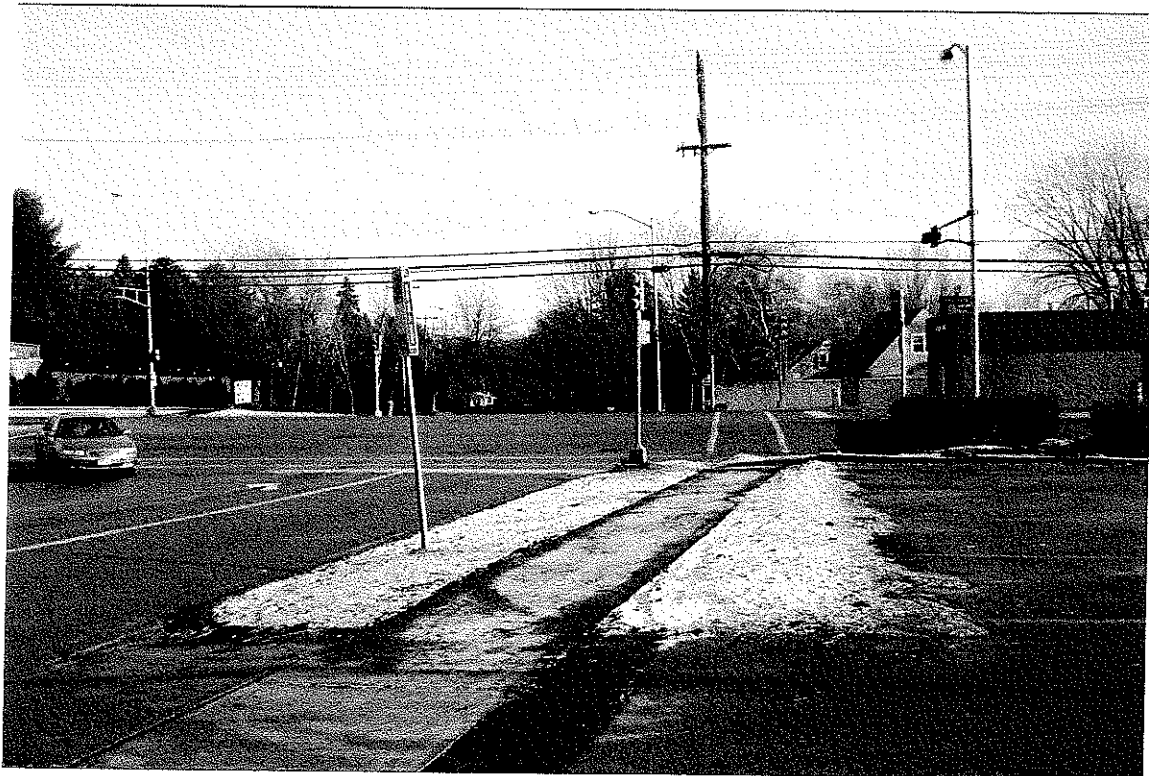
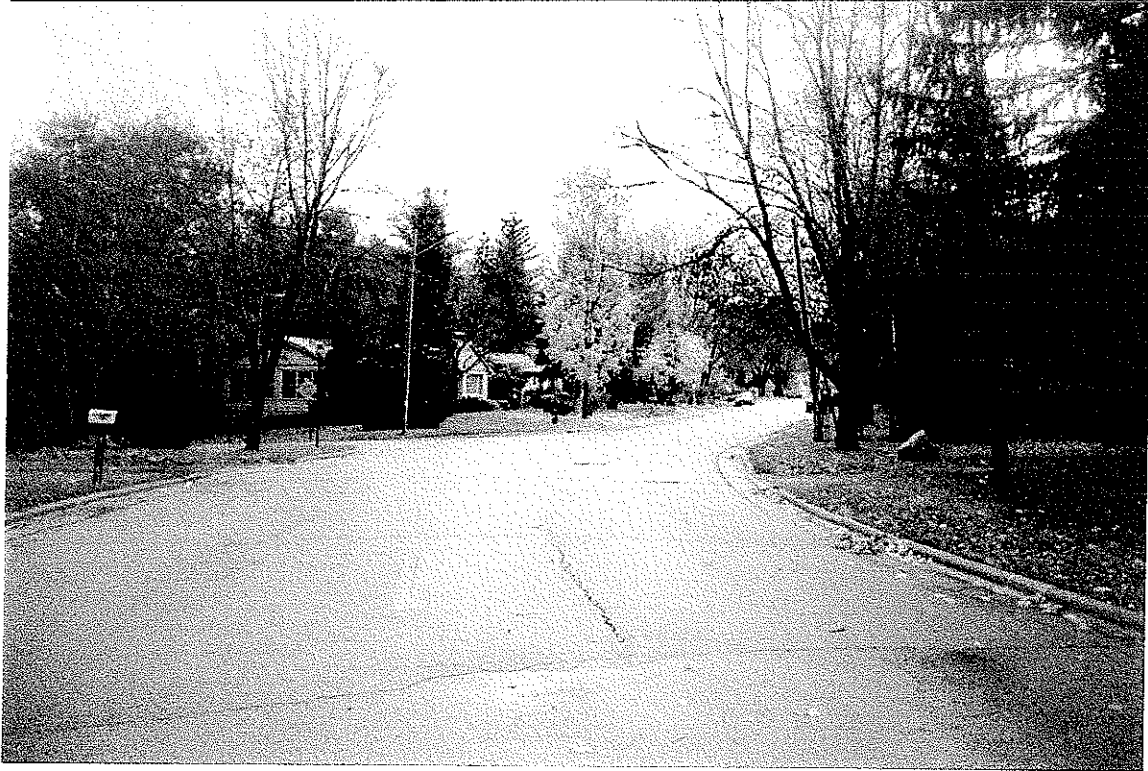


Brennan's Corner of Capital and University Avenues — Before Sidewalks



Brennan's Corner of Capital and University Avenues — After Sidewalks



Trees Along Capital Avenue During Fall 2004

Referral request from Shary Bisgard,  
who serves as President of the  
Spring Harbor Neighborhood Association

February 13, 2005

To: Board of Public Works

From: Shary Bisgard  
1 Julia Circle, Madison, WI 53705

Re: Proposed pedestrian walkways on Capital Avenue from University Avenue  
to Old Middleton Road

I will be out of town and am therefore unable to be present at your Board meeting. This letter is to request that you refer this proposed project for sidewalks on Capital Avenue until after the Spring Harbor Neighborhood Plan is completed and approved by the Plan Commission and Common Council.

The homeowners who live on Capital Avenue believe they have not been allocated enough time to adequately prepare their position before you. It is important that their opinions be considered and that they are given time to prepare their argument and be adequately heard. If time is not taken to do that now and the current proposal for a sidewalk is approved by the city, I fear there will likely be considerable ill will generated that will last for years. None of us who live on or near Capital Avenue want that.

The Spring Harbor Neighborhood Association has received a matching grant from the city to have a neighborhood plan drafted for our area. The Association is now in the process of hiring a planner and expects the process to take a total of approximately six months to complete, not including city approval. Since we have required this neighborhood plan to address pedestrian and bicycle safety as well as traffic calming initiatives, I believe the issue of sidewalks for this portion of Capital Avenue can be more appropriately reviewed and discussed within the framework of that plan.

In addition to addressing commercial development on University Avenue and development of the Erdman property, the neighborhood association has been assured that our neighborhood plan will also address such issues as pedestrian and bike access and make recommendations for improving them. This will give the neighborhood the framework to discuss this issue internally to try to reach consensus in making Capital Avenue safer for pedestrians, while at the same time minimizing the cost of a walkway to the property owners.

I applaud Alderman Steve Holtzman for advocating pedestrian safety in our neighborhood. Without his strong support, the much-needed sidewalk on University Avenue would not have been constructed. He is to be commended for his efforts to improve pedestrian safety in our neighborhood. However, it is vastly more preferable that we work to achieve consensus internally and more

time is needed to do that. Please refer this item until we have ample opportunity to discuss it and try to reach agreement internally, using our neighborhood plan as the framework. After the neighborhood plan has been approved by the city, taking this issue on again will be most appropriate.

The opinion expressed in this letter is mine alone and is not connected to my current position as president of the Spring Harbor Neighborhood Association.

Thank you.

Shary Bisgard's e-mail, sent via Gerald Bisgard

Gerald Bisgard, 1/30/2005 12:51 PM (Sunday), Re: message

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From: "Gerald Bisgard" <bisgardg@svm.vetmed.wisc.edu>  
Subject: Re: message  
To: "Christopher G. Wren" <cgwren.capitalavenue@wrenmail.com>  
X-Mailer: CommuniGate Pro WebUser Interface v.4.2.7  
Date: Sun, 30 Jan 2005 12:51:07 -0600  
Message-ID: <web-1514655@svm.vetmed.wisc.edu>  
In-Reply-To: <6.2.0.14.2.20050130114415.0206d228@mail.execpc.com>  
References: <web-1512265@svm.vetmed.wisc.edu>  
<6.2.0.14.2.20050130114415.0206d228@mail.execpc.com>

Hi,

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(PERSONAL COMMENTS REDACTED)

I think referring this issue is still the way to go since, despite what Steve says, there hasn't been ANY measurable time and effort on the part of advocates for better pedestrian access and the property owners devoted to identifying alternatives that would make Capital Avenue safer for pedestrians and at the same time minimize the cost effect of a walkway on the property owners. We in the neighborhood need to figure this out first before the city

becomes involved.

I also disagree with Steve regarding the neighborhood plan.

I was on the steering committee to select a planner and each of the three applicants said they would address pedestrian and bike access along with traffic and make recommendations. The planners all said they would look at bike and pedestrian access to public spaces and businesses, I'm not sure if they will actually draw the routes. I got the impression they might. The value of the plan here is that it will provide the framework to work on individual issues like this after the plan has been approved. That will be extremely helpful.

I hope I didn't miss any of the points you asked about; let me know if there is anything else you need from me. Too bad I'm not there for this.

Shary

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## PROJECT UNDERSTANDING

**Schreiber/Anderson Associates**  
717 John Nolen Drive  
Madison, WI 53713

Contact: Timothy Anderson, APA  
608-255-0800, ext. 3578  
tanderson@saa-madison.com  
Fax 608-255-7750  
www.saa-madison.com

The Spring Harbor Neighborhood Association (SHNA) is requesting the services of a consultant to prepare a mid-range (3-10 years) neighborhood plan that will provide recommendations for the broader neighborhood related to economic development, land use, public infrastructure, safety, traffic (including parking) and urban design. In a meeting with neighborhood representatives, several issues were discussed that should be considered in the preparation of this broader neighborhood plan.

- Improve pedestrian/bicycle connections to Lake Mendota and throughout the neighborhood.
- Continuation of the City's bicycle trail system through the neighborhood.
- Traffic calming to discourage cut-through traffic and reduce speeds on key neighborhood streets such as Lake Mendota Drive.
- Improve walkability and pedestrian safety throughout the neighborhood.
- Improve park use and lake access at street ends such as Barker Avenue and Laurel Court.
- Provide safe connections between residential and commercial areas on both sides of University Avenue.
- Improve the image and identity of SHNA from University Avenue.
- Improve and stabilize existing rental housing.

In addition, SHNA would like the consultant to prepare recommendations for the University Avenue corridor, which is planned for reconstruction by the City of Madison. The neighborhood is interested in improving pedestrian and bicycle circulation across the corridor, planning for a future commuter rail station, and improving the mix of businesses and urban design character related to the corridor.

The SHNA would also like the consultant to prepare conceptual land use plans for two large properties located on the south side of University Avenue near Whitney Way, which include the Erdman property west of Whitney Way and the Lakepoint Commons property east of Whitney Way. The neighborhood would like the consultant to work with the owners of these properties to prepare guidelines that ensure that their future redevelopment will have a positive impact on the quality of life for the neighborhood.

Where retrofitting sidewalks in an already developed area is concerned, “[b]ecause property owners pay the total cost of installing a new sidewalk, the neighborhood’s and property owner’s desire to either install or not install a sidewalk has *as much if not more weight in the final decision as the sidewalk’s importance to the pedestrian transportation network*”.

—Madison’s Pedestrian Transportation Plan  
(p. 54, emphasis added)