

Staff Response to 5/24/2005 Public Hearing Pedestrian-Bicycle Comments  
(including written and e-mailed comments)

	Proposal	Number of comments	Initial Staff comments
<b>Multi-Use Path Projects</b>			
MP1	Sherman Flyer plus other Northside ideas	6	Engineering is currently seeking funding for this project
MP2	extension of the park path from Orlando Bell to an older part of the neighborhood. The route would hook into the cul-de-sac on Paso Roble Way.		Need to coordinate with Parks
MP3	bypass of South Fair Oaks such as along the rail tracks (Soo line) that might then connect to the Capital City Trail at St. Paul.		Same as MP5?
MP4	Path connecting Madison East Isthmus bicycle path past East Towne Mall, under the Interstate and connecting to the Autumn Lake subdivision and eventually Sun Prairie;		This is the Starkweather Creek East Branch Path, currently on the Bicycle Improvement Program
MP5	paved path through the small triangular park bordered by Dixon Street on the west, Milwaukee Street on the north, and the Soo Line railroad tracks on the southeast. Actually, a path already exists through that park,		This is on the Bicycle Improvement Program
MP6	Complete the bike path from E. Mifflin/Yahara RR bridge to E. Johnson near Fordem.		This is on the list as part of the Sherman Flyer.
MP7	Bike path connecting E. Mifflin/First St. with E. Mifflin at the Yahara River		This is a good project that will be added to the list. There are numerous challenges to this project, however. The right of way between First St and Burr Jones Park is privately owned, not a City street, an easement for public use will be needed. The rail corridor has been identified for potential high speed rail, so obtaining permission for a public crossing in Burr Jones Park is likely to be difficult. The Mifflin St. right of way between Thornton and Dickinson was vacated years ago to adjacent property owners, thus an easement through this area will be needed.
MP8	Easier connection of bike path route from Demetral Field to other paths. Shorten current link from Demetral path coming out at Eighth St and Scofield to the Shopko Drive path. Possible way to do this is to take Scofield to Commercial Ave, then right on Commercial Ave, then left on North St thru Little League parking and out to the Shopko bike path.		Existing signed bike route is easier for connections to the northwest (towards MATC), a bit longer for those headed northeast (towards Sherman Ave). Little League fields and parking lot are private property - an easement would be required for public access
MP9	A better connection /bike path on Commercial Ave between Sherman Ave and connection to the Shopko bike path, the current way to go would be to take Sherman (which has no bike path) to Aberg to get across		Consider bike lanes on Commercial Ave when reconstructed, and see MP14
MP10	Bike path and sidewalk parallel to Packers from Shopko (or parallel to Shopko Drive if it is extended) to International Lane. (In Emerson East Eken Park N'hood plan of 1998 also in Northside N'hood Plan of 1997.)		Sidewalk is being developed along the east side of Packers between Schlimgen and International as development occurs on Pankratz. Connecting Pankratz and Shopko Dr either as a street (with sidewalks) or with a path is the desired bike route, with a path connection to the Aberg/Packers intersection.
MP11	A multi-purpose trail along Starkweather Creek would provide better access to Olbrich Gardens and MATC	2	This is on the Bicycle Improvement Program
MP12	Capital City Path, John Nolen Dr section - Lakeside Street north to Lake Monona. Realign the path away from John Nolen Drive and have it intersect with Lakeside Street directly across from the Olin-Turville Park Road.		Traffic Engineering staff have been discussing this with Engineering and Parks Staff.

MP13	Yahara River Path	E. Johnson bridge was done in 2005 and E. Washington bridge is scheduled for 2006. These will be connected at the same time by a path along the Thornton Ave side of the river from Johnson St to Main St
MP14	Create a Path West of Oscar Mayer from Commercial Avenue to Roth Street. This path would roughly be a southerly extension of Huxley Street.	The Hartmeyer Path, between Commercial and Roth, is already on the list.
MP15	Create new path from the planned Marshview Path to Stoughton Road Frontage Road. This in turn leads to Lexington Avenue, which crosses Stoughton Road. The frontage road also extends north to the planned East Wash bike lanes.	Staff has been looking at this. There are design questions as to whether there is enough room for this given the grades.
MP16	Create new path from isolated McArthur Road to Lexington Avenue paralleling Stoughton Road. This creates an obvious connection to cross Stoughton Road. It also creates great access from an isolated neighborhood to Cubs and Wal-Mart.	This plus a connection through Sycamore Park to Parkside Dr. and the Starkweather Creek East Branch Path with the Marshview Path would provide a reasonably direct north-south route between Portage Rd/Reindahl Park and the Isthmus section of the Capital City Path near Olbrich Gardens.
MP17	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.	TE staff have been looking at ways to accomplish this.
MP18	<b>Reindahl Park Path</b>	
a	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.	Suggestions will be considered when this path is due to be reconstructed.
b	Create direct path connections to the Reindahl Park Path to businesses along E Washington Ave. that back up to it.	Suggestions will be considered when this path is due to be reconstructed.
MP19	<b>Eastmorland Park Path</b> Repave path through Eastmorland Park from Milwaukee St to Dempsey to current standards (horizontal and width). Repave connection to Buckingham. Pave new connection to Silver Road. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman Parking lot by creating fence opening. Realign the offset curb ramps at Dempsey where it connects to the bike/ped overpass and widen them to correct width. All of this will complement the planned Marshview Path.	Suggestions will be considered when this path is due to be reconstructed.
MP20	<b>Machinery Row Path</b> Widen the curb cuts at Blount Street and Jenifer Street. They are much too narrow and do not meet current standards	Staff will evaluate

<b>Bike Route Suggestions</b>		
BR1	bike route in area between University Avenue and the Beltline around Whitney Way.	Segoe Rd currently serves as the bike route in this area.
<b>Bike Lane and/or Paved Shoulder Projects</b>		
BL1	Buckeye Rd Droster to Thompson	Bike lanes will be likely added when this section (and the bridge) are reconstructed.
BL2	Contra-flow lane Henry between Dayton and State	This is being considered as part of the Overture and State Street projects
BL3	Contra Flow lane around Capitol Square	Not feasible
BL4	the intersection of Fair Oaks and Milwaukee Street is too restrictive to provide for all the modes of vehicular traffic. Widen the intersection to make some allowances for bicycle traffic.	Needs to be considered as part of bigger projects for Fair Oaks Ave or Milwaukee St.
BL5	crack seal University Ave bike lane	The City is purchasing a new crack sealing machine in 2006 that should improve this process.
BL6	University Ave contra-flow bicycle lane signing showing that it is one-way path since people are using it for two-way traffic	2 Existing signage is adequate. Most people going the wrong way in the contra-flow lane are doing this intentionally.
BL7	The pavement in the rail crossing areas in the Charter, Mills, and Dayton areas had buckled and some attention was needed to correct the problem	This has been forwarded to Engineering
BL8	Bike lanes on Mills Street, Regent to Arboretum	S Mills St works fine without bike lanes
BL9	Anderson St Starkweather Creek Path to Stoughton Rd - - mark bike lane on Anderson St [or install a sidewalk that is wide enough for bikes and pedestrians on the south side of Anderson.]	2 This is being discussed as part of improvements to Anderson St with potential new development on the south side of Anderson in this area. Bike lanes in the street for bicyclists and sidewalk on the south side for pedestrians.
BL10	Add bike lanes on E. Johnson from Fordem to Third St. This takes current bike route off the sidewalk in this section	Staff has been discussing ways to get bike lanes on the section of E Johnson from the Yahara River to First St. Getting bicyclists westbound from Third St across the Packers/Pennsylvania section is problematic. suggestion MP7 is likely a better option.
BL11	Cottage Grove Road Bike Lanes (Dempsey Road to Acewood Avenue).	This is being undertaken as a part of the extension of the Capital City Path from Dempsey to Cottage Grove Road
BL12	Winnebago Street Eastbound Counter-directional Bike Lane 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.	Staff is considering opening Winnebago to two-way traffic in this area as part of redevelopment occurring at First and Winnebago
<b>Sidewalk Projects</b>		
SW1	pedestrian-bicycle tunnel under the railroad tracks on Bram Street.	Already on the list but has not yet been programmed due to cost. We have applied for Transportation Enhancements funding for this project, but this project did not receive funding.
SW2	Sidewalk installation on Mayfair for access to Marsh View Path	Engineering is considering this as part of a 2006 project in this neighborhood.
SW3	Add sidewalk on Lexington (to get from Hawthorne neighborhood to Cub Foods)	Forwarded to engineering
SW4	sidewalks in older residential areas of the City.	Sidewalks in older neighborhoods generally need the support of adjacent property owners and area Alders. These are considered on a case by case basis as specific requests are made.

SW5	sidewalk on both side of Anderson St between Wright St and Hwy 51	There is sidewalk on the north side, along MATC property. As property on the south side is developed, sidewalk will be added. If this section of Anderson is reconstructed in the near future, that would also provide an opportunity to complete the sidewalk on the south side.
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<b>Street Crossing Projects</b>		
SC1	Mark crosswalks and install ped crossing island on Buckeye at Grafton and at Thompson	School crossing and ped crossing islands already at Droster.
	raised crosswalks on South Owen Drive for the two school crossings	NTMP process needs to be initiated by petition from residents.
SC3	pedestrian crossing lights at Stoughton and Lexington.	There are no sidewalks here.
SC4	pedestrian/bicycle safety improvements at Mills/Drake and Mills/Vilas.	Mills/Drake is an all-way stop. Both currently work well.
SC5	stop sign at Schroeder and Struck Street	Struck St T's at Schroeder and has a stop sign. Not recommended for all-way stop.
SC6	Island installed at the intersection of First and E. Johnson is needed to improve pedestrian safety at this intersection. A walk light with no traffic movement is also needed or a crossing light that can be activated to accomplish this (part of E. Washington Ave reconstruction?).	Not currently in the plan for E Washington reconstruction.
SC7	Bump out as many corners as possible to slow down high speed turning (especially along E. Washington and at Johnson and First St.). It is our understanding that this is being done at intersections where it is felt this will be beneficial as intersections are reconstructed.	Bumps outs have been provided in the E Washington Phase 1 reconstruction on most of the non-signalized side streets.
SC8	Wheelchair ramps need to be perpendicular to the street being crossed, one each direction at corners. The sweeping single ramp around a corner is difficult to negotiate and can shoot people who are vision-impaired or in wheelchairs out into the traffic way. It is our understanding that this is being done as intersections are being reconstructed.	When standards change, the standard is typically implemented on new projects and on reconstructions, where this is feasible. Engineering is currently developing a new policy on this topic.
SC9	Need a better mechanism for pedestrians to cross N. First St. at Dayton and Mifflin Streets. First St. redesign for E. Washington Ave reconstruction addresses this?	A pedestrian refuge island will be constructed on First St. at Mifflin St. as part of the E Washington reconstruction.
SC10	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 negative impact on the neighborhood grid pattern. However the Path should be made more viable for Bike 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.	We do not have a documented problem at any of these crossings.

<b>Education and Enforcement</b>			
E2	<p>Lots more education and enforcement on yielding to pedestrian laws for vehicles and bicycles.</p> <p>Have heard of problems at several intersections in our neighborhood, especially crossing First St at E. Johnson or E. Washington Ave. and crossing E. Johnson intersection at Fourth, Fifth, Sixth and Seventh Sts. Also crossing E. Washington Ave at Second St.</p>		<p>The Police Department does have enforcement programs targeted at both motorists and bicyclists.</p> <p>The Safe Community Coalition is working on school and other pedestrian safety initiatives.</p>

<b>Miscellaneous</b>			
X1	General bicycle and pedestrian improvements on the east side (Stoughton Rd, Sprecher Rd, Cottage Grove Rd, etc.)	2	We are working on this as projects come up (eg. bike lanes on E Buckeye), and with new development.
X2	<p>Intersection Directional Signing</p> <p>Place directional/distance signing at key path-path and path-street intersections. This is not the same as the great bike system maps that were dedicated in May.</p>		Current bike route signing policy has signage at all turns
X3	<p>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.</p> <p>Some examples locations are:</p> <ul style="list-style-type: none"> <li>• Northbound Packers Avenue off ramp intersects with Aberg Ave and the Starkweather Bike (Side) Path. Two stop sign locations here.</li> <li>• Westbound Aberg Ave right turn onto Shopko Drive intersects with the Starkweather Bike (Side) Path. A yield sign exists here.</li> <li>• The driveway at Machinery Row Bicycle</li> <li>• Blount Street at the Machinery Row Bike (Side) Path.</li> <li>• There are many more.</li> </ul>		There is no current sign for this in the MUTCD (Manual on Uniform Traffic Control Devices).
X4	<p>Standard Use of Skip-Dash Pavement Marking for Bike Lanes at Intersections with Right Turn Lanes.</p> <p>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 head-up. Signs requesting that turning vehicles yield to straight-ahead bikes are not sufficient. These signs are rarely noticed.</p>		MUTCD and AASHTO (American Association of State Highway and Transportation Officials) Guide for Bicycle Facilities provide several options for treating these situations. Madison's current policy is in line with these standards.
X5	<p>Allow Wrong Direction Biking to or from the Square on:</p> <ul style="list-style-type: none"> <li>• East Mifflin between North Webster and the Square.</li> <li>• East Main between the Square and South Webster.</li> <li>• West Main between South Fairchild and the Square.</li> </ul> <p>There are one-block long street sections where significant wrong way biking already occurs.</p> <p>Diagonal Parking can remain. Only signing needs to be placed allowing it – also suggesting bikes keep to the right. All three of the locations are not thru streets and essentially function as neighborhood commercial streets. There are streets in larger urban centers in Denmark (including Copenhagen) where this is successfully allowed.</p>		There is no current sign for this in the MUTCD.

**Staff Response to 5/24/2005 Public Hearing Comments (including written comments)  
2006 – 2008 Pedestrian-Bicycle Work Program and Capital Improvement Program  
Key to match People presenting ideas to Responses**

Person	See Response Numbers
Dave deFelice	X1
Michael Basford	MP1
Steven H. O'Lear	SW1
Jeff DuFrane and Darrin Ropp (5206 Forge Drive), President and VP East Buckeye Neighborhood Association.	BL1, SC1, MP2
Mike Bell	SC2
Robert Nagle	BL2, BL3
Kris Dockter	X1
Sherrie Johnson	SW2, BL4, MP3, SW3, SC3
Matthew Burczyk	BL5, BL6, BL7
Bernie Michand	SC4, BL8
Terrence Wall	MP1, MP4
Jennifer Reich	SC5
Stuart Isaac	BR1
Patricia Liebl	SW4
Katherine L. Wiggins Mathew G. Marty	MP1
Robert L. Brooks & Mary K. Macht-Brooks	MP1
Jim Powell (Northside Planning Council)"	MP1
Susan Agee, Emerson East Neighborhood Association	MP1, MP6, - 11, BL9, BL10, SW5, SC6 - 9
Michael Rewey	MP12 - 20, BL11, BL12, SC10, X2 - 5

<b>Spoke at Public Hearing</b>		
Dave deFelice, County Supervisor, representing the Far East Side.	Michael Basford (1917 Schlingen Avenue) chair of Sherman Neighborhood Association and member Board of Directors of the North Side Planning Council	Steven H. O'Lear (1937 Fisher Street), Bram's Addition Neighborhood Association President and member South Metropolitan Planning Council
Mike Bell (445 S Owen Drive), representing the Westmorland Neighborhood Assn.	Robert Nagle (2121 Commonwealth Avenue).	Kris Dockter (418 Wyalusing Drive).
Sherrie Johnson (906 Fairmont Avenue).	Matthew Burczyk (2901 Monroe Street).	Bernie Michand (415 S Mills Street)
<b>Mailed Comments</b>		
Terrence Wall (P O Box 7700)	Jennifer Reich (14 Sonora Court),	Stuart Isaac (Gettle Av)
Patricia Liebl (3938 Plymouth Circle),	Susan Agee, President Emerson East NA,	Mike Rewey,
<b>E-mailed Comments</b>		
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Jim Powell (Northside Planning Council) Jim@NorthsidePlanningCouncil.org	Susan Agee, Emerson East Neighborhood Association susanagee@charter.net	