

## **2011-2013 Pedestrian-Bicycle Project Public Hearing Written Comments**

From: Brian R. [mailto:brymanis@charter.net]  
Sent: Friday, May 07, 2010 11:45 AM  
To: Traffic  
Subject: bike paths

Hello,

I am a hobbyist biker,ie: summer days when the weather permits,I put on about 1,000 miles last year. I'd have to say the far eastside and the north side of Madison is in need of bike paths.

Also as a side note, Im not sure if this is the venue for my question but here goes. If sidewalks were made for pedestrians,and bike paths were made for bicycles,and with from what I see more and more bikes are on the paths every year.Why pray tell do pedestrians clog up the paths walking 3 sometimes 4 wide on the path clogging our way and sometimes view,as to be able to pass safely.I know theres no easy solution to anything now a days just thought I'd ask.

Thank You for your time

Brian Ray

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-----Original Message-----

From: Mike Anderson [mailto:mbanderson@wisc.edu]  
Sent: Friday, May 07, 2010 11:50 AM  
To: Traffic  
Subject: cross-walk suggestion

I wanted to submit a suggestion for a pedestrian cross-walk at Ridge St & University Ave.

At that intersection, on one side of University Ave is residential neighborhood and on the other side is food places, business, and UW-health buildings. Not only do cars travel fast on University there, but also there is a hill just west which makes it hard for pedestrians to see cars coming too far ahead of time.

There's usually so much traffic that people have to stop at the small island in the middle of University AVE which wasn't made for pedestrians.

All I'm suggesting is 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.

Michael Anderson  
2819 Chamberlain Ave., Madison

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-----Original Message-----

From: CM [mailto:cm.mail@sbcglobal.net]  
Sent: Friday, May 07, 2010 12:00 PM  
To: Traffic  
Subject: bike trails

Hi,

Just a response to an online article about Madison bike paths.

Has anyone proposed a long range plan interconnecting all Dane county cities, towns and villages with bike paths? If good paths were in place, I bet more people would consider daily commutes via bicycles. The paths would also encourage hiking and conservation.

cm

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Charles McEniry  
800 Devonshire Rd  
Stoughton, WI 53589-1292

Phone: 608.877.0300 (NO voice mail)  
Cell: 608.345.2714 (Voice mail)

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From: Phil DeVillers [mailto:padevillers@yahoo.com]  
Sent: Friday, May 07, 2010 12:40 PM  
To: Traffic  
Subject: May 25th Madison Pedestrian/Bicycle/Motor Vehicle Commission Meeting

I read that there will be a public meeting on May 25th where the Madison Pedestrian/Bicycle/Motor Vehicle Commission will take comments on potential pedestrian and bicycle projects the city should consider in the 2011-13 capital projects budget. I hope to attend this important meeting but wanted to contribute the following in advance.

I live on the east shore of Lake Monona in the middle of the heavily concentrated area of apartment buildings and condos that stretches from the East Side Club at 3735 Monona Drive (at the southern edge of Olbrich Park) to the San Damiano Friary at 4123 Monona Drive.

During the last three years I have witness the proposed width of our sidewalk to be replaced as part of the Monona Drive redevelopment project ping-pong from 5' to 6' to 8' back to 6' to 8' and now maybe at 5' and change.

I understand the politics involved: Monona is west of the centerline, Madison east; its technically a County road, yet to get Federal funding to make the project feasibly there needs to be bikes lanes.

The problem I foresee is that no matter where you put a bike lane and no matter the width of the sidewalk, bikers will continue to use/share the sidewalk with joggers, walkers, and stroller pushers along this heavily trafficked street.

Having lived at 3939 Monona Drive for seven years, I can attest that a majority of the sidewalk users along this segment (3735 Monona - 4123 Monona Drive) are doing all or part of the Lake Monona loop.

The solution is to simply put a bike/walking/jogging/ path on the lakeshore - just as it is on the western shoreline of lake Monona along John Nolen Drive and along a good stretch of the north shore of the lake where it wraps its way around the Monona Terrace toward Machinery Row.

Putting a path on the lake 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 hams way due to the numerous curb cuts that provide vehicular access for the concentrated number of residents that live along this stretch.

Its the right thing to do, makes a ton of sense and needs to get done.

Thanks for your consideration -

Phil De Villers  
3939 Monona Drive  
Monona, WI 53716

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From: Lukens, Lori E. [mailto:lori.lukens@tdsmetro.com]  
Sent: Friday, May 07, 2010 5:20 PM  
To: Traffic  
Subject: Madison Pedestrian/Bicycle/Motor Vehicle Commission suggestion

Please consider adding a bike path to the section of Pleasant View Road between Highway 14 (actually, Quarry Road) & Old Sauk Road.

Thank you,  
Lori Lukens  
8886 Sunstone Lane  
Middleton, WI 53562

Employee of TDS at 525 Junction Road Madison, WI 53717  
Daytime #: 608-663-3140

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From: bjohnson120@hotmail.com [mailto:bjohnson120@hotmail.com]  
Sent: Friday, May 07, 2010 9:48 PM  
To: Traffic  
Subject: bike pathways

Good evening,

Thank you for looking at improving the bike paths within the city of Madison. I enjoy biking to work and do so as often as possible. 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.

Thank you very much!  
Brian Johnson

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From: James Koloen [mailto:thedatafarm@sbcglobal.net]  
Sent: Saturday, May 08, 2010 6:44 AM  
To: Traffic  
Subject: A potential bike/ped project

Pedestrian/Bicycle/ Motor Vehicle Commission  
City Traffic Engineering Division  
PO Box 2986  
Madison WI 53701-2986

RE: Widening of sidewalk east of intersection of N 1st 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.

For a bicyclist, the only alternative would be to ride on East Johnson St and that would not only back up traffic but be extremely dangerous as well. Much of the sidewalk is adjacent to open space, so there should be room to expand the sidewalk.

Anyway, the goal here would be to make the sidewalk as appealing and safe for bikes and pedestrians on the eastern side of the intersection as it currently is on the west side of it.

Thank you for your consideration.

Jim Koloen  
TheDataFarm@SBCGlobal.net

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-----Original Message-----

From: George Perkins [mailto:geoperkins@yahoo.com]  
Sent: Saturday, May 08, 2010 8:01 PM  
To: Traffic; Schmidt, Chris  
Cc: barb.wlls@yahoo.com  
Subject: Westmorland Ped-Bike Project [RE: Pedestrian-Bicycles Projects Sought]

I am writing to nominate capital projects funding to improve the intersection of (Mineral Point Road) + (Speedway Road) + (Glenway Drive bike path) + (Glenway Street) to receive an improved pedestrian and bicycle signal light and traffic calming features. This area is a multimodal transportation hub for the eastern edge of the Westmorland neighborhood. It contains: bus shelter, bike path, recreational (golf and bicycle) uses, commercial uses, heavy automobile through traffic, students crossing for near-by schools.

**PROBLEMS:**

:: A marked pedestrian crosswalk exists on only two (of four) sides of this intersection.

:: A "walk" signal light with push button exists on only one side of this intersection.

- :: Automobile traffic is often speeding over the limit along Mineral Point Road and Speedway Road.
- :: Northeast-bound right-turn-on-red automobile traffic at Glenway Street often does not see pedestrian or bicycle users on the Glenway Drive pike path or in the crosswalk crossing Glenway Street.
- :: The slope of Mineral Point Road has limited-sightlines.
- :: During winter snow and ice conditions automobiles fail to navigate the east-bound turn from Mineral Point Road to Speedway Road, hitting a guard rail.

**SOLUTIONS:**

- :: Paint and otherwise mark (raised textured concrete ideal) all four legal pedestrian crosswalks.
- :: Add a push button and "walk" signal for all four sides of the intersection for all legal pedestrian crosswalks.
- :: Add pedestrian islands at all four streets to calm traffic.
- :: Add a "bike box" for bicycle users crossing Mineral Point on Glenway Drive bike path to Glenway Street (north and south bound).
- :: Introduce traffic calming measures on Mineral Point Road and Speedway Road well ahead of the intersection to slow traffic before arrival at the intersection.
- :: Add flashing yellow lights indicating slippery conditions when snow/ice weather warrants.

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-----Original Message-----

From: George Perkins [mailto:geoperkins@yahoo.com]  
Sent: Saturday, May 08, 2010 8:15 PM  
To: Traffic; Bruer, Tim  
Cc: barb.wlls@yahoo.com; Schmidt, Chris  
Subject: Moorland-Rimrock Ped-Bike Project [RE: Pedestrian-Bicycles Projects Sought]

I am writing to nominate capital projects funding to improve the intersection of (Rimrock Road) + (Moorland Road) to receive an improved pedestrian signal light. This area is a multimodal transportation hub for the western edge of the Moorland-Rimrock neighborhood. It contains: bus stops (route #16 and #11), bike lanes, recreational uses (Badger and Rimrock Parks), commercial uses, heavy automobile through traffic. It is a gateway intersection to the developing "Novation Campus".

**PROBLEMS:**

- :: 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.
- :: There is no painted crosswalk, or a pedestrian signal button on the north side of Moorland for pedestrians crossing Rimrock Road.
- :: Automobile traffic is often speeding over the limit along Rimrock Road.
- :: North-bound right-turn-on-red automobile traffic at Moorland Road often does not see pedestrians on the east side of Rimrock Road or in the crosswalk crossing Moorland Road.

**SOLUTIONS:**

- :: Add a 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.

:: Introduce traffic calming measures on Rimrock Road.

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From: pratt99@gmail.com [mailto:pratt99@gmail.com]  
Sent: Saturday, May 08, 2010 9:18 PM  
To: Traffic  
Subject: Bike path expansion

As you consider future expansion of bike paths 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.

Thanks,  
Art Pratt

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-----Original Message-----

From: Joel Creswell [mailto:jcreswell@wisc.edu]  
Sent: Monday, May 10, 2010 10:16 AM  
To: Traffic  
Subject: \*PEDESTRIAN-BICYCLE PROJECTS SOUGHT\*

Hi there,

I have three bike-related projects I'd like to see the city undertake:

1. 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.
2. 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.
3. 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. I understand (based on an email I got from David Dryer two years ago) that the signals on the square are intentionally timed to discourage cars from driving there. While I'm in favor of reducing traffic on the square, the signal timing also negatively impacts bikes, which we should be encouraging to ride on the square. I think if we don't want cars on the square, we should simply ban them from the square, as we've done for State St.

Thanks,  
Joel Creswell

Joel Creswell | jcreswell@wisc.edu  
Doctoral Student | Mercury Research Group  
Environmental Chemistry & Technology Program  
University of Wisconsin - Madison  
660 North Park Street  
Madison, WI 53706-1484  
Office: 608-262-9809  
<http://www.engr.wisc.edu/interd/ect/>

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From: Froehle, Jeanette [mailto:Jeanette.Froehle@etf.state.wi.us]  
Sent: Monday, May 10, 2010 2:08 PM  
To: Dryer, David  
Subject: Pedestrian-Bicycle projects

Hi there,

I am writing in response to an email I received about a May 25th meeting to discuss new pedestrian/bike projects. I've attached a portion of the email below. I'm writing to you because the email link took me to Yahoo, rather than to traffic at city of madison.

I have two areas of concern as someone who mostly bikes or walks to and from work.

My route takes me 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?

My other area of concern is 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. My work location is changing to the Department of Revenue in the fall, and the only safe way to get there from the near west side will involve me crossing John Nolen Drive twice. That is ridiculous. I imagine I'm not the first person for whom this is a problem (maybe just the crankiest). Any chance of a sidewalk in front of Alliant?

Ok, I'll leave you be for now.

I do most sincerely appreciate all the good places we have to bike and walk in Madison!

Jeanette

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From: Greg Ferguson [mailto:gfergus@chorus.net]  
Sent: Tuesday, May 11, 2010 10:28 AM  
To: Traffic  
Subject: new/finish path on University Ave

Folks,

Please "complete" the bike path going East-West along University Ave, from Spring Harbor Dr. to Baker Ave.

Thanks.

Greg Ferguson

5743 Taft St

Middleton WI 53562

(and perhaps improve/make safer the section from Baker Ave to Allen Blvd.)

(thanks for the new [no right turn on red] light at the intersection of University Ave and Allen Blvd; now we need a little police enforcement of motorists who I have seen still blowing through it, with families with small children crossing there)

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From: Greg Ferguson [mailto:gfergus@chorus.net]  
Sent: Tuesday, May 11, 2010 10:35 AM  
To: Traffic  
Subject: repave and add bike lane on Old Middleton Rd

Folks,

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. Motorists have buzzed me, and cursed at me for being there (on my bike/vehicle) even though I was riding legally, as far to the right as practicable, and single file. Many motorists NEED the obvious sign of a bike lane to give the legally required 3 feet of room when passing a cyclist.

Thanks.

Greg Ferguson  
5743 Taft St  
Middleton WI 53562

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From: Greg Ferguson [mailto:gfergus@chorus.net]  
Sent: Tuesday, May 11, 2010 10:49 AM  
To: Traffic  
Subject: add bike lane on Whitney Way (and make "speed limit" consistent)

Folks,

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, if you're brave and have faith in your fellow Americans [driving ability, attentiveness, understand of the law, ability to share public resources], the one's driving cars/trucks/SUVs).

The legal speed changes on Whitney Way from 30 to 35 (briefly, by Science Dr.) and then back to 30 mph. Please change it to be 30 mph the whole length. As you know, motorists generally drive over the speed limit, all the time. So a 35 mph "speed limit" actually means 40 mph, and on a bike, going uphill, generally into a SW headwind, it is a larger difference in speed and less safe for those of us not in gas guzzlers.

Thanks.

Greg Ferguson  
5743 Taft St  
Middleton WI 53562

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From: Karen Matteoni [mailto:karenahome@gmail.com]  
Sent: Tuesday, May 11, 2010 9:02 AM  
To: Traffic  
Subject: Need for bike path underpasses for Yahara River rail crossings

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.

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From: Paul Donahue [mailto:wiscpd@gmail.com]  
Sent: Tuesday, May 11, 2010 12:17 PM  
To: Traffic  
Subject: bike trail capital project - an idea

Hi

I take the Blackhawk Trail daily as a commute to work and back. This trail is generally very good for biking. However there are some real danger spots where the trail intersects with busy streets.

One is 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? At an car accident there I stopped to ask the police officer who was directing traffic what happened. I fully expected to learn a bike had been hit, but it was cars only. The officer said this is a dangerous place and it is a matter of time before someone on a bike gets hurt or killed.

Next are the 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?

The 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. Once a police car was driving at me on the path near the dumpsters! 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.

For a commuter, who has a timed objective in mind each way, riding a bike along this trail is challenging. To make it easy for people to decide biking is safe and straight-forward, some work needs to be done on this route.

Paul Donahue

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From: Chris Borchers [mailto:czborchers@gmail.com]  
Sent: Tuesday, May 11, 2010 4:56 PM  
To: Traffic  
Subject: Pedestrian/Bicycle/Motor Vehicle Commission Written

I have lived for twenty-eight years on Fremont Avenue, about two blocks from Warner Park. I drive a car and enjoy recreational bicycling. We need a bike path on the North side that is not on Sherman Avenue. There is too much vehicle traffic to have bicycles on the road and too many pedestrians to have bicycles on the sidewalks. There are too many driveways, both private residences and businesses for bicycling to be safe 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. Thank you.

Chris Borchers  
2302 Fremont Avenue  
Madison, WI 53704  
608-249-3367

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From: GREENBUSH4@aol.com [mailto:GREENBUSH4@aol.com]  
Sent: Tuesday, May 11, 2010 5:07 PM  
To: Traffic  
Subject: Lanes

Concerning bicycle lanes don't have any more going down the road between 2 car lanes. Dangerous

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-----Original Message-----

From: Erik Meitner [mailto:erik@wanderings.us]  
Sent: Wednesday, May 12, 2010 6:46 AM  
To: Traffic  
Subject: Pedestrian and bicycle projects suggestion

Create easy access for a bike or ped on 1st street heading south to easily cross Eastwood Drive and get to the bike path. At the moment one must cross Eastwood and walk/bike though a sometimes muddy ditch, or head 500 feet down the sidewalk on Eastwood and then cross at the intersection of Russell St - possibly backtracking if one is heading west on the path.

Erik Meitner  
144 N Marquette St  
242-1526

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From: cssnyder@charter.net [mailto:cssnyder@charter.net]  
Sent: Thursday, May 13, 2010 9:31 AM  
To: Fahrney, John; Fernandez, Anthony; Ross, Arthur  
Subject: Feedback about Bikeway

Contact Information

Name: Cynthia snyder  
Address: 384 W Lakeside St. St Madison WI 53715  
Email: cssnyder@charter.net

Bikeway Information

Date of Request: 05/13/2010  
Request Type: Construction & Detours  
Bike Path: Park Street  
Location Type: Address  
On Street Location: Park St.  
Nearest Cross Street: Lakeside St.

Problem Description: 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.

Have you reported this issue before?: No

Should we contact you with the resolution? By Email

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-----Original Message-----

From: Bruce Verhelst [mailto:bruceverhelst@sbcglobal.net]

Sent: Thursday, May 13, 2010 3:08 PM

To: Traffic

Subject: proposed bicycle project

Complete a pave bike path from Madison to Cottage Grove.

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From: Bruce Jamison [mailto:brucecory@charter.net]

Sent: Thursday, May 13, 2010 9:59 PM

To: Traffic

Cc: info@bfw.org

Subject: Madison Pedestrian/Bicycle/Motor Vehicle Commission public hearing

Hi,

I'm writing to share my comments, as I cannot attend the meeting.

1. 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. (Cyclists also are to avoid impeding traffic, wherever possible...)
2. A more general comment, not necessarily something the traffic committee takes up: Idaho has a very reasonable law regarding bikes and stop signs. It essentially yields to reality:  
49-720. STOPPING -- TURN AND STOP SIGNALS.
  1. A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.
  2. A person operating a bicycle or human-powered vehicle approaching a steady red traffic-control signal shall stop before entering the intersection, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a right-hand turn without stopping or may cautiously make a left-hand turn onto a one-way highway without stopping.
  3. A person riding a bicycle shall comply with the provisions of section 49-643, Idaho Code.
  4. A signal of intention to turn right or left shall be given during not less than the last one hundred (100) feet traveled by the bicycle before turning, provided that a signal by hand and arm need not be given if the hand is needed in the control or operation of the bicycle.
3. Finally, consider building and encouraging employers to build or designate COVERED and SECURE places to park bikes for the day.

Thank you for your time,

Bruce Jamison  
916 Magdeline Drive  
Madison, WI 53704

From: Spaeni, Sally

Sent: Friday, May 21, 2010 10:03 AM

To: Traffic

Subject: Bicycle Construction Project

Hello,

I cannot attend the meeting on May 25th, but would like to suggest a construction project.

I live at 9 Banner Circle, which is located 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. The benefits would be energy savings, less traffic at that dreaded 51/12&18 merge, And increased physical and emotional benefits for anyone who chooses to bicycle, rollerblade, or walk to work. There would also be less of a demand for parking spaces.

Please consider this important project in your 2011-2013 budget.

Thank you.

Sally Jo Spaeni  
Housing Site Manager  
702 Braxton Pl, Madison 53715  
266-4381 ph 261-9167 fax

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-----Original Message-----

From: Page & Tom Krause [mailto:the.krauses@sbcglobal.net]

Sent: Sunday, May 23, 2010 6:30 PM

To: Traffic

Subject: Bike Paths

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.

Thank you for your consideration.

Page Krause  
Madison, WI

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From: Harrison-Noonan [mailto:harrison-noonan@juno.com]

Sent: Monday, May 24, 2010 7:34 AM

To: Traffic

Subject: For Arthur Ross--Ped./Bicycle coord.

Dear Mr. Ross,

I have lived on the North side of Madison for 14 years and raised 2 children--now I have 2 elderly parents living with me. 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, (especially on Mallards nights, Rhythm and Booms and the various walks, fiestas and Mon. night music in Warner Park; and Sun. morning farmer's market). As a community we need to encourage walking and biking--which I always try to do with my family--but with the risks involved of making it across the four lanes of traffic for myself----and even more dangerous for the young and very old. I'm hopeful that you can put some creative energy into helping to make this area safer for residents to access without oil.

Sincerely,

Nancy Harrison-Noonan  
2201 Brentwood Pkwy.

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From: Ken Golden [mailto:kengofpluto@yahoo.com]

Sent: Monday, May 24, 2010 3:24 PM

To: Traffic

Subject: Capital Projects

The city should find and finance a way to connect the Edgewood drive path with the path that terminates in wingra park. Assuming property owners can't be persuaded (by money or glory), this may require the acquisition of 2 houses that are back to back- one on Terry place and one on Woodrow St- the granting of an easement for a 10 foot path through both properties, appropriate fencing and the resale of the houses.

I offer this as a citizen- representing nobody (any more) and as a former but hopefully future bike rider.

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From: Kathryn Lederhause [mailto:reflectionsuhl@yahoo.com]

Sent: Monday, May 24, 2010 4:15 PM

To: Traffic

Subject: Proposed capital improvement bicycle projects

One of the locations that really needs improvement is the 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.

Thank you. Daryl K. Sherman, 3106 Gregory Street, Madison 53711. 608.238.5106;  
snippetsklds@sbcglobal.net

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From: KMSH

Sent: Monday, May 24, 2010 6:54 PM

To: Traffic

Subject: Re: [Bikies] Pedestrian-Bicycle Projects Sought

I will not be able to attending the Pedestrian/Bicycle/Motor Vehicle Commission meeting because I will be attending the University Bay/University/Campus/Farley intersection meeting at the same time, held in Shorewood.

Here are my main suggestions for the City of Madison:

- 1) The pedestrian crossing at Ridge & University Avenue is horrific and dangerous. Of my many crossings at this location I have only been able to (fast)walk fully across the intersection once. Generally, pedestrians must stop in the middle of the intersection on a tiny strip of raised pavement not meant to be stopped at, or stand in the turn lane. In winter, this is especially tricky, and in nice weather it's still very scary. With U-turns frequent in this location, and many right and left turns from cars, as well as multiple speeders, it's very hard to cross the lanes. Many times I've had to run. It would be wonderful to have a timed light at this location, or at least have the intersection reconfigured so that pedestrians may safely cross. Having a sidewalk paved to and over the railroad tracks would also be wonderful, but I assume this is Shorewood's property. It is also hard to turn left from Ridge or Marshall at this location - many times cars pull out into the center of the intersection and stop, causing problems. A light at this location would be greatly appreciated, as would enforcing the speed limit for vehicles on University.
- 2) 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.
- 3) 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.
- 4) 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 little island that you are forced to stop at does not hold many people and is impractical. 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.
- 5) Completing the campus drive bike path through shorewood hills would be wonderful.
- 6) If possible, do not build any more bicycle lanes like the westbound 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.
- 7) The Machinery Row Intersection (Wilson/Blair/John Nolen) is unsafe and inefficient for bikers and pedestrians. 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.
- 8) 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).
- 9) 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 Commuter Trail & Verona Rd Frontage Rd.
- 10) Put up a signs instructing bikers and pedestrians to stay to the right on mixed use trails. 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 Commuter Trail near Campus.
- 11) Having a connection from the City of Madison bike trails to the Glacial Drumlin Trail would be ideal. Currently it is confusing and sometimes unsafe to bike the connection on roads between the two.

12) Updating the City of Madison Bicycle map with a better layout and color scheme would greatly improve usability. Currently the map is confusing.

13) 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.

14) 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.

15) Beautiful settings increase my walking and biking and help determine my routes. It's always nice to have trees, flowers & other foliage near biking and walking routes. I especially love going past community gardens. 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 Trail and SW Commuter trail would be lovely. I like how some pedestrian crossings in Madison have built-in raised flower beds within the crosswalk (and example of this is Farley Ave & Stevens St).

16) This has nothing to do with construction, but I would like to point out that more city events that encourage walking and biking would be great! I am so happy Bike the Drive is happening once again this year.

Thank you for taking the time to read my comments.

-Kristy Hanselman  
2926 Bluff St., Madison, WI, 53705

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-----Original Message-----

From: buzzwig@gmail.com [mailto:buzzwig@gmail.com]  
Sent: Monday, May 24, 2010 8:41 PM  
To: Traffic  
Subject: I've shared a map with you: Starkweather Creek Path

I've shared a map with you called Starkweather Creek Path:

You can view and edit this map at

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&vps=2&jsv=240c&oe=UTF8&msa=0&msid=118235477335313040663.000437e9f7e76e9e10939>

See "Airport Express Path (Suggestion)"

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From: Brian Kelley [mailto:buzzwig@yahoo.com]  
Sent: Monday, May 24, 2010 8:54 PM  
To: Traffic  
Subject: 2 suggested bike path additions

I have two suggestions for improving connections to a couple of difficult or circuitous destinations in the bike path system.

1. 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:

<http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=118235477335313040663.000437e9f7e76e9e10939>

2. 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:

<http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=118235477335313040663.000439fc2dc84ce996371>

Thank you for considering these suggestions!

Brian Kelley  
3147 James St. #2  
Madison, WI 53714

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-----Original Message-----

From: Steve.Arnold@Fitchburg.WI.US [mailto:Steve.Arnold@Fitchburg.WI.US]

Sent: Tuesday, May 25, 2010 1:24 PM

To: Traffic

Cc: Fitchburg Transportation and Transit Commission

Subject: Potential pedestrian and bicycle projects

Attention: Madison Pedestrian/Bicycle/Motor Vehicle Commission

As a founding member and past chair of Fitchburg's Transportation and Transit Commission (TTC), and a Common Council representative of Fitchburg's aldermanic district 4, I would like to comment on your pedestrian and bicycle capital project priorities. I regret that I cannot attend the public hearing, as it conflicts with a Fitchburg Common Council meeting.

I suggested to staff and our TTC that as a City, we support Madison's completion of the Cannonball Trail and the Perry Street bike/ped overpass. Our transportation projects engineer, Ahnaray Bizjak, has responded by writing the attached letter, showing how these projects are supported by our adopted Comprehensive Plan and Bicycle and Pedestrian Plans. Jerry Sieling, current TTC chair, will appear at your hearing to advocate for these projects in person.

Please look favorably upon these two projects, as they strongly support the policy goals of both Fitchburg and Madison: transportation choice, reduced energy consumption and greenhouse gas emission, and increased mode share for bicycles. Thank you!

Regards,

Steve Arnold, Fitchburg Alder, District 4, Seat 7 2530 Targhee Street, Fitchburg, Wisconsin 53711-5491

Telephone +1 608 278 7700 • Facsimile +1 608 278 7701 Steve.Arnold@Fitchburg.WI.US • <http://Arnold.US>

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From: Gwen Drury [mailto:gwendrury@gmail.com]

Sent: Thursday, June 03, 2010 12:58 PM

To: Traffic

Subject: Bike Ped capitol projects comment for June 4 2010 deadline

Dear Bike/Ped/Motor Vehicle Committee,



I was unable to attend the Hearing last week, but I thought I'd send a suggestion before the deadline. The suggestion that I would make regards knitting together some other initiatives to make the sum of the parts far more valuable.

Enhancing the bike/ped experience along the corridor of Orchard Street, between Regent Street and Dayton Street would add even more incentive for people living in the Regent Street/Greenbush areas to walk or bike in to campus. It would link together:

- the east/west Bike Path that crosses through there
- the enhanced bike/ped experience of Orchard Street now under construction at the New Union South
- the enhanced bike/ped experience of Orchard Street now under construction at the Wisconsin Institutes of Discovery
- and support/link into the Regent Street Neighborhood master plan

It would create a stronger sense of a viable, pleasant, sociable, attractive north/south flow through that whole area. And the more bike/ped traffic that crosses Dayton at Orchard, the more pedestrians who might normally get to campus by crossing Dayton at Randall will find it appealing to access campus via Orchard...taking pressure off of the traffic light crossing at Dayton and Randall.

Maintaining and enhancing the canopy of shade in that corridor should be pretty easy and help to ensure that the route is attractive in hot weather too.

Thanks, Gwen Drury

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From: Jonbecker@aol.com [mailto:Jonbecker@aol.com]  
Sent: Thursday, June 03, 2010 11:02 PM  
To: Traffic  
Cc: jonbecker@aol.com  
Subject: PEDESTRIAN-BICYCLE PROJECT PROPOSAL

Pedestrian/Bicycle/Motor Vehicle Commission  
c/o City Traffic Engineering Division  
ATTN: Arthur Ross  
Pedestrian-Bicycle Coordinator (266-6225)  
P.O. Box 2986  
Madison WI 53701-2986

Dear Mr. Ross:

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 (April 21, 1838 - December 24, 1914)  
UW Madison sites (undergraduate student years and present day exhibits)  
Lake View Hill Park (site of last day in WI, as noted in journals)  
Yahara River estuary @ L Mendota & Cherokee Marsh (destination of paddles from UW across L Mendota)  
Muir ES [MMSD]  
\* Fountain Lake homestead  
etc.

Robert La Follette (June 14, 1855– June 18, 1925)  
Place of birth (log cabin in Primrose township)  
1224 Merry Street (first home in Madison)  
Home in Maple Bluff  
\* La Follette HS [MMSD]  
etc.

Frank Lloyd Wright (June 8, 1867 – April 9, 1959)  
Monona Terrace and other buildings  
Taliesin East, Spring Green  
Wright ES [MMSD]

Aldo Leopold (January 11, 1887 – April 21, 1949)  
Home/s  
UW Arboretum  
UW Madison classroom/s  
US Forest Products Lab UW (workplace)  
Aldo Leopold Park  
Leopold ES [MMSD]  
Aldo Leopold Nature Center (Monona) Leopold ES  
\* Sand County Shack  
\* Aldo Leopold Legacy Trail System etc.

Gaylord Nelson (June 4, 1916 – July 3, 2005)  
Home/s  
Governor's Mansion  
Gaylord Nelson State Park  
\* Clear Lake birthplace etc.

\*The trail should if possible be planned for eventual connection to other relevant sites in the Capital region or beyond\*

Earth/Art® Resources could partner with the City (as well as the County and UW) to plan the trail and to commission "art-markers" for the trail that would artfully celebrate the sites with significant achievements and quotes. The markers could also utilize digital/wireless technology to provide trail users with additional interactive experiences and information.

Such a trail, perhaps called the EcoProgressive Trail, could I think engage and inspire both residents and visitors, for generations to come.

Thank you for your consideration.

Regards,  
Jon

+USA 608.242.8525 telephone  
+USA 608.469.0316 mobile

Jon Becker, Founder  
Earth/Art® Resources, Inc.  
POB 3376, Madison, WI 53704 USA

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From: Jerome Kotnour [mailto:jerrykotnour@webtv.net]  
Sent: Friday, June 04, 2010 11:16 AM  
To: Traffic; vickimckenna@clearchannel.com; alders@madison.com  
Cc: jerrykotnour@webtv.net  
Subject: Bike paths and other bike requests ---for the minority

Bike paths have been made in various parts of the city---Last year Midvale forfeited 4+ feet of the median to provide a useless bike path. Useless, because it just does not get used. I have lived on Midvale for the last 40 yrs and bike riders are few in number---the cost of this one---like many others---is a financial disaster. The street did not have to be touched for bikes since bikers either ride the sidewalks(of which millions have been spent) or they avoid the boulevard for safety reasons. There is also no place to go on this street and if a few ride along the curb---so be it. They did not have to spend a fortune tearing the street up for a few bikers---who mostly use side streets anyway.

Other cities post NO PARKING signs on such busy streets and therefore house owners have to park in their driveways--this gives the bikers the lane closest to the curb. Midvale could easily become a three lane traffic street now. This is a street for cars, trucks, ambulances etc.--on narrower lanes---and it is no place for bikers(safety) Children/parents definitely stay on sidewalks and out of the street.

New York has had over 300 bikers killed since 2000--by autos---why? because of bikers competing with cars--where they should not be. We have great sidewalks in Madison that can be used for bikes since walkers are also few in number and the chances of serious accidents between bikers and walkers is far less than with cars. Bikers often do not know traffic rules--nor do they obey them if they do.

New York additionally had 50% of its bike messengers quit due to accidents(NY info came from the History Channel---not by me) These are facts--check them out if you wish---they could even be worse. So, Madison does not need to spend thousands of tax dollars for the few--they will find their way as bikers have done since bikes were 1st invented---it is a bit late to think that bikes will ever replace cars--stone age mentality. Safety is the key, and having bikes on the streets with cars is not safe--no matter how you cut it.

Some of the bike lanes on the west side are almost never used---bikers are also absent in this climate of cold, rain and the time factor that it entails for many.

Conclusion: 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.

Jerry Kotnour  
Madison Resident

Are the bike concerns for residents or visitors(students and temporary renters)?

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From: Jonathon Frey [mailto:jfrey@saris.com]  
Sent: Thursday, June 03, 2010 5:24 PM  
To: Ross, Arthur  
Subject: RE: Bicycle Budget Meeting

Arthur,

Thanks for taking the time to read my suggestions. Here they are in no particular order!

There are two problematic intersections on one popular trail. The first is where the Southwest Commuter 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 bridge like the one that was recently installed in Fitchburg, or perhaps a better "Yield to Bikes/Pedestrians" signaling system (like the one found on the corner of PD and Verona road? The second problem is much like the first, this one is located at the Monroe/Regent St intersection. The crosswalking signalling system leaves something to be desired. I understand this is unlikely to happen, but it would be great if that area could be redesigned for better flow.

Could we 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?

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?

And finally, 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. It would serve as an excellent corridor for cyclist to head north. Already Madison bikers head west and south in mass, but not too often do I hear of people going true north. Any thoughts?

I hope these suggestions and insights are well received. Would you send me information regarding future and relevant meetings? I'm interested in taking a more active role in the cycling community and would appreciate any help offered. Thanks again!

Sincerely,  
Jonathon J. Frey

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From: Mary Schroud [mailto:samesame@sbcglobal.net]  
Sent: Friday, June 04, 2010 8:50 PM  
To: Traffic  
Subject: Pedestrain/Bicycle/Motor Vehicle Commission

Re: Madison Pedestrian/Bicycle/Motor Vehicle Commission Public Hearing

I rode the new Starkweather Creek path today - good job. BUT I live in Cherokee & to ride to work I use Sherman Avenue. This is a very dangerous road for bikes. And it seems to me to work my way over to the Starkweather Creek path would be counterproductive. 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.

Mary E. Schroud  
1605 S. Golf Glen - E  
Madison, WI 53704

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