

**PBMVC Public Hearing on 2017 – 2019 Capital Projects**  
**Comments received via e-mail as of the end of the day 6/22/2016**

**From:** Reprazent81@hotmail.com [mailto:Reprazent81@hotmail.com]

**Sent:** Monday, June 20, 2016 12:15 PM

**To:** Badertscher, Daniel; Fahrney, John; Bachmann, Christy; Ross, Arthur; Johnson, Bryan; Dawson, Christopher

**Subject:** Feedback about Bikeway

**Contact Information**

Name: Matt Hughes

Address: 408 S MILLS St Madison WI 53715

Email: [Reprazent81@hotmail.com](mailto:Reprazent81@hotmail.com)

**Bikeway Information**

Date of Request: 06/20/2016

Request Type: Construction & Detours

Bike Path: Wingra

Location Type: Address

On Street Location: Wingra Dr. bike path

Problem Description: The Wingra Creek bike bath could use fresh pavement. Extremely bumpy with dangerous spots where the pavement has bubbled up. Between Mills St. and Fish Hatch specifically. Thanks for considering!

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**From:** Ryan Engel [mailto:rtengel@gmail.com]

**Sent:** Monday, June 20, 2016 2:46 PM

**To:** Traffic

**Subject:** Bike path idea

Hi –

I would love to see a new bike path created to connect the west end of Edgewood Dr with the east end of Arbor Dr, in the vicinity of Wingra Park. This would save bicyclists from having to bike up the whole length of Woodrow Street and to then have to choose between:

a) riding on Monroe Street itself, which can be very busy, and potentially requiring that the bicyclist cross Monroe Street twice (if headed west)

b) riding on the sidewalk along the south side of Monroe Street, which saves from having to cross the street, but creates a conflict between bicyclists and pedestrians along what can be a very busy sidewalk

I recognize this may not be possible, given that Woodrow St and Terry Pl are both lined with houses/private property, but if an egress into Wingra Park could be secured, I think this would be a very popular connection for walkers and bikers.

Thanks for your consideration – Ryan Engel

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**From:** Abby.s.davidson@gmail.com [mailto:Abby.s.davidson@gmail.com]

**Sent:** Monday, June 20, 2016 3:26 PM

**To:** Badertscher, Daniel; Bachmann, Christy; Ross, Arthur; Dryer, David; Johnson, Bryan; Dawson, Christopher  
**Subject:** Feedback about Bikeway

**Contact Information**

Name: Abby Davidson  
Address: 1025 High St Madison WI 53715  
Email: [Abby.s.davidson@gmail.com](mailto:Abby.s.davidson@gmail.com)

**Bikeway Information**

Date of Request: 06/20/2016  
Request Type: Signing and Marking  
Location Type: Between Addresses  
On Street Location: Park  
Nearest Cross Street: Erin  
Problem Description: Between St Mary's hospital and Fish Hatchery Rd on Park St there is no bike lane on the southbound lane. There are only "sharrows" which do nothing to protect cyclists and it is extremely dangerous to bike in this area! I can attest to this from personal experience. It was brought to my attention that there used to be a bike lane here - please can we get it back!?!?

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**From:** Shawn Lowry [<mailto:shmlowry71@gmail.com>]  
**Sent:** Monday, June 20, 2016 3:32 PM  
**To:** Traffic  
**Subject:** New opportunities for biking/walking in Madison

I have an idea that I don't think anyone has thought of...Enough with the biking and walking. We have plenty of places for both in this city to the detriment of motor vehicle traffic-you know, the noisy machines that move the economy? Here's the thing: With every new development in this county, I have personally heard alders saying things like, "Lets make it harder for car traffic by not putting in any parking", or "We want people to walk here or ride their bikes". What will happen is this: sometime in the near future, someone will invent an automobile that runs on a 100% renewable, non-polluting fuel and it will be like the 1950's and 60's all over again. People cruising endlessly in their renewable autos. We are a car culture, after all. But because of all these loopy, anti-car developments, nobody will be able to drive downtown and all the businesses will suffer and the downtown will fade.

Madison already has a first-rate bike path system that rocks. Madison also has a parking situation that rivals Beirut. I don't ride a bike because I am not a child. I left those childish things behind when I turned 16. If you continue to hose up traffic in this town, its simple: I just won't go downtown.

Sincerely, Shawn Lowry

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**From:** Gregg Riemer [<mailto:dunord@sbcglobal.net>]  
**Sent:** Monday, June 20, 2016 8:19 PM  
**To:** Traffic  
**Subject:** Bicycle Path Ideas

I saw the article in the Wisconsin State Journal on 6/20/2016 where you are asking for ideas for future bike paths.

I would love to see the Cannonball Path be extended along the train tracks from Fish Hatchery Road to John Nolan Drive.

Thanks for your consideration,  
Gregg Riemer  
2038 Catlin Place  
Madison, WI 53713

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**From:** Brian [mailto:bjohnson120@hotmail.com]  
**Sent:** Monday, June 20, 2016 6:30 PM  
**To:** Traffic  
**Subject:** Bike Path

Thank you for the opportunity to offer suggestions for bike and walking paths in Madison. My dream and hope is that you connect the Glacial Drumlin path to Madison! It would be a great addition and way to connect Madison to Milwaukee.

Thank you so much, Brian Johnson

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**From:** Grundman [mailto:grundman2@charter.net]  
**Sent:** Monday, June 20, 2016 6:27 PM  
**To:** Traffic  
**Subject:** Idea for bicycle path

Greetings,

I would very much like to see a path linking the Applewood Hill neighborhood into the Holy Name Seminary property (which is now Holy Name Heights Apartments).

Could someone contact the Applewood Hill neighborhood association to see if an easement or path for a cut-through could be feasible?

I believe the Gorman Co. is the developer of the Holy Name project.

Thank you.  
Richard Grundman  
9517 Hill Creek Dr.  
Hawk's Landing Neighborhood

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**From:** Ben [mailto:bratfry@hotmail.com]  
**Sent:** Monday, June 20, 2016 3:45 PM  
**To:** Traffic  
**Subject:** bike/pedestrian improvement

Hello,

Thank you for your ongoing efforts to improve our city. I won't be able to attend the hearing on the 28th, but I would like to submit the following suggestion:

\* Expand the sidewalk from Commercial Ave. to Aberg Ave (along Packers Ave.) to a **multi-use bike/pedestrian path**. This would provide an important link between existing trails and be a great asset to the growing number of cyclists who live on the northeast side.

Thanks,  
Ben Jones  
2425 Myrtle St.  
Madison, 53704

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**From:** Ken Walz [mailto:ken.walz@gmail.com]  
**Sent:** Monday, June 20, 2016 3:25 PM  
**To:** Traffic  
**Subject:** bike transit improvement ideas

Greetings,

I read about the work being done to improve bike transit. I have a couple of suggestions for the committee:

- 1) Add a bike path along the lakeshore by Olbrich Park and Monona Drive to complete the "missing link" between Olbrich Gardens and Cottage Grove Road.
- 2) Create a bike path that circles lake Mendota. This could be a fantastic route linking the city to Mendota Country park and Governor Nelson. Unfortunately riding on Hwy M is a highly dangerous death trap with a narrow shoulder, speeding cars, and heavy traffic. If it was possible to acquire the necessary land and make a dedicated bike path, this would be an amazing community asset. NOTE - this should be a true bike path independent from the road itself. The traffic on this road is too scary to simply add a bike lane alongside the vehicles.
- 3) Connect the above mentioned Lake Monona and Lake Mendota loops by bike path to allow riders to safely circumnavigate the two lakes in a single ride. Add signage directing people along this route.

Thanks for your efforts! Ken Walz

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**From:** Soderberg, Mark [mailto:Mark.Soderberg@mallinckrodt.com]  
**Sent:** Tuesday, June 21, 2016 8:45 AM  
**To:** Traffic  
**Subject:** Bicycle Capital Project

I am a bicycle commuter. I would like to recommend an overpass / underpass on the Southwest Commuter Path at North Shore Drive and Proudfit Street. As a bicycle commuter, I avoid the intersection as it is dangerous in the morning and evening as automobile volume is high and drivers are rushed, impatient and distracted. There is no light at the intersection, nor would I recommend a light as it would only add to congestion for the motorists. A bridge (or tunnel) would enable continuous flow for both motorists, bicyclists and pedestrians.

Thank you,

Mark Soderberg | Director, Medical Device Quality  
**Mallinckrodt Manufacturing, LLC**  
6603 Femrite Drive | Madison, WI 53718  
T: 608.226.3435 | C: 608.260.5248 | F: 877.396.2793  
[mark.soderberg@mallinckrodt.com](mailto:mark.soderberg@mallinckrodt.com) | [www.mallinckrodt.com](http://www.mallinckrodt.com)

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**From:** Chuck Price [mailto:chuck.price@gmail.com]  
**Sent:** Tuesday, June 21, 2016 11:03 AM  
**To:** Traffic  
**Subject:** bike path idea

Hello,  
I think it would be a good idea to connect Madison and Cottage Grove with a bike path. One could then travel nearly across the state on one east-west off road bike path.

Thank you,  
Chuck Price  
241-9296

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**From:** Mark Cheyne [mailto:cheynm@yahoo.com]  
**Sent:** Tuesday, June 21, 2016 9:50 AM  
**To:** Traffic  
**Subject:** saw in the paper that you are looking for bike path ideas

thanks for asking ;-)

1) improve safety where the bike path crosses the Machinery Row parking lot entrance. IMO this has become the sketchiest spot in town by a long shot. Since the trendy restaurant and yoga studio went in there, a new breed of clueless drivers do truly astonishing things like: a) turn left then right in there from s-bound Blair St; b) turn right in there from e-bound Wilson St, or to really take the cake, a U-turn from w-bound Willy St, THEN the right-turn, cutting off first the cross-Willy bike lanes, a lane of e-bound cyclists, AND two lanes of bike path. Seriously, this actually happens; c) enter or exit the lot apparently without noticing they are crossing 3 lanes of bike and ped traffic on the path and e-bound bike lane.

2) red/green bike box crossing of N Shore Dr at Bedford. Make it clearer that it isn't an autobahn and drivers should wait for bikes/peds to cross.

3) lights where the bike path crosses N Shore Dr and West Wash. More autobahn.

4) this one I've wondered about for 30 years. Left-hand turn signal for the counter-flow University bike lane onto n-bound Park St. Its always been dumb to have to cross one way, then wait again for the light to make the turn toward the Union. Which nobody does anyway, of course. Even as a wide-eyed undergrad I never understood how that got missed.

5) fix the crossing of the bike path at Monroe and Regent. IMO it was dumb to have it make a 90deg turn with two crossing lights - just make it a diagonal 5-way intersection straight through, with its own light. Its what the train did, and it's what people do anyway.

6) the counterflow bike lanes off the Square went a long way to decriminalize Square throughput, great idea. The missing link is getting across the square against traffic. Nobody goes with traffic uphill around 3 sides of the square through 6 lights. Currently the obvious move is to use the inner sidewalk across one side of the square.

7) [Idaho Stop](#)! Pretty please.

Thanks for listening, keep it up. cheers,

Mark Cheyne (608) 332-2235 (cell)

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**From:** Susan Pastor [<mailto:skpastor@sbcglobal.net>]  
**Sent:** Monday, June 20, 2016 5:33 PM  
**To:** John Rosch; Baldeh, Samba; Stroick, Jule  
**Subject:** Traffic islands

Hello John and Samba (and Jule, thank you for this info!)

Do you think this public hearing applies to the neighborhood's interest in a traffic island at the Portage-Donald intersection by Sandburg, which we have prioritized? I am not sure anyone has studied this, but also near Reindahl, where people from the neighborhood cross to go to the splashpad? Should we be planning to get people there or otherwise communicate neighborhood priorities?

This might also be relevant to the concerns people expressed about connecting to East Towne from the north side of E. Wash, and which we heard during the visioning session on the 22nd.

Thank you all! Sue

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**From:** John Rosch [<mailto:johnroschr@hotmail.com>]  
**Sent:** Monday, June 20, 2016 7:06 PM  
**To:** Sue Pastor; Baldeh, Samba; Stroick, Jule  
**Subject:** RE: Traffic islands

Wow! Thanks for keeping me in the loop Sue. I will be at this hearing. We need to emphasize the traffic islands on Portage. I'll try to contact the city traffic engineers to see if they still plan to propose them.

Pedestrian connections across East Washington need to be on the agenda also.

Is anyone else from the neighborhood association coming to this hearing?

John

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**From:** Baldeh, Samba  
**Sent:** Tuesday, June 21, 2016 11:17 AM  
**To:** John Rosch; Sue Pastor; Stroick, Jule  
**Subject:** Re: Traffic islands

Morning -

I think you should share this with the neighborhood assoc. It will be helpful I believe in highlighting concerns people have about the named intersections. If one cannot attend they are accepting written comments.

Thank you.

Alder Samba Baldeh

MCC - District 17

Email: [district17@cityofmadison.com](mailto:district17@cityofmadison.com)

[www.cityofmadison.com/council/district17](http://www.cityofmadison.com/council/district17)

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**From:** Gill Eccles [<mailto:gill.eccles@cdw.com>]

**Sent:** Tuesday, June 21, 2016 1:24 PM

**To:** Traffic

**Subject:** bike path idea/request

It would be great to have a more bike- and pedestrian-friendly way to get around the Whitney Way/Odana Rd/Beltline intersection. With the YMCA, Westside Swim Club, and other recreation/shopping/eating destinations, largely used by the folks in the neighborhoods surrounding them, making that whole area a little easier to navigate for non-drivers who are specifically coming from the East and South would be great (there's a bike path going West from there).

Thanks for considering!

Gillian Eccles

122 S Owen Dr

Madison 53705

608-335-3292

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**From:** Dipesh Navsaria [<mailto:dipesh@navsaria.com>]

**Sent:** Tuesday, June 21, 2016 3:10 PM

**To:** Traffic

**Subject:** Bike projects

I would love to see a bike route that exited the Sunset Village neighborhood near Hillcrest and went along the border between the cemetery and the golf course to connect up with the SW path. Right now the two options are going south a few blocks to Glenway or going north and hooking around on Virginia Terrace. More direct access to the SW path would be excellent.

Peace and Prosperity, Dipesh

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**From:** etsesq@aol.com [<mailto:etsesq@aol.com>]

**Sent:** Tuesday, June 21, 2016 4:25 PM

**To:** Traffic

**Subject:** PedestrianBike projects

Hello,

I was pleased to see in today's paper (June 21) that you are considering projects to "increase opportunities for walking and bicycling in Madison."

A pedestrian, I often feel left out as bicycling is so widely promoted here. A comment: I think it is very important that bicyclists learn, relearn, be reminded that before passing a pedestrian it is necessary to sound the bike bell or call out "Passing on the (right)(left)" Very few of the bikers extend that courtesy to us pedestrians as they, the bikers, whiz past. Yes, pedestrians should keep to the right. We also have our responsibilities so that the paths will be safe for all.

What about the occasional sign reminding path users of the rules of the road?

Thank you, Edith

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**From:** Melinda Bailey [mailto:mmbailey@wisc.edu]  
**Sent:** Tuesday, June 21, 2016 4:58 PM  
**To:** etsesq@aol.com; Traffic  
**Subject:** Re: PedestrianBike projects

Well said! M

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**From:** charles@kznf.com [mailto:charles@kznf.com]  
**Sent:** Tuesday, June 21, 2016 9:26 PM  
**To:** Traffic  
**Subject:** Pedestrian/Bicycle construction for 2017-19

Summary: curb cutouts along Shopko Dr. for ped access to the grocery store.

Currently, if you want to walk or bicycle off-street to the Copps on Shopko Dr. from the south side of Aberg Ave, you are met with a "dead-end" of the sidewalk just after crossing Aberg Ave on the Starkweather Creek Path (East side of Shopko Drive). As you can see on the attachment, there is no break in the curb (as indicated by red arrows) which forces pedestrians (particularly pedestrians in wheelchairs or scooters) to enter the roadway at the entrance to the Bridges golf-course. Alternatively they could cross Aberg on the west side of Shopko drive, but that forces a crossing of four lanes without a crosswalk or signalling. Ideally, a wheel-assisted pedestrian would be able to navigate from Starkweather (south of Aberg) to Copps without difficulty. I believe that this could be done simply and at a reasonable cost by simply making curb cutouts where the red arrows indicate. In a perfect world, Copps would work with the city to ensure that the entire trip from path-to-door is accessible to all users including limited-mobility pedestrians and road-avoiding cyclists.

Charles McNulty  
2605 Dahle St.  
Madison, WI 53704  
608-334-6060





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**From:** Neil Fortney [mailto:veloneil@gmail.com]  
**Sent:** Tuesday, June 21, 2016 10:21 PM  
**To:** Traffic  
**Subject:** Madison officials seek bike path ideas

I am responding to the article in the Wisconsin State Journal regarding Madison bike path suggestions. I recently began working/commuting to American Family Insurance Co.

A bicycle/pedestrian tunnel/overpass between Hayes Rd and Terrace Dr would be greatly appreciated.

Portage Rd to Hanson Rd hasn't been too bad, but it has no shoulder, a hill and poor sight-lines.

There's also a "missing link" between the Starkweather trail and the intersection of Anderson and Hwy. 51 - I presently have been taking Straubel St, but must jump a curb and ride through shrubs to get through. Anderson does not have a dedicated bike lane in front of MATC and the roadway is very rough and heavily trafficked at times (like the morning commute)

Thank you,  
Neil Fortney  
5746 Norfolk Drive  
Fitchburg, WI 53719

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On Tue, Jun 21, 2016, 18:12 Bill Jolin [billjolin@att.net](mailto:billjolin@att.net) [SASYNA-Discussions] <[SASYNA-Discussions-noreply@yahoogroups.com](mailto:SASYNA-Discussions-noreply@yahoogroups.com)> wrote:

The special stoplight at Dunning and Atwood is good, but the pavement on the north side was left raised above the ground by two inches or more. The drop-off is a booby trap for pedestrians and cyclists to pass through. Could the hole and dangerous shoulders at that intersection be filled in? Also the curb bumps that were left in aren't marked carefully, and are easy to miss and crash into or trip on. Could that whole corner be an apron instead of an obstacle course?

Bill Jolin

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**Subject:** Re: [SASYNA-Discussions] Re: Fwd: [City of Madison News] Pedestrian-Bicycle Projects Sought  
**Date:** Wed, 22 Jun 2016 02:56:17 +0000  
**From:** Grant Foster <[grantxyz@gmail.com](mailto:grantxyz@gmail.com)>  
**To:** Bill Jolin <[billjolin@att.net](mailto:billjolin@att.net)>, [SASYNA-Discussions@yahoogroups.com](mailto:SASYNA-Discussions@yahoogroups.com)

I've asked for some improvements they're as well, Bill. It's especially hard to get on the path coming south on Dunning. That awkward hole needs to be paved. Make sure you submit your idea to [traffic@cityofmadison.com](mailto:traffic@cityofmadison.com)

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From: Michael [<mailto:michaeljchronister@gmail.com>]  
Sent: Wednesday, June 22, 2016 8:11 AM  
To: Traffic  
Subject: New path idea

Connect waubesa st to corry st near wirth ct park along the railroad tracks. There is a well worn out desire line there already.

This would create a nice link between wirth ct park and the union corners path.

Thanks  
Michael Chronister  
170 Dixon St.

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**From:** David Hill [<mailto:dhflies@yahoo.com>]  
**Sent:** Wednesday, June 22, 2016 11:22 AM  
**To:** Traffic  
**Subject:** Pedestrian/Bicycle/Motor Vehicle Commission hearing, June 28

Members of the Board,

New cycling and pedestrian infrastructure is always a welcome addition, however I think some effort should be made to enhance the safety of our current system. We have many bike/vehicle intersections which are very difficult for cyclists to safely negotiate. As an example, the entire bike path that heads west from campus along University Ave to Allen Blvd. Every street that path crosses is a hazardous crossing for cyclists. Turning vehicles don't look for cyclists. Vehicles commonly pull into and stop in the green zones. Many intersections are "hidden" with plants, signs and structures blocking the views of both cyclist and driver. There are many things that could be done to make these intersections safe. Signage to warn drivers to look for cyclists, bike specific lights to safely sequence vehicle and bicycle traffic, allowing clear sight lines, etc. Many lessons could be learned from European cities that have

already worked out these "kinks" in the system.

What isn't helpful is when the City installs a bike specific light such as the light at the Spring Harbor/Univ Ave intersection. It is obvious that this light was not installed to increase safety for cyclists, but rather inhibit cyclists travel and make it easier for cars to turn without having to be hassled by bicycle traffic. I do believe the "No right turn on red" lights are an improvement, however the sequencing of the light for cyclists is horrible, and will only lead to cyclists running the red rather than sitting there for many minutes waiting for the green. There are ways to improve this intersection but for now this should be used as a example of what NOT to do when considering ways to improve safety.

There are numerous areas throughout the city that need attention and the structure as a whole needs to be looked at, in addition, new projects need to include safe ways for cyclists to negotiate areas where cars and bikes converge.

Thanks,  
David Hill  
5505 Greening Ln  
Madison, WI 53705  
608-334-4455

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**From:** Bob Alt [mailto:robertalt@charter.net]  
**Sent:** Wednesday, June 22, 2016 11:58 AM  
**To:** Traffic  
**Subject:** Bike Path suggestions

This note is in reaction to an article in the *Wisconsin State Journal* on 6/21/16 entitled "Madison Officials Seek Bike Path Ideas".

Here are my suggestions:

1. Finish the missing link on the Cannonball Trail: Enormous investments have been made in the Cannonball Trail as a genuine commuter corridor to central Madison, not the least of which is the bridge over the Beltline near Culvers. The path carries on beyond the bridge on the north side of the Beltline to Fish Hatchery Road (FHR) nearby the recycling plant where it abruptly ends. Riders are then given 3 options: 1) travel north on the sidewalk on the west side of FHR to cross at Carver nearby Madison Newspapers 2) cross immediately to the east side of FHR to the path along the FHR curb or 3) get on the sidewalk on the east side of FHR. All 3 options involve very dangerous crossings of FHR. Ultimately, a bridge over or tunnel under FHR will be necessary. The sidewalk options involve passage across highly active cross streets and driveways not to mention placement of bikes on pedestrian sidewalks. The intensity (volume and speed) & type of motorized traffic (cars, motorcycles buses & industrial vehicles) make the bike paths on FHR forbidding for bicycle travel.

Thus, my suggestion is that the Cannonball path be finished as a bike-pedestrian route separate from motorized vehicles all the way to the Wingra Creek trail. I believe this may best be accomplished utilizing the rail corridor east of FHR and, possibly, connecting along the East side of Bowman fields using the existing bridge over Wingra Creek at South street. Alternately and more directly, the Cannonball could continue along the rail corridor to meet up with the Wingra Creek trail near Beld St.

2. Fix the FHR bike path: While the above suggestion is relevant to bike traffic from the south central Madison to downtown on the Cannonball, it is less relevant for those who wish to use the Cannonball to get to UW. Those riders are more likely to use FHR. There is a particularly dangerous

location on FHR for bikers heading north on FHR toward the intersection of FHR and Park St. After riding on FHR on a path separated from motorized traffic by a painted white line and crossing the bridge over Wingra Creek and the Wingra Creek bike trail and West Wingra Drive, the white line disappears. (The same thing happens in reverse on the west side of FHR.) If it was important to have the white line separating traffic up to these points, it remains just as important that they continue in the stretch of FHR between West Wingra Drive and Park Street. This may require that parking on FHR along this stretch be eliminated at least during daytime.

3. Beltline Bike Bridge Signage: In order to encourage bicycling and walking, the bike bridges over the Beltline should have signs identifying the bicycle trails they serve (Cannonball & Southwest) with attractive emblems designed for each trail.

Respectfully submitted,  
Robert L. Alt  
H 276-8037  
C 712-9055  
[robertalt@charter.net](mailto:robertalt@charter.net)

PS: I would appreciate acknowledgement of receipt and of reaction and any steps taken in response to my suggestions. I would be a willing volunteer to serve to move any of these suggestions along.

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**From:** Ellis Waller [mailto:elliswaller@gmail.com]  
**Sent:** Wednesday, June 22, 2016 1:29 PM  
**To:** Traffic  
**Subject:** bike path suggestions

1. It would be nice to be able to bike from James Madison Park to the Union.
2. Between Warner Park Boat Launch and the Maple Bluff Marina there is no path between the two properties. There are several large trees in the area where the path would normally go but maybe you could pave the 40 or 50 feet between the Maple Bluff Path and the Warner Park boat launch parking lot.

Ellis P. Waller  
405 Laurel Lane  
Madison, WI 53704  
608-241-1688

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**From:** Kathryn Coppola [mailto:whereskathryn@gmail.com]  
**Sent:** Wednesday, June 22, 2016 2:07 PM  
**To:** Traffic  
**Subject:** New Bike Project

Hello,

I think it would be awesome to see some new single track mountain bike trails within the existing trail system at Olin Turville Park. There's a lot of great double track trails there that skirt the perimeter, leaving lots of great space for single track mountain bike trails!

Thanks for taking suggestions. Kathryn