

PROPOSED PED/BIKE SMALL CAPITAL PROJECTS
(See Item # on attached list for comments)

TIER 1	ITEM #
T1.1. Make ped/bike connectors between the cul-de-sacs of Manor Cross and/or Tocora Lane and the UW Research Park.	#4
T1.2. Eliminate old fence-row bike racks or any other racks that don't meet City code at City libraries and other City-owned property. The City should set a good example by having proper racks at all City properties. Need new bike racks at the Olbrich Park beach.	#5 & #11
T1.3. The park at East Washington Avenue and the Yahara River: need ~20 feet of sidewalk connecting from the bike path to the park parking lot.	#15
T1.4. 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. (On Mark's list too.)	#21
T1.5. 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.	#22
T1.6. Capital City Path, John Nolen Dr. Section: path realignment at Lakeside. Realign existing path to connect to Lakeside at Olin-Turville Ct. instead of John Nolen. This project is #9 on the Work Program. Mike Rewey's comment on this project: 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. (On Mark's list too.)	#27
T1.7. Reindahl Park Path connection to Lien Rd. This project is #19 on the Work Program. Mike Rewey's comment on this project: 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	#30
TIER 2	ITEM #
T2.1. West Shore Drive cul-de-sac at West Washington Avenue: provide a ped/bike curb cut to connect West Washington to West Shore.	#3
T2.2. Milwaukee St. at Clyde Gallagher Avenue: need two curb cuts and 100 ft of connecting sidewalk between these two streets on the east side of the creek.	#10
T2.3. Northeast corner of Aberg Avenue at Packers Avenue: need a connecting sidewalk (~400 ft?) from the east side of Packers around to Shopko plaza.	#13
T2.4. Eastmoreland Park (all of the following will complement the nearly completed Marsh View Path): a. Repave the path through Eastmoreland Park from Milwaukee Street to Dempsey Road to current standards (horizontal and width) and repave the connection to Buckingham Lane. b. Pave a new connection to Silver Road. c. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman's parking lot by creating a fence opening. d. Realign the offset curb ramps at Dempsey Road where it connects to the bike/ped overpass and widen them to the correct width.	#16
T2.5. 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.	#17
T2.6. Reindahl Park path connections: Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.	#18
T2.7. 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.	#19
T2.8. 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 the negative impact on the neighborhood grid pattern. However the path should be made more viable for bike	#20

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, Brearly Street, Livingston Street and Blount Street. A side benefit is traffic calming.	
T2.9. 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 look 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: <ul style="list-style-type: none"> • 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 	#23
T2.10. 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.	#24
T2.11. 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 cut for the 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.	#25
T2.12. Hartmeyer Path: Commercial Avenue to Roth St. This project is #11 on the Work Program. Mike Rewey’s comment on this project: Create a path west of Oscar Mayer from Commercial Avenue to Roth Street. 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	#28
TIER 3	ITEM #
T3.1. Capital City Trail at the intersection of McCoy Rd. and County Hwy. MM: put a short section of path on the east side of County Hwy MM eliminating the need to cross McCoy Rd. Currently, one must cross both McCoy and MM.	#1
T3.2. Military Ridge connector path from the cul-de-sac at the end of the Verona Rd Frontage Rd. to County Hwy. PD: needs to be repaved.	#2
T3.3. Commercial Avenue at Hwy 30: need connecting sidewalk from the dead-end of Commercial Avenue to the new Marsh View Path (under Hwy 30 beside the railroad).	#12
T3.4. Stoughton Road at Lexington Avenue or Hwy 30 on-ramps: need crosswalk across Stoughton Road at the stop light.	#14
T3.5. Arboretum path: Duck pond to Manitou Way and Iroquois Dr. to McCaffery Dr. This project is #2 on the Work Program	#26
T3.6. Leopold Park/Arbor Hills Greenway connector path: Greenway View to Greenway Cross. This project is #13 on the Work Program. Another project on Mark’s list	#29
REMOVE FROM LIST	ITEM #
R1. Randall at Dayton: need a push-button for the crosswalk.	#6
R2. Park St. on the UW campus: need handicapped route signs for Bascom Hill.	#7
R3. University at Gorham: counter-flow bike lane needs a sign that says the bike route continues on Johnson St.	#8
R4. Monroe St. at Camp Randall Memorial Park: need a curb cut and connecting sidewalk opposite the new UW Credit Union bike path connector.	#9