

Date: 10/27/15

CITY OF MADISON

Registration Statement – Pedestrian/Bicycle/Motor Vehicle Commission

You must register before the Commission considers your item.

Agenda No. F2

PLEASE PRINT CLEARLY

Name Arthur Hackett  
Address Mc Cormick Ave  
Madison 53704

Please check the appropriate boxes:

- Support
- Oppose
- Neither Support Nor Oppose

- and
- Wish to speak
  - Do not wish to speak
  - Available to answer questions

Speaking Limits: Public Hearing.....5 minutes  
 Information Hearing.....3 minutes  
 Other Items.....3 minutes

At this meeting are you representing an organization or a person other than yourself:  Yes  No  
 (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," provide the name of whom you represent below, and go on to the next question.)

COMMENTS RELATED TO THE ITEM ON THE AGENDA (optional):

Presenting Pedestrian + Bike Improvements  
recommended in The BEEPY Long Range Plan

Name, address and telephone number of each person or organization you are representing:

BEOPY Task Force co-city Planning + Dev

Are you being paid for your representation?  Yes  No

Are you appearing as part of your other paid duties for this person or organization?  Yes  No

(If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," go on to the next question.)

(SEE BACK)

## NOTES FOR PED-BIKE MEETING RE: EEPY TASK FORCE

Speaking as someone who has lived in Eken Park for 35 years and who has biked to work for most of those years, the situation has never been better.

When I started there was only one route...up Johnson-Gorham...and it wasn't very good. Now there are three. The Starkweather-Capitol Trail, the Mifflin Bike Boulevard, the East Washington Bike Lanes. Outbound, the new bike lanes along East Johnson combined with the new path through Tenney Park are a nice option which I frequently use.

Our focus has been on connecting those routes to neighborhoods within the larger EEPY area and improving options within the three neighborhoods.

What was probably our major concern during the planning process was improving the connection between the Pennsylvania-East Johnson intersection and neighborhoods to the north. We spent a considerable amount of time looking into a path along Pennsylvania through Demetral Field. This was in conjunction with efforts to make Demetral a more inviting place.

City Engineering felt, and I personally agree, that a better alternative is to improve the existing path within Demetral since it will improve internal access within the park and to the neighborhoods along the park's perimeter on the south and east. A path along Pennsylvania is essentially a pass through. And I'm happy to say that that project is already underway with construction scheduled for the spring of 2016.

Another concern involves bike traffic along the Yahara next to what we hope will become the Public Market. There's already a path there but it will need to be tied into the market and any other developments that come with it. Since we don't know the details of that project we can't really say what the improvements should be but it's an item the plan indicates a need to be addressed.

Two other items of concern involve intersections which are difficult to navigate by bike. The First Street-East Johnson intersection has a couple of problems. The east bound bike path presents problems with right hand turns onto First Street. Outbound cars making that maneuver are having to watch for inbound cars making unprotected left turns onto First. Drivers have trouble focusing on bikes wanting to go straight across with the walk sign on. A second issue is that the outbound bike path going through Tenney Park is on the north side of the street. If you're on that path and want to continue straight out East Johnson you need to switch over to the south side somewhere around the Yahara Bridge. While there is a path going underneath the bridge it's a somewhat circuitous path and a casual rider likely wouldn't know it was there. This may be addressed when the First-Johnson intersection is rebuilt in the coming years and it certainly should be.

The other intersection is the three-way connection between Sherman-North Sherman and Fordem Avenues. You will note that the plan calls for vacating Sherman Avenue north and east of Harbor Drive and curving Sherman so that it makes a tee intersection with a traffic light when it hits Fordem. This was planned in connection with a much larger redevelopment of the triangle of land on the southwest corner of the existing intersection which is largely vacant.

As our planning process was nearing its end an independent redevelopment of part of the triangle was proposed. That has been approved by the city and is now in the design stages.. However the site plan for that project will not preclude the redesign of the intersection the EEPY plan recommends.

I will add that I recently started biking through the existing intersection on a regular basis and it is not bike friendly.

A final point: One of the challenges will be to build support for bicycle and pedestrian traffic as these neighborhoods evolve with the rest of Madison. We had hoped to build a gateway at the intersection of North Street, Commercial Avenue and Meyer Avenue across from the Tip Top Tavern. This would have included benches a landscape feature and a bike rack. It encountered strong opposition from people who view pedestrians and bikes as potential trespassers and litterers. I know this is a attitude found elsewhere and as demand for bike and pedestrian options increases, it's something that will have to be continually addressed.