

May 22, 2012 PBMVC

Emailed Comments submitted to PBMVC for Annual Public Hearing for Pedestrian and Bicycle Projects the City should Consider in the 2013-2015 Capital Budget to increase opportunities for walking and bicycling in Madison.

From: Michael Chronister [mailto:michaeljchronister@gmail.com]
Sent: Tuesday, May 08, 2012 3:12 PM
To: Traffic
Subject: Input on Bike projects

Please take these comments into the record for the meeting at 6 p.m. on Tuesday, May 22, 2012, in Room 260 of the Madison Municipal Building, 215 Martin Luther King Jr. Boulevard.

My main comment and concern for bike projects coming up is that I believe that Jenifer St and Not Spaight st should be turned into a Bike Boulevard. Jenifer St connects nicely from Willy St to the ped bridge over Yahara river and then onto Cap city trail or continuing on Jenifer after the river. Spaight st dead ends at the river. Jenifer st is already set up as a de facto bike boulevard with only 3 stop signs all the way from Willy St to the River. Spaight has the same # of stops but once again does not connect to anything but Thornton which you then have to go left to get to Willy st or the ped bridge over river or go right to Rutledge where you will encounter a stop and then over the bridge where you would encounter another stop sign. If spaight was made a bike boulevard it would make sense to have it split at Dickinson with one way going to Rutledge and the going to Jenifer, this would at least make the boulevard connect to something.

For reference I use Jenifer st to commute home from work on UW campus. it is the easiest way to get from Cap City trail along John Nolen back onto it at Riverside Dr. I would take the actual Cap City trail the whole way but it is very slow and cumbersome to stop and yield at each cross rd and deal with at least three full stop signs.

Thanks
-Michael Chronister
170 Dixon St
Madison, WI 53704

From: Jesse Wickizer [mailto:jessewickizer@gmail.com]
Sent: Wednesday, May 09, 2012 1:14 PM
To: Traffic
Subject: Pedestrian-Bicycle Project Ideas

I am unable to attend the May 22nd public hearing, so I will submit my pedestrian and bicycle project ideas via email.

1) Somehow improve the safety of travel from Segoe/Odana/Whitney Way intersections to Shroeder Rd and points South of the Beltline. It's very tricky to navigate on a bike, and at least a couple cyclists have been hit there in the last year.

2) Build tunnel following creek under the beltline starting from High Point Rd @ Tramore Trail

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continuing to Fourier Drive.

- 3) Continue the new buffered bike lane on Segoe Rd South past Tokay to Odana.
- 4) Somehow build tunnel under the Beltline between Wolf St or W Oakbrook Cir to Junction Road.
- 5) Continue Cannonball Path North across the beltline.
- 6) Create a beltline crossing between Applegate Road and Ann Street. That whole area South of Applegate Road is cut off from the rest of the city if you don't have a car.

Thank you.

From: Joshua Mayer [mailto:joshuamayer@wisc.edu]

Sent: Wednesday, May 09, 2012 3:31 PM

To: Traffic

Subject: Pedestrian-Bicycle Project Idea - Campus Drive Bike Path @ Highland Ave

I'd like to request safety improvements for the Campus Drive bike path where it intersects Highland Ave. Currently, the path crosses Highland in some sort of no-man's land – it's not exactly near the intersection with the Campus Drive on/off ramps where pedestrian signals could be located and which would put bikes more in those motorists' lines of sight and it's also not exactly in the middle of the street. As it stands, it is currently safer to attempt to cross Highland while Highland traffic has a green light. The reasoning being that is that Highland traffic having a green light means the off-ramp traffic has a red light and must stop before turning north onto Highland (and crossing the bike path). When Highland traffic has a red light, the off ramp traffic has a green light and typically does not slow down even when turning right (north) onto Highland since they want to turn as fast as possible before the light changes and they are stuck waiting for Highland traffic to pass. So, as I said, the best bet for crossing Highland is to wait for gaps in Highland traffic while it has a green light so as to avoid Campus Drive off-ramp traffic turning right onto Highland.

Secondly, there is a small island in the middle of Highland for bikes to pause while crossing. However, the island is extremely narrow and barely fits the length of a bike without the bike sticking out into traffic. Additionally, what typically happens is that bikes are forced to dart halfway across Highland and stop on a dime in the island. Traffic on the other side of Highland then abruptly stops, thinking the bikes are going all the way across. This has led to several near accidents that I have witnessed over the course of my commuting.

This intersection is very dangerous for cyclists and I would hope that some improvements could be made. Ideally, a pedestrian/bike bridge such as the one going over Walnut , could be constructed but in light of costs, I'd settle for some other improvements such as a wider island, pedestrian signals, and bike crossing signs on the off-ramp and Highland Ave to alert cars of our presence.

Thank you.

Joshua Mayer

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From: regardingjohn@gmail.com [mailto:regardingjohn@gmail.com] **On Behalf Of** John Martin
Sent: Wednesday, May 09, 2012 5:08 PM
To: Traffic
Subject: Pedestrian-Bicycle Projects Sought

- A route following the Madison edges of Lake Mendota would be lovely.
- Connecting the Quann Park dead-ended route to the beltline bike overpass would be nice.

Pedestrian-Bicycle Projects Sought

The Madison Pedestrian/Bicycle/Motor Vehicle Commission will hold a public hearing to receive comments on potential pedestrian and bicycle projects the City should consider undertaking in the 2013-2015 Capital Budget to increase opportunities for walking and bicycling in Madison.

The intent of the public hearing is to hear suggestions for new capital (construction) projects. Please note that concerns about routine maintenance and operational issues can be directed to the appropriate agency or the City's Report-a-Problem webpage <http://www.cityofmadison.com/reportaproblem>.

The hearing will be held at 6 p.m. on Tuesday, May 22, 2012, in Room 260 of the Madison Municipal Building, 215 Martin Luther King Jr. Boulevard. NOTE: If you need an interpreter, materials in alternate formats or other accommodations to access this meeting, please contact the Traffic Engineering Division at 608-266-4761. Please do so no later than 9:00 a.m. on the Thursday preceding the meeting so that proper arrangements can be made.

Written comments will also be accepted through June 1, 2012, and should be addressed to the Pedestrian/Bicycle/Motor Vehicle Commission, c/o City Traffic Engineering Division, PO Box 2986, Madison WI 53701-2986, or email to traffic@cityofmadison.com.

The results of the public hearing and written comments will be used to develop a list of projects to be considered for inclusion in the 2013-2015 construction work program.

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John Martin
regardingjohn.com

608.556.3061
[Google+](#)

From: Nelson, Robert [mailto:Robert.Nelson@legis.wisconsin.gov]
Sent: Thursday, May 10, 2012 1:29 PM
To: Traffic
Subject: Biking on the west side

It would be nice to have a way to get from the Spring Harbor neighborhood to the Capital City Trail that does not involve driving on main roads such as Midvale.

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From: Bill Wambach [mailto:wwambach@hotmail.com]
Sent: Thursday, May 10, 2012 5:04 PM
To: Traffic
Subject: Proposed Pedestrian-Bicycle Project

I saw the News Release seeking Ped-Bike Projects for the 2013-15 Budget. It made me think about suggestioning this much shorter-horizon project. I suggest consideration be given to constructing a multi-use trail connecting 5946 South Hill Drive to Bordner Drive at Forsythia Place.

Given the upcoming Public Works storm water cunnette rehab project <http://www.cityofmadison.com/business/pw/contracts/details.cfm?ContractNumber=6741> that runs adjacent to the proposed trail, there may be some real cost savings.

Please see attached my word.doc description of the proposed trail and the pdf attached map.

Thank you for your consideration.

Bill Wambach

From: Lauren Fahey [mailto:fahey.lauren@gmail.com]
Sent: Monday, May 14, 2012 11:04 AM
To: Traffic
Subject: Dangerous Biking Intersections

Hello,

I saw the article on Madison.com about submitting bicycle and pedestrian ideas and I think there is great need for improved safety for bikers and pedestrians in two spots:

- 1) Highland and University/Campus Dr.
- 2) John Nolen, Wilson and Willy St.

In the first it is impossible to cross the street safely on bike or walking as there is no signal since the bikepath is parallel to University. When the light on Highland is green, bikes aren't able to cross. When the light on University is green, everyone is turning right and bikes are also unable to cross. Drivers aren't always cautious of bikes cross here and speed through quickly. It would be great if there was a bike and pedestrian bridge to avoid this altogether. Or if there was a time when all the lights were red and there was a right turn arrow for those on University. I bike this route every day to and from work and it's a constant gamble with my life!

I'm sure I don't have to say much about how ridiculously unsafe the second intersection is and I hope that there are plans to alleviate this, especially with all of the bike traffic, the train tracks, the bumpy road and odd angles for trying to get places, such as the Machinery Row parking lot.

Please let me know if there are plans for either of these interections. Thank you!

- Lauren Fahey

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From: Kraig Kumfer [mailto:kraigkumfer@hotmail.com]
Sent: Tuesday, May 15, 2012 11:03 AM
To: Traffic
Subject: comment for Pedestrian/Bicycle/Motor Vehicle Commission

To Whom It May Concern:

I understand there is a hearing May 22 for new capital construction projects for pedestrian and bicycle projects. I would like to submit a suggestion for creation of a sidewalk along Ridge street from Bluff to University Avenue. This is a corridor with significant pedestrian traffic, especially since creation of a signaled crossing of University at Ridge. I note that this segment has significant out-of-neighborhood parking on the street during weekdays, especially during the winter. The heavy use of street parking often leads to pedestrian traffic in a relatively congested residential street that is in conflict with traffic (especially in the northernmost two blocks). I suggest establishment of a sidewalk along one side of the length of Ridge Street. One factor that may help determine side is that there is apparently a school bus stop on the northwest corner of Ridge and Stevens, making a concrete pad there and sidewalk access especially useful to children waiting for the bus.

I hope this is of some use.

Sincerely,
Kraig Kumfer

From: JD Robinson [mailto:kornkobcom@gmail.com]
Sent: Thursday, May 17, 2012 1:18 PM
To: Traffic
Subject: City of Madison Bicycle & Pedestrian Capital Budget Hearing

Greetings.

If there were 3 things I would like to see from the City of Madison with respect to the issue that is the subject of this hearing they would be:

- a) A large scale campaign to educate drivers, bicyclists and pedestrians about what the rules are in various situations: path crossings at streets, passing bicycles, passing pedestrians, bicycle sidewalk use, accident reporting requirements, roundabout use etc. In my experience there are few people who have a comprehensive understanding of what the rules are and how they apply in different situations. This creates dangerous assumptions and actions on the part of drivers, bikers and pedestrians.
- b) a clear set of markings and signage at all commuter path/roadway intersections. Currently there are different markings and signage at different crossings, which, when combined with the lack of knowledge discussed above, increases risk.
- c) specific to the commuter bike paths, increases visibility is important. Far too many of the road/path intersections have obstructions that hamper road/path/sidewalk users from seeing one another as they approach the intersections. Cutting back bushes and trees as well as requiring the construction downtown to keep visibility open would increase safety at these junctions.

Jason

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From: Andrew Swartz [mailto:aswartz@cityofsunprairie.com]

Sent: Monday, May 14, 2012 12:05 PM

To: Ross, Arthur

Subject: Connector idea: Tancho Dr to Terra Ct/Hoepker Rd off-street trail

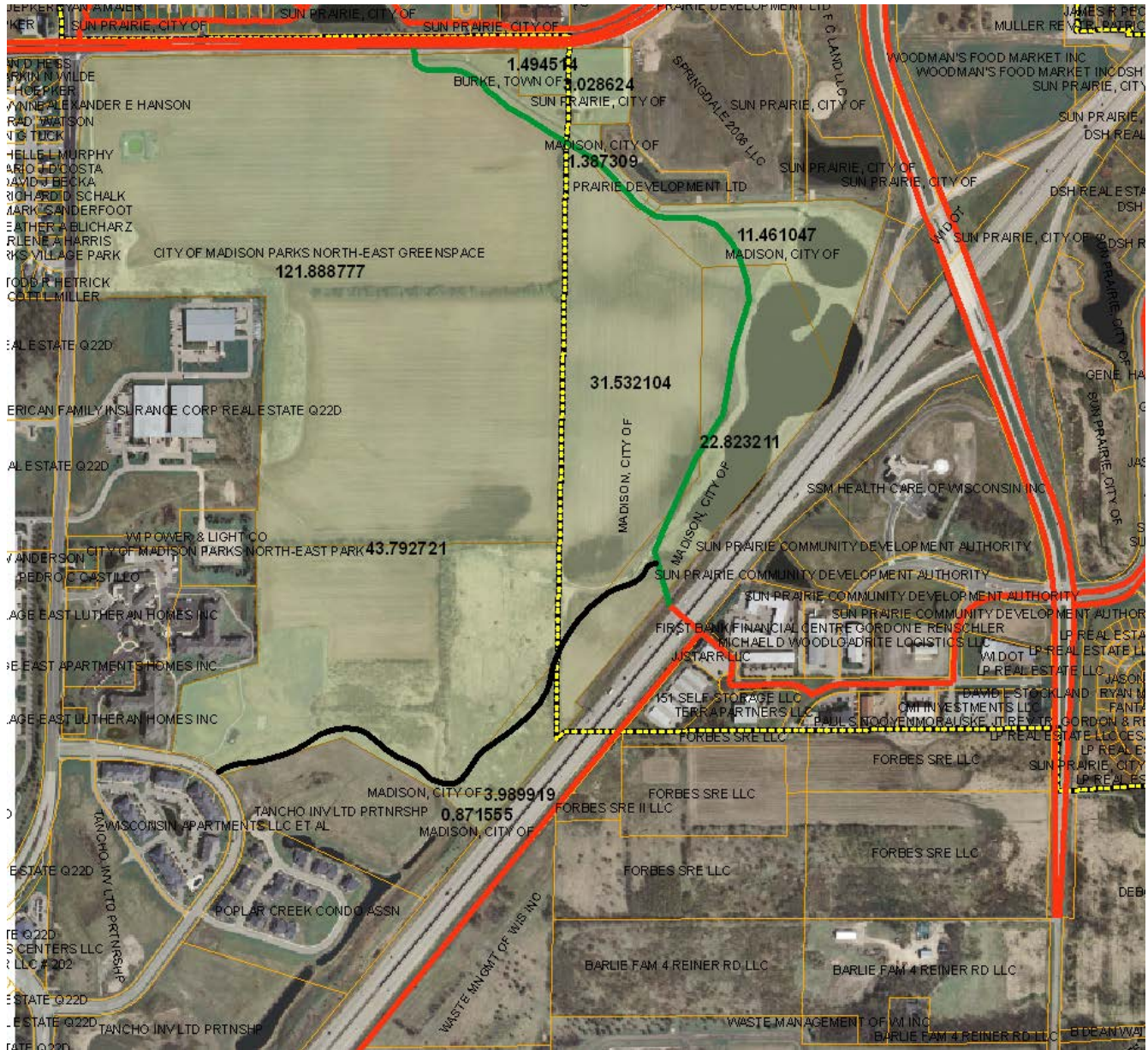
Arthur,

Our Planning staff tell me that there is some forward movement on funding for the path that will connect from Terra Ct, under US Hwy 151, to Hoepker Rd here in Sun Prairie. In looking at the map, and thinking about regional and local connections, it became apparent to me that a connector from the Terra Ct underpass to Tancho Dr, via North East Park, would make great sense. See screen shot below where Yello is Sun Prairie Corp Limit, Red line is existing path or route, green line is proposed Terra Ct to Hoepker Rd connector, and black route is my idea for a Terra Ct to Tancho Dr connector.

Positives include:

- All land publicly owned
- All land undeveloped
- North East Park undeveloped (not sure if there is a master plan or not, but I have requested one)
- Great connection for Oakwood Village and other area residents to get under 151 to Northeast YMCA and other amenities
- Great connection for residents of this area to get to new Woodmans, new (proposed) Marcus Theatre, Target, new Costco (opening in 2012!), etc., as it allow them to bypass American Parkway
- Serves as alternate connector from Sun Prairie to Portage Road cycling route – due to access to Eastpark Blvd, it bypasses Hoepker Rd segment between American Parkway and Portage Rd (a narrow, hilly, high-traffic segment that is the real safety concern on an otherwise excellent connection between East Towne/ Reindahl Park area and Sun Prairie)
- Provides additional access to North East Park for many people

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Perhaps this route is already on the list. If so, well, nevermind....

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