

**Written testimony submitted for the PBMVC May 24th meeting's public hearing on potential pedestrian and bicycle projects the City should consider undertaking in the 2012-2014 Capital Budget:**

-----Original Message-----

From: Burke O'Neal [mailto:burke@fullspectrumssolar.com]  
Sent: Friday, May 06, 2011 9:57 AM  
To: Traffic  
Cc: Amanda Werhane  
Subject: PEDESTRIAN-BICYCLE PROJECTS SOUGHT

Hello,

Here is my suggestion. For the Isthmus Bike Path I would like to see cross traffic on minor roads have stop signs that also state bike path traffic does not stop. It seems ridiculous to have bicyclists slowing down and/or stopping at every block for cross traffic. In my opinion, this should be more like a bike freeway from Baldwin to Blair St. with only stop signs for bikes on busy roads where the stop signs already exist.

Sincerely,

Burke

Burke O'Neal  
Full Spectrum Solar  
1240 E. Washington Ave.  
Madison, WI 53703  
(608) 284-9495

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**From:** Dipesh Navsaria, MPH, MSLIS, MD [mailto:dnavsaria@pediatrics.wisc.edu]  
**Sent:** Friday, May 13, 2011 3:02 PM  
**To:** Traffic  
**Subject:** Ped-Bike Project Suggestion

Good afternoon. I would love to see a bicycle path connector going from the Mineral Point/Speedway intersection (or perhaps a bit further north) connecting the Sunset Village neighborhood to the SW bike path. It's difficult to get around the intersection of Regent/Highland/Speedway over to the SW path, and going south to Glenway isn't the most direct route either. If there was a way to place a path at the border of Forest Hill Cemetery and Glenway Golf Course connecting to the SW path, it would keep users coming from directly west (Sunset Village/Hill Farms/etc) having to divert north or south through tricky intersections. (Alternately, a connector from Speedway through to Virginia Terrace could work, but with private homes lining Virginia Terrace, I don't see where a connection could be made unless you're at the far south end.)

Peace and Prosperity,  
Dipesh

**From:** Dipesh Navsaria, MPH, MSLIS, MD [mailto:dnavsaria@pediatrics.wisc.edu] **On Behalf Of** Dipesh Navsaria  
**Sent:** Monday, May 16, 2011 10:53 AM  
**To:** Tolley, Sabrina  
**Subject:** Re: Ped-Bike Project Suggestion

Thank you. I will throw in two other suggestions which occurred to me: a ped-bike crossing over the Beltline somewhere between Old Sauk Road and Mineral Point would be **very** useful in giving cyclists a way to get between the eastern side of the Beltline and the western side without having to jockey amongst traffic at the intersections of Junction Road and the Beltline with those two roads. I can do it, but I know many people who would never bike to work at, say, UW West Clinic on Junction Road because of the barrier the traffic there represents.

Secondly, a realistic crossing of Fish Hatchery Road between Wright Middle School and Badger Road so that cyclists coming from the Arboretum can get east of Fish Hatchery Road without having to make a diversion north or south to get to a light is much needed. Again, not too bad for an experienced cyclist, but a deterrent for many. With the Cannonball trail coming right into this area, figuring out a good crossing will be key...

Peace and Prosperity,  
Dipesh

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**From:** Laura Tas [mailto:tas.laura@gmail.com]  
**Sent:** Friday, May 13, 2011 8:34 PM  
**To:** Traffic  
**Subject:** 2012-2014 Bike/Pedestrian Projects

I live in the vilas area and the bike path ends right before the east entrance of the zoo. Runners (many run around the lake) /walkers/bikers have to walk on the side of the one way road to the beach or to get to vilas park as there is no bike path or even sidewalk and it gets a bit dangerous with a stroller or a kid on a bike. I propose a bike path to connect the existing path (ending at the zoo) to vilas beach, and perhaps even all the way up to the bridge that leads to leasure drive (i doubt they could make the path go over the bridge.

As this is a high traffic area for young children, I think it would be a great investment.

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**From:** Simon - Wambach [mailto:simobach@hotmail.com]  
**Sent:** Saturday, May 14, 2011 8:43 PM  
**To:** Traffic  
**Subject:** Possible Future Ped/Bike Trail Improvement

I think it would help safety for the Blackhawk Trail if it could be extended on the west end to Whitney Way. Currently, the end is at Eau Claire and Old Middleton. It is quite dangerous to access for the east bound pedestrians and bikers at Eau Claire and could be much safer at the Whitney Way signal controlled intersection. I don't know what could be done to make left turns safer by bikers at the signal but it is certainly quite dangerous now at the uncontrolled Eau Claire intersection.

Thanks.

Bill Wambach

**From:** Will Burlingham [mailto:BURLINGHAM@surgery.wisc.edu]  
**Sent:** Tuesday, May 17, 2011 9:14 AM  
**To:** Traffic  
**Subject:** Possible Future Ped/Bike Trail Improvement

To Traffic Safety Office: I agree with Bill Wambach's suggestion, i.e. it would help safety for the Blackhawk Trail if it could be extended on the west end to Whitney Way. Currently, the end is at Eau Claire and Old Middleton. It is quite dangerous to access for the east bound pedestrians and bikers at Eau Claire and could be much safer at the Whitney Way signal controlled intersection. I don't know what could be done to make left turns safer by bikers at the signal but it is certainly quite dangerous now at the uncontrolled Eau Claire intersection.

William J. Burlingham, Ph.D  
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"A dream you dream alone is just a dream. A dream you dream together is reality"--John Lennon

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**From:** pamela hathaway miller [mailto:get7264@gmail.com]  
**Sent:** Tuesday, May 17, 2011 11:38 AM  
**To:** Traffic  
**Subject:** Ped bic project

Hello,  
Thank you for accepting ideas for new projects.

In the Brams Addition neighborhood there are potential bicycle routes that could be developed. Particularly through Quann Park to Koster and Bram St. an opportunity exists to promote, communicate and enhance these potential routes. A series of signs perhaps could assist drivers in being more vigilant of both pedestrians and bikers. And the signs would promote the use of these routes for these purposes making users also feel more safe. Signs along the lines of "Bike Route" accompanied by arrows would be helpful.

In the path that is through Quann Park, I find users are not aware of potential bikers coming through. I know of one neighbor who was commuting through on bike and was attacked by a dog off leash, fell to the ground and was seriously injured. Signage would increase awareness and safety for all users.

Thank you for considering these ideas.

Sincerely,  
Pamela Hathaway  
515 Bram St.

**From:** O'Callaghan, Daniel A (20117) [mailto:DAOCALLAGHAN@michaelbest.com]  
**Sent:** Tuesday, May 17, 2011 12:28 PM  
**To:** Traffic  
**Cc:** briansolomon@charter.net  
**Subject:** Suggestion for pedestrian capital project

To Whom It May Concern:

I would like to forward an idea for consideration by the Madison Pedestrian/Bicycle/Motor Vehicle Commission at its May 24, 2011 meeting for possible inclusion in the 2012-2014 capital budget.

My wife and I have lived at the corner of the five-point intersection of Commonwealth Ave., Eton Ridge, S. Allen St., and Edgewood Ave. for several years and for several years we have witnessed many near accidents at this very busy intersection. This is an intersection on a heavily-traveled route along Commonwealth Ave. between Monroe St. and Regent St. The intersection is particularly busy during morning and afternoon peak hours when children are crossing for school.

To improve the safety and comfort of this intersection for pedestrians and cyclists, I respectfully request that the Commission consider the addition of traffic calming measures, including the use of a traffic circle, traffic islands, lane narrowing and/or improved signage/pavement markings.

I previously raised this idea with Alder Solomon and, although Alder Solomon received the suggestion enthusiastically and discussed the idea with the traffic engineering division, Alder Solomon informed me that engineering staff felt the traffic volume and crash data from this intersection did not warrant the investment of scarce dollars at that time. I hope the committee reaches a different conclusion -- or at least recommends that the idea be investigated further to determine whether it has merit.

Thank you for your time and consideration.

Respectfully submitted,

Dan O'Callaghan  
2202 Commonwealth Ave.

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**From:** aangela1010@gmail.com [mailto:aangela1010@gmail.com]  
**Sent:** Friday, May 13, 2011 7:36 PM  
**To:** Traffic  
**Subject:** bicycle project for consideration

I would like to suggest that a safer alternative or option to riding on North Sherman Avenue. The commuters in cars are not as bike-friendly on that road than others. Thank you.

Angela Milock  
1705 Boyd Ave  
Madison WI 53704