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From: Steve.Arnold@Fitchburg.WI.US [<mailto:Steve.Arnold@Fitchburg.WI.US>]

Sent: Tuesday, May 26, 2009 4:39 PM

To: Traffic

Cc: Trans@Fitchburg.WI.US; Compton, Judy; Eagon, Bryon; Skidmore, Paul; cwstrawser@gmail.com; Robbie Webber; Conroy, Mary; devos@ssc.wisc.edu; aaron.crandall@yahoo.com; Maniaci, Bridget

Subject: Perry Street overpass

To Pedestrian/Bicycle/Motor Vehicle Commission for meeting on Tuesday, May 26.

From: Steve Arnold, Fitchburg Transportation and Transit Commission and Fitchburg Common Council

I am sorry I cannot appear before you this evening, but your regular meeting date conflicts with the regular meeting dates of Fitchburg's Public Safety and Human Services Committee, which I chair, and its Common Council, on which I serve.

Two years ago, a number of Fitchburg residents appeared in favor of the Perry St bike/ped overpass project. While we did not organize any support last year for this project, it is still badly needed.

1. The overpass would provide the northern connection between a north-south bicycle commuter route from the Village of Oregon along Main St, to US Highway 14, to the Fitchburg-Oregon rail line, along that line to Byrne Rd or Irish Lane, under the rail line to S Syene Rd, north along S Syene and Syene Rd to Perry St. The overpass would connect to the South Metro Transfer Point and the Park St corridor. This corridor is in the Fitchburg Bicycle and Pedestrian Plan, adopted 2008.

2. I have not confirmed these stories, but I have heard residents of the area north of Anne St have cut holes in the Beltline fences and crossed the Beltline on foot to avoid the long journey to Fish Hatchery Road to reach the employment district along Stewart St. The Perry St overpass would meet this need and improve safety.

Currently all Fitchburg-Madison bicycle users are funneled through either Rimrock Rd, Fish Hatchery Rd, or Seminole Highway. The Perry St overpass (along with the completion of the Badger St Trail and the Cannonball Trail overpass) would dramatically improve bike/ped access between our communities over the Beltline. The more regular travelers who use bicycles instead of cars, the less air pollution, congestion, fossil fuel consumption, greenhouse gas emissions, and parking consumption we will all suffer, and the better health we'll enjoy.

I hope you will favorably consider funding the Perry St for construction soon!

Regards,

Steve Arnold, Fitchburg Alder, District 4, Seat 7 2530 Targhee Street, Fitchburg, Wisconsin  
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**From:** Donna Sarafin [mailto:dkсарafin@yahoo.com]  
**Sent:** Wednesday, May 27, 2009 9:44 PM  
**To:** Traffic  
**Subject:** Request for new bike path ideas...

Hi,

I live near the Dunns marsh area off Seminole highway and am an avid biker. One area that I think is sorely missing a bike route is a path that goes North and South as an alternate to Midvale blvd. This is a busy blvd. and there is no easy alternative for bikers on this route.. In fact, most routes go East and West. This would be a great way to have better access to hilldale and the University Hospital, etc...

Finally, one other path I would like to see is some kind of boardwalk that runs parallel to Seminole hwy completing a route all the way around the Marsh. There will be a Cannon Ball bike trail where the railroad tracks used to be to the north of the Marsh, a walkway connecting this to the Capitol City trail would make it easier to WALK all the way around. It feels very hazardous to walk on seminole hwy.

Thank You for taking suggestions and considering our needs and wishes!

Sincerely,  
Donna Sarafin

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**From:** Karen Jones [mailto:kjjones@pharmacy.wisc.edu]  
**Sent:** Thursday, June 04, 2009 8:55 AM  
**To:** Traffic  
**Subject:** Bicycle path recommendation

Good morning,

I would like to know the best way to make a recommendation for a new bicycle path. Specifically, I would love to see the current path that parallels University Avenue (behind the State Crime lab) extend into Middleton. I think that it could go all the way to Greenway Station. This would be great for daily commuters and it could also bring customers from Madison to the Middleton shopping area. In addition, it would help tie the Hwy 12 bike path to Madison making it easier for people from the far side of Middleton to commute to Madison. Please let me know the best way to bring this idea forward.

Thank you,

Karen Jones

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**From:** Mary Mullen [mailto:mmullen@chorus.net]  
**Sent:** Thursday, June 04, 2009 11:34 AM  
**To:** Traffic  
**Cc:** Carol Poole; Brian Solomon  
**Subject:** Recommendation for new Ped/Bike Capital projects

I couldn't get to the recent public hearing to make comments on potential pedestrian and bicycle projects the City should consider undertaking in the 2010-2012 Capital Budget to increase opportunities for walking and bicycling in Madison.

I live in the Dunn's Marsh neighborhood. The projects I'm suggesting would enhance pedestrian & bike circulation in and around Dunn's Marsh itself. Although the first project – along Seminole Highway - is located in Fitchburg, the City of Madison is the landowner of Dunn's Marsh which includes the land on the west side of Seminole Highway. Both projects would connect to 2 bike trails: the Capital City Trail and the soon-to-be constructed Cannonball Trail.

Suggestions

**1. Construct an off-road paved and boardwalk bike/pedestrian way along the west side of Seminole Highway between Sentinel Pass and the Capital City Trail.** This project would start at Sentinel Pass, proceed south to the Cannonball Trail, and continue south as a boardwalk past Dunn's Marsh and again turn into a land trail again to connect to the Capital City Trail where it crosses Seminole Highway at the curve. **[See attached map.]**

Rationale:

- Parents with children on bikes or carrying children on their own bikes, pulling trailers, or tag-alongs don't like to put themselves and their children in danger be on the current bike lane along the very busy Seminole Highway. Since this is quite a busy bikeway with bikers starting long-distance rides toward Belleville, this also makes the current bikelane somewhat less desirable for parents biking with younger children.
- While some people could reach the Capital City Trail via the Southwest Trail by accessing it on the far west side of the neighborhood where the SW Trail crosses Lovell Lane, that route is not convenient to those living on the Seminole Highway side of the neighborhood or even for those in the middle of the neighborhood who are wanting to travel east on any of the bike trails.
- Both bicyclists and pedestrians have reported to me that they have been threatened by boys and men on the leg of the SW Trail near Lovell. One woman pedestrian was raped by a teenager who was skipping school. More recently another woman who was with her child on a bike had a face-off with a threatening male and has avoided accessing the SW Trail and Capital City Trail via Lovell Lane since then. The SW trail runs behind Allied Drive from Verona Road to the trail's intersection with the Capital City Trail/Military Ridge Trail.
- Fitchburg has already noted this connection on its Bike-Pedestrian plan as a recommended improvement, so cooperation could be expected.

**2. Construct a pedestrian trail around the west side of Dunn's Marsh to connect the Cannonball Trail to the Capital City Trail.** This trail would NOT have to be paved, and could be much more informal. In fact, the kind of clearing that went on to construct the Capital City Trail

would be both unnecessary and unwanted. Work might involve cutting Siberian honeysuckle, marking the trail, and perhaps laying short on-the-ground boardwalks over low-lying areas similar to some of the trails across Greene Prairie in the Arboretum. This land is within the City of Madison, “parkland” that came to the city as part of the Allied subdivision. **[See attached map.]**



Rationale:

- People would be able to hike through the oak woods and around the west end of Dunn’s Marsh, enjoying the abundant and varied nature there.
- A resident has started some trails on the north end of this property, constructing low “walls” of honeysuckle brush to direct pedestrian traffic. These could be utilized. A further path system could use the same method of marking the route.
- If the first project along Seminole Highway were constructed, people would then be able to easily hike around the entire Dunn’s Marsh much like people can do in Middleton around Tiedemann’s Pond near Gammon Road. This could become a common and well-used “health” and nature-appreciation walk.

Suggestions from Mary Mullen, 4337 Milford Rd., Madison, WI 53711, <mmullen@chorus.net>, 298-0843



2010-2012 Bike-Pedestrian Plan Projects suggested by  
Mary Mullen, 4337 Milford Rd., Madison, WI 53711  
[mmullen@chorus.net](mailto:mmullen@chorus.net) 608-298-0843 6-4-09

Key		= Project #1
		= Project #2