



**City of Madison**  
**Meeting Minutes - Final**  
**PEDESTRIAN/BICYCLE/MOTOR**  
**VEHICLE COMMISSION**

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

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Tuesday, June 27, 2006

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 260 (Madison Municipal Building)  
(After 6 pm, use Doty St. entrance.)

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Items reported in the order listed on the agenda. [Regular business items were completed by 5:45 p.m., so members took a 15-minute recess until the start of the public hearing at 6:00 p.m.]

**CALL TO ORDER AND ROLL CALL**

**Present:** Ald. Robbie Webber, Ald. Paul E. Skidmore, Mark N. Shahan, Matthew A. Logan, Mary P. Conroy, Susan M. De Vos and Charles W. Strawser III

**Absent:** Carl R. Kugler

**Excused:** Ald. Judy Compton, Michael Forster Rothbart and Cheryl E. Wittke

**A. PUBLIC COMMENT**

None

**B. APPROVAL OF MINUTES - 5/23/06**

A motion was made by Conroy, seconded by Logan, to Approve the Minutes Shahan had two corrections: (1) Forster Rothbart should be shown as being present; and (2) item A.2., second paragraph, second sentence, add to Shahan's comment that City ordinances required the overlapping membership.

Motion to approve the minutes as amended carried unanimously. The motion passed by acclamation.

Approve the Minutes Shahan had two corrections: (1) Forster Rothbart should be shown as being present; and (2) item A.2., second paragraph, second sentence, add to Shahan's comment that City ordinances required the overlapping membership.

Motion to approve the minutes as amended carried unanimously.

**C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES - NONE**

None

**D. PUBLIC HEARING - 6:00 P.M. ANNUAL PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECTS**

[04017](#)

Pedestrian and Bicycle Improvement Projects, Annual Public Hearing

Shahan opened the public hearing at 6:00 p.m. He advised those in attendance

that the PBMVC would take testimony tonight and refer action to a future meeting. Ross advised that written testimony will be accepted until July 14.

Ross directed attention to the Pedestrian & Bicycle Improvement Work Program (2006-2010) provided to the Commission. He reported that the main projects for 2006 include the Cottage Grove Road bike lanes, the final segment of the Southwest Bike Path and the Yahara River ped/bike underpass from Tenney Park to East Main Street (part of the E. Washington Ave. construction project). Webber referenced project 27A, and Ross stated that the project is in the planning stage but he was not sure when it will be done. Webber asked if the University has the right-of-way. Ross stated that as the University makes improvements on campus, they have been reserving a corridor for the path adjacent to the railroad corridor. Hopefully they will a corridor available from University Bay Drive to Walnut. Webber pointed out that a lot of the land is owned by the Federal government (Forest Products, VA Hospital). In response to a question by DeVos, Shahan stated that after construction is done, a sidewalk network will be completed into University Hospitals. Ross suggested that the PBMVC might want to invite Rob Kennedy of the UW to make a presentation on the UW's new Transportation Master Plan.

Ross explained that project 30 is Engineering's annual sidewalk program. Aldermanic districts 2 and 6 are being targeted for 2006.

Project 31 is in Traffic Engineering's budget and is an adjunct to the NTMP except that it targets arterial streets.

Members then heard from the registrants:

John Rider, 1008 Colby Street, Madison:

- Supported an overpass of the Beltline at or near Perry Street.
- Currently there is not a safe crossing between Fish Hatchery and the Beltline.
- The Fish Hatchery bike lanes are dangerous for anyone other than a skilled bicyclist.
- An overpass at Perry is needed and should be put back in the plan. Would provide an important connection to downtown Madison as well as a connection between the neighborhoods and businesses.
- He would prefer an overpass at Perry versus one at Todd Drive.

Brian Casey, 2753 Jacquelyn Drive, Fitchburg:

- He serves on Fitchburg's transportation committee, which is trying to find routes for commuter and recreational bicyclists. A Perry Street overpass would help with those connections to downtown Madison.
- Fish Hatchery intersection is bad for motorists, much less bicyclists.
- He wants Fitchburg's transportation system to be as complete as possible.

Hans Noeldner, 133 W. Lincoln Street, Oregon, representing the Village of Oregon:

- Supported a Perry Street overpass, not only for Madison but also fits in with longer-range plans for commuting by bike.
- There is a good deal of interest in recreational and commuter bicycling.
- Overpass would provide a desirable connection from Fitchburg, which is seeing higher densities.
- Currently there's no safe or convenient connection in this area.

- He described an "adequate" bike route as one that he would feel comfortable having his 9-year-old grandchild ride on.
- Would like to have a good bike connection from Oregon to Syene Road area.
- Overpass would serve peds as well as bicyclists.

Doug Brethauer, 296 N. Main Street, Oregon, did not wish to speak but provided the following written comment:

- I would like to support the construction of a bike bridge over the Beltline as a potential bike commuter. The main obstacle between Oregon and Park Street is the Beltline. The overpass would make a significant difference in my personal ability to commute to work.

Danny Tomaro, 219 Janesville, Oregon:

- Supported a bicycle bridge over the Beltline.
- He bikes to Madison 10-15 times a year but the traffic situation is a factor.
- Supported a connector to the existing bike trails.

Lyn Noeldner, 133 W. Lincoln Street, Oregon:

- Supported a Perry Street overpass.
- She likes to walk but walking across the Beltline on Fish Hatchery is a death wish. Peds are at an even greater risk than bicyclists.
- A ped/bike overpass would help support the businesses in this area.

Ken McKelvey, 405 N. Main, Oregon:

- Supported a Perry Street overpass.
- He often bike commutes to downtown Madison and he would extend his bike commuting season if he had a more direct route.
- Currently no direct way from Oregon to Madison. Can use Highway MM but it's out of the way and he has safety concerns about the morning rush hour traffic.
- A more direct route would encourage more people to bike.

Randy Way, 5015 W. Netherwood Road, Oregon:

- Supported a Perry Street overpass.
- He would consider commuting to Madison.
- A single occupant vehicle going down Highway 14 will not be feasible in the future. Need to look at other conduits, and a bike route is an important piece of that.

Rodd Wangen, 4742 Hoover Street, Oregon:

- Supported a Perry Street overpass.
- People ride bikes for different reasons, and he would like to see bicycling become more practical and would like to see all communities in the area become bike-friendly.
- An overpass of the Beltline would be a good step in improving the infrastructure for bicyclists.
- Also provided written comment: I live in Oregon and we are promoting rider-friendly communities. The Beltline is a major obstacle to riders from the south. There is a long way to go but an overpass would be a good start. The communities to the south need to work together to make a safe route.

There being no other registrants, Shahan closed the public hearing at 6:29 p.m.

Shahan asked members if they had any specific requests for information they wanted staff to bring back at the next meeting. Since all public hearing registrants spoke on the Perry Street overpass, Skidmore wanted to know where that was on the list of projects. Ross stated that it was a WisDOT enhancement project that was to be budgeted for 2006. There was a public hearing on the project about 1½ years ago but due to very little support from the neighborhood, businesses and alder the project died at that point. The City asked WisDOT to transfer the funds to the Todd Drive project that is ongoing right now. Ross indicated that a Perry Street overpass would need to come as a new funding request and would require support from the neighborhood, alder, and area businesses. Shahan remarked that sometimes support is not local but comes from a wider area. He recalled that both the PBMC and the LRTPC were upset that the funding for this project got transferred, and in fact the PBMC voted against it. He noted that the Southwest Bike Path opened up a whole area of the city for bicyclists, and the same thing could happen with this overpass. WisDOT put it on the list because people were cutting the fence on the Beltline and running across, which is a safety hazard. Shahan was very interested in pursuing this project. Strawser recalled the public hearing referenced by Shahan and described it as a failure of the public participation process. The meeting was held in January and he believed that representation at the meeting was very one-sided. Shahan pointed out that there is an effort to get this project into the queue for enhancement funding. In response to a question by Skidmore, Ross stated that there are a number of overpass projects on the list, for example, a Junction Road overpass has been on the list for a number of years. Other ones include an overpass of the Interstate and of USH 151 near American Family, an overpass of East Washington and of Aberg Avenue in conjunction with completion of the Starkweather Creek project, the West Beltline at Watts Road near Wal-Mart, and the one at Todd Drive by the discontinued railroad track. WisDOT is working on a study of the Stoughton Road corridor and will probably include a recommendation for a grade-separated crossing.

Shahan suggested that staff recommended 3-5 top projects for enhancement funding as well as smaller projects that could be done in the next capital budget (e.g., missing sidewalk segment). Webber preferred to not have to wait for enhancement funding. Many street projects go into the City's capital budget every year to accommodate single occupancy vehicles, and the City needs to step up and pay for some big ticket ped/bike projects that are not getting enhancement funding. State and Federal funding is not providing the City enough funding to complete big projects for peds and bicyclists. The City keeps building outside major barriers like the Beltline, so it also needs to build safe accommodations for people who don't use cars so they can cross these barriers.

DeVos wanted to know what the PBMC needed to do. Webber replied there's nothing that the PBMC has to vote on, rather it's something for the Mayor to put in the City budget. Some of these projects don't have Federal funding (are not on the MPO's list) and if they are going to get built, the City will have to fund them. Shahan noted that one source could be enhancement funding, but that doesn't have to be the only source. He remarked that he keeps pushing for the Junction Road overpass and wondered whether it could be funded through a special assessment process.

Shahan reiterated that he would like staff to recommend their 3-5 top projects and then have the PBMC give input. He would also like to consider smaller projects (\$35,000 or less) that would improve connections.

Written testimony presented for ped/bike public hearing

**Trevor Marshall**  
Spectrum Brands Inc.  
608-275-4760

Is Schroeder Road due to be re-surfaced anytime soon? If so, could it get designated bike lanes added?

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**Dirk Herr-Hoyman**  
Member of Arboretum Cohousing, Madison, WI  
<http://arboretumcohousing.org>  
Here's comments on potential Ped-Bike projects in 2007-2009

1. Align with rental to owner occupied housing shift With the added new student housing close to UW campus, it's likely we will see a big shift in many rentals reverting back to owner occupied. One effort that I'm aware of is a UW/Meriter/St. Mary's potential project that would target houses in the south campus/Park St region. A bike/ped route in conjunction with such an effort would make a great deal of sense.

2. North/South paths

We have now an east path (Isthmus) and a west path (SW Path) for biking commuters. Work on getting north and south versions. The north would head out past Sherman Park, the south would go to Fitchburg. Just like recent changes to the Bus routes, a primary goal would be to improve commute times. This would also improve safety, bikers feel safer on a path than on streets. Particularly less confident bikers, which is the big growth category.

3. Mineral Point alternative

The bike lane on Mineral Point is largely unused by bikers. I am a very experienced biker, and I will ride on the sidewalk rather than that bike lane. Look for an alternative placement. This is a very important route going due west.

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**Sally and Jim Wedde**  
187 Robinson Road, Oregon WI  
608-835-6968

We are excited about the efforts of volunteers and officials from Oregon and Fitchburg to establish commuter bicycle routes going north and south for easy and safe access between Oregon and Madison.

We support construction of an overpass at Perry Street. We see this as a critical link for bicycling from Oregon to Fitchburg to Madison. Currently, if you bike down Syene Road and pass the Capital City Trail, you find that you are on Fish Hatchery Road, which is unsafe for people walking and biking.

If we -- as a region -- continue to envision and plan for a corridor of low impact industry in the swath from Oregon through Fitchburg, it makes sense to include a low impact form of transportation for people to travel to and within it. Not only can such businesses thrive with well-educated and trained workers for the Knowledge Economy, but people thrive when they have choices, such as safe bike routes, to act in way that is not harmful to the environment and themselves.

Thank you.

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Donna Lewein  
2194 Conover Circle, Fitchburg

I'm writing to advocate for the creation of a decent bicycle commuting route from Fitchburg into Madison. I live near the intersection of Fish Hatchery Rd & Whalen Rd, and work near Monona Terrace. In particular, I'd ask that you support the Perry St Overpass and creation of a safer crossing across Hwy MM near McCoy Rd.

On my "short" inbound route, I typically will remain on Syene/McCoy then turn left with the cars onto MM (vs. driving on the bike path and crossing traffic to make the left onto MM) due to the difficulty in heading inbound onto MM from the bike path. Many cars don't seem to understand why a bicyclist would choose to be among them in traffic. I doubt that they've ever attempted the crossing, especially when time is of the essence in getting to work.

On my "long" route, I'll take Syene to E on Lacy to MM to Goodland Park Rd, Larsen Rd, then to the Capital City trail, continuing left on the bike trail near the Lussier Family Heritage Center, eventually to the John Nolen Path. I do this to avoid the traffic congestion and pollution of car exhaust on Syene/MM/Rimrock.

Bicycling to work most days gives our whole community many benefits, among them: reduction of an individual's parking fees; reducing the requirement of the city to provide space to park workers' cars; reduction in air pollution; increased health benefits for all--those exercising on bike and those breathing air with less car pollution.

I hope that Madison and surrounding cities can continue the good work of making bicycling available from housing areas. Thanks for all you do!

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Sharon Kopenski  
5457 Sundrift Ct., Oregon, WI

We are excited about the efforts of volunteers and officials from Oregon and Fitchburg to establish commuter bicycle routes going north and south for easy and safe access between Oregon and Madison.

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If we -- as a region -- continue to envision and plan for a corridor of low impact industry in the swath from Oregon through Fitchburg, it makes sense to include a low impact form of transportation for people to travel to and within it. Not only can such businesses thrive with well-educated and trained workers for the Knowledge Economy, but people thrive when they have choices, such as safe bike routes, to act in way that is not harmful to the environment and themselves.

Thank you.

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Steve Arnold  
Fitchburg Alder, District 4, Seat 7  
2530 Targhee Street, Fitchburg, WI  
Members of the Commission:

I am sorry I cannot be with you tonight to answer questions. I must attend conflicting meetings of Fitchburg's Common Council and its Public Safety and Human Services Committee.

As a Fitchburg Alder and Chair of Fitchburg's Transportation and Transit Commission, I urge your commission to support a pedestrian and bicycle overpass over the Beltline at Perry St.

The Beltline and similar limited access roads cut our urban area into isolated pieces as thoroughly as our lakes do. While designed to enhance motor vehicle mobility, they do the opposite for pedestrians and bicyclists. Even for motor vehicles, they make short trips into long ones, forcing local traffic onto collector and arterial roads and generating traffic congestion.

Over- and underpasses serve an important role in reconnecting the cut pieces of our cities. They allow trips only feasible by car to be taken by bike or on foot. They save energy and time and reduce traffic. They save lives.

As we prepare for the post-oil economy that is now upon us, we need to discard old assumptions about local transportation. There are people in Fitchburg and Oregon who now commute to Madison by bicycle year around, and their numbers will grow. As our employment centers in Fitchburg grow, Madison residents will also choose bicycles to reach jobs in Fitchburg.

Bicycle commuter routes must be optimized differently than recreational trails. Insofar as possible, they must be straight, flat, paved, and lead to employment centers. As part of the new Fitchburg Comprehensive Plan, I hope to designate three principle north-south bicycle commuter routes: the Badger State Trail/Southwest Bicycle Path, Fish Hatchery Road, and CTH MM/US 14/S Syene and Syene Roads. The easternmost corridor would serve the Village of Oregon, Swan Creek, and the future Green Tech Village, and depends on the Perry St. overpass to reach Madison.

The Perry St. overpass will also serve to connect the residential area north of the Beltline with the employment centers around Stewart St, enhancing both.

I hope you will give a favorable recommendation to the Perry St. overpass and similar projects around Madison that reduce our auto- and oil-dependence, provide safer transportation, and enhance our region's quality of life. Thank you!

Please feel free to contact me with any questions about this message.

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Kristie Schilling  
864 Della Road, Oregon WI

608-835-6650

I am excited about the efforts of volunteers and officials from Oregon and Fitchburg to establish commuter bicycle routes going north and south for easy and safe access between Oregon and Madison.

I largely support construction of an overpass at Perry Street. This is a critical link for bicycling from Oregon to Fitchburg to Madison. Currently, when I bike down Syene Road and pass the Capital City Trail, I end up on Fish Hatchery Road, which is very unsafe for bicyclists. The other option is to go over to Rimrock Road where an Oregon resident was killed (at the intersection of Rimrock and Badger Road) a few years ago.

In order to plan for a corridor of low impact industry from Oregon through Fitchburg, having a low impact "mode" of transportation for people to commute and/or bicycle is a critical component. Please consider implementing this overpass so Oregonians can safely bicycle to Madison and Madisonians can safely bicycle out of the city limits.

I believe that even one life is too much of a cost of not approving the overpass.

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Fred Bull  
Oregon, WI

Please add me to the list of people who would like to see the Perry Street Overpass built as part of a bicycle path connecting Oregon, Fitchburg, and Madison. My family and I walk or bike to destinations in Oregon whenever possible, but are stuck driving to Fitchburg or Madison because there is no safe path for bikes. I currently work from home, so I would not be a commuter, but my family would use the trail often for trips to the zoo, State street, the farmer's market, etc.

I hope the measure moves forward in tonight's meeting.

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Lisa D. Hustad  
345 Landover Dr., Oregon, WI  
608 835 5322  
ldhustad@wisc.edu

I am writing as a concerned citizen and resident of the Village of Oregon in support of creating a bike trail from the Village of Oregon to the City of Fitchburg.

Presently, our Village Board has planned a Village bike path that ends in an industrial park at Netherwood Rd. That is why I see this as the perfect opportunity to extend that dead-end route from Oregon to the Green Tech Village and ask that serious consideration be given to a bike trail on the City of Fitchburg and Village of Oregon owned railroad. The costs of a bike trail would be minimal and then this rail would be saved for future commuter rail to Janesville/Rockford and Chicago. Let's plan for the needs now and the future. Kids in Oregon would ride bikes, not cars, to Star Cinema today and maybe sometime in the future they will with their parents travel to work or campus located in Madison, Fitchburg, or maybe even Chicago.

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Michael Neuman  
4334 Waite Circle

I was unable to attend this week's PBMVC meeting. However, I would like to make the following suggestion for projects to consider next year:

With continued in-fill development in the Hilldale - Tokay Blvd. area of Midvale Blvd., there is an increasing need for safer bicycling lanes. The traffic moves too fast on Midvale for bicyclists to ride with the flow of motor vehicle traffic. Yet when there are parked cars along Midvale Blvd., there is insufficient width to accommodate bicyclists on each side of the road.

The project would consist of eliminating the opportunity to park cars along both sides of the road, from Univ. Ave. to Nakoma Rd, and marking out a bicycle lane on each side instead.

I would also like to see street facing signs put up on all the intersections of bike paths in the city that say: "Stop If Bicycles or Pedestrians Approaching"

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Robert F. Nagel  
634 W. Main St., #201, Madison, WI  
608-255-1501  
rnagel@nagel-law.com

I testified at last year's PBMVC "capiatal projects" meeting. My proposal concerned N. Henry between Dayton and State and access to and from the Capitol Square and the Capitol Square itself. My counterflow ideas don't seem to be happening, but could you give me an update on the "official" response to my suggestions?

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Michael W. Rewey, P.E.  
Bicycle Facility Design and Planning  
5522 Comanche Way  
Madison, WI 53704-1026  
Home - 249-6673

Please consider the following projects for inclusion in the Madison Bicycle Improvement Program for 2007-2009.

You may note than most of them are "eastside" and "northside" projects. Many of the "westside" projects that I promoted in the past have been constructed. I am also including projects that are already in the program, because I have observed from past practice that not all projects in the program have been built.

Many of my proposals reflect my requests from 2004 and 2005.

Eastmoreland Park  
Repave path through Eastmoreland Park from Milwaukee Street to Dempsey to current standards (horizontal and width). Repave connection to Buckingham. Pave new connection to Silver Road. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman Parking lot by creating fence opening. Realign the offset curb ramps at Dempsey where it connects to the bike/ped overpass and widen them to

correct width. All of this will complement the nearly completed Marshview Path.

**Marshview Path to Stoughton Road Frontage Road Path**

Create new path from the planned Marshview Path to Stoughton Road Frontage Road. This in turn leads to Lexington Avenue, which crosses Stoughton Road. The frontage road also extends north to the planned East Wash bike lanes.

**McArthur Road to Lexington Avenue Path**

Create new path from isolated McArthur Road to Lexington Avenue paralleling Stoughton Road. This creates an obvious connection to cross Stoughton Road. It also creates great access from an isolated neighborhood to Cubs and Wal-Mart.

**Anderson Street Bike Lanes**

Create Bike Lanes on Anderson Street from the Starkweather Path to Stoughton Road. This is by far the weakest link between the Starkweather Path and the Reindahl Park Path. The distance is about 2000 feet.

**Perry Street Overpass**

The beltline is a total barrier to bikes and pedestrians between Park Street and Fish Hatchery Road. And then only the very brave bike through the Fish Hatchery Road Interchange. An overpass at Perry Street, which is one block west of Park Street, would remove that barrier. This would connect the residential areas north of the Beltline to the employment base south of the Beltline. It would be a far better bike commute opportunity than what exists now and would hook into the bike transportation system south of the Beltline.

**Retrofit Pavement Marking on Commercial Avenue.**

Commercial Avenue is underutilized by motor vehicles, but is very wide. Retrofit/mark bike lanes from Sherman Avenue to the proposed Starkweather Path where it crosses Commercial.

**Lien Road to Reindahl Park Path Connection**

Create a direct path connection from (West) Lien Road to the Reindahl Park Path. Right now access is via a private driveway and along a narrow sidewalk.

**Reindahl Park Path Connections**

Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.

**Create a Path West of Oscar Mayer from Commercial Avenue to Roth Street**

This could be called the "Smokey Link". This path would roughly be a southerly extension of Huxley Street. Current north-south options are busy Sherman Avenue or currently illegal access through the Oscar Mayer parking lot along Packers Avenue.

**Construct Bike Lanes on East Johnson between First Street and Fordem.**

First Street will have bike lanes between Winnebago and East Johnson at the end of this year. The continuation would be this connection to Fordem. Inbound East Johnson is easy. Outbound will require some curb changes.

**Create a Path from the Yahara River Path to Sherman Avenue near Commercial Avenue**

This could be called the "Sherman Flyer". This path would roughly parallel along

the Waunakee RR tracks. Only cross Sherman Avenue with this path if the "Smokey Link" is also built. The "Smokey Link" is critical for anyone who lives east of Sherman or north of Northport.

**Cottage Grove Road Bike Lanes (Dempsey Road to Acewood Avenue)**  
Create bike lanes for this critical link, which goes through the Stoughton Road Interchange. This is a tough section to bike.

**Yahara River Path (Lake Mendota to Lake Monona)**  
Complete the sections that are not being constructed under the East Wash and East Johnson projects.

**Starkweather Creek Path Extension**  
Extend the existing Starkweather Creek Path from Aberg Avenue to the Isthmus Path at Marquette Street, all along the West Branch of Starkweather Creek. Do not delay the section from Milwaukee Street to the Isthmus Path until later. It is very easy to construct and would make the path system complete. A worn path already exists where the formal bike path should be built.

**Winnebago Street Eastbound Counter-directional Bike Lane**  
Currently Westbound access on Winnebago to the Isthmus Path near Riverside Drive exists however the return eastbound trip does not. Create an eastbound counter-directional bike lane on one-way westbound Winnebago Street from Riverside Drive to Buell Street where Winnebago Street becomes two-way again.

**Isthmus Path Speed Table Pilot Project**  
Currently the Isthmus Path from Waubesa Street to Blair Street has too many street crossings. None of the crossings should be closed because of negative impact on the neighborhood grid pattern. However the Path should be made more viable for Bike Transportation. Select a current street crossing and have the street "table" or ramp up to the path. The path itself would be a smooth continuation of the path (no curb ramps - no curb and gutter bumps). The side street would have stop signs at the path - the path would be the through "street". Criteria for selection would be a crossing street that already has a stop sign within a block each way from the path or "tee's into a street paralleling the path. Examples are: Corry Street, Ohio Street, Jackson Street, Bready Street, Livingston Street and Blount Street. A side benefit is traffic calming.

I will be happy to discuss this at length.

**John Nolen Path - Lake Monona to Lakeside Street**  
Realign the path away from John Nolen Drive and have it intersect with Lakeside Street directly across from the Olin-Turville Park Road. The current path intersection at John Nolen Drive and Lakeside Street is improperly used and unsafe.

**Whitney Way Crossing**  
Construct a bike crossing of Whitney Way between Medical Circle and Odana Lane (cul-de-sac). This will also require intersection work at Odana Lane and Odana Road. This is the Missing Link for a continuous bike system from the Struck-Canyon Underpass of the Beltline to the Southwest Path. Links to this system opened in the past year were the Beltline Path and the Bike Lane Marking of Odana Road east of Whitney Way.

**Intersection Directional Signing**

Place directional/distance signing at key path-path and path-street intersections. This is not the same as the great bike system maps that were dedicated in May of 2004.

**University Ave Contra-Flow Signing**

Place westbound "Bicycle (symbol) Wrong Way" (R5-1b) signs at each intersection of the University Avenue Contra-Flow Bike Lane. They are identified in the MUTCD (Manual of Uniform Traffic Control Devices), 2003 Edition. There is way too much wrong way biking on this section and it creates a safety hazard for bikes traveling in the proper eastbound direction.

**Supplemental "two-direction biking" Signs beneath Motor Vehicle Stop/Yield signs where the Intersecting Street has a Side Path.**

The intent is to remind motorists to look both ways. Typically they do not both ways. I can explain more fully upon request. As supplemental signs they can be made to comply with the MUTCD.

Some example locations are:

Northbound Packers Avenue off ramp intersects with Aberg Ave and the Starkweather Bike (Side) Path. Two stop sign locations here.

Westbound Aberg Ave right turn onto Shopko Drive intersects with the Starkweather Bike (Side) Path. A yield sign exists here.

The driveway at Machinery Row Bicycle

Blount Street at the Machinery Row Bike (Side) Path.

There are many more.

**Standard Use of Skip-Dash Pavement Marking for Bike Lanes at Intersections with Right Turn Lanes.**

These are locations where it is typically the most difficult for bicyclists to traverse. Now bike lane marking ends before entering these tough areas. It also gives the turning motorist a heads-up. Signs requesting that turning vehicles yield to straight-ahead bikes are not sufficient. These signs are rarely noticed.

**Place "Except Bicycles" below Dead End sign on Debs Road.**

Debs Road is a cul-de-sac off of STH 113 that has bike/ped access from the end of the cul-de-sac to another public street.

**Repave Warner Park Bike Paths and bring up to standards.**

These paths are pretty tough to bike on, especially the downhill section from Sheridan Drive. Also put in a curb for Warner Park Bike Path onto Forster Drive. Without a direct curb cut you have to traverse a sidewalk to get to an intersection curb cut. I am sure there are also other curb cut opportunities.

**Allow Wrong Direction Biking to or from the Square on:**

East Mifflin between North Webster and the Square.

East Main between the Square and South Webster.

West Main between South Fairchild and the Square.

These are one-block long street sections where significant wrong way biking already occurs.

Diagonal Parking can remain. Only signing needs to be placed allowing it - also suggesting bikes keep to the right. All three of the locations are not thru streets and essentially function as neighborhood commercial streets. There are streets in larger urban centers in Switzerland and Denmark (including Copenhagen) where this is successfully allowed. Admore in Chicago does it for one block.

If you have questions about the specific projects that have been proposed, I would be glad to meet with the entire committee or specific individuals to explain more fully. I can also provide photos that can better explain my proposals.

I do have one last question. Who decides which projects to proceed with and which city committees have the opportunity to bless or modify those decisions?

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George J. Perkins  
442 Toepfer Avenue, Madison, WI  
Phone: 608-442-5558  
E-Mail: geoperkins@yahoo.com  
Please accept these public-input suggestions for the 2006 capital projects planning effort now underway.

**A. PROVIDE INTERCONNECTING "MISSING LINKS" TO EXISTING WEST SIDE NEIGHBORHOOD GREENSPACE BICYCLE PATHS**

Several neighborhood greenspaces and parks on the west side contain bike-pedestrian paths but do not interconnect in any way and therefore are a lost opportunity for neighborhood non-motorized off street bicycle transportation. In particular, younger riders who lack the necessary skills for bicycling in traffic would benefit if these park paths were interconnected. For the most part there are public lands available on which a path right-of-way could be established. Some sidewalk widening and signage could be used to achieve connections where a right-of-way is not feasible. New crossings, with suitable center island refuges, flashing yellow signals, crosswalk paint and other traffic calming measures would be required where the paths cross busy automobile thoroughfares (Raymond Road and Hammersley Road). I'm sure the city Parks division with some assistance by the transportation engineers could come up with an elegant solution.

First, get your bearings by locating Elver Park on your City of Madison map, and moving a few blocks east along Raymond Road. I can't find proper names associated with the greenspaces, so an approximation of their location by bounding residential streets is the best I can do:

On the south side of Raymond Road there is a greenspace containing a bike path which is bounded approximately by Pilgrim Road, Ravenswood Road, Westbrook Lane, and Frisch Road.

The greenspace (containing bike paths or sidewalks) continues on the north side of Raymond Road and is bounded approximately by Frisch Road, Jacobs Way, Lomax Lane, and Prairie Road.

Continuing northeasterly, greenspace exists bounded approximately by Loreen

Drive, Redwood Lane, Lynndale Road, and Brookwood/Rae Lane.

**B. IMPROVE CROSSING SAFETY AT SOUTHWEST PATH AND ODANA ROAD**

The current intersection on the Southwest Path at Odana Road is unsafe. Odana has poor sight lines due to the hill, Odana Road's lane width is too wide, and the center island refuge is too small. I recommend the following:

1. Add a flashing yellow signal light to the crossing. This would supplement the existing yellow diamond warning signs.
2. Narrow the lane width of Odana so that automobiles don't attempt to treat this intersection as a four-lane freeway.
3. Widen the center island refuge (this may accomplish item #2). It should be wide enough to accommodate the combined length of a bicycle and trailer.

Here is a link to a recent crash report at this intersection:

[http://www.cityofmadison.com/police/accidents/mppdata/police\\_d/acrpt/nolava/pdf](http://www.cityofmadison.com/police/accidents/mppdata/police_d/acrpt/nolava/pdf)

**E. NEW BUSINESS ITEMS**

- E.1. [03721](#) Amending the Master List of Street Names and Designations and amending the City Engineer's Street Numbering Map, referred to in Sections 10.34(1) and 10.35, Madison General Ordinances. Changing the names of various streets in the Village at Autumn Lake plat: Ariel Spring Trail to Merry Maddy Lane; Snowberry Court to Wood Sorrel Court; Snowberry Street to Wood Sorrel Street. (17th AD)

A motion was made by Conroy, seconded by Ald. Webber, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.

Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS

- E.2. [03813](#) Accepting grant monies in the amount of \$45,000 from the Wisconsin Department of Transportation for the installation of epoxy pavement markings.
- A motion was made by Conroy, seconded by Logan, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES DeVos asked if this was a standard agreement. Ross advised that it's a new WisDOT program that allows City Traffic Engineering to get additional funds for pavement markings. Epoxy markings are more durable than paint and typically last 3-5 years compared to 1 year for paint, which makes them especially good for busy streets. Webber asked if certain areas will be targeted, noting that some markings seem to get more wear and tear than others, such as school crosswalks. Ross remarked that markings near schools tend to be done later in the marking season so that they are fresh at the start of the school year. Some school crossings have been done in epoxy, but Ross was not sure where the new epoxy markings will be targeted. Webber asked if the WisDOT grant included parameters as to where the money is used. Ross replied that TE annually puts together a list of locations for epoxy markings and puts it out to bid. The grant agreement is not specific in terms of location.
- The motion passed by acclamation.

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E.3. [03712](#)

Adopting the Spring Harbor Neighborhood Plan and recommendations contained therein as a supplement to the City's adopted Comprehensive Plan. 19th Ald. Dist.

A motion was made by Ald. Webber, seconded by Conroy, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION The PBMVC referred this item to its July 25 meeting and asked that staff from City Planning be present and suggested that the alder and/or neighborhood association representative be present as well.

Shahan encouraged members to review the entire Plan (available on-line), especially the transportation elements related to University Avenue. The motion passed by acclamation.

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E.4. [04015](#)

Adult School Crossing Guard Assignments

Motion by Skimore/Conroy to refer until the July meeting so Ald. Compton could be present.

Captain McLay of the MPD and Patti Knoche, crossing guard supervisor, were present and members agreed to hear from them. McLay indicated he was present to answer questions about the process used by the MPD and TE to reach the decision to discontinue ASCGs at Atwood-Division and Buckeye-Droster. It was Shahan's understanding that the ASCG program review was part of MPD's effort to find \$75,000 in savings without negatively impacting service. McLay stated that the MPD wants to make sure its resources are being used in the best possible way. He met with the two crossing guard supervisors early in the year and reminded them to monitor the activity at the various ASCG locations, keeping in mind the adopted criteria, and let him know if there were locations that didn't seem to meet the criteria. McLay emphasized that the MPD would not consider cuts that would have a measurable impact on children's' safety. TE conducted a

study and found two crossings that were well under the established criteria and some others that were just marginally under the criteria. McLay talked with the supervisors after receiving TE's preliminary report, and both supervisors felt the ASCGs at Buckeye-Droster and Atwood-Division could be removed without having an adverse effect on safety. The 400 block of South Midvale, Glenway-Monroe and Milwaukee-Meadowlark were somewhat under the criteria but the supervisors recommended against removing the ASCGs because of safety concerns. McLay emphasized that MPD and TE did not recommend discontinuing every location that fell beneath the criteria and were very judicious in their recommendations to discontinue ASCGs.

Conroy expressed concern about cutting ASCGs and noted that Atwood-Division was only three points below the crossing hazard criteria of 40 points. Ross pointed out that the criteria, which was adopted by both the PBMVC and the Common Council, requires a minimum of 40 points and at least 25 students crossing. Both conditions have to be met to recommend assignment of a guard. If either condition falls below the criteria, then the location is recommended for removal.

Conroy noted that the schools were notified but asked how the parents were notified. Ross replied through the schools. Traffic Engineering sent a letter to the school principals and to the affected alders and informed them of the PBMVC meeting. Webber pointed out that the schools were notified June 7 and the last day of school was June 9. She did not find that to be appropriate notification for the parents.

Shahan wondered whether the PBMVC needs to review the criteria, especially the recommendation that the guard be discontinued if the number of students falls below 15. Ross emphasized that there is a cost to providing ASCGs and you need to consider the impact of how many additional locations would qualify if you lower the criteria.

Shahan referenced Ald. Compton's email comment about what kind of message this sends when the City is trying to encourage children walking to school. Also, neighborhoods change and more children could be added in the future. Ross stated that staff looked at six years of data to take into account the shifting demographics of neighborhoods. Shahan expressed concern that if a guard is discontinued, it would be difficult to get back.

Webber noted that the criterion looks at the number of elementary school children crossing, but what about middle school students? For example, Marquette Elementary School is close to O'Keefe Middle School. Some parents want middle school students to have ASCGs. Proximity to a middle school is not part of the criteria but should be. Ross advised that staff count all students who crossed at that location, even though the criterion mentions only elementary school students.

Logan asked how many counts were taken at each location. Ross stated that staff went out once each in the a.m. and the p.m. At Atwood-Division, staff went out a couple of times because the crossing guard did not think the first time was a representative day. The a.m. and p.m. samples are not necessarily done on the same day.



Logan then asked how a location is added. Ross stated the school makes a request to TE, who then conducts a study. DeVos thought the number of students crossing would be low because there's no ASCG. Ross advised that at Buckeye-Droster, the PBMVC recommended an ASCG even though it didn't meet the criteria. Logan asked whether an ASCG could be retained for one portion of the day but Ross replied no, the ASCG is either there for both a.m. and p.m. or it's removed.

Skidmore called the question since the motion was to refer and quite a bit of discussion had occurred.

Motion to refer carried unanimously.

#### **F. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY**

##### F.1. Plan Commission

Forster Rothbart was not present to give a report.

##### F.2. LRTPC - 5/18/06 minutes encl.

Shahan reported that they talked about Transport 2020 and referral issues.

##### F.3. Joint West Campus Area Committee

Shahan reported the committee met at the beginning of June and talked about the composition of the committee. They are trying to pare down the size so that it's easier to have quorum.

##### F.4. Joint Southeast Campus Area Committee

Strawser stated that the committee has not met recently.

##### F.5. School Traffic Safety Committee

Webber stated she had been absent from the last meeting so did not have a report.

#### **G. REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION**

##### G.1. Executive Secretary Report

Ross had nothing to report.

##### G.2. Items by Chair

Shahan referenced a couple of items he would like to get on the agenda. One is the communication from the Downtown Coordinating Committee about downtown bike parking. City Traffic Engineer Dryer informed Shahan that it was a Zoning and Planning issue. Shahan suggested having City staff appear at the PBMVC to start the ball rolling. Webber recalled that DCC's letter went to Planning since it involves a number of agencies and she agreed that perhaps Planning was the best agency to oversee the issue. Shahan wondered whether the PBMVC is the best place to deal with this. Webber noted that DCC is very interested in moving it along, and Downtown Madison, Inc. also showed support.

She suggested getting an update from Planning as to the schedule or timeline. Shahan wanted to make sure that Planning knows that the PBMVC is interested and wants input into the process. Webber and Shahan felt the issue is more appropriate for the PBMVC than the LRTPC. Strawser wondered whether the TPC should be involved since it's a parking issue, but Shahan noted that the TPC typically deals with paid parking.

DeVos referenced the letter from the McBurney Disability Resource regarding University Avenue ped crossing issues that was provided as an informational item. She wanted to know the timeline and what can be expected. Ross said he would check. The new signal is in at University Avenue-Murray but he did not know the status of the other changes. DeVos wondered whether the changes would be done before school starts in September.

Shahan stated the PBMVC Rules will be on the next agenda. The City Attorney has advised that commissions must allow speakers in most cases and recommended striking the existing Rules language re: concurrence. Shahan stated he is working on revisions to the New Business section.

G.3. Items for Referral and/or Announcements

#### **ADJOURNMENT**

Upon a motion by Strawser/Logan, the meeting adjourned at 6:42 p.m.