
From: Colleen F. Moore [mailto:cfmoore@wisc.edu]
Sent: Thursday, May 07, 2009 10:57 PM
To: Traffic
Subject: ped bike project suggestion

I have four suggestions for traffic projects to assist bicycles.

1. This is very cheap. Involves only paint on the pavement. Corner of State and Lake, if a bike is northbound, the newly installed pedestrian bulge results in the northbound auto traffic doing the "squeeze" on a bicycle. The center line for the auto traffic is far enough to the left that the squeeze is not necessary. However, the cars don't go over there. One possible solution is to paint a bike lane so that cars realize they are supposed to move to the left rather than go straight and nail a bike. The center line isn't getting the cars to behave properly.
2. The S.E. corner of Park and W.Wash/Vilas. I nominate this as one of the most dangerous intersections I bike through. A few years ago the corner was rounded so that northbound car traffic from Park St can speed directly onto W. Wash. A bike that is westbound from Vilas onto W Wash will simply be run over, honked at, given the finger etc, by cars rounding the corner. Suggested solutions: a) square up the corner so that cars have to pause before turning right onto W. Wash, b) eliminate the right turn arrow.
3. This one is very tough to figure out how to solve. I regard this intersection as very dangerous: SE side of the corner of Williamson/John Nolen and the Isthmus bike path. The right turn lane onto Willy is part of the problem. But there are at least 4 things happening here: a) a driveway exiting from the parking lot (driveway serves both Machinery Row and the boat ramp), b) the bike path, c) a pedestrian sidewalk (and quite heavy pedestrian traffic), d) the cars turning right onto Willy. Painting the bike lane onto Williamson St as was done a couple of years ago has helped a bit.

Got any ideas? Move the driveway somehow, but where?

Colleen F. Moore,
124 N. 4th St.
Madison, WI 53704
608 263-4868 (work) 608 249-7511 (home)
cfmoore@wisc.edu

From: Karen Weaver [mailto:kweaver7@gmail.com]
Sent: Thursday, May 07, 2009 4:25 PM
To: Traffic
Cc: Skidmore, Paul
Subject: Pedestrian/Bicycle projects

I am writing to comment on the solicitation of requests for pedestrian/bicycle projects. While I think this is a worthy undertaking, I am wondering why, in this economic climate, you are considering ANY new project. Only repairs that must be made for safety reasons should be considered. Madison citizens are being taxed out of their homes. How about freezing all spending and give the taxpayers a break?

Karen Weaver

From: Huber, Thomas - DOT [<mailto:Thomas.Huber@dot.wi.gov>]
Sent: Thursday, May 07, 2009 5:35 PM
To: Traffic
Subject: PEDESTRIAN-BICYCLE PROJECTS SOUGHT

In response to the above solicitation:

Idea: Road Diet for Segoe Road

Why: The road is overbuilt for the traffic it carries creating undesirable speeds and reducing the bicycle friendliness of the street. Additionally, by reducing the number of travel lanes to 2, pedestrians will need to cross two fewer lanes and motorists will be able to pull into and out parking spots easier.

How: Create bike lanes by using paint. The inside lane can be increased in width making it easier for this traffic to negotiate around left turning motorists at intersections. The parking lane can also be increased in width.

Other: This could be an excellent bikeway, but currently there is not enough room in the outer lane for a motorist to safely pass a bicyclist. With bike lanes there will be plenty of room for bicyclists and motorists to co-exist. This change will also enhance the neighborhood. You can do your own calculations, but level of service for motorists will probably be unaffected by this change.

Tom Huber, 621 Chapman Street, Madison

From: Wong, Tim - DHS [<mailto:Tim.Wong@dhs.wisconsin.gov>]
Sent: Thursday, May 07, 2009 5:41 PM
To: Ross, Arthur
Subject: RE: Pedestrian and Bicycle Capital Project Ideas Sought

Please rebuild the east rail corridor bike path, from about Marquette to Dennett (I think from there east it has been rebuilt).

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

From: Wong, Tim - DHS [<mailto:Tim.Wong@dhs.wisconsin.gov>]
Sent: Thursday, May 07, 2009 5:41 PM
To: Ross, Arthur
Subject: RE: Pedestrian and Bicycle Capital Project Ideas Sought

Would finally rebuilding the east rail corridor bike path, from about Marquette to Dennett? (I think from there east it has been rebuilt), be considered a project or something to send to "report a problem," which has never addressed anything I've entered into the system (witness the four-inch "pothole" (from a water stem valve--correct word??) on the road leading out of Madison East shopping center onto Hermina. I've reported it three times, but it just keeps getting worse.

From: Jerome Kotnour [mailto:jerrykotnour@webtv.net]
Sent: Friday, May 08, 2009 8:03 AM
To: Tolley, Sabrina
Cc: vickimckenna@clearchannel.com
Subject: Bike projects

Although bike projects are ideal, they lack practicality and should be dealt with individually and studied for usage.

It should be kept in mind that bikes are almost non existent 6 months out of the year---winter The university area may be heavy---but the rest of the city streets pose a danger to lives by putting bikes in the streets with cars and trucks.

Also, bike paths do not guarantee that they will be used. Small kids, elders will stick to sidewalks---where it is safe and where few people walk. Except in the downtown area--- residential areas have few walkers---even the high schools find many students driving cars now--- bikes are minimal.

For the few bikers in residential areas, it would be safest to keep them on the sidewalks and off the streets. Times have changed and there is really no safe place for bikes to compete with autos etc.

Sidewalks will be used no matter what--especially with small children.

Save the tax dollars to mend the many streets which really bear the brunt of travel in this city. Bikers are not shoppers either---what can they carry? Dangerous if they do

Most of the bikers in residential areas are young adults(few) who choose this method instead of a car---but they also own cars and use them most of the time. Bike riding is best on paths that go outside the city---such as to Mt. Horeb etc. Joy riding of bikes in the city are better off in parks and safe places---not as travelers around the city on main streets. Taking back streets in residential areas are much safer and are used instead of the main arteries.

Please keep these ideas in mind when you discuss this issue---they are very factual and without regard, taxpayers will pay the price and some accidental deaths will occur---sooner or later.

Jerry Kotnour
Madison/Midvale Resident

From: mprager@charter.net [mailto:mprager@charter.net]
Sent: Monday, May 11, 2009 10:45 AM
To: Traffic
Subject: trail plans

Here are my comments on the trail projects.

1. Re: the missing link trail. It is a great trail and I love it but you have to stop so much because of all the crossings. Any changes that could be made to limit the number of times a biker has to stop would be great.

2. The intersection of Monroe, Regent, Breese, etc. The SW path connection to the missing link. This is a very confusing, dangerous, slow way to travel. People often try to cheat and take creative ways through on their bikes. I know the city was planning to redo this a few years ago but I did not hear what happened to it. It should be a top priority for the city to redo the bike trail part of this intersection somehow to make it more safe for walkers and bikers. I don't feel comfortable taking my kids through this intersection on their bikes.

Michael Prager
2331 Eton Ridge
mprager@charter.net

From: Craig Billings [mailto:craigbillings@yahoo.com]
Sent: Monday, May 11, 2009 11:31 AM
To: Traffic
Subject: City trail construction program for 2010-12

re: The city's Pedestrian/Bicycle/Motor Vehicle Commission is considering what types of projects to tackle in the 2010-12 capital budget to increase opportunities for walking and bicycling in the city.

I am a northside resident and would like to see some resources dedicated toward improving the bicycling connections between the northside and downtown, where a bicyclist can then connect to the trail systems that serve the west, south, and east sides of the city. The Sherman Ave and Northport Dr. corridors are major traffic arteries and links for northside residents to drive to other parts of the city, but those routes are dangerous for bicyclists.

I'm not sure what options are actually available as far as new trails or bike lanes. And I don't necessarily advocate any new bike routes running on Sherman or Northport. But it does seem that the northside has been underserved as far as bicycle/trail resources have been concerned.

Thanks, and if you have any questions, please feel free to contact me.

Craig Billings

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

From: Ben Zellers [mailto:bpzellers@tds.net]
Sent: Monday, May 11, 2009 6:50 PM
To: Traffic
Subject: May 26 Ped/Bike Hearing

A comment for the May 26th Pedestrian/Bike commission (since I don't know if I can make it): I hope that completing the bike path along the north side of University Avenue is a priority and is included in the 2011 University Avenue reconstruction from Allen to Segoe. I know part of the segment is in Shorewood Hills, but whatever Madison can do to finish their parts of the Middleton-to-Downtown path would be great.

Plus, a comment on maintenance: tarring cracks in paths can be deadly to rollerbladers if the cracks run with the direction of traffic. I hope the City can use an alternative method to extending path life.

Overall, the Madison area is a great place for walking/running/biking/rollerblading. Keep up the good work!

Ben Zellers
729 N. Midvale Blvd. #1
Madison WI 53705