

**May 27, 2008 Public Hearing Pedestrian-Bicycle Comments
(including written and e-mailed comments received by June 6, 2008)**

	Proposal	Number of comments
Bicycle Boulevard Projects		
BB1	Mifflin Street from State St to Fourth St (and continuing around the back of East High to Dayton St.) including bike path from the Burr Jones path to the back of the Fiore Shopping Center. The boulevard would become a bike highway for northsiders who could use it and the Sherman Flyer to get downtown and the campus and for other near eastsiders to get to downtown without needing to detour south to the Capital City Trail.	4
Bike Lane and/or Paved Shoulder Projects		
BL1	The bicycle route where Fish Hatchery Road crosses the beltline is extremely difficult for both bicycles and pedestrians to cross. This is supposed to be one of the few areas where bicycles are supposed to be able to cross the beltline, however few people feel it is safe to actually do so.	
BL2	I would like to comment regarding the North Sherman Avenue corridor and the lack of a safe bike lane for commuters and pleasure riders. This corridor has high levels of traffic from buses, trucks, cars and bicycles. We need a safe corridor to move along the north side. With the increase of gas prices we have more and more commuter bicyclists and driving and biking through this corridor has become increasingly complicated. I feel strongly that North Sherman needs a bike lane to connect the Johnson/Gorham to the north side.	4?
BL3	Extend bike lanes all the way up Fair Oaks Street. - The new bike lanes on South Fair Oaks are wonderful! Do that all the way to Wright Street.	
BL4	Since the reconstruction of E. Washington Ave did not include the hill from Blair up to the capitol, it would be nice to complete the bike lane all the way to the top. As it is, it is very dangerous to stay in the right lane, as the cars merge into the right side of the road and bikes are forced onto the sidewalk or alternate routes.	
BL5	The bike lane needs to be repainted on Seminole Hwy between the Arboretum and the beltline. Placement of the 'islands of refuge' along Seminole is making it very dangerous for bikers since cars shift over into the designated bike lane to avoid each island as they pass them. How about getting rid of the islands all together?	
BL6	Please stripe the remainder of the bike lanes on High Crossing Blvd. ASAP. It is crazy that these are not yet striped as this is a major bike thruway from Sun Prairie to Madison.	
BL7	Bike lanes along Broadway between Stoughton and Dutch Mill	
BL8	I strongly recommend a bike lane on Old Sauk Road! There is a bike lane for a stretch from the beltline to the top of the hill, but then it ends. From there the road is full of potholes on the outside of the road, there is no shoulder, and there are ruts everywhere.	
BL9	Inclusion of bike lanes on all new street construction. I never biked on E. Wash without the bike lanes, since there really wasn't space. This last winter the bike lanes on E, Wash were clear when some smaller streets weren't, so it was nice having them as a safe option.	
Bike Route Suggestions		
BR1	Bike route between Wingra Park and Woodrow St. is signed to be on the sidewalk again, and a standard-width sidewalk at that. I'm not sure now may bikes use this stretch, but this does not seem like a good idea. I'll go block a lane of traffic before mowing down pedestrians on the sidewalk, which as far as I'm concerned, are the only two options here.	

	Proposal	Number of comments
	Education and Enforcement	
EE1	Path use between bikes and peds, bikes should go on the right as other vehicles and that peds should go on the left, facing traffic. Peds could see bikers approaching and would be less likely to be panicked/startled by a bicyclist approaching from behind. In Rhode Island, at each entrance to the path, there was a bicycle symbol painted on the bike side and a ped symbol on the ped side. Worked quite well, even with heavy use. Usually paths aren't wide enough to have a separate area for peds. Webber explained legal difference between roadway and multi-use path. On roadway, peds required to get off roadway when vehicle approaches. On path, ped has as much right of way as the bikers and are not required to step out of the way. Because there isn't enough space for users to step out of the way, all users stay on the right. If a bicyclist comes up behind a ped, they can wait until it's safe to pass. But if they were approaching a ped in the same lane, they might not be able to safely pass and would run into the ped.	
	Grade Separation Projects (overpasses or underpasses)	
GS1	Better north-south connectivity at Whitney Way. I've gone through this during off-peak hours in the traffic lanes, but it's not fun--perhaps a beltline tunnel between Medical Circle and Schroeder Rd. or just east of Whitney Way to Hammersley/Gilbert Rd. area	
GS2	Better connectivity to Syene Rd. as an alternate south-bound escape route; the Perry St. ped/bike bridge was discussed briefly, but it was not clear to me what the state of that project was	
	Intersection Projects	
IN1	What is the status of the SW Commuter Path/Regent/Monroe interchange rebuild?	
	Major Maintenance	
MM1	Repave and reconstruct the Eastmoreland Park bike path. - This path is literally disappearing into the turf. In places 1/3 to almost half of the path has crumbled away and been replaced by weeds and grass from lack of maintenance. In places the turns are too sharp to safely bike. The drainage ditch behind Woodman's should be bridged and an opening should be made in the fence so people can get from the path to the grocery store without making a trip all the way out to the street.	
MM2	Widening of paths through Elver Park connecting Midtown/Gammon Rd. to McKenna Blvd, and ultimately to Schroeder Rd. and Struck Canyon Tunnel. These paths are narrow and not striped to alert pedestrian traffic (complete with dogs, kids, skaters, etc.) that bicycle traffic may be passing through. Better signage denoting a preferred "through" path for bicycles would also be a good idea; it may be desired to route bikes on west/north paths, closer to ball diamonds, to keep bicycle traffic away from heavy-pedestrian zones near shelters. There is no such signage present when entering from the SW end of the park; I'm not aware of any such signage when entering from McKenna Blvd.	
MM3	Widen, stripe and signage between Manitou Way and the Monroe St. "Duck Pond" (not sure what it's called officially). Bike Route signs indicate bikes should be on the sidewalk, but sidewalk looks like a wide sidewalk, not a share-use path, making me think bikes do not belong there. but there is not a convenient way to get back on the path closer to Monroe St. without swinging out into traffic (normally not a good idea).	
MM4	Same [as MM4] between Monroe/Nakoma interchange bypass to the bike path between Monroe/Copeland to Arbor Dr.	
MM5	Paths should be restriped whenever they are repaved or reconstruction. Specifically, the East Isthmus path, just past the Goodman Community Center, where Kipp crosses.	

	Proposal	Number of comments
Parking		
PK1	Buy temporary bike racks ("event racks") to use at city events. - Bike parking becomes extremely overcrowded at city events like Concerts on the Square. The city should buy and set up, or make available to volunteers, temporary bike parking for these events.	
PK2	construction of a public covered bicycle parking area at the State of Wisconsin GEF 2/3 grounds, in partnership with the State of Wisconsin. While such a facility would initially be used largely on weekdays by DNR, DPI and other downtown employees, events and trends in the present and the foreseeable future indicate a covered parking area would be in demand for a much broader range of uses. new covered parking could also be used as overflow parking for many downtown businesses and events, in the absence of covered parking on the Square. Some of these events where participants and spectators alike would desire covered parking, especially when rain or storms are forecast, include Saturday Farmers' Market; Art Fair on the Square; Madison Marathon; Madison Ironman; the Holiday Parade; Cinco de Mayo; and others.	
Street Crossing Projects		
SC1	<i>Glenway, Mineral Point Road and Speedway</i>	
a	Add pedestrian crossings to ALL FOUR corners (now only two) with pedestrian activated buttons	
b	Add pedestrian refuge island on Mineral Point and Speedway	
c	Engineer corner so Mineral Point traffic slows down	
d	At absolute minimum, re-orient the motor vehicle "green/yellow/red" lights so pedestrians can at least SEE the lights when they are standing at the southeast corner waiting to cross. (The intersection is at an obtuse angle and so now the lights are not aligned at 90 degrees, so you can't see them from the southeast corner).	
SC2	Construct East Isthmus Path speed tables. - The East Isthmus Path is broken up by lots of little street crossings that get very little car traffic while the path gets a lot of traffic. Speed tables should be constructed at those street/path intersections and path traffic should be given the right-of-way over the car traffic.	2
SC3	The Yahara River Path should have the right-of-way over traffic on East Main Street as the path gets more traffic and there is already a stop sign for car traffic going west.	
SC4	Whitney Way at the Beltline is a problem. Can approach from Schroeder and Medical Circle and Odana but cannot cross the Beltline, southwest to northeast = can't get there. Doesn't know what is required, perhaps a dedicated bike lane under the Beltline. This intersection is a significant distance from the other bridge over the Beltline. Crossing is also difficult for peds.	

	Proposal	Number of comments
Shared-Use Path Projects		
SP1	bike path between the railroad tracks and Campus Dr., starting on the east end where the tracks cross University Ave. The other end of the path would be Locust Dr. & and Shorewood Blvd. A chain link fence around the path should be avoided. They're not very pretty - who wants to ride next to a chain link fence?	
SP2	Sherman Flyer	5
SP3	the road that runs between Lake Wingra and Vilas Park, from Edgewood's property to the beginning of the bike path near the entrance to the Arboretum. [note from AR - Vilas Park Dr] is seriously a dangerous thoroughfare for bikers and pedestrians. For the past 10+ years this has been part of my route to work, and there is no time of year it is safe, or biker/pedestrian friendly. I go through there between 6:30-7 in the morning and again between 4:30-5 in the evening. Very few drivers pay heed to the double yellow lines delineating the bike lane, and very few drivers drive anything close to 25 miles an hour. In the winter, that bike lane is the iciest, snowiest part of the street. There is truly nowhere safe to walk. In warmer weather, that one tiny lane is insufficient for the volume of bikers and walkers, and so we have to spill over into the street. I really think there needs to be something off the street for bikers and pedestrians, and/or the speed limit should be reduced to 15 miles per hour, and enforced.	
SP4	Build the planned path from MacArthur to Commercial. - If you drive just north of the Stoughton Road, Lexington Ave intersection you can easily see the section of highway fence there that has been ripped down and the worn footpath that follows through it from Walmart and Cub Foods on the east side of Madison to the little residential neighborhood just north of there. There are no accommodations for pedestrians from this neighborhood who want to get to these businesses - no sidewalks, no bike lanes, no walk lights, no curb cuts - only fences, ditches, holding ponds and lots and lots of traffic. The MacArthur to Commercial path would solve this.	
SP5	Build a new multi-use path along the railroad tracks from the Dixon Greenway all the way out to City View on the far east side. - This route would intersect the new Marshview Trail and would become a backbone for all sorts of little neighborhood trails and routes along the way that could connect to it and give many, many eastside bikers a great route to downtown. DOT's planned reconstruction of Stoughton Road, including the railroad crossing at Stoughton and Lexington, provides the city with an opportunity to plan a desperately needed bike, ped crossing of Stoughton Road at that same intersection. Such a crossing would be a vital segment of this new path and needs to be coordinated with the Stoughton Road reconstruction.	
SP6	the underpass at the Yahara and East Washington is wonderful! I do wonder why the path on the north side of the river does not meet up with--I believe it is Wilson street [note from AR - this is Main St] as does the path on the south side. That would make the path much more useful. Right now the path just loops back up to E. Wash, so you end up where you started. Therefore it doesn't get used, and, as a result, I've noticed a collection of cardboard and other evidence of people who apparently spend the night there because the area is undisturbed. Continuing the sidewalk along the river next to the lumber yard would mean more pedestrian/bike traffic, and thus discourage overnight lingerers.	
SP7	Please take action to fix the intersection of the new WiDOT US HWY 151 bike path and Nelson Rd. and High Crossing Blvd. That thing is a *really* unwelcoming and inefficient for bikers. As the City works toward Platinum bicycle status, these sorts of things become even less acceptable.	
SP8	path from the east end of E. Broadway to Ag Drive	
SP9	a connector between Wingra Park and Edgewood Dr/Woodrow St for ped/bike traffic	
SP10	Path connection between the Southwest Path at Hammersley Rd on the north side of the Beltline to the path at Medical Circle.	

	Proposal	Number of comments
SP11	Complete the Capital City Trail east to the Glacial Drumlin Trail	
SP12	widening the bike path along E. Johnson Street between the river and Fourth Street.	
SP13	More paths like Monona Terrace, with one lane for peds and two-way bike traffic	
Sidewalk Projects		
SW1	There needs to be a sidewalk constructed between the Beltline and Harland Hills subdivision and the Capital City bike trail to the south. Forcing bikers and PEDESTRIANS into traffic along Seminole (esp. in the winter) is creating a very dangerous situation.	
Miscellaneous / Other		
X1	View Madison maps of minority populations and a map of households without cars (available at: http://northsideplanningcouncil.org/maps.php) and compare those maps to the City of Madison Bicycle Route Map. In general, those areas that have the highest concentration of minorities or households without cars are often also the areas that are the least well developed with bicycle paths or designated routes. Not only do those geographic areas have the fewest resources in terms of bicycle routes & paths, the routes that do exist often do not lead to anywhere of importance, namely shopping centers, schools, libraries or the center city. In general I would urge the Commission to give proposed projects in these areas the highest priority.	
X2	Build a welcoming entrance to Olbrich Gardens from the East Isthmus bike path. - Madison could be a biking destination with tourists coming to spend a day biking around the city. Those tourists should be welcomed with open arms at Olbrich Gardens, not with a bumpy, graveled street next to the out buildings and across the railroad tracks from the old abandoned beet factory. At least put up a sign.	
X3	Make sure all path/street intersections have street signs. - And make sure the street signs indicate the street names, too, and not just the bike path name. There are several intersections along the East Isthmus path where the street signs indicate the fact that you are on the Capital City Trail, but not what city street you are crossing. This makes navigating with the city bike map difficult.	
X4	On roads that have no dedicated bike lane, but are considered a bike thrufare, paint the standard bike lane symbol in blue on the right side of the lane.	
X5	Try to get Streets Dept. to raise the priority for repaving Arbor Dr, which is making the path between Monroe/Copland to Arbor Dr look smooth.	
X6	There should be little signs at the intersections [of paths and streets] for various business establishments to eat, get coffee, have a snack, like the signs on the interstate. You could get probably get the businesses to pay for a small sign at the intersection nearest their business that way people would stop. The signs could have more information than on the interstate because bikes can stop and read them - so it could have hours, general items for sale.	

**May 22, 2007 Public Hearing Comments (including written and e-mailed comments)
Key to match People presenting ideas to Comments**

Person	See Response Numbers
Mike Anderson	SP1
Jason Banfield	BL8
Ann Baxter	SP2
Laura Bowles	X6
Isa Dolski	BL1, X1
Aram Donabedian	BL2, SP2
Michael Donnelly	BB1, EE1, SC2, SP12, SP13
Justin Duris	BB1
Jeanette Froehle	SP3
Nancy Griswold	MM5, SC4, SP11
Pat Heyn	BL2?, SP2
Sherrie Johnson	BB1, BL3, MM1, PK1, SC2, SC3, SP2, SP4, SP5, X2, X3,
Sara Krauskopf	BL4
Jennifer Munger	BB1, BL9, SP6
John Olson	BL5, SW1
George J. Perkins	SC1a,b,c,d
John Perkins	BL7, BR1, GS1, GS2, IN1, MM2, MM3, MM4, SP8, SP9, X5
William Rowe	BL2, SP2
Jeff Schimpff	PK2
Pat Smith	BL2
Lisa Subeck	SP10
Andy Swartz	BL6, SP7
Chan Wilson	X4

<p>BB = Bike Boulevard BL = Bike Lane or Paved Shoulder BR = Bike Route EE = Education and Enforcement GS = Grade Separation (overpass or underpass) IN = Intersection MM = Major Maintenance PK = Parking SC = Street Crossing SP = Shared Use Path SW = Sidewalk X = Miscellaneous / Other</p>

Spoke at Public Hearing		
Ann Baxter 2102 Fremont Avenue Madison	Michael Donnelly 1141 E. Johnson Street Madison	Nancy Griswold PO Box 1394 Madison, WI
John and Dawn Perkins 1153 Emerald Street Madison (registered but did not speak)	William Rowe 2010 Elka Lane #2 Madison	
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E-mailed Comments		
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