

2006 Priority Large Capital Projects: The projects are the same but the project scope/description has changed for some projects. Insertions are underlined and deletions lined through. The comment references from 2007 that fall under these projects are listed

Project	2007 Comment #
The Sherman Flyer	SP2a-b
Perry Street Ped/Bike Overpass of the South Beltline	GS3
American Center Grade Separations of Highway 151 & Interstate 90/94	
Capital City Path East Extension: Buckeye Road to East City Limit	SP4
Junction Ridge Ped/Bike Overpass of the Beltline south of Old Sauk Road	
Starkweather Creek Path, East Branch: <del>Marsh View</del> <u>Isthmus</u> Path to City View Drive	SP9e-f, SP10, SP15, BL5
Starkweather Creek Path, West Branch: <u>Isthmus Path to MATC Path, in particular, the Ped/Bike Overpasses of East Washington Avenue and Aberg Avenue</u>	SP5a-d
Wisconsin River Rail Corridor Path	

2006 Small Capital Projects: Insertions are underlined and deletions lined through. The comment references from 2007 that fall under these projects are listed

TIER 1	2007 Comment #
<b>T1.1.</b> Make ped/bike connectors between the cul-de-sacs of Manor Cross and/or Tocora Lane and the UW Research Park.	
<b>T1.2.</b> Eliminate old fence-row bike racks or any other racks that don't meet City code at City libraries and other City-owned property. The City should set a good example by having proper racks at all City properties. Need new bike racks at the Olbrich Park beach.	
<b>T1.3.</b> East-West connections across the Yahara River between Johnson Street and East Washington Avenue. Instead of several different proposals for how to go east or northeast from the Yahara river, a special study to determine the best way(s) to cross the Yahara is in order. This could be come a Large Cap project in which case it should be on the priority list above. <del>The park at East Washington Avenue and the Yahara River: need ~20 feet of sidewalk connecting from the bike path to the park parking lot.</del>	SP1, SP11, BR1, BL10, BB1, SC4
<b>T1.4.</b> Whitney Way Crossing: Construct a bike crossing of Whitney Way between Medical Circle and Odana Lane (cul-de-sac). This will also require intersection work at Odana Lane and Odana Road. This is the Missing Link for a continuous bike system from the Struck-Canyon underpass of the Beltline to the Southwest Path. Links to this system opened in the past year were the Beltline Path and the bike lane marking of Odana Road east of Whitney Way. (On Mark's list too.)	SP7, I2, I3
<b>T1.5.</b> University Ave contra-flow signing: Place westbound "Bicycle (symbol) Wrong Way" (R5-1b) signs at each intersection of the University Avenue contra-flow bike lane. They are identified in the MUTCD Manual of Uniform Traffic Control Devices, 2003 Edition. There is way too much wrong way biking on this section and it creates a safety hazard for bikes traveling in the proper eastbound direction.	BL15

<p><b>T1.6.</b> Capital City Path, John Nolen Dr. Section: path realignment at Lakeside. Realign existing path to connect to Lakeside at Olin-Turville Ct. instead of John Nolen. This project is #9 on the Work Program. Mike Rewey's comment on this project: John Nolen Path - Lake Monona to Lakeside Street, Realign the path away from John Nolen Drive and have it intersect with Lakeside Street directly across from the Olin-Turville Park Road. The current path intersection at John Nolen Drive and Lakeside Street is improperly used and unsafe. (On Mark's list too.)</p>	<p>SP13a.</p>
<p><b>T1.7.</b> Reindahl Park Path connection to Lien Rd. This project is #19 on the Work Program. Mike Rewey's comment on this project: Lien Road to Reindahl Park path connection, Create a direct path connection from (west) Lien Road to the Reindahl Park path. Right now access is via a private driveway and along a narrow sidewalk</p>	<p>SP17</p>
<p><b>TIER 2</b></p>	
<p><b>T2.1.</b> West Shore Drive cul-de-sac at West Washington Avenue: provide a ped/bike curb cut to connect West Washington to West Shore.</p>	
<p><b>T2.2.</b> Milwaukee St. at Clyde Gallagher Avenue: need two curb cuts and 100 ft of connecting sidewalk between these two streets on the east side of the creek.</p>	
<p><b>T2.3.</b> Northeast corner of Aberg Avenue at Packers Avenue: need a connecting sidewalk (~400 ft?) from the east side of Packers around to Shopko plaza.</p>	
<p><b>T2.4.</b> Eastmoreland Park (all of the following will complement the nearly completed Marsh View Path):</p> <ul style="list-style-type: none"> <li>a. Repave the path through Eastmoreland Park from Milwaukee Street to Dempsey Road to current standards (horizontal and width) and repave the connection to Buckingham Lane.</li> <li>b. Pave a new connection to Silver Road.</li> <li>c. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman's parking lot by creating a fence opening.</li> <li>d. Realign the offset curb ramps at Dempsey Road where it connects to the bike/ped overpass and widen them to the correct width.</li> </ul>	<p>SP14</p>
<p><b>T2.5.</b> Retrofit pavement marking on Commercial Avenue: Commercial Avenue is underutilized by motor vehicles, but is very wide. Retrofit/mark bike lanes from Sherman Avenue to the proposed Starkweather Path where it crosses Commercial.</p>	<p>BL8</p>
<p><b>T2.6.</b> Reindahl Park path connections: Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.</p>	<p>SP17</p>
<p><b>T2.7.</b> Winnebago Street eastbound counter-directional bike lane: Currently westbound access on Winnebago to the Isthmus Path near Riverside Drive exists however the return eastbound trip does not. Create an eastbound counter-directional bike lane on one-way westbound Winnebago Street from Riverside Drive to Buell Street where Winnebago Street becomes two-way again.</p>	<p>BL14</p>
<p><b>T2.8.</b> Isthmus Path speed table pilot project: Currently the Isthmus Path from Waubesa Street to Blair Street has too many street crossings. None of the crossings should be closed because of the negative impact on the neighborhood grid pattern. However the path should be made more viable for bike transportation. Select a current street crossing and have the street "table" or ramp up to the path. The path itself would be a smooth continuation of the path (no curb ramps – no curb and gutter bumps). The side street would have stop signs at the path – the path would be the through "street." Criteria for selection would be a crossing street that already has a stop sign within a block each way from the path or "tee's" into a street paralleling the path. Examples are Corry Street, Ohio Street, Jackson Street, Brearly Street, Livingston Street and Blount Street. A side benefit is traffic calming.</p>	

<p><b>T2.9.</b> Supplemental “two-direction biking” signs beneath motor vehicle Stop/Yield signs where the intersecting street has a side path. The intent is to remind motorists to look both ways. Typically they do not look both ways. I can explain more fully upon request. As supplemental signs, they can be made to comply with the MUTCD.</p> <p>Some example locations are:</p> <ul style="list-style-type: none"> <li>• Northbound Packers Avenue off ramp intersects with Aberg Ave and the Starkweather Bike (side) Path. Two stop sign locations here.</li> <li>• Westbound Aberg Ave right turn onto Shopko Drive intersects with the Starkweather Bike (side) Path. A yield sign exists here.</li> <li>• The driveway at Machinery Row Bicycle.</li> <li>• Blount Street at the Machinery Row Bike (Side) Path.</li> <li>• There are many more</li> </ul>	X8
<p><b>T2.10.</b> Standard use of skip-dash pavement marking for bike lanes at intersections with right turn lanes: These are locations where it is typically the most difficult for bicyclists to traverse. Now bike lane marking ends before entering these tough areas. It also gives the turning motorist a heads-up. Signs requesting that turning vehicles yield to straight-ahead bikes are not sufficient. These signs are rarely noticed.</p>	BL16
<p><b>T2.11.</b> Repave Warner Park bike paths and bring up to standards: These paths are pretty tough to bike on, especially the downhill section from Sheridan Drive. Also put in a curb cut for the Warner Park Bike Path onto Forster Drive. Without a direct curb cut you have to traverse a sidewalk to get to an intersection curb cut. I am sure there are also other curb cut opportunities. <u>Also construct a path from Sherman Avenue &amp; Windom Way westerly to the existing path system. This will better help bicyclists crossing Sherman Avenue.</u></p>	SP21
<p><b>T2.12.</b> Hartmeyer Path: Commercial Avenue to Roth St. This project is #11 on the Work Program.</p> <p>Mike Rewey’s comment on this project: Create a path west of Oscar Mayer from Commercial Avenue to Roth Street. This path would roughly be a southerly extension of Huxley Street. Current north-south options are busy Sherman Avenue or currently illegal access through the Oscar Mayer parking lot along Packers Avenue</p>	SP18
<b>TIER 3</b>	
<p><b>T3.1.</b> Capital City Trail at the intersection of McCoy Rd. and County Hwy. MM: put a short section of path on the east side of County Hwy MM eliminating the need to cross McCoy Rd. Currently, one must cross both McCoy and MM.</p>	
<p><b>T3.2.</b> Military Ridge connector path from the cul-de-sac at the end of the Verona Rd Frontage Rd. to County Hwy. PD: needs to be repaved.</p>	
<p><b>T3.3.</b> Commercial Avenue at Hwy 30: need connecting sidewalk from the dead-end of Commercial Avenue to the new Marsh View Path (under Hwy 30 beside the railroad).</p>	
<p><b>T3.4.</b> Stoughton Road at Lexington Avenue or Hwy 30 on-ramps: need crosswalk across Stoughton Road at the stop light.</p>	SC3
<p><b>T3.5.</b> Arboretum path: Duck pond to Manitou Way and Iroquois Dr. to McCaffery Dr. This project is #2 on the Work Program</p>	
<p><b>T3.6.</b> Leopold Park/Arbor Hills Greenway connector path: Greenway View to Greenway Cross. This project is #13 on the Work Program. Another project on Mark’s list</p>	

2007 Public Hearing Comments Not On Last Year's List – suggested disposition.

Comment	Disposition
<b>SP3</b> completion of the Badger State Trail	Large Cap: DNR
<b>SP6</b> a long greenway that extends from Hammersley Park at the north (adjacent to Falk Elementary School) to Pilgrim Rd at the south. The paths that exist in the Lucy Lincoln Heistand Park portion of this greenway are well-used by bicyclists and pedestrians, especially young people on bikes and seniors walking. I suggest a bike/ped path that extends from one end to the other. It could provide a safe and lovely walkway to Falk school at one end, and nearly to Huegel school at the other. It would also come close to connecting at the North with the Norman Clayton/Greentree bike paths, which provide corridors in turn to Elver Park and north almost to the Struck St. underpass	Large Cap
<b>SP8</b> <i>Yahara River Parkway Path</i> <b>a</b> Stop sign for auto traffic on East Main Street at the Yahara River Path. Bikes and pedestrians can't see traffic coming over the bridge in time to clear the intersection. A stop sign for traffic on Main Street would solve this. A stop sign for traffic on the path won't help	Small cap Tier 1 if TE confirms need.
<b>b</b> Repair the Yahara River path in front of 110 North Thornton Ave. During the reconstruction of the East Washington bridge a couple of years ago half of the new Yahara River path in front of 110 North Thornton Ave was torn out, apparently to access underground utilities, and the hole was filled with gravel and surrounded with orange barricade fencing. [note - - this has been done, AR]	Delete, project completed.
<b>SP9</b> <i>Capital City Path, Isthmus section</i> <b>a</b> Speed tables on East Isthmus Bike Path. Path gets more use than many of the little side streets it traverses. In these cases the path should have the right of way, not the cars. Frequent stops at street crossings with barely any car traffic and the up and down bouncing involved with each gutter crossing are an annoyance. Raised crosswalk speed tables are needed along this section of path. Of special concern is the intersection of the East Isthmus path at Waubesa. Speed humps already exist further down on Waubesa to slow traffic but there are no speed humps on this section of Waubesa and traffic moves fast. A new neighborhood center is moving into the old Iron Works building located at this intersection which will draw more traffic and especially more kids and more bikes so slowing down car traffic here with a stop sign and a raised crosswalk speed table at the path is a good idea. Also consider Corry St, Ohio St, Jackson St, Breatly St, Livingston St and Blount St	Apply to NTMP
<b>b</b> Connection from Bashford Avenue to the East Isthmus Bike Path. A well worn foot trail exists through the community gardens from the intersection of Bashford Avenue and Talmadge Street to the East Isthmus Bike Path. I see pedestrians crossing the gardens down to the path here all of the time, often pushing strollers, even in winter. The trail gets so much use it has even been mulched by the gardeners. There needs to be a connection to the bike path here. <b>c</b> request that a "no right turn on red" sign be posted at Division and the Atwood bypass because of the crossing of the bike path <b>d</b> I would like to see the light at Dunning and Atwood change to red on a regular cycle - at least in the summer months. Because it won't turn green on Dunning without hitting the "walk" button (if there are no cars waiting), it encourages people to run the light. I know, they would do it anyway but maybe if they knew it was going to turn, they would be a little more patient. Most people don't know you have to hit the button to get the light to change so they just sit there, get frustrated and then run the light	Small Cap Tier 2
<b>SP12</b> we need a bike trail parallel to USH 51 (commutes Portage Rd to Agriculture Dr)	Large Cap

<p><b>SP13</b> <i>Capital City Path, John Nolen Drive section</i>  b The restriction in the width of the John Nolen path at the approach on the east end of the western most bridge over the causeway due to the placement of the fence post on the south side of the path.  c Monona Terrace to Northshore- -Widen the path to 14 feet. Also review crossings at Northshore and at Broom and make functional improvements.</p>	Small Cap Tier 2?
<p><b>SP16</b> Create new path from isolated McArthur Road to Lexington Avenue paralleling Stoughton Road. This creates an obvious connection to cross Stoughton Road. It also creates great access from an isolated neighborhood to Cubs and Wal-Mart.</p>	Large Cap
<p><b>SP19</b> Path from Military Ridge Trail (at General Beverage) to North side of Beltline - - Construct path along old railroad right-of-way including bridge over beltline.</p>	Large Cap, On TIP as Cannonball Trail
<p><b>SP20</b> Demetral Path (Sixth Street to North side of Seventh Street - -Construct path from Sixth Street east of existing parking lot to just east of Seventh Street cul-de-sac. Include realigning path in Seventh Street area to meet standards. This will hook together existing paths.</p>	Large Cap?
<p><b>BR2</b> designate 6<sup>th</sup> Street a bike route. It would give access to the new Union Corners as well as a proposed train transit station to Demetral Field. This intersection is an important crossing of East Washington Ave especially with the added development of Union Corners.</p>	Small Cap Tier 2
<p><b>BL1</b> Bike lanes along the full length of the bike route that is marked (intermittently) from the intersection of High Crossing and Nelson Road to the intersection of Eagan Rd. and E. Washington Ave (would include High Crossing Blvd., East Springs Dr., E. Towne Blvd. and Eagan Road. It would be nice to have bike lanes clearly marked in, and approaching the intersections along this route because of the high volumes of traffic around E. Towne Mall. The intersections of E. Springs with E. Towne Blvd. and Eagan with E. Wash are particular problem areas &amp;  <b>BL6</b> High Crossing Blvd needs to have the bike lanes striped from Home Depot all the way out to the end. There should also be bike route signs installed. This is a major connector to the new WisDOT path along US Hwy 151 and a main route to the Sun Prairie area, etc. &amp;  <b>I1</b> Intersection improvements at High Crossing and Nelson Road (where the bike path along the south side of 151 begins) [Critical: the bike path drops off/picks up in the right turn lane on Nelson Road</p>	Large Cap, probably require reconstructing parts of streets.
<p><b>BL2</b> Bike Lanes along Anderson Street next to MATC / the Starkweather Path to Stoughton Road 2</p>	Small Cap Tier 3, need to purchase right of way upon redevelopment
<p><b>BL3</b> West Old Sauk Rd that is adjacent to the Town of Middleton and contains the new condo developments have the road repaired and bike lanes made</p>	Large Cap, will be done when reconstructed
<p><b>BL4</b> marked bike lane and stop signs to slow traffic on Hammersley between Whitney and Gammon</p>	Delete, final decision made.
<p><b>BL7</b> request the city paint bike and/or curb lanes on Odana Rd between Midvale and Monroe St. This lower section of Odana is a very busy street and pedestrians and cyclists must navigate a dangerous section of road. One of the biggest problems is motorists treating the 2-lane road as a 4-lane road, and passing one another within inches of the curb.</p>	Ped Safety on Arterials or NTMP

<b>BL9</b> add bike lanes to the section of Syene Road or add a bike path spur along the railroad tracks to Rolfsmeyer Drive. This is the only way to get to the industrial park area from the Capital City Trail. Currently Syene Road is heavily used by bikers and bike commuters and is a very dangerous road. It has no usable shoulders, is narrow, has a 45 mph. speed limit and heavy traffic in both directions from 7:00 to 8:00 and 3:30 to 4:30. We would be very appreciative of any consideration that you can give this.	Large Cap, multi-jurisdictional
<b>BL11</b> Cottage Grove Road Bike Lanes (Acewood Avenue to Interstate)	Small Cap Tier 1?
<b>BL12</b> Old University Avenue Bike Lanes - - Retrofit bike lanes for this well used link.	Large Cap?
<b>b</b> East Broadway Bike Lanes (Stoughton Road to Femrite) This is a 1/4 mile missing link between existing bike lanes.	Small Cap Tier 2
<b>BB2</b> East-West corridor is Mineral Point Rd. There is no contiguous route that avoids the high-speed traffic. Perhaps some designated neighborhood roads with some strategically placed connecting bike path segments can be used to provide good movement. I would think this would be helpful for the schools in the area too.	Small Cap, sign Regent, Bluff, Kendall?
<b>GS1</b> With Highway 113 (Northport) scheduled for rebuilding soon, consideration should be given to creating bike/ped over-or under-passages to reconnect Northside communities across this busy multilane road. Two good locations likely would be: south of the Northside Town Center (shopping mall) and south of Lake View Hill Park (the latter could also designed to serve wildlife passage between Lake View Hill and Warner parks, e.g., serving as an ecopassage) & <b>GS2</b> an over- or under-passage between Warner park and the Northside Town Center [across N Sherman Ave.] may be a desirable safety measure, given increased attendance at Mallard games, which utilize the shopping center's lot for overflow parking.	Large Cap
<b>SW1</b> general City project that would identify where gaps exist in sidewalk access to City Parks (and other City facilities used by the elderly, children, and/or disabled), leading to plans for sidewalk installation as required to facilitate safe pedestrian access. The specific pedestrian project that would benefit my immediate neighborhood would be the installation of sidewalk on the south and/or north sides of the 4800 block of Sherwood Road. The 4900 Block of Sherwood Road has sidewalks on both sides of the street. Continuing to the east however, towards Oak Park Heights Park, the 4800 Block of Sherwood does not have sidewalks installed on either side. Hilltop Drive does have sidewalks on both sides of the street adjacent and opposite the park, at the Sherwood Road intersection.	On-going process (need update); Small Cap Tier 2 for this particular project.
<b>SW2</b> place sidewalks on Seminole Highway south of the Beltline between the Beltline and Harland Hills. There is currently no pedestrian connection from the Beltline to Fitchburg without walking on the highway.	Large Cap
<b>SC1</b> more signage, including the pop up signs on the road, that remind drivers to yield to pedestrians. It can be difficult navigating, especially Capital Square, without these signs. The intersection at Doty St. and Mifflin is especially harrowing, particularly around rush hour. It is three lanes of traffic, plus cars existing the Block 89 development, who refuse to yield despite the striped crosswalk on the west side of the block.	Check if meets requirements for in-street "yield to ped" sign.
<b>SC2</b> <i>Glenway, Mineral Point Road and Speedway</i> a Speedway Road is not at a right-angle and the traffic lights are aimed for motor vehicles. Consequently, the green/red/yellow traffic lights are not visible to pedestrians at the southeast corner, so there is no indication to pedestrians when it is safe to cross Glenway Street. Re-orient the lights so they are also visible to pedestrians or add a pedestrian walk/don't walk light visible to pedestrians at the southeast (golf course side) corner. b There is no painted crosswalk on the east side of intersection crossing Speedway Road, north-south crossing). All four corners need to have painted crosswalks. c There is only one crosswalk (west side of intersection crossing Mineral Point Road, north-south crossing) with push-button activated walk/don't walk lights. All four corners	Small Cap Tier 2.

need push-button activated pedestrian walk/don't walk signals. d Right-on-red from north-bound Glenway Street to east-bound Speedway is a hazard. Consider restricting right turns on green only, or add a yellow pedestrian crossing warning sign to remind drivers.	
e Traffic routinely moves through this intersection faster than the posted limit. Since we cannot count on improved enforcement of speed limits by police, a traffic calming island (pedestrian refuge) is needed on both sides of the intersection on Mineral Point and on Speedway.	Ped Safety on Arterials or NTMP
SC5 Lots of people cross at Park Street-Dane Street and this intersection needs a ped treatment to make it easier to cross. Could perhaps be tied in with the improvements for Park-Hughes.	Small Cap Ped Safety on Arterials
SC6 On Fish Hatchery Road, need a median between Culmen and Carver to help peds get across.	Ped Safety on Arterials
E1 Signage on bike paths to encourage all users to keep right.	Need PBMVC discussion/ approval
X1 Put a left turn lane/refuge area for bikes that are turning left off of Anderson onto the Starkweather Creek Trail. The outlet of this trail works pretty well for people exiting the trail and going east on Anderson, but can be tricky when going in the opposite direction.	Small Cap Tier 2
X2 Improvements to Portage Road and Hoepker Road on the far east side – these may still be in the town in places but when/if they come into the City bike lanes would be great along with just general maintenance (a lot of potholes right now)	Planned when annexed.
X3 concerned about the safety of biking on Gorham Street and University Ave, and the alternate route, County M.	Doesn't make sense
X4 It would be nice to have some kind of park & bike areas for those of us who drive in from other areas. I have considered riding from Sun Prairie, but don't trust the roads, or the drivers enough to think it would be safe. I would like to save some gas though, and would consider riding from Milwaukee Street or Cottage Grove Road if I found a safe place to leave my car all day. It also would be nice to have a place to lock up my bike overnight rather than carrying it back & forth to Sun Prairie everyday.	Large Cap; co-ordinate with Park and rides.
X5 Viaduct from Bram Street to Koster Street is very narrow and feels unsafe. Very difficult to see into the viaduct when approaching it. Used by many people, including peds and bicyclists. More people using this area because of Quann Park and Goodman Pool. - Concerned that someone will get hurt. - Would like to see an access tunnel or increased access for peds and bicyclists. Neighborhood would like a separate tunnel for peds and bicyclists.	Large Cap
X6 Need more resources in Traffic Engineering for ped/bike signing and marking requests.	Need PBMVC discussion/ approval
X7 Place directional/distance signing at key path-path and path-street intersections. This is not the same as the great bike system maps that were dedicated in May of 2004.	Need PBMVC discussion/ approval
X9 Place "Except Bicycles" below Dead End sign on Debs Road.	Small Cap Tier 2
X10 Allow Wrong Direction Biking to or from the Square on: East Mifflin between North Webster and the Square. East Main between the Square and South Webster. West Main between South Fairchild and the Square.	Need PBMVC discussion/ approval