

**May 25, 2010 Public Hearing Pedestrian-Bicycle Comments  
(including written and e-mailed comments received by June 4, 2010)**

**Note that the following is a summary of the individual comments received. Please see the full comments for additional background on why some of these recommendations have been made.**

	<b>Proposal</b>	<b>Number of comments</b>
<b>Bicycle Boulevard Projects</b>		
BB1a	Convert Kendall Ave. into a full bike boulevard. A full bike boulevard design includes diverting through car traffic onto parallel car routes (e.g. University Ave.) while maintaining through connections for bikes, pedestrians and other non-motorized road users. Majority of cross streets will have STOP signs at Kendall so that bike blvd. traffic has priority	
BB1b	See Regent Neighborhood Association's comments on and plans for the Kendall - Bluff bike boulevard	
BB2	Convert Mills St. to a full bike boulevard from University Ave south to Erin St.	
BB3a	Continue the conversion of E. Mifflin St. into a bike boulevard through the innovative use of signage and minimal infrastructure modifications. Construct a formal extension of E. Mifflin St. to the Yahara River path.	
BB3b	Work with landowners to complete direct connections from Mifflin Street to the Yahara River Path on the east end of the street and to the SW Commuter Path on the west end of the street	
BB4	Make East Wilson a true "Bike Boulevard" so traffic and cyclists are separated. Otherwise, don't call this a bike boulevard. It's misleading.	
BB5	Increase the use of traffic calming and signage to make bicycle boulevards a place where bicyclists' safety and convenience are prioritized; improvements should include turning stop signs to allow through bicycle traffic while including counter measures to discourage through motor vehicles. Budget at least \$250,000 for this purpose.	
BB6	Enhancing the bike/ped experience along the corridor of Orchard Street, between Regent St and Dayton St would add even more incentive for people living in the Regent St/Greenbush areas to walk or bike in to campus.	
<b>Bike Lane and/or Paved Shoulder Projects</b>		
BL1	Construct contra-flow bike lanes on the first blocks of W. Main St. and E. Mifflin St.	
BL2	Paint bike lanes on Hammersley Road from Whitney Way to the Southwest Path.	
BL3	Widen the bike lane on Seminole Highway, and making changes to prevent motorists from crossing into the bike lane where the road curves.	
BL4	Please repave the section of Old Middleton Rd between Capital Ave and St. Dunstan Dr (or, in fact, all the way to Hubbard Ave), and add a bike lane as well.	
BL5	Please add a bike lane on Whitney Way. There is a very wide road surface there, and it is a good way to get North/South, esp. from University Ave (or Old Middleton Rd. anyway) to Odana Rd (or even to and across the Beltline	
BL6	Concerning bicycle lanes don't have any more going down the road between 2 car lanes. Dangerous	
BL7	Park St. Is a very unfriendly and unsafe bicycle road. For people to feel safe on the road, possibly bikes and buses could use the same road strip, and have a place up front at stop sign for bikes at intersections so everyone sees them. [concern is the Park St at Lakeside area.]	
BL8	If possible, do not build any more bicycle lanes like the wesbound bike lane on University Avenue that is between a car lane and a bus lane. Or, paint these types of bike lanes a solid color so that cars can easily see that it's a bike lane.	
BL9	The shoulder of PD/McKee Road between Muir Field Road and County M is atrocious and narrow at best. Could we resurface the sides for better commuting in that area? From Muirfield Road to Verona RD is excellent, why not have them match?	
BL10	I live in Cherokee & to ride to work I use Sherman Avenue. We need a safe way to get to the Tenny Park path WITHOUT taking us through Maple Bluff & around & about. Sherman Avenue is the most direct route. We need a bike path to the north side of Madison. I appeared last year & you talked about putting a bike path on Sherman Avenue - but that hasn't happened. So I'm asking you again this year to consider Sherman Avenue & the northside as a top priority for the coming year. Thank you.	See also SP1

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BL11	many of the bike lane markings around the city are faded, unclear, and hard to read. We would like to see new markings that are bright and can be seen by cars and bikes; especially where cars are parked against these lanes. Specifically: on the lanes on East Johnson and East Gorham; the East Wilson —bike boulevard; the lanes between the bike path and the capitol heading from the east; and the lanes around the Capitol.	
BL12	Add clear markings and appropriate lanes from the Capitol bike path where it splits at John Nolen and heads up Williamson and Wilson streets all the way to the Capitol.	
BL13	Change signage in the bike lane around the Capitol –it is poorly marked and cars often drive in it for more than just turning right.	See also BL14, X6, X8
BL14	Build a counter-flow bike lane, ideally barrier separated, around all sides of the capitol square.	See also BL13, X6, X8
BL15	Build counter-flow connections to the capitol square on East Mifflin St. and West Main St.	
<b>Bike Route Suggestions</b>		
BR1a	Construct a destination-based way finding system for on-street and off-street bicycle ways	
BR1b	Better bicycle signage would be very appreciated. Both in terms of directional signs which we currently do not have (ie Capitol Loop 3 miles -->, etc.) and general "bike lane" "bike boulevard" "share the road with bicycle" signs. This would make recreational biking more pleasurable, with people not having to consult a map at every turn.	
BR2	increased signage along bike paths to inform people of destinations and mileage along bike routes.	
BR3	Create a budget dedicated to creating and installing directional signage throughout the bicycle network. On-street and off-street signage should indicate to cyclists the direction, distance and approximate time to popular destinations around the city and region.	
<b>Education, Encouragement and Enforcement</b>		
EE1	increased information, maps	
EE2	Share the path education for bicyclists and pedestrians	
EE3	Educate the public. Drivers and cyclists alike do not know what bike boxes or bike boulevards are. Some billboards and radio ads would go a long way toward making these bicycle improvements better understood.	
EE4	Signs "Share the Road - it's the Law" signs or similar, to increase awareness. Bikes have a right to the traffic lanes - especially for left hand turns, and when there is no room to ride safely on the side of the street.	
EE5	A more general comment, not necessarily something the traffic committee takes up: Idaho has a very reasonable law regarding bikes and stop signs.	
EE6a	Put up signs instructing bikers and pedestrians to stay to the right on mixed use paths. Also, something that instructs slow moving persons to the right would be nice too, so that faster moving people/bikes may pass safely. This has become a problem on the SW Path near Campus.	
EE6b	Educational signage on bike paths could be used to instruct cyclists and pedestrians on the rules, good behavior, and safety--to stay right, to ring a bell or shout when passing, wear a helmet, to use hand signals when turning or stopping, etc. Have a contest for best educational signage for bike safety and courtesy. Use the winning designs on paths and lanes.	
EE7	Updating the City of Madison Bicycle map with a better layout and color scheme would greatly improve usability. Currently the map is confusing.	
EE8	more city events that encourage walking and biking would be great! I am so happy Bike the Drive is happening once again this year.	
EE9	is it possible to map out a better route around Lake Mendota? We have an excellent path around Wingra and Monona, but no much around Mendota, especially in the far northwest section near Century Road.	

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EE10	Enforcement Guidelines: Of course, cyclists need to obey the laws. But cyclists are encouraged to run traffic lights and to create short-cuts when there's a message of —everyone-for-themselves, with: cars in the bike lanes (around the Capitol, for example); short traffic lights; cars that get far too close to bikes and pass inappropriately; and poorly designed paths and intersections. While we think that there does need to be enforcement of laws, this enforcement needs to be equitable and side on greater risks to public safety. This needs to be part of a larger plan for awareness and education for cyclists, pedestrians, and motorists. Much can be done prior to enforcement.	
<b>Grade Separation Projects (overpasses or underpasses)</b>		
GS1	Perry Street overpass of the Beltline	5
GS2	I am very concerned that the City of Madison has not planned to have underpasses where the high speed rail and commuter rail will cross the Yahara River. It is not acceptable to build fences and other barriers across the Yahara River Parkway which will fragment the city and the bike and pedestrian traffic. Our city has invested millions of dollars for the bike path and underpasses under East Washington and East Johnson Street. Please build the underpasses to continue pedestrian and bike commuting rather than building fences and destroying one of our best bike routes.	
GS3	Modifications to the intersection of Monroe Street, Regent Street, Breese Terrace, Oakland Avenue, and the Southwest Commuter Bike Path. I strongly suggest that the City consider creating an underpass sufficiently wide to permit safe bike and pedestrian passage below Breese, Oakland, Regent, and Monroe.	see also IN3
GS4	suggest a bridge across John Nolen Drive, similar to the one that was just installed to cross Fish Hatchery Road near the intersection with McKee Road, that would allow bike and pedestrian traffic to freely cross John Nolen Drive. Additional space could be crated for the clover-leaves in the bridge by bumping out the Lake Monona shoreline at that point, if necessary, which also might allow space for an observation or fishing platform.	2 see also IN2
GS5	Installation of facilities to transfer bikes and pedestrians from the bike/running path to street level at Monona Terrace. The elevator incapable of conveying any volume of bicycles and/or pedestrians from the bike path up to street level. It can accommodate, at most, four bicycles, and takes minutes to make a round trip. and if Madison is serious about a 20% bike mode share in less than 10 years, there will be thousands of additional cyclists who will need to get from the bike path up to street level at Monona Terrace every day.	
GS6	I live in a neighborhood just south of Voges Rd in Madison. I would love to be able to commute to and from work by bicycle. Currently, there is no safe way to cross Hy 51 at the 12/18 interchange, to access the Capitol City bike trails. If we could get a bike/pedestrian bridge built many of us would be able to commute to/from work by bicycle or foot.	
<b>Intersection Projects</b>		
IN1a	Fix the intersection of Blair/John Nolen/Williamson/Wilson/Capital City Path a) Construct a formal connection of the inbound Capital City Path across Blair St. to Westbound Wilson St. b) Construct a bike and pedestrian separated crossing from inbound Capital City Path across Williamson St to the continuation of the Capital City Path. The bike and pedestrian crossing separation can be achieved with paint. c) Provide for timed and signaled bike movement throughout the intersection.	2
IN1b	Taking out the "flying right" turn from John Nolen to Willy St would be nice, and have one consistent crossing (instead of having to stop at small islands) would be best for pedestrians and bicyclists.	2
IN2a	At intersection of N. Shore Dr. and John Nolen Dr. build a continuous bike and pedestrian crossing across all John Nolen Dr. lanes with designated bicycle and pedestrian crossing areas to provide the safe and convenient crossing of large, parallel groups of bikes and pedestrians	3 See also GS4
IN2b	Installing traffic lights that give cyclists and pedestrians a head start, lengthening the duration of the green light, and installing bike boxes would be a helpful way of addressing these problems, at least temporarily.	

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IN2c	The bike/pedestrian crossing at John Nolen Drive & North Shore should have a longer signal. Also, it would be nice if both crossings in this area were simultaneous. The crossing signal button on the lake-side is also in a bad position to push - it would be best if it was further back from the street (so your bike tire does not have to potentially overhang the curb) and closer to where bikes and pedestrians walk. Even better would be to have a ground detector that automatically works to trigger the light.	
IN2d	Annex John Nolen Drive islands to the North Shore [and Capital City – see IN1b] Paths. While squeezing onto these islands can create a feeling of solidarity, it's not safe, especially for families with children.	
IN2d	where the Southwest Path intersects John Nolen. Simply put, it is an incredibly busy place for all types of traffic, and the little "island" holds no one when the traffic increases. Are there any plans for a better "Yield to Bikes/Pedestrians" signaling system (like the one found on the corner of PD and Verona road?)	
IN3a	Extend Southwest Path diagonally across intersection of Regent/Monroe, install bike-specific stop lights with loop detectors and pedestrian activation and incorporate into overall stop light scheme.	see also GS3
IN3b	The intersection of Regent & Monroe can be unsafe for bikers at times. Especially when bikers are crossing to the corner by the new hotel. Many times I've been almost hit by drivers turning left from Regent onto Monroe, or from Monroe turning right onto Regent at this corner (while the walk sign is in my favor). It would also be nice for the ramp at the westernmost point (nearest to CrazyLegs La) to be wider at the intersection.	
IN3c	SW Bike-Ped Path at the Regent-Monroe crossing. I am aware that the rebuild of this crossing planned to look into this but several years have passed with no action. If this rebuild is going to be postponed for a period of a year or more I would suggest we try to find an improved crossing solution at this time.	3
IN4	At the intersection of the Capital City Path at Willy Street/Winnebago, build a bicycle connection northeast to N-bound Winnebago	
IN5	Build a connection between the Capital City Path across Eastwood Dr. to First St.	2
IN6	Blackhawk Path where it intersects Eau Claire Ave at Old Middleton Rd. Could there be an easing of entry westbound from the trail onto the street, say a cutaway along the curb for a couple hundred feet so that bikes can merge into a bike path on the street? Also, having a left turn from the street to ride up the hill on Eau Claire will be nice. Or perhaps a bridge across the street to the trail itself?	
IN7	Blackhawk Path intersections at University Bay Drive and at Highland Avenue. Drivers turning right on red, pedestrians getting off a bus, buses blocking access to the path when stopped short of railroad tracks, these are some of the reasons that awkward situations get created. When riding a bike on a trail, then having to shift to busy-traffic mode, makes the commute unsafe. Is it possible to build overpasses so that bikes and pedestrians can leap over these two streets?	
IN8	Modifications to the intersection of Vilas Avenue, Park Street, and West Washington Avenue. There are at least three problems with this intersection for cyclists: <ul style="list-style-type: none"> <li>• For the lights that direct traffic on West Wash (going west onto Vilas) and Vilas (going east onto West Wash), the motion sensors should be either eliminated or made more sensitive so that they can detect bicycles.</li> <li>• The light allowing traffic on Vilas to cross Park onto West Wash is very short and just barely gives time for a cyclist or two to cross. The amount of time to cross should be lengthened, I suggest, by installing bike boxes at this intersection and a light that allows cyclists to get a five to ten second jump on car traffic.</li> </ul> Most significantly, there is no control at all of the car traffic that funnels into West Wash from Park Street. During rush hour, that means that just after a cyclist has crossed Park Street, he or she is immediately confronted by car and truck traffic merging from the right, which cuts off access to the bike lanes. Place appropriate signage warning car and truck traffic merging onto West Wash from Park Street to yield to cyclists.	
IN9	take another look at the Stop light where Highland intersects the Campus Drive Bike path. Cars constantly come to a stop right in the middle of the path because the "Stop Here" line is too far forward. Maybe a simple stop sign or replacement of the lights?	
IN10	Increase visibility and safety of the Southwest Path at Glenway St. One repeated suggestion is to consider lit /LED flashing stop signs for both directions of the path and/or additional or better signage for vehicle traffic.	

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IN11	The need for a dedicated turn signal light for the west-bound lane of Mineral Point Road turning south onto Midvale Blvd. Increasing traffic volume is leading to longer delays at the intersection resulting in traffic backed up well beyond Owen Drive and air pollution impacts to neighbors due to long periods of idling traffic during peak hours.	
IN12	Where Paths Cross Streets: While the law and default might be that cars and cyclists must yield to the right--there is often confusion at these points: cyclists don't yield to cars, or try to beat them at crossings; and cars often yield when they don't have to—which causes confusion, and slows everyone down. Often, there are cross walks painted at these intersections, also adding to the confusion. Again, signage and education could go a long way to reducing confusion, and hopefully avoiding collisions.	
IN13	Extend the traffic-light timing where bike paths and lanes cross streets. These need to be timed so rush-hour bike traffic can clear the intersections, as well as long enough for the slowest of cyclists to be able to cross safely. Specifically: the lights at Williamson and Riverside; and at Dunning and Atwood. Also, move the light signal button to the right side at this intersection for those heading East. The left-side trigger causes confusion and dangerous crossings.	
IN14	Change the signal at Atwood and Dunning so that it automatically goes green for Dunning at the end of each cycle. At a minimum, install sensors that are bike sensitive on the bike path. Again, there is terrible, poorly accessible signal button placement on both sides of the street. Add clear signage and lane markings where the Capitol bike path crosses Atwood at Dunning	
IN15	Remove the stop signs at the bike path and the Thornton Avenue cul-de-sac. If there is a risk of bikes and the few state cars coming from the state lot, a yield sign would be sufficient.	
IN16	Install signs at Russell St. and Division St., where they cross the bike path, reminding motorists that a two-way bike path crosses there.	
	<b>Major Maintenance</b>	
MM1	Finish the patching of the east rail corridor path between Marquette St. and the bridge over Starkweather Creek. This has been left unfinished for too long and is a hazard.	
	<b>Parking</b>	
PK1	Build a full service "Bike Station" as part of the reconstruction of the Capital East parking ramp/high-speed-rail terminal parking. The Bike Station will provide bike parking for hundreds of bicycles, locker and shower facilities for the many Capitol area employees who commute more than three miles and need to arrive at their workplace "business ready". It will include a small bike shop concession (run by a local bike shop) to provide repair services and bike commuter supplies.	2
PK2	consider building and encouraging employers to build or designate COVERED and SECURE places to park bikes for the day	
PK3	Offer grants and discounted prices for businesses to purchase and install bike racks	
	<b>Street Crossing Projects</b>	
SC1	Improve the intersection of Rimrock Road + Moorland Road to receive an improved pedestrian signal light. Add a maked crosswalk on the nort side and push button and "walk" signal for the legal pedestrian crosswalks at Moorland along the east side of Rimrock Road and crossing Rimrock Road on the north side of Moorland Road. There is no automobile "green/yellow/red" or "walk" signal light visible for south-bound pedestrians crossing Moorland Road at the intersection of Moorland and Rimrock.	
SC2a	The pedestrian crossing at Ridge & University Avenue is horrific and dangerous. A light at this location would be greatly appreciated, as would enforcing the speed limit for vehicles on University.	
SC2b	At Ridge St & University Ave. I suggest a button for pedestrians to be able to press to stop traffic temporarily. This would be like the one by University and Babcock/Henry Mall, otherwise the light could always be green.	
SC3	Highland Avenue is set for major reconstruction in 2011, and given the [Kenadll Ave] bike boulevard and West high pedestrian concerns, we'd like money for that.	
SC4	West High safety issues - pedestrian enhancements on Highland and Regent. Better pedestrian markings - signs and streets paving - for the crossings on Regent.	

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SC5	Enhance the pedestrian crossing on South Midvale Boulevard in front of Midvale Elementary during peak usage times to ensure safety.	
SC6	Study pedestrian crossing at South Midvale Boulevard and Tokay Boulevard to determine if/what change to the pedestrian crossing time is needed given increase in traffic there.	
SC7	Study pedestrian crossing at South Midvale Boulevard and Tokay Boulevard to determine if/what change to the pedestrian crossing time is needed given increase in traffic there.	
SC8a	Enhancements to the Mineral Point Rd, Speedway, Glenway St. intersection are needed due to increasing traffic and traffic speeds. Only two of four pedestrian crossings are marked and traffic light timing is very short for Glenway St., making crossing by foot or bicycle difficult.	
SC8b	Mineral Point Rd, Speedway, Glenway St. <ul style="list-style-type: none"> <li>• Paint and otherwise mark (raised textured concrete ideal) all four legal pedestrian crosswalks.</li> <li>• Add a push button and "walk" signal for all four sides of the intersection for all legal pedestrian crosswalks.</li> <li>• Add pedestrian islands at all four streets to calm traffic.</li> <li>• Add a "bike box" for bicycle users crossing Mineral Point on Glenway Drive bike path to Glenway Street (north and south bound).</li> <li>• Introduce traffic calming measures on Mineral Point Road and Speedway Road well ahead of the intersection to slow traffic before arrival at the intersection.</li> <li>• Add flashing yellow lights indicating slippery conditions when snow/ice weather warrants.</li> </ul>	
SC9	Pedestrian walking and bicycle use are challenging and at times dangerous around Sherman Avenue. Crossing Northport or Sherman from anywhere to get to the library or the grocery or hardware store, on foot or bicycle is dangerous. These are high use areas for the neighborhood. I'm hopeful that you can put some creative energy into helping to make this area safer for residents to access without oil.	
<b>Shared-Use Path Projects</b>		
SP1a	the far eastside and the north side of Madison is in need of bike paths	
SP1b	I live over on the Northside by Gompers/Blackhawk (Wheeler Rd.) and work within the capital area. There is no solid bike paths to connect the two areas. When looking at developing bike paths please consider looking at connecting the Northside to the capital loop with a direct route. Currently, I either go through Maple Bluff or ride on the sideway/street on Sherman but feel very unsafe on Sherman. The drivers and pedestrians on Sherman are unsafe and overtly rude.	See also BL10
SP1c	We need a bike path on the North side that is not on Sherman Avenue. I have always thought that a bike path along side of the railroad tracks from Warner Park that ties into the Capital City Trail would be an obvious solution.	
SP1d	The north side of Madison needs bike paths that provide a safe route to downtown Madison, as well as to our local shopping areas. Also, there is no direct sidewalk or path from Northport/Packers all the way to Shopko and the new pedestrian bridge. Pedestrians and bikers need to cross Aberg at Packers, to have a path or sidewalk, then cross Aberg again to connect to the bike path by Bridges and Shopko. This area could benefit from some planning and improvement.	
SP2	interconnect all Dane county cities, towns and villages with bike paths	
SP3	put a bike/walking/jogging/ path on the from Olbrich Park to the San Damiano Friary would create a more contiguous Lake Loop and more importantly remove a bulk of the sidewalk traffic that is always in harms way due to the numerous curb cuts that provide vehicular access for the concentrated number of residents that live along this stretch.	
SP4	Please consider adding a bike path to the section of Pleasant View Road between Highway 14 (actually, Quarry Road) & Old Sauk Road.	
SP5	Widening of sidewalk east of intersection of N 1 <sup>st</sup> St and E Johnson St. Currently the sidewalk on the western side of this intersection is much wider to accommodate bicycles and pedestrians, but east of the intersection it suddenly becomes narrow and therefore difficult to share with pedestrians and other bikes. Much of the sidewalk is adjacent to open space, so there should be room to expand the sidewalk.	
SP6	please consider a north-south path that connects from Verona to the Old Sauk/Greenway area. This path needs to parallel Cty M or High Point.	
SP7	Please "complete" the bike path going East-West along University Ave, from Spring Harbor Dr. to Baker Ave. (and perhaps improve/make safer the section from Baker Ave to Allen Blvd.).	

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SP8	Blackhawk Path route through Shorewood pool area is also unsafe. Cars, people, strollers, bikes all use the same space. There are massive puddles during rainy days that people want to avoid. There are stop signs everywhere. The lines of vision are too short to provide enough reaction time, even when riding at a slower pace. It is not clear where to go at the east end of the tennis courts at Marshall Court. Some bikes go through the parking lot of the plaza there and some go up past the medical offices and Ronald McDonald house.	
SP9	Complete a pave bike path from Madison to Cottage Grove. (Capital City Trail coonection to Glacial Drumlin Trail)	3
SP10	Design and construction of Cannonball Trail - Phases II and III The Cannonball Trail is a joint project between Fitchburg, Madison, and Wisconsin DNR. The Cannonball Trail has been separated into four (4) phases (see enclosed Cannonball map). Phases I and II include shared funding between Fitchburg and Madison. Phase III is funded entirely by Madison and Phase IV is funded entirely by Fitchburg. Construction of Phase I will be completed this year. Fitchburg will be including Phase II and Phase IV in their 2011-2015 Capital Improvement Plan (CIP). Fitchburg is proposing design in 2011 and construction in 2012 for both segments. Because the completion of all of the Phases is critical for the full functionality of the Cannonball Trail, Fitchburg is formally requesting Madison to include funding for Phases II and III in their 2011-2013 Capital Budget.	4
SP11	A path which would go to the airport and International Lane businesses connecting to the Starkweather Creek Path. See "Airport Express Path (Suggestion)" in the map link: <a href="http://maps.google.com/maps/ms?ie=UTF&amp;msa=0&amp;msid=118235477335313040663.000437e9f7e76e9e10939">http://maps.google.com/maps/ms?ie=UTF&amp;msa=0&amp;msid=118235477335313040663.000437e9f7e76e9e10939</a>	
SP12	A path which would extend the Southwest Commuter Path across the Monona Bay railroad isthmus to the Lakeside neighborhood. Please see "Nonexistent path" (bottom item with volcano icon) in map link: <a href="http://maps.google.com/maps/ms?ie=UTF&amp;msa=0&amp;msid=118235477335313040663.000439fc2dc84ce996371">http://maps.google.com/maps/ms?ie=UTF&amp;msa=0&amp;msid=118235477335313040663.000439fc2dc84ce996371</a>	
SP13	Completing the campus drive bike path through Shorewood Hills would be wonderful.	
SP14	As new bike paths are put in, please consider making ramps smooth. There are multiple ramps in the city which are very bumpy and uncomfortable - deterring elderly/more fragile bike riders from riding, as well as pulling bike trailers with kids. An example of bad ramps is at the intersection of the SW Path & Verona Rd Frontage Rd.	
SP15	The city should find and finance a way to connect the Edgewood drive path with the path that terminates in wingra park.	
SP16	Signage/Street markings where bike paths cross streets: many of these intersections have cross-walks painted, but no clear direction for cyclists or motorists on who should yield. We would like to see clear signage and markings for cars and bikes at these risky intersections. Specifically, we would like the City to install —YIELD signs for all the cross-streets crossing the bike path between Blair and Ingersoll. ALSO: we think there should be "YIELD" signs facing vehicular traffic where bike paths cross non-arterial streets, and remove the "STOP" signs for bikes. Specifically on the Capitol bike path where it crosses intersections between Waubesa and Atwood (heading west). Most cars naturally yield, and many cyclists ignore these stops when there is no traffic	
SP17	Complete the City of Madison connection to the proposed Middleton Good Neighbor Path	
<b>Sidewalk Projects</b>		
SW1	pedestrian improvements around Orchard Ridge and Toki Schools where there are no existing sidewalks in most areas	
SW2	Through Vilas Park on the road that follows along the lake from Edgewood Drive to Mills St. Not only do people drive well over 25 mph at all hours of the day, but there is no safe place to walk. Many drivers ignore the double yellow lines, and they are obscured in the winter. There is also a stretch where there is no bike lane, just road and a trodden path in the grass next to the lake. This doesn't work well in three feet of snow or after a hard rain. I have noted the sidewalk that's been put in on the Edgewood side of the bridge - any chance that is going to continue through the park?	
SW3	the stretch of John Nolen Drive in front of the Alliant Center. The sidewalk just ends. Walking on grass is ok (except, again, after three feet of snow or a hard rain). But biking in grass is not fun. Any chance of a sidewalk in front of Alliant?	

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	<b>Traffic Calming Projects</b>	
TC1	Introduce traffic calming measures on Rimrock Road (see also SC1)	
	<b>Miscellaneous / Other</b>	
X1	building a bike-in restaurant on the Southwest Path	
X2	Develop a comprehensive bike plan, for City and updating Countywide plan. Look into the future and see what our future opportunities are. Integrate cycling deeper into our culture and into our way of transportation.	2
X3	Allocate resources necessary to ensure we create safe bicycling for everyone, especially for women and children. [Bicycle Federation of Wisconsin recommends \$4 million per year]	2
X4	continued funding of the Safe Routes to School program.	
X5	Paint the bike boxes green. Other cities (London, Portland) do this, and it makes them much more visible to cyclists and drivers. More often than not, I see cars stopping right in the bike boxes, rendering them completely useless.	
X6	Consider banning car traffic from the Capitol Square. I think the traffic rules that apply to State St. should also apply to the square. Any personnel of the state capitol could be given exemptions. The square is a major hub of the city's bike network, but is extremely frustrating to bike through, because of the timing of the lights.	See also X8, BL13, BL14
X7	Improve ventilation of the Monona Terrace outside elevator	
X8	Time the Capitol Loop lights so that bikers do not have to stop at every single one - especially when going uphill. Or, at least let bikers turn right on red lights (after stopping) from State St and King St.	
X9	The signs that have a left turn arrow and say "OK" are confusing. It would be better to have traffic signs without words and just put a graphic of a left arrow combined with a straight arrow. I would suggest that all "left turn OK" traffic signs be replaced (an example of one is at the intersection of Regent St & Speedway).	
X10	There is a new bike box at the Old University/Campus Drive intersection, but it seems to be in the wrong place. I would propose moving it further forward by 10-20'. Many bikers use the crosswalk from Babcock Drive to cross Campus Drive (as opposed to merging into three to four lanes of heavy traffic), and once they come to the bike box from that point it is already behind them. It would be nice to have all bike boxes consistent in color. Personally, I think red is a bad choice and Madison should have gone with either green or blue, found in other US Cities.	
X11	When considering new routes, please plan in \$ for landscaping, or at least give the community the chance to brighten up the route. Community or city garden projects along the Campus Drive Path and SW Path would be lovely.	
X12	Repaving/construction of Old University Avenue Corridor and related bike/ped improvements. The City, Alder and Neighborhood are working on a Plan for the Old University Avenue Corridor, that will include enhanced bike and ped recommendations. That plan is to be submitted by the end of the calendar year.	
X13	Improve safety on the 'S' curve on Caromar Drive between Clifden Drive and South Owen Drive. The street segment is perceived to be hazardous because parked cars reduce visibility and space for bicycles and pedestrians.	
X14	To encourage people to make biking a way of life, Madison needs to commit to year-round access to paths, lanes, and streets for cyclists. This means that not only the bike paths should be cleared of snow and ice, but also the bike lanes. Specifically, the lanes on East Johnson, East Gorham, and on Wilson. And that parking enforcement to keep cars out of lanes needs to happen year-round. Also important is spring clean-up of salt and gravel on the paths and lanes as soon as possible—a serious hazard for bikes.	
X15	Plant more trees and native plants on paths, especially along un-shaded portions of the Isthmus Bike Path.	
X16	Create solar and wind demonstration projects on bike paths—maybe in cooperation with MG&E	
X17	Have funding for public art on bike paths—maybe in cooperation with the Madison Arts Commission.	



	<b>Proposal</b>	<b>Number of comments</b>
X18	I'd like to propose a cultural trail that connects and celebrates the City and County historic sites associated with Madison's unique and important "ecoprogressive" cultural tradition - John Muir, Robert La Follette, Frank Lloyd Wright, Aldo Leopold, Gaylord Nelson. The trail should if possible be planned for eventual connection to other relevant sites in the Capital region or beyond.	
X19	Increase the city's dedicated Safe Routes to School capital budget to at least \$150,000 annually. The budget should be used exclusively for the improvement of walking and biking facilities near schools.	
X20	Increase staff time dedicated to bicycle issues, particularly within Engineering and Traffic Engineering.	
X21	Create interdepartmental staff and community bike team to communicate on a routine and frequent basis so that bicycling projects may move more quickly and efficiently through the planning and implementation stages.	
X22	Regularly count bicyclists and evaluate bicycle usage; adopt a consistent methodology for evaluating and reporting bicycling levels; conduct comprehensive counts on the two national count days.	
X23	Ensure that bicycles are integrated into all planning for the potential commuter rail line.	
X24	Planet Trek project takes the form of colorful and informative, but temporary, markers. We would like to move toward a permanent installation.	
X25	Stop spending to improve bike concerns that not only fit a few---but are a heavy toll on taxes that this city does not have to put a priority on. Bikers will survive---they do not need a Cadillac city, since most of the expenditures are a waste.	

**May 25, 2010 Public Hearing Comments (including written and e-mailed comments)  
Key to match people presenting ideas to comments**

<b>Person</b>	<b>See Response Numbers</b>
Jay Allen, Fitchburg Mayor	GS1, SP10
Michael Anderson	SC2b
Steve Arnold, Fitchburg Alder	GS1, SP10
Luke Batchelor-Clark	BR2, EE1
Jon Becker	X18
Christopher Berge	X1
Dave Blouin, Westmorland NA	IN10, IN11, SC5, SC6, SC7, SC8a, X13
Chris Borchers	SP1c
Darin Burleigh	BL3
Brigit Brown	IN1b, IN2d
Joel Creswell	EE3, X5, X6
Phil De Villers	SP3
Paul Donahue	IN6, IN7, SP8
Gwen Drury	BB6
Greg Ferguson	BL4, BL5, SP7
Jay Ferm	BB1a, BB2, BB3a, BL1, BR1a, IN1a, IN2a, IN3a, IN4, IN5, PK1
Chris Fortune	X2, X3
Darsi Foss, Regent NA	BB1b, SC3, SC4, X12
Jonathon Frey	BL9, EE9, GS4, IN2d, IN3c, IN9
Jeanette Froehle	SW2, SW3
Ken Golden	SP15
Michael Goodman, SASYNA	BB4, BL11, BL12, BL13, EE6b, EE10, IN12, IN13, IN14, IN15, IN16, MM1, PK3, SP16, X14, X15, X16, X17
GREENBUSH4@aol.com	BL6
Kristy Hanselman	BL8, BR1b, EE6a, EE7, EE8, IN1b, IN2c, IN3b, SC2a, SP9, SP13, SP14, X8, X9, X10, X11
Nancy Harrison-Noonan	SC9
Bruce Jamison	EE4, EE5, PK2
Brian Johnson	SP1b
Brian Kelley	SP11, SP12
Jim Koloen	SP5
Jerry Kotnour	X25
Page Krause	SP1d
Dr. Jim Lattis, UW Space Place	X24
Kevin Luecke and Amanda White, Bicycle Fed of Wisconsin	BB3a, BB5, BL14, BL15, BR3, GS1, IN1, IN2, IN3, PK1, SP9, SP10, SP17, X2, X3, X4, X19, X20, X21, X22, X23
Lori Lukens	SP4
Karen Matteoni	GS2
Charles McEniry	SP2
Erik Meitner	IN5
Hans Noeldner	GS1
George Perkins	SC1, SC8b, TC1
Douglas M. Poland	GS3, GS4, GS5, IN2b, IN8, X7
Art Pratt	SP6
Brian Ray	EE2, SP1
Mary E. Schroud	BL10
Daryl K. Sherman	IN3c
Jerry Sieling	GS1, SP10
Cynthia Snyder	BL7
Sally Jo Spaeni	GS6
Bruce Verhelst	SP9
Larry Winkler	BL2, SW1

BB = Bike Boulevard
BL = Bike Lane or Paved Shoulder
BR = Bike Route
EE = Education and Enforcement
GS = Grade Separation (overpass or underpass)
IN = Intersection
MM = Major Maintenance
PK = Parking
SC = Street Crossing
SP = Shared Use Path
SW = Sidewalk
X = Miscellaneous / Other

<b>Spoke at Public Hearing</b>		
Luke Batchelor-Clark 537 Pawling St. Madison, WI 53703 representing himself and Machinery Row and Budget Bicycle Center	Christopher Berge 811 Jenifer St Madison, WI 53703	Brigit Brown 29 E. Wilson St. #308 Madison, WI 53703
Darin Burleigh 5018 Tomahawk Tr Madison, WI 53705	Jay Ferm 2925 Hermina St. Madaison, WI 53704	Chris Fortune 2118 Waunona Way Madison, WI 53713
Kevin Luecke and Amanda White Bicycle Federation of Wisconsin 101 E. Doty Street, Suite 400 Madison, WI 53703	Hans Noeldner 133 W. Lincoln St Oregon, WI 53575	Jerry Sieling, Chair Fitchburg Transportation Committee 2586 Nutone Ct Fitchburg, WI
Larry Winkler Orchard Ridge Neighborhood Assn		
<b>E-mailed &amp; Mailed Comments</b>		
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