

**May 26, 2009 Public Hearing Pedestrian-Bicycle Comments
(including written and e-mailed comments received by June 5, 2009)**

	Proposal	Number of comments
Bicycle Boulevard Projects		
BB1		
Bike Lane and/or Paved Shoulder Projects		
BL1	Corner of State and Lake, if a bike is northbound, the newly installed pedestrian bulge results in the northbound auto traffic doing the "squeeze" on a bicycle. The center line for the auto traffic <u>is</u> far enough to the left that the squeeze is not necessary. However, the cars don't go over there. One possible solution is to paint a bike lane so that cars realize they are supposed to move to the left rather than go straight and nail a bike. The center line isn't getting the cars to behave properly.	
BL2	bike trail on Raymond Road from the Gammon Rd intersection down to Highpoint. I assume that stretch of Raymond must be on a to do list. Adding a bike lane would make this a safe route. I use this route to go to the new Meriter McKee Clinic on hwy PD.	
Bike Route Suggestions		
BR1	I am a northside resident and would like to see some resources dedicated toward improving the bicycling connections between the northside and downtown, where a bicyclist can then connect to the trail systems that serve the west, south, and east sides of the city. The Sherman Ave and Northport Dr. corridors are major traffic arteries and links for northside residents to drive to other parts of the city, but those routes are dangerous for bicyclists. I'm not sure what options are actually available as far as new trails or bike lanes. And I don't necessarily advocate any new bike routes running on Sherman or Northport. But it does seem that the northside has been underserved as far as bicycle/trail resources have been concerned.	
BR2	a bike route is a path that goes North and South as an alternate to Midvale blvd. This is a busy blvd. and there is no easy alternative for bikers on this route.. In fact, most routes go East and West. This would be a great way to have better access to Hilldale and the University Hospital, etc.	
Education and Enforcement		
EE1		
Grade Separation Projects (overpasses or underpasses)		
GS1	Perry Street overpass - which would provide a crossing of the Beltline between Park and Fish Hatchery, and would provide a nice link to Syene Rd, and excellent route to Fitchburg and other parts south.	2
Intersection Projects		
IN1	The S.E. corner of Park and W. Wash/Vilas. I nominate this as one of the most dangerous intersections I bike through. A few years ago the corner was rounded so that northbound car traffic from Park St can speed directly onto W. Wash. A bike that is westbound from Vilas onto W Wash will simply be run over, honked at, given the finger etc, by cars rounding the corner. Suggested solutions: a) square up the corner so that cars have to pause before turning right onto W. Wash, b) eliminate the right turn arrow.	
IN2	SE side of the corner of Williamson/John Nolen and the Isthmus bike path. The right turn lane onto Willy is part of the problem. But there are at least 4 things happening here: a) a driveway exiting from the parking lot (driveway serves both Machinery Row and the boat ramp), b) the bike path, c) a pedestrian sidewalk (and quite heavy pedestrian traffic), d) the cars turning right onto Willy. Painting the bike lane onto Williamson St as was done a couple of years ago has helped a bit.	3
IN3	Re: the missing link trail. It is a great trail and I love it but you have to stop so much because of all the crossings. Any changes that could be made to limit the number of times a biker has to stop would be great.	

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IN4	The intersection of Monroe, Regent, Breese, etc. The SW path connection to the missing link. This is a very confusing, dangerous, slow way to travel. People often try to cheat and take creative ways through on their bikes. I know the city was planning to redo this a few years ago but I did not hear what happened to it. It should be a top priority for the city to redo the bike trail part of this intersection somehow to make it more safe for walkers and bikers. I don't feel comfortable taking my kids through this intersection on their bikes.	2
IN5	carefully consider a traffic light on Olin Avenue at Hickory Street. Olin is a heavily traveled road with a great deal of speeding. I am concerned about the residents at Romnes Apartments at this location, the majority of whom are elderly and/or disabled. They find it very difficult to cross Olin.	
IN6	Remove the stop signs along the Yahara Path at Main street. Restore the stop sign on east-bound Main at this intersection. Main Street has a very low traffic count based on my experience, especially in the eastbound direction. Before the path was put in when this was S. Thornton Avenue, the stop signs were on Main street and not on S. Thornton - if that configuration worked for S. Thornton, it should work for the Yahara Path.	
Major Maintenance		
MM1	rebuild the east rail corridor bike path, from about Marquette to Dennett	
MM2	Road Diet for Segoe Road - The road is overbuilt for the traffic it carries creating undesirable speeds and reducing the bicycle friendliness of the street. Additionally, by reducing the number of travel lanes to 2, pedestrians will need to cross two fewer lanes and motorists will be able to pull into and out parking spots easier. How: Create bike lanes by using paint. The inside lane can be increased in width making it easier for this traffic to negotiate around left turning motorists at intersections. The parking lane can also be increased in width. Other: This could be an excellent bikeway, but currently there is not enough room in the outer lane for a motorist to safely pass a bicyclist. With bike lanes there will be plenty of room for bicyclists and motorists to co-exist. This change will also enhance the neighborhood. You can do your own calculations, but level of service for motorists will probably unaffected by this change.	
Parking		
PK1		
Street Crossing Projects		
SC1		
Shared-Use Path Projects		
SP1	I hope that completing the bike path along the north side of University Avenue is a priority and is included in the 2011 University Avenue reconstruction from Allen to Segoe. I know part of the segment is in Shorewood Hills, but whatever Madison can do to finish their parts of the Middleton-to-Downtown path would be great.	2
SP2	Tocora Path - a bit of connection from Tocora Ln into the east side of the University Research Park	
SP3	Isthmus path connector to Olbrich Botanical Gardens. My family regularly visits Olbrich Botanical Gardens via the Isthmus path and we would really like to see a path linking the gardens to the Isthmus path along Sugar Avenue. I believe Sugar Avenue along this stretch is currently an unimproved road. In addition to the connector, some safety improvements near the parking lot may be in order.	
SP4	I would like to see is some kind of path / boardwalk that runs parallel to Seminole Hwy completing a route all the way around Dunn's Marsh. There will be a Cannon Ball bike trail where the railroad tracks used to be to the north of the Marsh, a walkway connecting this to the Capitol City Trail would make it easier to WALK all the way around. It feels very hazardous to walk on Seminole Hwy	2
SP5	creating a bike path on the north side of town as an alternative to riding on Sherman Ave. Mary suggested adding a bike path to extend from Cherokee Marsh to Johnson Street	2
SP6	SW trail to Lakeshore Path	
SP7	Connector from SW trail to Wingra Path by Vilas Zoo	
SP8	Connector from Tenney Park to Warner Park	
SP9	Regas Rd to the Isthmus Path to connect the post office [East Branch of Starkweather Creek]	
SP10	Cannonball Path, including the overpass of the Beltline	2

	Proposal	Number of comments
Sidewalk Projects		
SW1		
Traffic Calming Projects		
TC1	since the "pedestrian traffic" islands were installed I find Hammersley Rd not a very pleasant ride because of the "squeeze" from the islands.	
Miscellaneous / Other		
X1	why, in this economic climate, you are considering ANY new project. Only repairs that must be made for safety reasons should be considered.	2
X2	support of greater cycling opportunities and stated that Madison should continue to work toward creating great cycling by investing in infrastructure. People will bicycle and walk more when there are safe opportunities for people to do it	

May 26, 2009 Public Hearing Comments (including written and e-mailed comments)
Key to match people presenting ideas to comments

Person	See Response Numbers
Steve Arnold	GS1
Craig Billings	BR1
Brian Conger	SP5, IN2, IN4
Chris Fortune	X2
Thomas Huber	MM2
Maria-Christina Jackson	SP10
Karen J. Jones	SP1
Alder Julia Kerr	IN5
Jerome Kotnour	X1
Matt Logan	SP3, IN2, IN6
Colleen F. Moore	BL1, IN1, IN2
Mary Mullen	SP4
Michael Prager	IN3, IN4
Raymond Resch	SP6, SP7, SP8, SP9
Donna Sarafin	BR2, SP4
Mary Schroud	SP5
Kristine Stepenuck	SP10
Yvonne Turner	BL2, TC1
Karen Weaver	X1
Robbie Webber	GS1, SP2
Tim Wong	MM1
Ben Zellers	SP1

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

Spoke at Public Hearing		
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