

From: [Craig Weinhold](#)
To: [Transportation Commission](#)
Subject: Agenda item 6 - West Wash Ave & SW Path
Date: Wednesday, January 22, 2025 4:00:45 PM

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In September 2024, the SW path at W. Wash carried a bicycle AADT of 1500 with a peak of over 200 bicyclists per hour (based on City's bike counters correlated with data from Strava). That's a bicyclist every 18 seconds. Foot traffic seems to be equal or greater than bike traffic. These numbers are supported by a 15-minute video taken on Sept 4 (<https://youtu.be/a39kC-UR9cl>)

With the City's preference of a fully-signalized intersection (alternative #2), wouldn't it need to be fully sync'd with the Regent/Proudfit intersection to avoid backing up traffic there? Regent/Proudfit has a multi-minute cycle which would be imposed on the path crossing. That would test the patience of crossing bikers and peds, turning many of them into lawbreakers.

If the intersection must be changed, I prefer alternative #3 *with marked **bus-only** lanes*, or alternative #4. These alternatives do not make lawbreakers out of bikers and peds for doing what they will predictably do. I also feel that several of the listed CONs don't apply because the high volume of bike/ped traffic creates a "safety in numbers" effect.

Even better would be to explore modern sensors to build an on-demand traffic signal. E.g., the path automatically gets a green light when bikes/peds approach.

Finally, the City must fight the OCR because:

- a. the precedent they are trying to set will cost millions of dollars. The West Wash & SW path alignment can be found in *twenty other places* in Madison and four places in the Village of Shorewood Hills. That count goes up if you include analogous crosswalks. What's to prevent the OCR from wanting all upgraded?
- b. for several decades, R&R corridors have been successful and natural places to locate bike/ped facilities. The OCR's precedent will now make R&R track proximity a liability to be avoided.
- c. the touted safety benefits are grossly overstated. Looking through old newspapers.com articles, I can't find a single example since 1960 where a car was hit by a train while stopped on the tracks for any obstruction (let alone a bike or pedestrian). If the danger was real, there'd be ample evidence of it at the City's many busy traffic signal stop lines that straddle R&R tracks, like University Bay Drive & University Ave, North Shore Dr and John Nolen Dr, or at E. Wilson and Blair St.

Thank you,

-Craig Weinhold