

From: dave blouin [mailto:burroak15@charter.net]  
Sent: Friday, June 04, 2010 4:57 PM  
To: Traffic  
Subject: Bike/Ped project comments

Dear City Traffic Engineering Staff:

Attached are comments from the Westmorland Neighborhood Association for consideration in the 2011-2013 Capital Budget. Note that the comment letter references part of the Transportation section of the Midvale Heights/Westmorland Neighborhood Plan Implementation appendix currently being finalized by the City Planning Dept. The excerpted section of the Implementation Plan will be included as an enclosure to the comments and will be mailed to you for rec'p. on Monday.

Thank you for considering these comments.  
Sincerely,  
Dave Blouin, President  
Westmorland Neighborhood Association



June 4, 2010

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

**Re: 2011-2013 Capital Budget, via electronic mail**

**Dear Commissioners,**  
The Westmorland Neighborhood Association has several items for consideration for the 2011-2013 Capital Budget.

Several items are addressed in detail in the Implementation Plan for the Midvale Heights/Westmorland Neighborhood Plan (currently being finalized by City of Madison Planning Department). They are listed here in the same priority order as listed in the Implementation Plan beginning. (pp 7-13 enclosed). In brief, those items specific to Westmorland are:

1. Increase visibility and safety of the SW Bike/Commute path at Glenway Street. This intersection has generated the most comments by far related to concerns about safety and behavior of both vehicle and bicycle/pedestrian users. One repeated suggestion is to consider lit /LED flashing stop signs for both directions of the path and/or additional or better signage for vehicle traffic.
2. Enhance the pedestrian crossing on South Midvale Boulevard in front of Midvale Elementary during peak usage times to ensure safety.
3. Improve safety on the 'S' curve on Caromar Drive between Clifden Drive and South Owen Drive. The street segment is perceived to be hazardous because parked cars reduce visibility and space for bicycles and pedestrians.
4. Study pedestrian crossing at South Midvale Boulevard and Tokay Boulevard to determine if/what change to the pedestrian crossing time is needed given increase in traffic there.

5. Improve pedestrian crossings at Mineral Point Road intersections. Of particular importance is the Owen Drive and Mineral Point Road intersection due to the difficulty of pedestrian crossing.

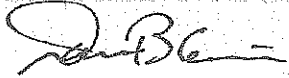
There are two more items in addition to the items listed in the Implementation Plan that we wish to submit:

1. Enhancements to the Mineral Point Rd, Speedway, Glenway St. intersection are needed due to increasing traffic and traffic speeds. Only two of four pedestrian crossings are marked and traffic light timing is very short for Glenway St., making crossing by foot or bicycle difficult. Traffic approaching from Mineral Point traveling east have a limited sight-line of the intersection due to the hill and often travel to fast for the conditions and the intersection.

2. The need for a dedicated turn signal light for the west-bound lane of Mineral Point Road turning south onto Midvale Blvd. Increasing traffic volume is leading to longer delays at the intersection resulting in traffic backed up well beyond Owen Drive and air pollution impacts to neighbors due to long periods of idling traffic during peak hours.

Thank you for considering these important improvements that will enhance pedestrian and bicycle safety and access in the Westmorland Neighborhood.

Sincerely,



Dave Blouin, WNA President  
3918 Paunack Ave  
Madison, WI 53711

Cc: District 11 Alder Chris Schmidt

Enclosure: Pp. 7-13, MHCA/WNA Neighborhood Plan Implementation Plan

**Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.**

- Objectives:
- Identify problematic intersections, driveways and street segments and develop plans to improve the safety of motorists, bicyclists and pedestrian interaction at these locations.
  - Ensure adequate pedestrian and bicyclist crossings at key points of circulation (e.g., Southwest Path, Midvale Elementary School).
  - Consider the amount of traffic generated by new development and plan improvements to mitigate the impact on local streets to the greatest extent possible.
  - Identify congested intersections and arterial roads and develop plans to improve traffic flow and interaction at these locations.
  - Develop a transit system which serves all geographic areas of the neighborhoods with convenient and direct routes to important destinations.
  - Create pedestrian, bicycle and mass transit connections to areas in the neighborhoods which are currently isolated and under served.
  - Improve connections from neighborhood circulation routes to the city-wide and regional network for pedestrian, bicyclists and motorists.
  - Make every block in the neighborhood walkable by providing necessary infrastructure such as sidewalks, street lights, street crossings, etc.

Short-Term: 0-3 years      Mid-Term: 4-6 years      Long-Term: 7 years or more

Recommendation	Priority	Primary Responsibility (Estimated Cost)	City of Madison Action Steps	Neighborhood Action Steps	Time Frame
<p><b>Pedestrian and Bicyclist Safety: T.1. Increase visibility and improve pedestrian, bicyclist and motorist behavior at the street crossings of the Southwest Path and (in priority order) Glenway Street, Odana Road, South Midvale Boulevard, Inconsistency in motorist response to path users (some stop, some do not) and disregard of stop sign by bicyclists causes conflict between path users and motorists.</b></p>	1	<p>Traffic Engineering, Police, and Neighborhood Associations Est. Cost: \$5,000-\$10,000</p>	<ul style="list-style-type: none"> <li>• Review neighborhood assessment, and if necessary, determine the best course of action based upon the specific behaviors and identified problems</li> <li>• Develop a plan for potential street treatment, enforcement, and education campaign</li> <li>• Request additional or special earmark funding through the capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>• In conjunction with Traffic Engineering, conduct an assessment of the crossing to determine specific problematic behaviors and issues, as well as identify the times of day problems are most likely to occur</li> <li>• Contact District Alderperson and Traffic Engineering Division to advocate for inclusion in capital budget process between January-April</li> </ul>	<p><b>Short-Term:</b> Conduct assessment and implement improvements if necessary</p>
<p><b>Pedestrian and Bicyclist Safety T.2: Enhance pedestrian crossing on South Midvale Boulevard in front of Midvale Elementary during peak usage times.</b></p>	2	<p>Traffic Engineering, Police and Neighborhood Est. Cost: \$5,000-\$50,000</p>	<ul style="list-style-type: none"> <li>• Review neighborhood assessment and make recommendation as to the appropriate response. In particular, does the identified issue warrant a physical improvement, or is increased enforcement (e.g. contacting Madison Police Department) during peak times of day a more efficient solution</li> <li>• Develop a plan with potential alternatives and estimated costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss preliminary plan with Midvale Elementary School staff, Midvale PTO, and Midvale school community</li> <li>• Contact District Alderperson, Engineering and Traffic Engineering Divisions to advocate for inclusion in capital budget process between January-April</li> </ul>	<p><b>Short-Term:</b> Conduct assessment and implement improvements if necessary</p>

Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.

<p>Pedestrian and Bicycle Linkages. T.3: Determine the feasibility of providing a pedestrian and bicycle connection between S. Whitney Way and the vicinity of Medical Circle.</p>	<p>3</p>	<p>WDOT, Engineering, Traffic-Engineering</p>	<ul style="list-style-type: none"> <li>Develop plan with route alternatives</li> <li>Determine property acquisition or property easements</li> <li>Request funding from Pedestrian Enhancement Program, capital budget, or other sources.</li> </ul>	<ul style="list-style-type: none"> <li>Contact District Alderperson, Engineering and Traffic Engineering to advocate for bike path connection</li> <li>Collaborate with Engineering and Traffic Engineering staff on what measures would help them in requesting funding from WDOT or other sources</li> <li>Contact other supports (i.e. Bike Federation, Ped/Bike/Motor Vehicle Commission, Safe Communities) to help advocate for bicycle improvements.</li> </ul>	
<p>Pedestrian and Bicyclist Linkages. T.4: Create pedestrian linkages between the neighborhoods and University Research Park. The recommended location of new connections is along Rushmore Lane at the dead end of Manor Crossing and Tococa Lane.</p>	<p>4</p>	<p>Engineering Division, Traffic Engineering and Midvale Heights Neighborhood Association</p>	<ul style="list-style-type: none"> <li>Develop a plan and design specifications for ped/bike connection</li> <li>Work with property-owners to acquire land or easements</li> <li>Request funding through the capital budget process. <i>Note: Design for ped/bicycle connection are currently under review by the University Research Park</i></li> </ul>	<ul style="list-style-type: none"> <li>Contact District Alderperson, Engineering and Traffic Engineering to advocate for the inclusion in capital budget process between January-April</li> <li>Contact University Research Park, with the assistance of the District Alderperson and Engineering and Traffic Engineering staff, to garner support for pedestrian path.</li> </ul> <p>Mid-Term</p>	
<p>Pedestrian and Bicyclist Safety. T.5: Improve safety on the S' curve on Canonar Drive between Clifden Drive and South Owen Drive. The street segment is perceived to be hazardous because parked cars reduce visibility and space.</p>	<p>5</p>	<p>Traffic Engineering and Westwood Neighborhood Association Est. Cost: \$1,000-\$3,000</p>	<ul style="list-style-type: none"> <li>Assess the need and possible traffic calming strategies at "S" curve</li> <li>Work with property-owners to develop preliminary improvement plan</li> <li>Request funding through Neighborhood Traffic Management Program (NTMP) or capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Work with District Alderperson to schedule informational meetings with adjacent property-owners and neighborhood residents to discuss intersection improvements</li> <li>Assess possible funding through the Neighborhood Traffic Management Program</li> <li>Complete petition for traffic calming measures</li> <li>Contact District Alderperson to advocate for inclusion in capital budget process.</li> </ul> <p>Short-Term: Conduct assessment and implement improvements if necessary</p>	

Transportation Goal 4: Create an interconnected transportation network which is efficient, accessible and safe.

<p><b>Local Transit Improvements - T-6:</b> Work with Madison Transit to add bus routes to better serve the interior and eastern portion of the planning area.</p> <p>Specific neighborhood needs include:</p> <ul style="list-style-type: none"> <li>• Move express routes from the neighborhood to major destinations including campus, Capital Square and Hilldale Mall.</li> <li>• Develop frequent, neighborhood circulator routes to connect the area to the future commuter rail. The location of these circulators will be determined by the route of the rail.</li> <li>• Increased downtown bus service late at night.</li> <li>• Increased number of routes that run north/south through the neighborhood east of South Whitney Way.</li> <li>• Increased frequency of stops in the neighborhoods. This is especially important because of the aging population, and the difficulty some of them have walking three or more blocks to the nearest bus stop.</li> <li>• More direct campus and downtown routes from the neighborhoods.</li> <li>• Better service to areas west of the planning area such as the far westside of the City and the City of Middleton.</li> </ul>	<p>Medium</p>	<p>Madison Transit</p>	<ul style="list-style-type: none"> <li>• Work with the neighborhood to determine the areas of greatest concern and potential improvements which could be made to address those concerns.</li> <li>• As possible and subject to budgetary constraints, obtain funding through the capital budgetary process to make improvements to the bus service in the neighborhood.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with Madison Metro to identify neighborhood needs and potential solutions. Given budgetary concerns and the current level of neighborhood bus service, short-term improvements are unlikely. Therefore, a long-term relationship must be created in order to advocate the neighborhood needs at a time when funding is available.</li> <li>• Provide educational materials to neighborhood residents explaining the options for bus commuting.</li> </ul>	<p>Ongoing</p>
<p><b>Express Transit Improvements - T-6a:</b> Explore potential of creating an express route along the Whitney Way and Mineral Point corridor. A dedicated express route would include a diamond bus lane and signal preemption technology within the street right-of-way.</p>	<p>Medium</p>	<p>Traffic Engineering Metro Transit</p>	<ul style="list-style-type: none"> <li>• Obtain funding through capital and operating budgetary process for right-of-way improvements and new express bus service.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with City Traffic Engineering and associated committees to encourage requested right-of-way improvements. Work with Metro Transit and associated committees to advocate for added express bus service.</li> </ul>	

Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.

<p><b>Pedestrian and Bicyclist Safety, T.7:</b> Work with Traffic Engineering to assess and develop strategies to deter cut-through motor vehicle traffic on problematic routes such as:</p> <ul style="list-style-type: none"> <li>• Hilltop Road</li> <li>• Keating Terrace</li> <li>• Caromar Avenue</li> <li>• Wedgewood Way</li> </ul>	<p>Medium</p>	<p>Midvale Heights / Westmorland Neighborhood Associations</p>	<ul style="list-style-type: none"> <li>• Work with property-owners and neighborhoods to develop a strategy to minimize cut-through traffic</li> <li>• Inform property-owners and neighborhood of Neighborhood Traffic Management Program which will allow residents to participate in traffic calming plans.</li> </ul>	<ul style="list-style-type: none"> <li>• Distribute materials to property owners about the Neighborhood Traffic Management Program and encourage residents to collectively apply for the program.</li> </ul>	<p>Short-Term</p>
<p><b>Street and Sidewalk Improvements, T.8:</b> Explore the feasibility of conducting a study to determine implementing left turn conditions at the following intersections:</p> <ul style="list-style-type: none"> <li>• South Midvale Boulevard onto Mineral Point Road</li> <li>• Odana Road onto South Midvale Boulevard (westbound)</li> <li>• Tokay Boulevard onto South Midvale Boulevard (westbound).</li> </ul>	<p>Medium</p>	<p>Traffic Engineering Est. Cost: \$25,000 - \$50,000 / study</p>	<ul style="list-style-type: none"> <li>• Hire a consultant to study the intersections which have been identified by the neighborhood during the assessment and public input process as areas of concerns</li> <li>• Develop cost estimates for proposed improvements</li> <li>• Request additional or special earmark funding through the capital budget process</li> </ul>	<ul style="list-style-type: none"> <li>• Contact District Alderperson, Engineering and Traffic Engineering to advocate for inclusion in capital budget between January-April</li> <li>• Work with District Alderperson to schedule informational meeting with adjacent property-owners to discuss intersection improvements.</li> </ul>	<p>Mid-Term</p>
<p><b>Street and Sidewalk Improvements, T.9:</b> Support the planned construction of the proposed four-way stop at Segoe Road and Tokay Boulevard. (Scheduled for 2009)</p>	<p>Medium</p>	<p>Traffic Engineering Est. Cost: \$10,000-\$25,000</p>	<ul style="list-style-type: none"> <li>• Carry out plans for construction of four-way stop at Segoe Road and Tokay Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>• Contact District Alderperson and Traffic Engineering to advocate for the completion of this project.</li> </ul>	<p>Short-Term</p>
<p><b>Pedestrian and Bicycle Safety, T.10:</b> Conduct a study and develop alternatives to improve the pedestrian and bicycle crossings at the South Whitney Way and Odana Road intersection.</p>	<p>Medium</p>	<p>Engineering Division, Traffic Engineering and Midvale Heights Neighborhood Association Est. Cost: \$10,000-\$75,000</p>	<ul style="list-style-type: none"> <li>• Conduct an assessment of the intersection in conjunction with Midvale Heights neighborhood</li> <li>• Develop a plan with alternative intersection treatments</li> <li>• Determine cost estimates for alternatives</li> <li>• Request additional or special earmark funding through the capital budget process for improvement changes</li> <li>• Implement agreed upon alternatives as redevelopment occurs.</li> </ul>	<ul style="list-style-type: none"> <li>• In conjunction with Traffic Engineering, conduct an assessment of the intersection to determine specific problematic behaviors and issues, as well as identify the times of day problems are most likely to occur</li> <li>• Contact District Alderperson and Engineering and Traffic Engineering to advocate in capital budget process between January-April.</li> </ul>	<p>Short-Term: Conduct assessment and implement improvements if necessary</p>

Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.

<p>Pedestrian and Bicycle Safety: T.11: Study pedestrian crossing at South Midvale Boulevard and Tokoy Boulevard to determine if/what change to the pedestrian crossing time is needed.</p>	<p>Medium</p>	<p>Engineering, Traffic Engineering and Neighborhood Est. Cost: \$5,000</p>	<ul style="list-style-type: none"> <li>Investigate current crossing timing and determine if the existing conditions are appropriate for the aging population in the neighborhood</li> <li>Request funding to make improvements and/or create an educational campaign as necessary.</li> </ul>	<ul style="list-style-type: none"> <li>Develop an educational campaign, in conjunction with Traffic Engineering about street crossing</li> <li>Contact Safe Community Coalition, Westside Senior Coalition, and other appropriate organizations to assist in the educational campaign</li> <li>Contact District Alderperson and Traffic Engineering staff to advocate for inclusion in capital budget between January-April.</li> </ul>	<p>Short-Term Conduct assessment and implement improvements if necessary</p>
<p>Pedestrian and Bicycle Linkages: T.12: Explore the feasibility of installing an underpass or overpass at the W. Belline and Kassel Court for pedestrians and bicycles to improve the linkage between neighborhoods, employment centers and shopping areas.</p>	<p>Medium</p>	<p>WDOT, Traffic Engineering Est. Cost: \$1 million</p>	<ul style="list-style-type: none"> <li>Pursue funding from WDOT, Federal Enhancement Grants, or other funding opportunities</li> <li>Work with WDOT on the West Belline Highway Plan</li> </ul>	<ul style="list-style-type: none"> <li>Contact WDOT to advocate for plan recommendation.</li> </ul>	<p>Long-Term</p>
<p>Pedestrian and Bicyclist Safety: T.13: Provide on-street bicycle lane and/or improve shared lane for bicycles along the length of Tokoy Boulevard by lane marking for in-street improvement with the reconstruction of Tokoy Boulevard as long term strategy.</p>	<p>Medium</p>	<p>Engineering, Traffic Engineering Est. Cost: \$5,000-\$25,000 TBD Reconstruction Cost</p>	<ul style="list-style-type: none"> <li>Develop a plan for alternative bicycle improvements that covers an interim strategy of reconfiguring the existing roadway and long-term strategy for reconstruction of Tokoy Boulevard</li> <li>Work with Midvale-Westmontland Neighborhoods to solicit support from property-owners of bicycle improvements along Tokoy Boulevard</li> <li>Request additional or special earmark funding through the capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Contact District Alderperson, Engineering and Traffic Engineering to advocate for bicycle lane marking or increasing the width of Tokoy Boulevard for bicycle lanes</li> <li>Work with District Alderperson to schedule informational meeting with adjacent property-owners to discuss bicycle improvements along Tokoy Boulevard.</li> </ul>	<p>Mid-Term</p>
<p>Pedestrian and Bicycle Linkages: T.14: Determine the feasibility of constructing a off-street pedestrian and bicycle path along the southern border of Osana Golf Course from S. Whitney Way to Southwest Path.</p>	<p>Medium</p>	<p>WDOT, Engineering, Traffic Engineering, Parks Division</p>	<ul style="list-style-type: none"> <li>Develop plan with route alternatives</li> <li>Determine property acquisition or property easements</li> <li>Integrate with future ATC power lines, if appropriate</li> <li>Request funding from Pedestrian Enhancement Program, capital budget, or other sources.</li> </ul>	<ul style="list-style-type: none"> <li>Contact District Alderperson, Engineering and Traffic Engineering to advocate for bike path connection</li> <li>Collaborate with Engineering and Traffic Engineering staff on what measures would help them in requesting funding from WDOT or other sources</li> <li>Contact other supports (i.e. Bike Federation, Ped/Bike/Motor Vehicle Commission, Safe Community Coalition) to help advocate for bicycle improvements.</li> </ul>	<p>Mid-Term</p>



Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.

<p>Pedestrian and Bicyclist Safety, T.15: Improve pedestrian crossings at Mineral Point Road intersections. Of particular importance are the following intersections due to the difficulty of pedestrian crossing: Owen Drive and Mineral Point Road and Mineral Point Road and Segoe Road.</p>	<p>Low</p>	<p>Traffic Engineering Police, Madison Metro and Neighborhoods Est. Cost: \$5,000-\$50,000</p>	<ul style="list-style-type: none"> <li>Review neighborhood assessment and make recommendation as to the appropriate response. In particular, does the identified issue warrant a physical improvement, or is increased enforcement (e.g. contacting Madison Police Department) during peak times of day a more efficient solution</li> <li>Develop a plan with potential alternatives and estimated costs.</li> </ul>	<ul style="list-style-type: none"> <li>In conjunction with Traffic Engineering conduct an assessment of the street crossing to determine the frequency of use, specific problematic behaviors and issues, as well as identify the times of day problems are most likely to occur</li> <li>Discuss preliminary plan with property-owners and neighborhood at-large</li> <li>Contact District Alderperson and Traffic Engineering Division to advocate for inclusion in capital budget process between January-April.</li> </ul> <p>Mid-Term</p>
<p>Pedestrian and Bicycle Linkages, T.16: Create a bicycle connection under the W. Belline at South Whitney Way by adding a bike lane on both sides of the street.</p>	<p>Low</p>	<p>WDOT</p>	<ul style="list-style-type: none"> <li>Work with the neighborhood to develop a plan and alternative strategies</li> <li>Request funding from WDOT and City through Pedestrian Enhancement Programs</li> <li>Request additional or special earmark funding through capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Contact District Alderperson, Engineering and Traffic Engineering Divisions to advocate for inclusion in capital budget process between January-April</li> <li>Collaborate with Traffic Engineering on what measures would help them in requesting funding from WDOT or other sources</li> <li>Contact other supports to help advocate for ped/bike improvements.</li> </ul> <p>Mid-Term</p>
<p>Pedestrian and Bicyclist Safety, T.17: Install lighting along the Southwest Path in order to enhance safety. Consider lighting on the Southwest Path be aimed towards the ground and be designed to be as inconspicuous as possible to surrounding residential.</p>	<p>Low</p>	<p>Engineering, Traffic Engineering and Neighborhoods Est. Cost: \$60,000 - \$80,000</p>	<ul style="list-style-type: none"> <li>Develop a plan for lighting placement with property-owners</li> <li>Request additional or special earmark funding through the capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Engage property-owners along the Southwest Path to determine support/opposition to lighting on the Southwest path</li> <li>In conjunction with Engineering and Traffic Engineering, develop a plan for placement of lighting</li> <li>Conduct petition of property-owners to determine the level of support</li> <li>Contact District Alderperson, Engineering and Traffic Engineering to advocate for inclusion in capital budget process.</li> </ul> <p>Long-Term</p>
<p>Pedestrian and Bicycle Safety, T.18: Pursue policy and guideline development and identify location and install emergency phone kiosks along the Southwest Path.</p>	<p>Low</p>	<p>Police</p>	<ul style="list-style-type: none"> <li>Discuss and formulate policy/guidelines of installing emergency kiosks along bicycle paths</li> <li>Identify strategic locations for emergency kiosks along the Southwest Path</li> <li>Discuss locations with Police Department</li> <li>Request fund through the capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Engage property-owners along the Southwest Path to determine support/opposition to emergency phone kiosks along the Southwest path</li> <li>Develop a plan for placement of emergency kiosks</li> <li>Contact District Alderperson and Police to advocate for inclusion in capital budget process.</li> </ul> <p>Long-Term</p>

Transportation - Goal A: Create an interconnected transportation network which is efficient, accessible and safe.

<p><b>Street Improvements, T.19:</b> Conduct an assessment and develop a plan, if needed, to improve uncontrolled intersections. High priority routes identified during the planning process that have relatively high volumes with no traffic control include Ames Street between Midvale Boulevard and Piper Drive (yield signs at intersections with Togsrud Glen, Woodside Terrace, and Charles Lane); Presidential Lane between Mineral Point and Segoe Road (stop sign at intersection with Toocora Lane); and Rushmore Lane (stop sign at intersection with Toocora).</p>	<p>Low</p> <p>Traffic Engineering Est. Cost: \$300- \$2,000/intersection</p>	<ul style="list-style-type: none"> <li>Assess the need and possible traffic calming strategies at intersections</li> <li>Work with property-owners to develop preliminary improvement plan</li> <li>Request funding through Neighborhood Traffic Management Program (NTMP) or capital budget process.</li> </ul>	<ul style="list-style-type: none"> <li>Work with District Alderperson to schedule informational meetings with adjacent property-owners and neighborhood residents to discuss intersection improvements</li> <li>Assess possible funding through the Traffic Management Program</li> <li>Complete petition for traffic calming measures</li> <li>Contact District Alderperson to advocate for inclusion in capital budget process.</li> </ul>	<p>Long-Term</p>
<p><b>Street and Sidewalk Improvements, T.20:</b> There are numerous streets in the neighborhoods which currently do not have sidewalks. Although many of the streets are not commonly used by for pedestrian travel, and some of the current property owners do not desire sidewalks be installed, there are missing segments which disrupt pedestrian routes to major neighborhood destinations. Therefore, as streets are reconstructed, sidewalks should be installed in areas which will complete or improve common pedestrian circulation routes.</p>	<p>Low</p> <p>Engineering Division and Neighborhood Associations Est. Cost: \$90 property- owner / 5' x 5' section</p>	<ul style="list-style-type: none"> <li>Work with Midvale Heights and Westmoorland Neighborhoods to identify strategic areas / street segments to install sidewalk, curb and gutter</li> <li>Request funding to construct sidewalks in conjunction with street reconstruction or in strategic areas</li> <li>Request funding through the Sidewalk Replacement Program.</li> </ul>	<ul style="list-style-type: none"> <li>Identify strategic areas / street segments to install sidewalks</li> <li>Monitor the street reconstruction schedule to advocate for sidewalk installation in appropriate locations</li> <li>Inform property-owners of the City of Madison Sidewalk Repair and Rehabilitation Program</li> <li>Investigate establishing a neighborhood-based revolving loan program to help offset a portion of new sidewalk assessment.</li> </ul>	<p>Ongoing</p>
<p><b>Street and Sidewalk Improvements, T.21:</b> Design a neighborhood-based revolving loan fund which could be used to pay a portion of the new sidewalk assessment. To ensure these funds are properly utilized, coordinate with the street reconstruction projects to ensure areas are targeted when reconstruction occurs. This is a neighborhood-based initiative and is not intended to be developed by the City of Madison.</p>	<p>Low</p> <p>Midvale Heights / Westmoorland Neighborhood Associations</p>	<ul style="list-style-type: none"> <li>Provide Midvale Heights and Westmoorland Neighborhoods information on sidewalk assessments processes and financing programs available to property-owners</li> <li>Work with the neighborhoods in their efforts to develop a revolving loan program to offset sidewalk assessments.</li> </ul>	<ul style="list-style-type: none"> <li>Design a neighborhood-based program to help offset the cost of new sidewalk assessments</li> <li>Determine if the program will priority geographic areas, households based on age, income or other factors</li> <li>Identify funding sources which could be capitalized into a revolving loan fund for sidewalk assessments.</li> </ul>	<p>Ongoing</p>