

Projects to be considered for 2012-2014 by the City of Madison PBMV Commission

Please consider the following projects for inclusion in the Madison Bicycle Improvement Program for 2012-2014.

I haven't included everything, but have included some 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 as early as 2004 and 2005.

Eastmoreland Park

The path through Eastmoreland Park from Milwaukee Street to Dempsey has been repaved but a connection is needed to Woodman's. Pave new connection to the Woodman's access road just east of the Car Wash.

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 East Washington Avenue 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

Retrofit Bike Lanes on Anderson Street from the International Lane to old Swanson Road. Also construct bike lanes from Wright Street to N. Stoughton Road (USH 51). 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.

One piece remains to be completed - Packers Avenue to North Street.

Lien Road to Reindahl Park Path Connection

Create a direct path connection from (West) Lien Road cul de sac 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, illegal access through the Hartmeyer property 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 extension at Fordem & East Johnson to Sherman Avenue near Commercial Avenue.

This is 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. Do not give up on negotiating with the UPRR. They have recently agreed to joint use of a bridge over the Mississippi River at Memphis.

East Broadway Bike Lanes (Stoughton Road to Femrite)

This is a ¼ mile missing link between existing bike lanes. Construct bike lanes.

Path from Military Ridge Trail (at General Beverage) to North side of Beltline (aka Cannonball Path)

Construct path along old railroad right-of-way including bridge over beltline. This is an old request that has partially been built

Capital City Trail from Cottage Grove Road to Buckeye Road

Do not give up on this one and do not give up on negotiating with the UPRR. They have recently agreed to joint use of a bridge over the Mississippi River at Memphis.

Union Corners Path Connector

Make a direct connection from the Union Corners Path to the Winnebago Avenue-Sixth Street Roundabout.

Demetral Path (Sixth Street to North side of Seventh Street)

Construct path from Sixth Street east of existing parking lot to just east of Seventh Street cul-de-sac. Include realigning path in Seventh Street area to meet standards. This will hook together existing paths.

East Starkweather Creek Path

Extend a spur from the existing Starkweather Creek Path in the greenway park south of Milwaukee Street along the west and south bank of the West Branch of Starkweather Creek under the railroad bridge over to Fair Oaks Avenue.

East Starkweather Creek Path

Extend the proposed East Starkweather Creek Path (*proposed above*) from Fair Oaks Avenue to and through Sherry Park across Milwaukee Street to the Marsh View Path.

Isthmus Path Speed Table Pilot Project

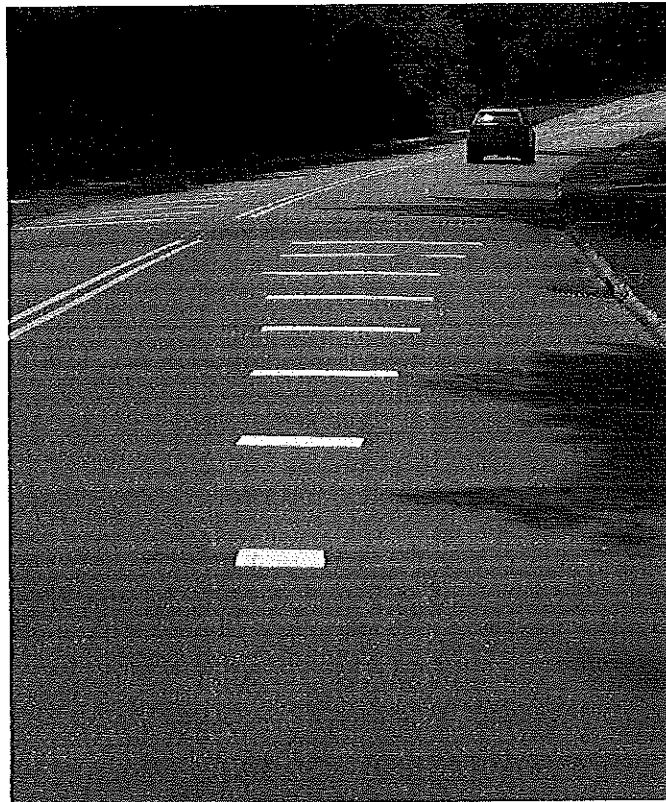
Currently the Isthmus Path from Waubesa Street to Blair Street has too many street crossings. None of the crossings should be closed because of negative impact on the neighborhood grid pattern. However the Path should be made more viable for Bike Transportation. Select a current street crossing and have 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 (built wrong the first time) and Blount Street. A side benefit is traffic calming.

In each case the path would not have the bumpy curb and gutter but instead would be a continuous smooth path. I will be happy to discuss this at length.

Mid-Block Path Pavement Marking

No matter how you paint the actual crossings, they are barely noticeable to the motorist. Thus the motorist is not cautious.

Introduce some advanced cross-bar markings on the intersecting streets. I have seen it used effectively in Durham, NC and some other eastern cities.



East Wilson Bike Boulevard

This bike boulevard is in name only. At a minimum the following immediate signing modifications should and could be made:

- Blount Street Stop for Path
- Livingston Street Stop for Path
- Bike Path Yield to Patterson Street
- Brearly Street Stop for Path
- East Wilson Street Stop for Ingersol Street (same as now)
- Few Street Stop for East Wilson Street
- 4-Way Stop at East Wilson Street and Butler Street
- Dickinson Street Stop for East Wilson Street and Bike Path
- Thornton Avenue cul-de-sac Yield to Bike Path

This can be coupled with the two prior proposals - Mid-Block Path Pavement Marking and Speed Tables.

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.

Atwood Avenue Eastbound Counter-directional Bike Lane between 1st Street & Winnebago

Currently this section of Winnebago has two lanes westbound – much more than needed. Create an eastbound counter-directional bike lane on one-way westbound Atwood Avenue. It is a short cut from 1st Street and East Main Street to the Schenk-Atwood business area.

John Nolen Path - Monona Terrace to Northshore

Widen the path to 14 feet. Some sections have already been widened. Also review crossings at Northshore and at Broom and make functional improvements.

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 were the Beltline Path and the Bike Lane Marking of Odana Road east of Whitney Way.

Convert Current Bike Route Network and Signing to a Destination Based Network.

Recommended in the Platinum Report and already two years behind schedule. Signs will indicate where a bicyclist can get to and the distance. Already in place in Chicago and Portland. In addition to the named paths some routes could be named.

Suggest two phases: 1) Major Paths and some select major routes, 2) the remaining system. The first could be considered "low hanging fruit."

Consider bicycle signal heads at T-intersections with bike lanes.

Recommended in the Platinum Report. Two suggested initial locations:

- Eastbound Cottage Grove Road where it intersects with the Northbound USH 51 off-ramp. This could be steady green in all phases.
- Westbound East Gorham at N Franklin (at James Madison Park). This could be Green-Yellow-Red-Flashing Yellow-back to Green etc. This would account for the pedestrian crossing at the intersection.

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. 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 – should be a stop sign.
- and many more.

The driveway at Machinery Row Bicycle had one placed recently, but the pedestrian symbol component is probably redundant because all intersections and driveways can expect pedestrians. Simply a two-way bike warning is sufficient and a quicker read by motorists.

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.

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.

At least one on East Mifflin is in progress.

Counterflow bike lane on West Main Street between South Fairchild & South Henry

This block has two westbound vehicle lanes – one more than is really needed. It complements the above West Main proposal.

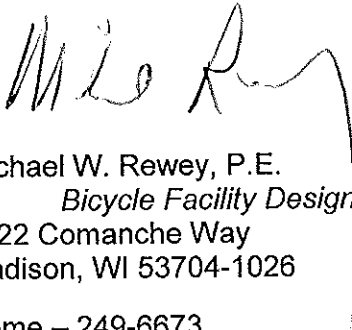
Convert North Sherman from Fordem Avene to Trailway for Biking

Convert North Sherman from a four-lane street to a three lane street with bike lanes. This will not only increase bike accessibility, but will greatly improve pedestrian safety and ease crossings as well as motor vehicle safety. There is fear of the unknown, but there are numerous examples in eastern cities cities with even higher traffic volumes than N. Sherman where it has been very successful..

If you have questions about the specific projects that have 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?

Thank you.



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p.s. Nationally we are slipping