

Public Comment for PBMVC submitted between May 18th and May 22nd
(submitted after agenda publication but before PBMVC meeting)

From: Mary Carbine [mailto:MCarbine@visitdowntownmadison.com]
Sent: Monday, May 21, 2012 10:50 AM
To: Tolley, Sabrina
Subject: RE: Pedestrian-Bicycle Projects Sought - UPDATED BID comments

Hi Sabrina,

The Ped/Bike/MV Commission may find the following of interest re: ways to address BID's concerns about bicycle riding on the sidewalk (excerpts from listserve comments forwarded to me by Sarah Reiter of Saris). This may be outside bounds of capital projects (more signage + educational outreach), but wanted to forward so can be considered at appropriate time.

Creative ways to discourage sidewalk riding:

1) My agency has developed posters in three languages encouraging cyclists to walk their bikes on the sidewalk. See examples here: <http://www.sfmta.com/cms/bhome/BicycleTreatments.htm>

While I worked in Berkeley, we rolled out a campaign developed by my predecessor there Carolyn Helmke that employed signs, pavement markings and posters. Info here: <http://www.ci.berkeley.ca.us/contentdisplay.aspx?id=6654>

The pavement markings do not appear to be linked on Berkeley's web page, but they were of the positive kind, similar to the image of the person with the bike in the SFMTA posters in the first link I've provided, in that they showed a person walking a bike, instead of a more negative image of a bike with a slash through it. . . .

Heath Maddox

Senior Planner
Livable Streets Subdivision
SFMTA | Municipal Transportation Agency
Sustainable Streets Division
1 South Van Ness Ave, 7th floor
San Francisco, CA 94103
Phone: (415) 701-4605
Fax: (415)-701-4343
heath.maddox@sfmta.com
www.sfmta.com/livablestreets

2) Cornell (Ithaca NY): designated, signed dismount zones around the campus in areas where high pedestrian/bicycle conflict is expected.

3) Rachel Ruhlen, a Bicycle Advisory Committee member in Kirksville, MO, a small college town of 17K, was approached by the city for ideas on how to discourage and reduce sidewalk riding downtown,

especially among college students. Rachel's idea was to ask the city for bike racks and then **add a sticker that thanks bicyclists for not riding on the side walk.**

Rachel's questions are:

1. Have you had success with creative ways to discourage sidewalk riding? What were they?
2. Does anyone have examples of a university-produced brochure to discourage sidewalk riding (and, I suppose, encourage good, safe riding techniques)?

Examples from small, college towns, and/or the Midwest, greatly appreciated.

Darren Flusche
Policy Director
League of American Bicyclists
1612 K St. NW, Suite 510
Washington, DC 20006
Phone: 202-621-5456
Fax: 202-822-1334
darren@bikeleague.org

Mary Carbine
Executive Director
Madison's Central Business Improvement District (BID)
122 W. Washington Ave., Ste. 250, Madison, WI 53703
t: (608) 512-1340
mcabine@visitdowntownmadison.com
www.visitdowntownmadison.com
www.facebook.com/DowntownMadison

From: Rider, John
Sent: Monday, May 21, 2012 10:35 AM
To: Ross, Arthur
Subject: Suggested bicycling improvements

Arthur,

I will not be able to attend the May 22nd meeting on bicycle improvements, but I have these suggestions.

John Nolen Path – southern bridge
Move fences out to improve site lines, and then widen the curve radii coming off of both ends to parallel John Nolen Drive for a little longer to also improve site lines. (I previously sent photos and suggestions for this project to Christy Bachman in Engineering)
I would also like for the fence to be moved out as was done on the northern two bridges, but realize that this would be a much more extensive project.

John Nolen and North Shore Drive:

Remove the pork chop island and the separate right turn lane so bicyclists and pedestrians only have one crossing of John Nolen, not the current two-step crossing.

Re-pave the Wingra Creek Path on the north side across the creek from the new Traffic Engineering building.

Re-stripe Sherman Ave with bike lanes, center two way turn lane, and a single travel lane in each direction.

Push forward with the Sherman Flyer section through the Oscar Meyer property. Please get that easement, and proceed with that path.

Create the counter-flow bike facilities on the 100 block of W Main St with bike signals at S Carroll & S Hamilton Sts.

Change the Red bike box at Wilson/Willy St/John Nolen/Blair to Green to conform with current bike box standards.

Re-paint sharrows on E Wilson bike blvd, and place them the proper distance from the curb on the sections with no car parking.

These are all that I can think of now, there may be more that I will submit as I pedal over them in the future.

Thanks,
John Rider
City of Madison
Bicycle Registration Coordinator
(608) 266-4474

From: Lynn Pauly [mailto:lpauleau@gmail.com]
Sent: Monday, May 21, 2012 1:13 PM
To: Traffic
Subject: Comment re: Pedestrian/Bicycle meeting for Tuesday

I'm not able to attend the meeting on Tuesday May 22 at 6:00 p.m. but I wanted to add a comment re: bicycle paths.

I use the bike paths often, but my last mile is always the worst. Once the Capital City Trail ends at Cottage Grove Road I have an unpleasant ride home to Maher Avenue. There is a steep incline on Dempsey and Maher Avenue and no matter which way I go, I have trouble finding a good route.

I'm hoping you extend the Cap. City Trail a bit.

Thanks.
Lynn Pauly
5133 Maher Avenue
Madison WI 53716

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

From: Alice Erickson [mailto:alicatraz@sbcglobal.net]

Sent: Monday, May 21, 2012 3:28 PM

To: Traffic

Subject: HHighland/campus bike path

I know this is on your radar and had a thought the other day as I once again maneuvered my way thru this intersection. The big problem is crossing the lane with the west bound traffic (traffic leaving the hospital). If you're on a bike - either direction- it is very difficult. So the scenarios...

- there is no traffic - whew, that's easy
- the cars have a green light - again easy, don't cross
- the cars are stopped with a red light. But --- you have no idea how long the light will be red. If you start to cross, and it turns green, will you be mowed down by the far lane of traffic that maybe doesn't see you? So my thought is, if there was some type of timer down on the red light (by the overpass) so you could see how much time is left (they do this over in Europe), then you could judge whether to start across. By not having a timer at the bikepath crossing, then there shouldn't be any liability to the city as it is not a cross/don't cross indicator. It's just an informational indicator that the bike rider or walker can use as they please - but it would be so helpful.

Alice Erickson

Madison

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

From: Jon Standridge [mailto:jstandri@facstaff.wisc.edu]

Sent: Monday, May 21, 2012 9:03 PM

To: Traffic

Subject: bike paths

Could the bike path be extended along University Ave from Farley/Univ Bay Dr to Ridge St next to the railroad tracks? I bike to University Station and usually go through the parking lot, (which I know is marked No Bikes), but I don't like going up the hill and along Marshall Ct. where there are also a lot of cars parked. Another comment about all of the "traffic calming" areas at the intersections on many new side roads, such as Farley. While they may be "calming" for cars, they are the opposite for bikers, who feel confined at these intersections if there is a car parked before the intersection and a car going through the intersection at the same time as a biker.

On the positive side, Madison has a lot of great bike paths and routes into and out of town and to the down town area. We often bike from the near west side to the downtown area. The Kendall Ave bike friendly route is nice. Thanks for making Madison such a bike friendly place.

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Nancy Standridge

jstandri@wisc.edu

(608)255-7070

Cell (608)669-8770

From: Ted Voth Jr [mailto:tedvothjr@gmail.com]

Sent: Monday, May 21, 2012 10:45 PM

To: Traffic; ALL ALDERS; Mayor

Cc: Channel 3; D Mosiman; Dean Robbins; Neil Heinen; The Capital Times; The Isthmus; The Wisconsin State Journal; WKOW TV 27

Subject: Fwd: The First Thing...

The first thing the Lord God sees when he looks down on Madison is our appalling cruelty to our fellow-citizens, the homeless, his image-bearing creatures, men, women, and children, so many Black, so many veterans, a charnel stench in his nostrils.

The next thing he sees is our appalling destruction of his natural creation, the billowing clouds of CO₂ we're pumping into the atmosphere as if there's no tomorrow. This is why it's necessary to encourage walking and cycling, and I would add, using Metro. By implication it's necessary to positively discourage the use of private automobiles— cars, trucks, SUVs, what have you, particularly in in-town, inefficient, stop and start 'driving,' with huge numbers of engines idling en masse in stoplights during rush-hour, at 0 MPG.

Walking and biking get lumped together in the city's mind as 'alternative modes' of transport. But for how many hundreds of thousands of years was walking our sole mode of getting from here to there? Even the use of horses is a quite recent innovation, perhaps five or six thousand years ago. (I see a great future for horses, by the way.) In the Third World I dare say Shank's mare is still the dominant mode of transit.

I said 'walking and biking get lumped together,' as if they were two compatible modes, when in fact the worst danger I experience as a pedestrian is cyclists riding me down hell-for-leather from behind with no warning; it can ruin your whole day, and it only has to happen once to turn you against selfish, immature cyclists forever...

When I walked here tonight from Williamson St, I came through some remarkable examples of how not 'pedestrian-'friendly' but actually 'pedestrian-hostile' Madison is. I crossed the notoriously bad intersection of Williamson St, Blair St, E Wilson St, and Nolen Drive. This intersection has 'Walk-Don't Walk' lights, but they operate only on demand; one must push a button. No 'Walk-Don't Walk' light anywhere should operate on demand, but should cycle continually.

Otherwise a pedestrian walking west on Willy and getting to the intersection a moment late will frequently be inconvenienced from crossing when on-coming auto traffic is crossing and the light should be showing 'Walk', or as I am seeing more and more often will begin simply to disregard the lights and cross at his own discretion. I'll say that the lights everywhere are timed with such apparent blatant disregard for pedestrians that we're beginning more and more to disregard them.

Ironically I was told by a city engineer that the lights couldn't cycle continually because it would inconvenience drivers. Considering the weird weather we've had the last several years, and the fact that although humanity and our fellow creatures evolved in an atmosphere with no more than 350 ppm of CO₂, that number is now 385 ppm CO₂ and counting, it's long since time we should be actively discouraging driving. I've started

punching all the buttons at that intersection everytime I go through, and any other such buttons I encounter.

Then continuing west on King St I crossed the three-way intersection of King St, Webster St, and Doty St, where the traffic lights flash from green to red the instant after the 'Walk' light flashes on, and you're no more than half across before the 'Don't Walk' begins flashing. The nice engineer explained to me the theory, how no one was ever meant to get across on 'Walk,' and one still has plenty of time to get across, but I already knew that.

I can comprehend the cut-and-dried mind of the engineer, but the engineer scarcely comprehends the heart of the pedestrian. You really have to be a pedestrian... Some pedestrians can be quite timid, and this rapid optical one-two punch is nerve-racking. Other pedestrians say 'What the Hell' and walk at our own discretion.

Another thing I find infuriating is the flashing 'Countdown of Death' lights— to encourage pedestrians to cross faster, as I suppose, in the spirit of Voltaire— *'pour encourager les autres...'*

The engineer has informed me that studies show there are fewer accidents with the 'Countdown of Death, and also that it's been Federally mandated. Well, of course, there are fewer accidents, if you've so intimidated the pedestrians that they no longer even dare cross the street. I don't think it well of government to take such an attitude toward the citizens for whom you're working— bluntly, we're paying you, and we're paying the dudes in DC.

And on the other hand I've observed myself and other ornery pedestrians taking the 'Countdown' as a challenge— 'I can get across in 9!' which totally defeats its function.

My suggestion to encourage walking, bicycling, and riding Metro, is to *require* City employees, in this case engineers particularly, to walk, cycle, or Metro to work.

I observe that the first three intersections west of the Square on State St give the lie to any notion that State St is a 'pedestrian mall.' The 'Don't Walk' lights are so long and drawn out, and the 'Walk' lights are so brief and so few between. I also suggest making the 'Pedestrian Mall' an actual pedestrian mall, by giving us more and longer crossing opportunities. Oh, would that inconvenience motorists? Inconvenience away!

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Jesus is Lord.

Ted Voth Jr,
tedvothjr@gmail.com
1335 Williamson #2
Madison Wisconsin 53703
[\(608\) 257-1799](tel:(608)257-1799)