

**From:** [Robbie Webber](#)  
**To:** [McGuigan, Patrick](#)  
**Cc:** [Tao, Yang](#); [Lynch, Thomas](#)  
**Subject:** University Ave reconstruction on TC agenda  
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Patrick -

Could you please forward the following comments to Commission members for tonight's meeting?

In general, I appreciate the efforts to make this roadway and the intersections safer for all modes of travel. However, I do still have some questions and concerns about details of three plans.

My main concern is that the crossings of University Ave proper are still few and pretty intimidating for those who are not young, fleet of foot, and courageous. A friend just commented that his 16-year-old son -- i.e. not a child -- has trouble biking between Supercuts on the north side of the street to Bagels Forever on the south side. This is a kid that bikes all over the city. Very telling.

Below are some questions and concerns I have. Some may be addressed in the plans, but it's hard to tell from the documents provided.

Questions/clarifications

1. At NB Ridge and NB Farley, is there going to be a **No Right on Red for drivers**? That was part of the discussion in order to keep pedestrians and bicyclists safe from right-turning motorists who tend to only look to the left.
2. **At the porkchop/right turn slip lane from SB Univ Bay Dr to WB University Ave, a couple of questions:**
  - They talked about an **elevated crosswalk** across the slip lane to slow traffic and make the crosswalk more prominent.
  - Right now, there is a pedestrian light to get from the bus stop to the island. You have to wait for a WALK light to get to the island, then a different WALK light to cross University itself. This makes it difficult for pedestrians, as they have to wait through two portions of the light cycles. Meanwhile, motorists making a right turn do not yield consistently during any portion of the light cycle. When they face a green SB, they think they can go without stopping. When they face a Red, that is when the pedestrians get a walk light, but they still tend to do a rolling stop. There is a sign facing SB, right-turning motorists that says "Turning cars yield to pedestrians," but it is unclear whether that applies to all phases of the light cycle, or only when pedestrians have the walk light. I would like to be able to cross to the island at all times, so that I don't have to wait around for the next cycle if the green is available for the crossing University, but I'm not sure what the sign/light/legal situation is there.
3. **For the overpass approach WB**, it looks like there is a spur that would allow people to access University Bay Dr. Just want to be sure that is there, because there will be a not-insignificant number of users that will want to make a turn at this location to access the hospitals/campus/Shorewood Hills destinations.
4. **For the users EB on the path**, it looks like there will be an opportunity to leave the path and connect with a driveway/street that leads to Marshall Court. Just want to be sure there is indeed a curb cut or other way to get off the path and onto a connector to Marshall Ct before the path begins to rise. This will be important for those (like me) who want to connect to University Bay Dr southbound -- into the neighborhood.

5. The **current bike lane SB on Univ Bay Dr puts you in a position to run into the curb** on the other side of University Ave. The only way to avoid getting cut off by SB motor vehicle traffic is to position yourself in the regular SB traffic lane. Will that be fixed? I don't think bicyclists should be directed onto the sidewalk, but that appears to be where the bike lane heads now. (Except for the fact that there is no curb cut for the crosswalk, so you just run into the curb face, but I'm pretty sure a new set of curb cuts will be installed.)

6. Finally, **will there be a light at the Marshall Ct/Overlook Terr intersection with Univ Bay Dr?** The VA wanted that as a concession for giving a sliver of land for the path east of U Bay Dr. Apparently, they want to build another parking lot and needed the light to give employees a chance to get onto U Bay Dr. I oppose both the the additional parking lot and another set of traffic lights, but I also know that it is very difficult to negotiate with the federal government. The VA literally does not need city (or village for Shorewood Hills) approval to do whatever they want on their property. However, the light is not on their property.

7. One other little detail I brought up, and I never heard about was: Will the overpass block sightlines of the RR warning lights or standard traffic light for people SB on Univ Bay Dr? (Also, if the additional signalized intersection cited in #5 is added, will sightlines for that be blocked for NB traffic?) Because of the topography, I was worried that the bridge would block the view of the lights as people descend U Bay Dr to University. Maybe it's not an issue, but Chris Petykowski did say, "That's a good question."

8. One of the **impediments to having a usable sidewalk on the south side is the presence of utility poles** taking up a bunch of space. What is the plan for those when widening the sidewalk? If they aren't moved, I'm not sure how much extra space we are gaining. I see a couple of options that would make it much better.

- The electrical lines seem to only run on poles on the sidewalk from Franklin to Farley. West of Franklin, I think they run in the alley. Would it be possible to underground that one block? That would remove those poles. That block is also the most critical to have space on the sidewalk because of the busy crosswalk (the bus stop has been moved, but it's still going to be a very busy ped intersection) and the fact that the parallel bike route on Harvey St stops at Franklin. (Or Shepard Terr, if one doesn't want to bike through the alley behind the Spirit Gas Station, which is what Harvey turns into, but that ends at Franklin too.) I know the city as a policy of not paying for burying power line, but I think that one block would make a big difference.
- Then for the street lighting, could those be moved to the median? That would have to be for the entire length of the project, but it would remove all the poles from the sidewalk, giving us more space. They might have to run conduit, but they are opening up the whole road for the storm water project anyway.

Thank you for your consideration of these matters.

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