

**WRITTEN TESTIMONY RECEIVED FOR
2006 PUBLIC HEARING ON
PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECTS
(See also testimony from speakers included in the minutes of the
6/27/06 Pedestrian/Bicycle/Motor Vehicle Commission meeting)**

Trevor Marshall
Spectrum Brands Inc.
608-275-4760

Is Schroeder Road due to be re-surfaced anytime soon? If so, could it get designated bike lanes added?

Dirk Herr-Hoyman
Member of Arboretum Cohousing, Madison, WI
<http://arboretumcohousing.org>

Here's comments on potential Ped-Bike projects in 2007-2009

1. Align with rental to owner occupied housing shift With the added new student housing close to UW campus, it's likely we will see a big shift in many rentals reverting back to owner occupied. One effort that I'm aware of is a UW/Meriter/St. Mary's potential project that would target houses in the south campus/Park St region. A bike/ped route in conjunction with such an effort would make a great deal of sense.

2. North/South paths

We have now an east path (Isthmus) and a west path (SW Path) for biking comuters. Work on getting north and south versions. The north would head out past Sherman Park, the south would go to Fitchberg. Just like recent changes to the Bus routes, a primary goal would be to improve commute times. This would also improve safety, bikers feel safer on a path than on streets. Particularly less confident bikers, which is the big growth category.

3. Mineral Point alternative

The bike lane on Mineral Point is largely unused by bikers. I am a very experienced biker, and I will ride on the sidewalk rather than that bike lane. Look for an alternative placement. This is a very important route going due west.

Sally and Jim Wedde
187 Robinson Road, Oregon WI
608-835-6968

We are excited about the efforts of volunteers and officials from Oregon and Fitchburg to establish commuter bicycle routes going north and south for easy and safe access between Oregon and Madison.

We support construction of an overpass at Perry Street. We see this as a critical link for bicycling from Oregon to Fitchburg to Madison. Currently, if you bike down Syene Road and pass the Capital City Trail, you find that you are on Fish Hatchery Road, which is unsafe for people walking and biking.

If we -- as a region -- continue to envision and plan for a corridor of low impact industry in the swath from Oregon through Fitchburg, it makes sense to include a low impact form of transportation for people to travel to and within it. Not only can such businesses thrive with well-educated and trained workers for the Knowledge Economy, but people thrive when they have choices, such as safe bike routes, to act in way that is not harmful to the environment and themselves.

Thank you.

Donna Lewein
2194 Conover Circle, Fitchburg

I'm writing to advocate for the creation of a decent bicycle commuting route from Fitchburg into Madison. I live near the intersection of Fish Hatchery Rd & Whalen Rd, and work near Monona Terrace. In particular, I'd ask that you support the Perry St Overpass and creation of a safer crossing across Hwy MM near McCoy Rd.

On my "short" inbound route, I typically will remain on Syene/McCoy then turn left with the cars onto MM (vs. driving on the bike path and crossing traffic to make the left onto MM) due to the difficulty in heading inbound onto MM from the bike path. Many cars don't seem to understand why a bicyclist would choose to be among them in traffic. I doubt that they've ever attempted the crossing, especially when time is of the essence in getting to work.

On my "long" route, I'll take Syene to E on Lacy to MM to Goodland Park Rd, Larsen Rd, then to the Capital City trail, continuing left on the bike trail near the Lussier Family Heritage Center, eventually to the John Nolen Path. I do this to avoid the traffic congestion and pollution of car exhaust on Syene/MM/Rimrock.

Bicycling to work most days gives our whole community many benefits, among them: reduction of an individual's parking fees; reducing the requirement of the city to provide space to park workers' cars; reduction in air pollution; increased health benefits for all--those exercising on bike and those breathing air with less car pollution.

I hope that Madison and surrounding cities can continue the good work of making bicycling available from housing areas. Thanks for all you do!

Sharon Kopenski
5457 Sundrift Ct., Oregon, WI

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Thank you.

Steve Arnold
Fitchburg Alder, District 4, Seat 7
2530 Targhee Street, Fitchburg, WI

Members of the Commission:

I am sorry I cannot be with you tonight to answer questions. I must attend conflicting meetings of Fitchburg's Common Council and its Public Safety and Human Services Committee.

As a Fitchburg Alder and Chair of Fitchburg's Transportation and Transit Commission, I urge your commission to support a pedestrian and bicycle overpass over the Beltline at Perry St.

The Beltline and similar limited access roads cut our urban area into isolated pieces as thoroughly as our lakes do. While designed to enhance motor vehicle mobility, they do the opposite for pedestrians and bicyclists. Even for motor vehicles, they make short trips into long ones, forcing local traffic onto collector and arterial roads and generating traffic congestion.

Over- and underpasses serve an important role in reconnecting the cut pieces of our cities. They allow trips only feasible by car to be taken by bike or on foot. They save energy and time and reduce traffic. They save lives.

As we prepare for the post-oil economy that is now upon us, we need to discard old assumptions about local transportation. There are people in Fitchburg and Oregon who now commute to Madison by bicycle year around, and their numbers will grow. As our employment centers in Fitchburg grow, Madison residents will also choose bicycles to reach jobs in Fitchburg.

Bicycle commuter routes must be optimized differently than recreational trails. Insofar as possible, they must be straight, flat, paved, and lead to employment centers. As part of the new Fitchburg Comprehensive Plan, I hope to designate three principle north-south bicycle commuter routes: the Badger State Trail/Southwest Bicycle Path, Fish Hatchery Road, and CTH MM/US 14/S Syene and Syene Roads. The easternmost corridor would serve the Village of Oregon, Swan Creek, and the future Green Tech Village, and depends on the Perry St. overpass to reach Madison.

The Perry St. overpass will also serve to connect the residential area north of the Beltline with the employment centers around Stewart St, enhancing both.

I hope you will give a favorable recommendation to the Perry St. overpass and similar projects around Madison that reduce our auto- and oil-dependence, provide safer transportation, and enhance our region's quality of life. Thank you!

Please feel free to contact me with any questions about this message.

Kristie Schilling
864 Della Road, Oregon WI
608-835-6650

I am excited about the efforts of volunteers and officials from Oregon and Fitchburg to establish commuter bicycle routes going north and south for easy and safe access between Oregon and Madison.

I largely support construction of an overpass at Perry Street. This is a critical link for bicycling from Oregon to Fitchburg to Madison. Currently, when I bike down Syene Road and pass the Capital City Trail, I end up on Fish Hatchery Road, which is very unsafe for bicyclists. The other option is to go over to Rimrock Road where an Oregon resident was killed (at the intersection of Rimrock and Badger Road) a few years ago.

In order to plan for a corridor of low impact industry from Oregon through Fitchburg, having a low impact "mode" of transportation for people to commute and/or bicycle is a critical component. Please consider implementing this overpass so Oregonians can safely bicycle to Madison and Madisonians can safely bicycle out of the city limits.

I believe that even one life is too much of a cost of not approving the overpass.

Fred Bull
Oregon, WI

Please add me to the list of people who would like to see the Perry Street Overpass built as part of a bicycle path connecting Oregon, Fitchburg, and Madison. My family and I walk or bike to destinations in Oregon whenever possible, but are stuck driving to Fitchburg or Madison because there is no safe path

for bikes. I currently work from home, so I would not be a commuter, but my family would use the trail often for trips to the zoo, State street, the farmer's market, etc.

I hope the measure moves forward in tonight's meeting.

Lisa D. Hustad
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I am writing as a concerned citizen and resident of the Village of Oregon in support of creating a bike trail from the Village of Oregon to the City of Fitchburg.

Presently, our Village Board has planned a Village bike path that ends in an industrial park at Netherwood Rd. That is why I see this as the perfect opportunity to extend that dead-end route from Oregon to the Green Tech Village and ask that serious consideration be given to a bike trail on the City of Fitchburg and Village of Oregon owned railroad. The costs of a bike trail would be minimal and then this rail would be saved for future commuter rail to Janesville/Rockford and Chicago. Let's plan for the needs now and the future. Kids in Oregon would ride bikes, not cars, to Star Cinema today and maybe sometime in the future they will with their parents travel to work or campus located in Madison, Fitchburg, or maybe even Chicago.

Michael Neuman
4334 Waite Circle

I was unable to attend this week's PBMVC meeting. However, I would like to make the following suggestion for projects to consider next year:

With continued in-fill development in the Hilldale - Tokay Blvd. area of Midvale Blvd., there is an increasing need for safer bicycling lanes. The traffic moves too fast on Midvale for bicyclists to ride with the flow of motor vehicle traffic. Yet when there are parked cars along Midvale Blvd., there is insufficient width to accommodate bicyclists on each side of the road.

The project would consist of eliminating the opportunity to park cars along both sides of the road, from Univ. Ave. to Nakoma Rd, and marking out a bicycle lane on each side instead.

I would also like to see street facing signs put up on all the intersections of bike paths in the city that say: "Stop If Bicycles or Pedestrians Approaching"

Robert F. Nagel
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I testified at last year's PBMVC "capiatal projects" meeting. My proposal concerned N. Henry between Dayton and State and access to and from the Capitol Square and the Capitol Square itself. My counterflow ideas don't seem to be happening, but could you give me an update on the "official" response to my suggestions?

Michael W. Rewey, P.E.
Bicycle Facility Design and Planning
5522 Comanche Way
Madison, WI 53704-1026
Home – 249-6673

Please consider the following projects for inclusion in the Madison Bicycle Improvement Program for 2007-2009.

You may note than most of them are “eastside” and “northside” projects. Many of the “westside” projects that I promoted in the past have been constructed. I am also including projects that are already in the program, because I have observed from past practice that not all projects in the program have been built.

Many of my proposals reflect my requests from 2004 and 2005.

Eastmoreland Park

Repave path through Eastmoreland Park from Milwaukee Street 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 nearly completed Marshview Path.

Marshview Path to Stoughton Road Frontage Road Path

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.

McArthur Road to Lexington Avenue Path

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.

Anderson Street Bike Lanes

Create Bike Lanes on Anderson Street from the Starkweather Path to Stoughton Road. This is by far the weakest link between the Starkweather Path and the Reindahl Park Path. The distance is about 2000 feet.

Perry Street Overpass

The beltline is a total barrier to bikes and pedestrians between Park Street and Fish Hatchery Road. And then only the very brave bike through the Fish Hatchery Road Interchange. An overpass at Perry Street, which is one block west of Park Street, would remove that barrier. This would connect the residential areas north of the Beltline to the employment base south of the Beltline. It would be a far better bike commute opportunity than what exists now and would hook into the bike transportation system south of the Beltline.

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.

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.

Reindahl Park Path Connections

Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.

Create a Path West of Oscar Mayer from Commercial Avenue to Roth Street

This could be called the “Smokey Link”. 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.

Construct Bike Lanes on East Johnson between First Street and Fordem.

First Street will have bike lanes between Winnebago and East Johnson at the end of this year. The continuation would be this connection to Fordem. Inbound East Johnson is easy. Outbound will require some curb changes.

Create a Path from the Yahara River Path to Sherman Avenue near Commercial Avenue

This could be called the “Sherman Flyer”. This path would roughly parallel along the Waunakee RR tracks. Only cross Sherman Avenue with this path if the “Smokey Link” is also built. The “Smokey Link” is critical for anyone who lives east of Sherman or north of Northport.

Cottage Grove Road Bike Lanes (Dempsey Road to Acewood Avenue)

Create bike lanes for this critical link, which goes through the Stoughton Road Interchange. This is a tough section to bike.

Yahara River Path (Lake Mendota to Lake Monona)

Complete the sections that are not being constructed under the East Wash and East Johnson projects.

Starkweather Creek Path Extension

Extend the existing Starkweather Creek Path from Aberg Avenue to the Isthmus Path at Marquette Street, all along the West Branch of Starkweather Creek. Do not delay the section from Milwaukee Street to the Isthmus Path until later. It is very easy to construct and would make the path system complete. A worn path already exists where the formal bike path should be built.

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.

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, Bearly Street, Livingston Street and Blount Street. A side benefit is traffic calming.

I will be happy to discuss this at length.

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.

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.

Intersection Directional Signing

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 of 2004.

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.

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 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:

- 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.

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.

Place "Except Bicycles" below Dead End sign on Debs Road.

Debs Road is a cul-de-sac off of STH 113 that has bike/ped access from the end of the cul-de-sac to another public street.

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 for 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.

Allow Wrong Direction Biking to or from the Square on:

- East Mifflin between North Webster and the Square.
- East Main between the Square and South Webster.
- West Main between South Fairchild and the Square.

These are one-block long street sections where significant wrong way biking already occurs.

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 Switzerland and Denmark (including Copenhagen) where this is successfully allowed. Admore in Chicago does it for one block.

If you have questions about the specific projects that have been proposed, I would be glad to meet with the entire committee or specific individuals to explain more fully. I can also provide photos that can better explain my proposals.

I do have one last question. Who decides which projects to proceed with and which city committees have the opportunity to bless or modify those decisions?

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Please accept these public-input suggestions for the 2006 capital projects planning effort now underway.

A. PROVIDE INTERCONNECTING "MISSING LINKS" TO EXISTING WEST SIDE NEIGHBORHOOD GREENSPACE BICYCLE PATHS

Several neighborhood greenspaces and parks on the west side contain bike-pedestrian paths but do not interconnect in any way and therefore are a lost opportunity for neighborhood non-motorized off street bicycle transportation. In particular, younger riders who lack the necessary skills for bicycling in traffic would benefit if these park paths were interconnected. For the most part there are public lands available on which a path right-of-way could be established. Some sidewalk widening and signage could be used to achieve connections where a right-of-way is not feasible. New crossings, with suitable center island refuges, flashing yellow signals, crosswalk paint and other traffic calming measures would be required where the paths cross busy automobile thoroughfares (Raymond Road and Hammersley Road). I'm sure the city Parks division with some assistance by the transportation engineers could come up with an elegant solution.

First, get your bearings by locating Elver Park on your City of Madison map, and moving a few blocks east along Raymond Road. I can't find proper names associated with the greenspaces, so an approximation of their location by bounding residential streets is the best I can do:

On the south side of Raymond Road there is a greenspace containing a bike path which is bounded approximately by Pilgrim Road, Ravenswood Road, Westbrook Lane, and Frisch Road.

The greenspace (containing bike paths or sidewalks) continues on the north side of Raymond Road and is bounded approximately by Frisch Road, Jacobs Way, Lomax Lane, and Prairie Road.

Continuing northeasterly, greenspace exists bounded approximately by Loreen Drive, Redwood Lane, Lynndale Road, and Brookwood/Rae Lane.

B. IMPROVE CROSSING SAFETY AT SOUTHWEST PATH AND ODANA ROAD

The current intersection on the Southwest Path at Odana Road is unsafe. Odana has poor sight lines due to the hill, Odana Road's lane width is too wide, and the center island refuge is too small. I recommend the following:

1. Add a flashing yellow signal light to the crossing. This would supplement the existing yellow diamond warning signs.
2. Narrow the lane width of Odana so that automobiles don't attempt to treat this intersection as a four-lane freeway.
3. Widen the center island refuge (this may accomplish item #2). It should be wide enough to accommodate the combined length of a bicycle and trailer.

Here is a link to a recent crash report at this intersection:

http://www.cityofmadison.com/police/accidents/mpddata/police_d/acrpt/nolava/pdf