2, 6	Proposed for 2013 budget to hire a consultant for this	Traffic Engineering Planning Mayor Alders
	Create a network of bicycle-accessible park & rides - The 2011 DMI downtown bicycle commuter survey in addition to feedback from business commuter tips presentations signifies the great need for more bicycle-accessible park & rides throughout Madison. We ask the Mayor to work with the MPO, DOT - SW Region Office, and Dane County to create a plan for a bicycle-accessible park & ride system.	Amanda White	??	Need more info on what is desired for these, and how far out from the downtown	Traffic Engineering Metro Real Estate MATPB, WisDOT
	Shared-Use Path Projects				

	Proposal / Request	From	Alder Dist	Staff Comments	Responsible Agencies
	There should be a standard for curb cuts that avoids bone-jarring experience that at least one of the SW bike trail crossings has (I think it's Commonwealth). Existing curb cuts should be fixed with a concrete grinder.	Glen Ecklund	All		
	I suggest consideration be given to constructing a multi-use trail connecting 5946 South Hill Drive to Bordner Drive at Forsythia Place. Given the upcoming Public Works storm water cunnette rehab project http://www.cityofmadison.com/business/pw/contracts/details.cfm?ContractNumber=6741 that runs adjacent to the proposed trail, there may be some real cost savings. Please see attached my word.doc description of the proposed trail and the pdf attached map.	Bill Wambach	17	Too late for this project, but will pass on to Parks and City Engineering for future consideration.	Parks City Engineering
	I use the bike paths often, but my last mile is always the worst. Once the Capital City Trail ends at Cottage Grove Road I have an unpleasant ride home to Maher Avenue. There is a steep incline on Dempsey and Maher Avenue and no matter which way I go, I have trouble finding a good route. I'm hoping you extend the Cap. City Trail a bit.	Lynn Pauly	15, 16	Plans are to extend the Capital City Path along or parallel to the rail corridor. It already extends along the rail corridor across Dempsey to Cottage Grove Road. Extension south of Cottage Grove Road is currently stalled due to a need for a short easement from the railroad	City Engineering Real Estate
	Could the bike path be extended along University Ave from Farley/Univ Bay Dr to Ridge St next to the railroad tracks? I bike to University Station and usually go through the parking lot, (which I know is marked No Bikes), but I don't like going up the hill and along Marshall Ct. where there are also a lot of cars parked.	Nancy Standridge		This is in the Village of Shorewood Hills. They do plan to do this, not sure when	Village of Shorewood Hills
	Create multi-use Lake Mendota Path from James Madison Park to Union Terrace: I know the city planning department has been working on this and it is in the Downtown Madison Plan, but it isn't clear that the future path would be wide enough to accommodate bikes.	Peter Herreid	2, 8	Width of a path in this area will depend upon how much right of way we are able to obtain.	Planning City Engineering Real Estate
	Lobby and possibly contribute city money for an off-street bike path route to Devil's Lake. The DNR has talked about creating a path on the railroad corridor from the Badger Ammunition Path to Devil's Lake. Making the off-street bikeway contiguous all the way to Madison would benefit Madisonians. This would also be a step towards completing the off-street route from La Crosse to Milwaukee running through Madison.	Peter Herreid	??	IF the DNR built the path described, the City would cooperate with any extension of, or connections, to the path within the city limits. This could be off-street or on-street or a combination depending upon the location and available right of way.	City Engineering Traffic Engineering
	Tancho Dr to Terra Ct/Hoepker Rd off-street trail There is some forward movement on funding for the path that will connect from Terra Ct, under US Hwy 151, to Hoepker Rd here in Sun Prairie. In looking at the map, and thinking about regional and local connections, it became apparent to me that a connector from the Terra Ct underpass to Tancho Dr, via North East Park, would make great sense. See screen shot below where Yellow is Sun Prairie Corp Limit, Red line is existing path or route, green line is proposed Terra Ct to Hoepker Rd connector, and black route is my idea for a Terra Ct to Tancho Dr connector. Positives include: <ul style="list-style-type: none"> - All land publicly owned - All land undeveloped - North East Park undeveloped (not sure if there is a master plan or not, but I have requested one) - Great connection for Oakwood Village and other area residents to get under 151 to Northeast YMCA and other amenities - Great connection for residents of this area to get to new Woodmans, new (proposed) Marcus Theatre, Target, new Costco (opening in 2012!), etc., as it allow them to bypass American Parkway - Serves as alternate connector from Sun Prairie to Portage Road cycling route – due to access to Eastpark Blvd, it bypasses Hoepker Rd segment between American Parkway and Portage Rd (a narrow, hilly, high-traffic segment that is the real safety concern on an otherwise excellent connection between East Towne/ Reindahl Park area and Sun Prairie) - Provides additional access to North East Park for many people 	Andy Swartz	17	Interesting idea. Not currently planned, programmed or funded	Parks City Engineering
	Push forward with the Sherman Flyer section through the Oscar Meyer property. Please get that easement, and proceed with that path.	John Rider	12	While this is a high priority for the city, the property owner is not interested in this project at this time	City Engineering Real Estate
	in support of continuing the bike path from the overpass at Fish Hatchery and Todd Drive.	Grant Foster	14	Cannonball Path overpass of the Beltline construction scheduled for 2013	City Engineering
	support of bike paths north of Northport in the 18th district. There is a plan on the books to connect Lakeview Hill Park to Northport from Ash, but the path could instead be routed through the park which would be more direct and scenic. Encouraged the Commission to think about connections on the north side of the city where there are limited paths.	Alder Anita Weier	18	No set plans, will consider as opportunities arise	City Engineering Traffic Engineering
	support of the bike path along Hwy 51 to the Owl Creek Neighborhood. Students in the Owl Creek neighborhood are very isolated and a path would add to the ability of students and residents to access other parts of the city. Parents say they don't feel safe walking to the Dutch Mill because of poor lighting. There is no bus route in the summer so students in this area cannot attend summer school. A bicycle and pedestrian path would give students the option of bicycling to get to school.	Jill Aruguete	16	Looking at improvements to Marsh Road, Agriculture Drive and Pflaum Road for 2013	Traffic Engineering
	Southwest Path intersections with one way streets Charter, Orchard, Randall, there are no signs indicating which way the street goes, please add these signs so bicyclists now which direction to expect traffic to be coming from.	Tim Wong	8	Good point, we will check and install signs as needed	Traffic Engineering
	Sidewalk Projects				

	Proposal / Request	From	Alder Dist	Staff Comments	Responsible Agencies
	creation of a sidewalk along Ridge street from Bluff to University Avenue. This is a corridor with significant pedestrian traffic, especially since creation of a signaled crossing of University at Ridge. I note that this segment has significant out-of-neighborhood parking on the street during weekdays, especially during the winter. The heavy use of street parking often leads to pedestrian traffic in a relatively congested residential street that is in conflict with traffic (especially in the northernmost two blocks). I suggest establishment of a sidewalk along one side of the length of Ridge Street. One factor that may help determine side is that there is apparently a school bus stop on the northwest corner of Ridge and Stevens, making a concrete pad there and sidewalk access especially useful to children waiting for the bus.	Kraig Kumfer	5	Ridge is a mostly unimproved street without curb and gutter or sidewalk. Sidewalks would typically be added to an unimproved street at such time that curb and gutter is also added. Needs support of Alder	City Engineering Alder
	would like sidewalks to be installed along the frontage road where the Beltline overpass will be put in. There are apartments and hundreds of people who work in the area with no sidewalks connecting the area.	Mike Pudelwitts	14	Sidewalk exists along the frontage road on the north side of the Beltline. On the south side sidewalks exist in a few areas and not in others. Some of the south frontage road is in the Town, not the City. New sidewalk is 100% assessed to the adjacent property owner, need support of the Alder.	City Engineering Alder
	Traffic Calming Projects				
	comment about all of the "traffic calming" areas at the intersections on many new side roads, such as Farley. While they may be "calming" for cars, they are the opposite for bikers, who feel confined at these intersections if there is a car parked before the intersection and a car going through the intersection at the same time as a biker.	Nancy Standridge	all	Traffic calming is intended to be neutral at worst for bicyclists and pedestrians and typically to be improvements for bicyclists and pedestrians	Traffic Engineering
	Traffic Signal Projects				
	When I walked here tonight from Williamson St, I came through some remarkable examples of how not 'pedestrian-friendly' but actually 'pedestrian-hostile' Madison is. I crossed the notoriously bad intersection of Williamson St, Blair St, E Wilson St, and Nolen Drive. This intersection has 'Walk-Don't Walk' lights, but they operate only on demand; one must push a button. No 'Walk-Don't Walk' light anywhere should operate on demand, but should cycle continually. Otherwise a pedestrian walking west on Willy and getting to the intersection a moment late will frequently be inconvenienced from crossing when on-coming auto traffic is crossing and the light should be showing 'Walk', or as I am seeing more and more often will begin simply to disregard the lights and cross at his own discretion. I'll say that the lights everywhere are timed with such apparent blatant disregard for pedestrians that we're beginning more and more to disregard them.	Ted Voth, Jr.	6	It is not possible to have all traffic signals operate on pedestrian recall.	Traffic Engineering
	I find infuriating is the flashing 'Countdown of Death' lights- to encourage pedestrians to cross faster, as I suppose, in the spirit of Voltaire- <i>'pour encourager les autres...'</i> The engineer has informed me that studies show there are fewer accidents with the 'Countdown of Death, and also that it's been Federally mandated. Well, of course, there are fewer accidents, if you've so intimidated the pedestrians that they no longer even dare cross the street. I don't think it well of government to take such an attitude toward the citizens for whom you're working- bluntly, we're paying you, and we're paying the dudes in DC. And on the other hand I've observed myself and other ornery pedestrians taking the 'Countdown' as a challenge- 'I can get across in 9!' which totally defeats its function.	Ted Voth, Jr.	all	The countdown signals is an aid to pedestrians in knowing how much time they have left after starting to cross. Pedestrians can only start to cross on the white walk signal. The flashing don't walk, and the countdown, is the pedestrian's time to complete their crossing after they have started on the walk indication.	Traffic Engineering
	I observe that the first three intersections west of the Square on State St give the lie to any notion that State St is a 'pedestrian mall.' The 'Don't Walk' lights are so long and drawn out, and the 'Walk' lights are so brief and so few between. I also suggest making the 'Pedestrian Mall' an actual pedestrian mall, by giving us more and longer crossing opportunities.	Ted Voth, Jr.	4, 8	the 100 - 600 blocks of State Street are a transit mall, not a pedestrian mall. Only the 700 and 800 blocks of State Street are a pedestrian mall.	Traffic Engineering Planning
	Miscellaneous / Other				
	Bike maps next to paths are good. They should be positioned so that the viewer is facing North when viewing them, so right and left on the map correspond to right and left on the paths.	Glen Ecklund	all	We can consider this next time the maps are updated	Traffic Engineering
	On the positive side, Madison has a lot of great bike paths and routes into and out of town and to the downtown area. We often bike from the near west side to the downtown area. The Kendall Ave bike friendly route is nice. Thanks for making Madison such a bike friendly place.	Nancy Standridge	all	Thank you	Traffic Engineering City Engineering
	it's necessary to encourage walking and cycling, and I would add, using Metro. By implication it's necessary to positively discourage the use of private automobiles - cars, trucks, SUVs, what have you, particularly in in-town, inefficient, stop and start 'driving,' with huge numbers of engines idling en masse in stoplights during rush-hour, at 0 MPG.	Ted Voth, Jr.	all	Policy decision for the Mayor and Alders	Mayor Alders
	My suggestion to encourage walking, bicycling, and riding Metro, is to <i>require</i> City employees, in this case engineers particularly, to walk, cycle, or Metro to work.	Ted Voth, Jr.	all	Policy decision for the Mayor and Alders, and perhaps a labor relations issue	Mayor, Alders Human Resources
	One way to boost walking and biking, and use of Metro, by discouraging automobile use, would be to use parking revenues to augment Metro capital and operating budgets	Ted Voth, Jr.	all	Policy issue for Mayor and Council to consider	Mayor Alders
	Improve city's Bike Madison webpages. Unless you are a policy wonk, it is hard to decipher what the city is currently doing in terms of infrastructure improvement projects and what it has planned. Some of the pages are out of date or loaded with text where a simple map or graphic would serve the reader better. Ideally, it would include an interactive map displaying current and future routes.	Peter Herreid	all	Will pass your concerns on to Information Technology	Information Technology

	Proposal / Request	From	Alder Dist	Staff Comments	Responsible Agencies
	<p>It makes nothing but sense to use our City parking revenues to improve Metro; incidentally, to discourage our America addiction to automobiles; But immediately:</p> <ul style="list-style-type: none"> to make it easy, not punitive, to ride Metro to restore lost Metro routes, to restore late-hour Metro service, to extend Metro service early and late, so 2nd-shift workers can ride home from work, and 3rd-shift workers can ride in to work, to restore lost Metro bus stops, to restore 15 or 20 minute Metro headways, to reduce, and ultimately eliminate, fares, [Hey, after all, don't motorists drive 'free' on our 'free' streets? Don't they park 'free' in 'free' parking spaces? Fair is fair, and 'Turn-about is fair play...'] to establish Metro Bus Rapid Transit, 'BRT,' ultimately, to establish safe, comfortable, frequent, 24-7 Metro bus service as the preferred means of travel throughout the humane, urbane city that Madison is and ought to be, and to assist in extending that service to our surrounding county . 	Ted Voth, Jr.	all	These are issues for the Transit and Parking Commission, the Mayor and the Common Council to consider	Parking Utility Metro Mayor Alders
	<p>Maintain current level of funding in the Bicycle & Pedestrian Capital Budget – We understand that Madison, along with the rest of the stat~, is experiencing difficult budget times. We ask that bicycling and pedestrian funding be treated as a major priority of the city for improving our economic circumstances and quality of life. Investing in bicycling infrastructure is a proven model for getting Madisonians to bike and exercise more. We've built great momentum for increasing bicycling over the last few years. A cut to the Bicycle and Pedestrian Capital budget would negatively affect the City's progress.</p>	Amanda White	all	Mayor recently released his capital budget which includes a total of \$10,030,000 for bicycle and pedestrian capital projects of which \$6,338,000 is general obligation funding (city borrowing) and \$3,692,000 in other funding (grants, assessments, etc.) 2012 adopted budget numbers were \$4,420,000, \$3,335,000 and \$1,085,000 respectively.	Mayor City Engineering Traffic Engineering Alders
	<p>Create a strategic Bicycle Plan - While the Bike Fed fully supports the City's great work in producing a Transportation Plan, this will not fill the vital need for a specific Bicycle Plan. A robust Bicycle Plan will enable the City to better plan for bicycle connections and improvements over the next 5 - 10 years. City staff from Traffic Engineering, Engineering, and Planning would have a more unified vision for how they move efficiently and effectively forward on bicycling improvements.</p>	Amanda White	all	City is about to release an RFP for a multi-modal transportation plan	Traffic Engineering Planning is lead on the MMTP

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Bill Wambach 5/10/2012

A bike path connecting Bordner Dr at Forsythia Pl to 5946 South Hill Dr would be a valuable addition to the neighborhood. The approximately 500 yd bike path could be used by school age kids and families to bike to Jefferson Middle and Memorial High schools and getting to the Parkcrest pool in the summer. This bike path would also be a good commuter connection from the west to the Blackhawk bike path.

There appears to be an upcoming window of opportunity this summer where this proposed multi-use trail could be piggy-backed on the Public Works storm water cunnette rehab project [Contract6741](#).

The current street alternatives are either the Old Sauk Road or South Hill St to Cable to Beach to Anchorage to Regent Street and a third option of an off street route next to or in a drainage ditch and dirt path through the edge of Owen Park.

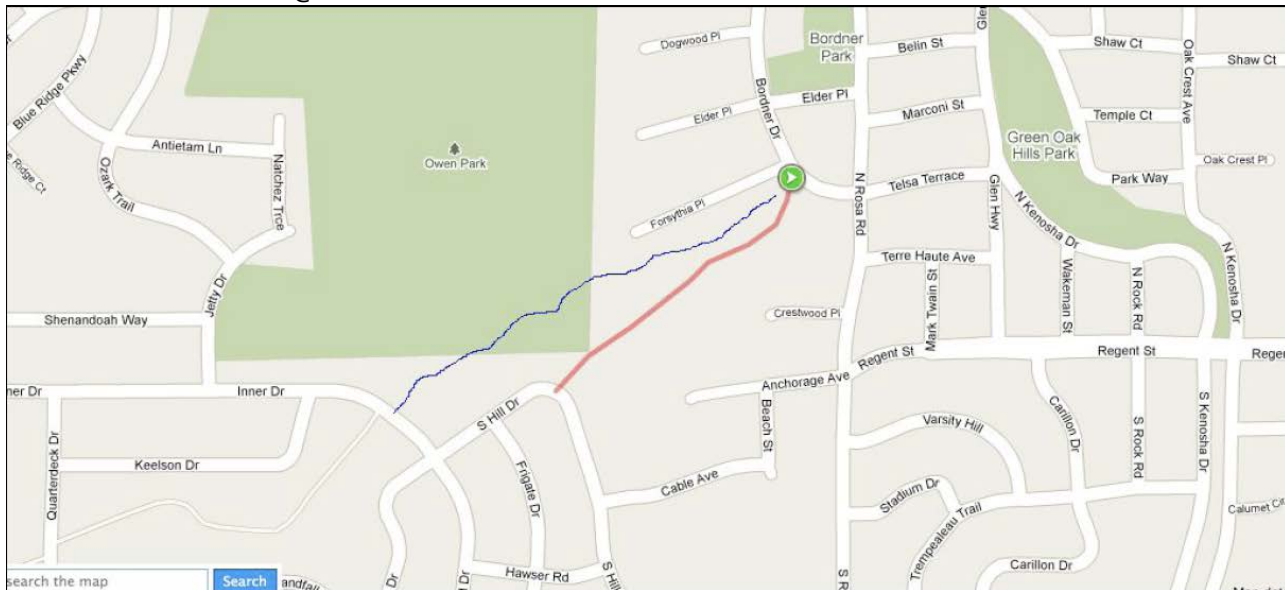
These 3 current routes all have particular safety concerns. The Old Sauk Rd route is on a dangerously steep hill which can be fun but also quite unsafe going down. The ride up is challenging for all but the most fit but also dangerously narrow. The South Hill route includes a medium hill to be climbed in both directions that can challenge the younger, inexperienced bikers but also has two hazard points. First crossing at a right angle with the back entrance to Glen Stevens School can be dicey and then a bigger hazard is with crossing the intersection at Rosa and Regent with frequent heavy traffic on Rosa coupled with frequent motor vehicles coming west on Regent turning left on to Rosa. The off street route that is most popular with kids, but not necessarily their parents, includes a dirt stretch parallel to the concrete drainage ditch. The drainage ditch is in bad shape but an attractive alternative to riding on mushy grass, dirt or mud. Unfortunately, the ditch is very hazardous both entering and exiting on the slanted sides and the slime under the water in the ditch is a wipeout waiting to happen, which I can attest to first hand.

I have mentioned this proposed bike path route to several people that live in the Crestwood Neighborhood at or near the Bordner/Forsythia area. Whereas most thought it sounded great, they warned me that there were several residents on Forsythia that have been against any bike path in their back yards for years. With that concern in mind, instead of suggesting just an improvement to the current ditch and park route, I'm suggesting the route from Bordner at Forsythia and heading south of the ditch to connect with the elbow at 5946 South Hill Drive (see attached pdf map).

Whereas, this route looks like nice undeveloped park land, I learned that it actually has City water drainage right of way at both ends. I feel this bike path would be a popular and well used route.

Thank you for your consideration.

Bill Wambach wwambach@hotmail.com



From: Andrew Swartz [<mailto:aswartz@cityofsunprairie.com>]

Subject: Connector idea: Tancho Dr to Terra Ct/Hoepker Rd off-street trail

See screen shot below where Yellow is Sun Prairie Corp Limit, Red line is existing path or route, green line is proposed Terra Ct to Hoepker Rd connector, and black route is my idea for a Terra Ct to Tancho Dr connector.

