

Below are comments for four different agenda items of the 1-30-2024 Transportation Commission meeting.

Thank you,
Craig Weinhold

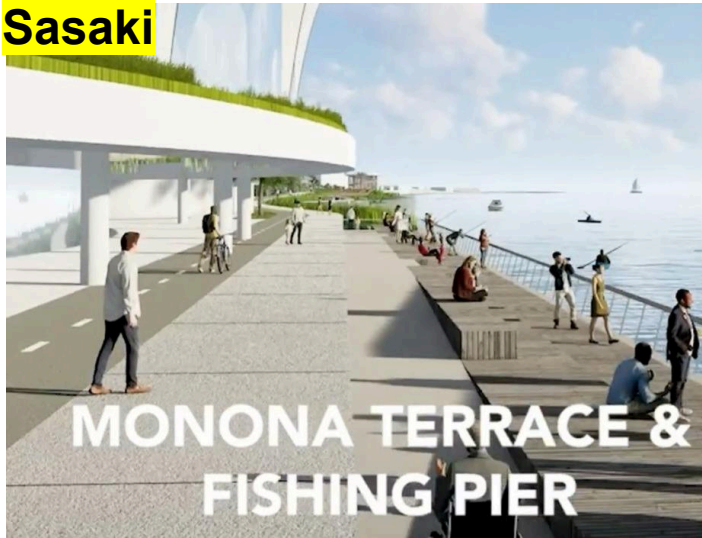
81632 Endorsing / prioritizing bike/ped connectivity as part of WisDOT's I-39/90/94 study

If WisDOT moves ahead with a new Hoepker Rd interchange ([WisDOT, April 2023](#)), the priorities of the pedestrian/bicycle connections at Hayes Rd (currently #5), Hoepker (currently #7), and Anderson (currently #6) should be moved up. This is because a new Hoepker interchange will overwhelm Portage Rd, which is the only bike-friendly Interstate crossing for 6.5 miles.

81653 Adopting the Lake Monona Waterfront Master Plan

I support the Master Plan, but am disappointed it excludes the bike/ped area along Monona Terrace. Early in the competition, design firms offered these exciting renderings of what could be done in that area:

Sasaki



Sasaki



JCFO



It would be nice if the master plan explained why this important area was excluded from consideration.

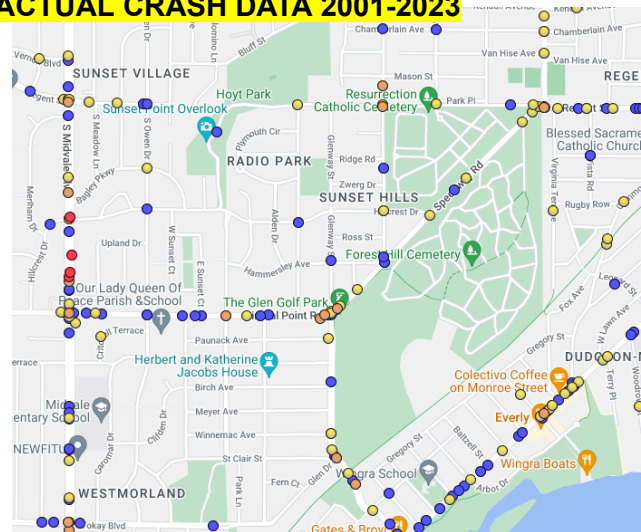
81744 Vision Zero Annual Report

First, High Injury Network methodology used for Vision Zero doesn't seem close to actual injury crash data. E.g., Here is a spot comparison of near-west Madison.

HIGH INJURY NETWORK



ACTUAL CRASH DATA 2001-2023



Mineral Point Rd, Glenway, Monroe St, and Regent east of West High all have many real-world crashes with injuries, yet they are not flagged as part of the High Injury Network. The [2014 Near Westside Neighborhoods and University Avenue Corridor Transportation Study](#) (p. 45) indicated that the Glenway / Speedway intersection was the crashiest intersection on the near west side. Meanwhile, streets like Falles Ct are flagged for the High Injury Network even though it's never had a crash and probably doesn't see more than 10 cars an hour.

Second, Bicycle Crash Trends on page 22 shows three fatal bike crashes in 2022. I think it is noteworthy that two of those involved e-bikes. The City should work with the State to update DT4000 crash forms to include more details on unregulated electric bikes, scooters, skateboards, monowheels, etc.

Third, Madison does not seem to have any bike or pedestrian count data, other than two eco counters and manual counts done by Traffic Engineering as needed. This is a glaring problem that should be fixed. How else can Vision Zero prioritize initiatives properly?

Finally, I think the City of Madison should deploy red light and speed cameras. Although enforcement is currently illegal in Wisconsin, there is nothing to prevent a municipality from deploying the technology to gather information on frequency and severity of violations, and possibly even to inform violators that they would have received a ticket for their behavior. An early deployment would also give Madison a head-start on developing policies to ensure the cameras are used equitably.

81580 State Street 2024 Pedestrian Mall Experiment

Early renderings of the experiment area are not welcoming to bicyclists.



This experiment needs to make it absolutely clear that bikes are allowed on lower State Street. Road art should incorporate traditional lane markings for thru-traffic. If the project moves past the experiment stage in coming years, the bike lanes should be elevated and set apart from pedestrian areas with rumble strips.

If there will be many events that close the street to bicyclists, an alternate route should be established. E.g., a contraflow lane on W. Gilman St to University Ave.

Also, the five-way Gilman / Broom / State intersection needs visual cues that State Street bikes and peds have right-of-way. If that intersection's pavement remains clear while State Street has street art, drivers may get the impression that they have right-of-way.