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From: A Swartz [mailto:arswartz@wisc.edu]

Sent: Wednesday, May 09, 2012 1:51 PM

To: Ross, Arthur

Cc: Marsha Rummel

Subject: Safety issues on my daily commute via Starkweather & Reindahl paths

Dear Arthur,

I have attached a document that outlines some safety issues and potential route improvements between Milwaukee St and East Towne on the Starkweather Creek Path and Reindahl Park Path. I hope you will look into these at your earliest convenience and that we can make some initial improvements as well as look at long term improvement plans. If you would ever like to take a ride out this way with me I would be pleased to join you some evening, although the attached document is pretty comprehensive of my thoughts and observations after using this route extensively to get from Madison to/from Sun Prairie by bicycle.

Thank you for considering my input and for following up!

Sincerely,

Andy Swartz
2102 Yahara Place
Madison 53704

SAFETY ISSUES AND SUGGESTIONS FOR IMPROVEMENTS ALONG STARKWEATHER CREEK PATH AND REINDAHL PARK PATH, a regional bicycle route. Prepared 5/9/2012 by Andy Swartz, Madison, Wisc. arswartz@wisc.edu

1. Starkweather Path and Darbo Dr. No signage for bike path name. No crossing paint on surface of Darbo Dr. No "bike/ped crossing" signage on Darbo Dr. See Starkweather Path and Milwaukee St crossing for comparison. I will say that as a frequent crosser on Milwaukee St, which is far more busy than Commercial, the Milwaukee St crossing is very well designed and very functional. Cars stop for bikes at this crossing consistently - very nice setup.

Also, there are bad sight lines for cars on Darbo to even see bikes due to the railings for the bridge over Starkweather Creek and other factors. This makes the need even greater for Darbo Traffic to be aware of the bike/ped crossing. Perhaps a speed bump on Darbo just to the east of Clyde Gallagher would make a difference. Maybe a speed bump on N Marquette St north of the Darbo Dr intersection would also be effective (since most traffic onto Darbo is coming from the north off of N Marquette St). As evidence of this problem, witness the number of bike tire skid marks on northbound Starkweather Path, just south of the sidewalk on the south side of Darbo. These are bikers that are approaching Darbo with some speed and having to brake hard when a car comes wheeling around the corner off of N Marquette Street, and does see them and does not yield at all, or approaches rapidly from the east. One also wonders if there are adequate speed limit signs present in this area?



2. Starkweather Creek Path and transition to eastbound E Washington Ave. This is a major race track for vehicles heading for the Hwy 30 on ramp. After entering the eastbound E Wash on-street bike lane from Starkweather Creek Path, it is a bit hairy when vehicles are crossing the bike lane at a high rate of speed! The better/safer crossing is the one the sidewalk takes. Unfortunately this is narrow. I suggest upgrading this sidewalk, or at least some of it, to multi-use path width and marking it as a bike route to east bound E Wash.



Perhaps a path could be installed connecting the Starkweather Creek Path to the E Wash Frontage Road and that could be the bike route up to where the route would cross perpendicular to the exit ramp. See:



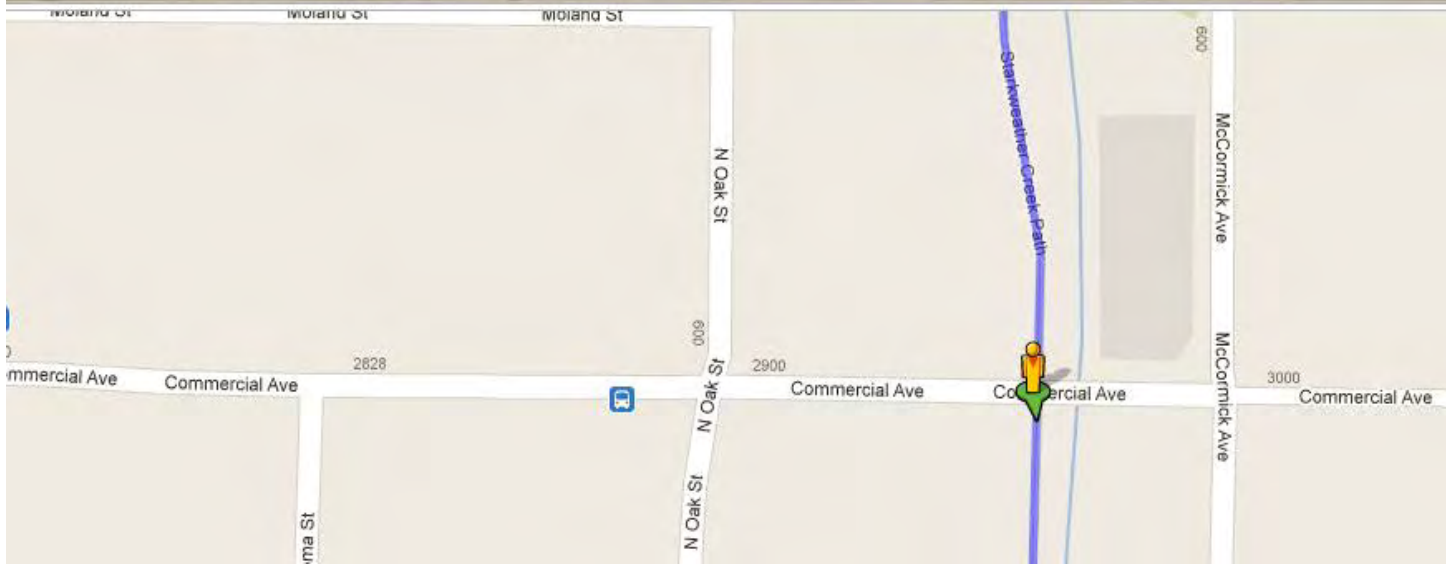
AND



3. Starkweather Creek Path and Commerical Avenue. No signage for bike path name (post is present but empty). No striping, grade change, or pavement coloration on Commercial avenue for the crossing. No "bike/ped crossing" signage on Commercial. See Starkweather Path and Milwaukee St crossing for comparison. I will say that as a frequent crosser on Milwaukee St, which of course is far more busy than Commercial, the Milwaukee St crossing is very well designed and very functional. Cars stop for bikes and peds at the Milwaukee St crossing - very nice. Commercial Ave crossing may have slipped through the cracks along with the Darbo Dr crossing when this path was designed/contracted/constructed.



problem Image Date: August 2007



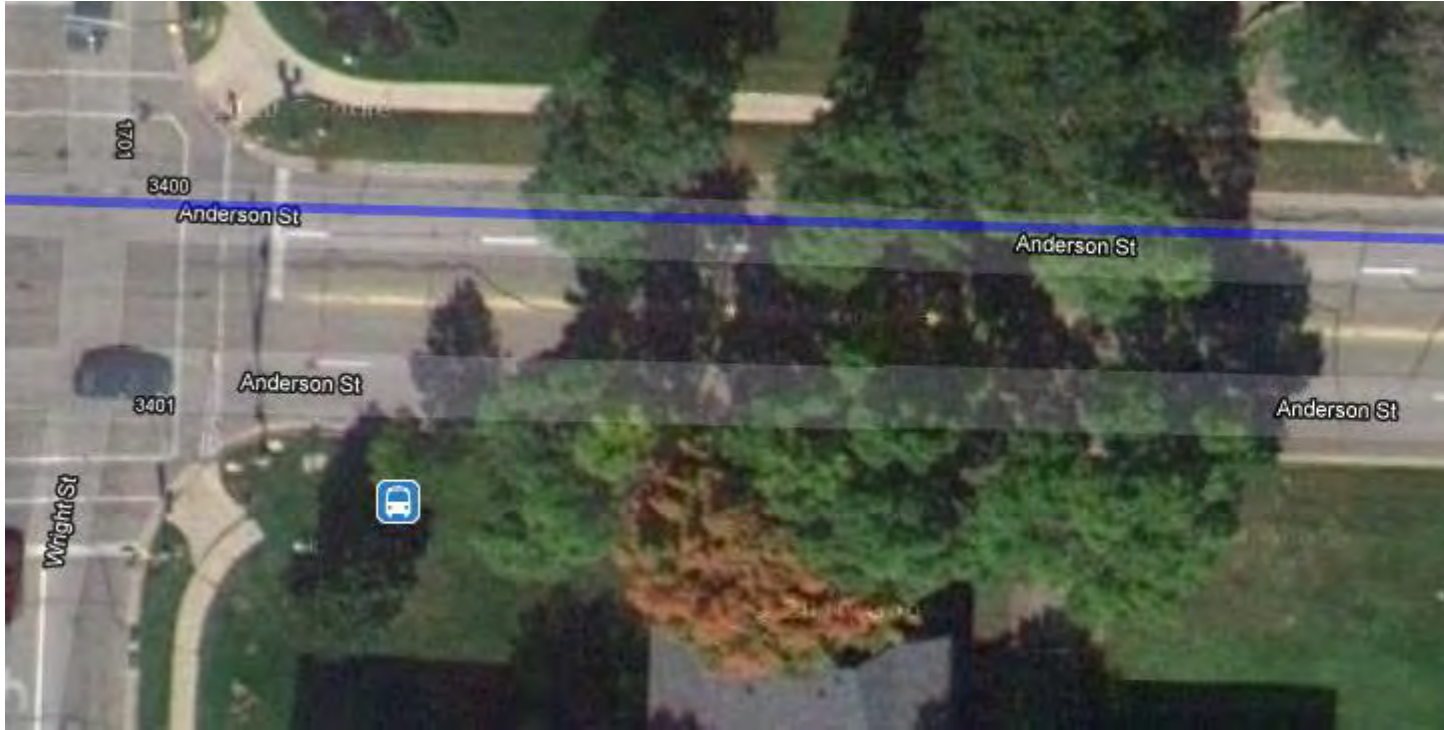
4. A multi-use connection could be made from Starkweather Creek Path to Carpenter St., including a curb cut from the east end of the existing sidewalk to the surface of Carpenter. This would open up a lot of access and make good use of the nice connection to Starkweather Creek Path over Abeg as a route to Wright St and that area. Yes, there is already a connection to Melvin Ct, but that is not the direct route for traffic parallel to E Wash Ave in a NE/SW direction.



5. The Anderson St, Wright St Crossing. Crossing is very unsafe especially for Westbound cyclists who on this regional route. It is VERY difficult to get safely from Anderson St to the bike path that is in the SW quadrant of this intersection. The high speeds and high traffic volume at commuter times on Anderson St make this particularly dangerous for bikers attempting to make a left turn off of Anderson onto the bike path. Riding on Anderson St to the new stop/go light at Hoffman St is not ideal due to the traffic volume on Anderson St and the lack of a left turn lane for bikes turning left (south) onto the path and of course the lack of a bicycle facility on the south side of Anderson St at Hoffman St. One wonders what intersection or facility improvements are planned in conjunction with the ongoing construction at Truax campus of Madison College.



6. Anderson St needs to be redone to include on-street lanes, OR off street lanes on both sides. The high speeds and curves in this roadway make it particularly hazardous for bicycling. In any case, the south side of Anderson St from Wright St to Stoughton Rd needs a sidewalk or, better yet, a multi-use path.



7. Crossing of N Stoughton Road between Anderson St and N Stoughton Rd Service Road needs improvement. No specific suggestions, but it is in need of improvement as it appears to have no bicycle facilities/accomodations whatsoever. Bike lanes, bike boxes, etc. could be considered. Some sidewalks could be upgraded to multi-use and provide safer crossings for bikes.



8. Connection from N Stoughton Rd to Lien Rd needs drastic improvement.

Issues:

- awkward crossings with PDQ ingress/egress traffic
- some signage or pavement markings would be nice showing this is a bike route and warning motorists in bike/ped traffic entering the roadway
- connector path between PDQ and Lien Rd not marked as a bike route, but rather only posted as "no motor vehicles"
- "no motor vehicles" sign for connector path is obscured by an evergreen tree. Placement of sign/s needs improvement also.
- poor pavement on path (too bad this was not corrected at a lower cost when Lien Rd and Mendota St were reconstructed in 2011!)
- path could be wider and ideally would be further to the north east to allow for a less travel on the PDQ ingress/egress and a better connection to the service road
- note: this path exists in public ROW as it appears Mendota St connected through here in the past.



9. There should be a paved connection between the Reindahl Park Path and the NE end of Ridgeway Ave. This just an awkward connection and a missed opportunity. When inbound from Reindahl Park Path to Lien Rd it is a downslope and cyclists will have good speed. When they make the connection there are currently 3 choices - all bad and all slow: a) take gravel cut over to pavement, b) stay on sidewalk and go to first curb cut at the driveway, or c) stay on sidewalk all the way to Onsgard Rd and then cross into the intersection (note there is no traffic control signage at Onsgard and Lien...). Putting a stop or yield sign on Onsgard would make this regional bike route safer no matter whether the City fixes the connection to Reindahl park or not. Also note in the aerial imagery below, a car is actually parked in the way of Connection A as described above. Perhaps some "No Parking" signs may also need to be placed in this area to ensure visibility and access for cyclists.



10. Potential New Route Via Bartillon Drive. The new Bartillon Dr holds great potential as a route. In fact, I could see signage/mapping of a route to East Towne (from Aberg Ave area) that would go like: Startkweather Creek Path, to Wright St to Pierstorff St to Bartillon Dr to Portage Rd to Melody Ln to Independence Ln to Columbus Ln and so forth... The obvious advantage is bypassing the nasty Anderson St sections and connecting MATC to neighborhoods to the East and Northeast.

