

For Immediate Release: July 13, 2017

For More Information Contact: Arthur Ross, Pedestrian-Bicycle Coordinator, 266-6225

Pedestrian-Bicycle Projects Sought

The Madison Pedestrian/Bicycle/Motor Vehicle Commission will hold a public hearing to receive comments on potential pedestrian and bicycle projects the City should consider undertaking in the 2018-2020 Capital Budgets to increase opportunities for walking and bicycling in Madison.

The intent of the public hearing is to hear suggestions for new capital (construction) projects. Please note that concerns about routine maintenance and operational issues can be directed to the appropriate agency via the City's Report-a-Problem webpage <http://www.cityofmadison.com/reportaproblem>.

The hearing will be held at 5:30 p.m. on Tuesday, July 25, 2017, in Room 201 of the City County Building, 210 Martin Luther King Jr. Boulevard. NOTE: If you need an interpreter, materials in alternate formats or other accommodations to access this meeting, please contact the Traffic Engineering Division at 608-266-4761. Please do so no later than 9:00 a.m. on the Thursday preceding the meeting so that proper arrangements can be made.

Written comments will also be accepted through Monday, August 7th, 2017, and should be addressed to the Pedestrian/Bicycle/Motor Vehicle Commission, c/o City Traffic Engineering Division, PO Box 2986, Madison WI 53701-2986, or emailed to traffic@cityofmadison.com.

The results of the public hearing and written comments will be used to develop a list of projects to be considered for inclusion in the 2018-2020 construction work program.

From: MADFSBO [<mailto:madfsbo@gmail.com>]
Sent: Friday, July 14, 2017 8:39 PM
To: Traffic
Subject: Pedestrian and Bicycle Project Suggestion

Hello

I have a suggestion for the Pedestrian and Bicycle Project that was posted on Twitter.

There is a stop light just after the convergence of University Ave and Campus Dr that's only purpose is to allow foot and bike traffic to cross University Ave.

If a foot and bike bridge is put in this location this stop light could be eliminated. This will also improve safety for pedestrians and bicyclists.

Thanks!

Matt

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On Jul 26, 2017, at 11:04 AM, Ross, Arthur <ARoss@cityofmadison.com> wrote:
I hit send too quickly before. I have a question about the location you are referring to. Is this the crossing at the west end of the Biochemistry Lab building, or the crossing further east by the Materials Sciences Engineering building? Thanks, Arthur

Arthur Ross, Pedestrian-Bicycle Coordinator
City of Madison Traffic Engineering Division
30 W. Mifflin St., Suite 900
PO Box 2986
Madison, WI 53701-2986
608/266-6225

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From: MADFSBO [mailto:madfsbo@gmail.com]
Sent: Wednesday, July 26, 2017 11:26 AM
To: Ross, Arthur
Subject: Re: Pedestrian and Bicycle Project Suggestion

It's starts by the Biochemistry Building

From: Craig Weinhold [mailto:cweinhold@gmail.com]
Sent: Sunday, July 16, 2017 11:29 PM
To: Traffic
Subject: bicycle path option over water

Hello,

Austin Texas has built a [boardwalk](#) over water. This seems a practical way to bypass [obstinate landowners](#).for Madison projects like a path between the Memorial Union and James Madison beach, or between Edgewood Drive and Lake Wingra. Even the threat of something like this might spur some landowners to rethinking across their property.

Sincerely,

Craig Weinhold
Madison, WI



From: jackson.hinde@outlook.com [mailto:jackson.hinde@outlook.com]

Sent: Monday, July 17, 2017 1:35 PM

To: Badertscher, Daniel; Bachmann, Christy; Ross, Arthur; Sonntag, Steven; Barlow, Tony; Johnson, Bryan; Dawson, Christopher

Subject: Feedback about Bikeway

Contact Information

Name: Jackson Hinde

Address: 5725 Forsythia Pl Madison WI 53705

Phone: 7159310659 Extension: 931

Email: jackson.hinde@outlook.com

Bikeway Information

Date of Request: 07/17/2017

Request Type: Pavement Management

Bike Path: Path from Crestwood neighborhood/Owen Conservancy

Location Type: Intersection

On Street Location: Tree Ln

Nearest Cross Street: Gammon Rd

Other Location Details: Path immediately east of Tree Lane and Gammon Road. passes through parking lot before following natural drainage to area neighborhoods and other bikeway infrastructure.

Problem Description: The path/sidewalk passing east/west through Memorial HS sporting fields and shared parking lot w/ Lussier Center has deteriorated a lot. It should be widen and repaved if possible. The lighted crossing at Tree Ln is excellent, but hard reach from east. Repaving this would allow bike commuters an alternate signaled route that avoids the heavy traffic along Mineral Point near west town mall. This is a small missing link in a great quiet route out of town for commuters and students alike. Thanks!

Have you reported this issue before?: No

Should we contact you with the resolution? By Email

From: Bidar-Sielaff, Shiva

Sent: Monday, July 17, 2017 5:29 PM

To: Dryer, David; Ross, Arthur; Eskrich, Sara

Subject: Bike connection route- Commonwealth and Prospect

Hi

Here is a question from a constituent- could you let me know if there is a reason it is not paved and if there isn't one could we pave it?

One piece of bicycle infrastructure (or lack thereof) that has always bothered me is the lack of a paved street connection between Commonwealth Ave. and the Prospect Avenue ramp to the Southwest Commuter Path. This is a very small issue (only a hundred feet of pavement, or so) and probably doesn't warrant discussion at the upcoming public hearing, but it's always irked me that this connection has remained unpaved. The segment becomes rutted and muddy when it rains and rutted and icy during the winter – making it a treacherous spot for a cyclist. Is there a story that explains why this remains unpaved?

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From: Phillips, Robert

Sent: Tuesday, July 18, 2017 11:27 AM

To: Dryer, David; Bidar-Sielaff, Shiva; Eskrich, Sara; Bachmann, Christy

Cc: Ross, Arthur; Cryan, Kathy

Subject: RE: Bike connection route- Commonwealth and Prospect

Hi all,

The unpaved path is actually a private driveway in public right of way. It was discussed in some detail during the project development many years ago and it was decided to leave it this way. Bikes are intended to use the sidewalk, not the driveway, although I'm sure many are using the driveway. Since the solution is likely burdensome to the adjacent property owner, my preference would be to leave it

like it is. Note it is signed like a street but is considered a private driveway by us. That is, we don't plow or maintain it to my knowledge.

Rob

From: Caitlin Frederick [<mailto:cmorg70@yahoo.com>]

Sent: Thursday, July 20, 2017 1:07 PM

To: Traffic

Subject: Pedestrian-Bicycle Projects

In response to your announcement requesting comments on pedestrian projects, I have a few projects for your consideration. I am not certain that either would be considered capital projects, but they would be considered improvements.

1) Olbrich Park. Would it be possible making the sidewalk on the south side of Atwood Ave/Monona Dr and immediately in front of the park a multi-use path rather than sidewalk? Individuals who wish to go around the lake loop, or who are simply commuting, must currently travel on Atwood with no shoulder, and then to Williamson St. For younger or experienced riders these options are challenging. I understand that the lake loop actually directs you to the capital city trail, but there isn't a lake view over there, and it has many crossing. A multi-use path would allow riders to ride in front of the park and then traverse to the streets right along the lake without incident, while also transitioning to the section of Monona Drive that has bike lanes, if traveling eastbound. The Monona portion of Monona Drive has bike lanes, but they end. An option for the lake loop might be to have it travel from Monona, to Cottage Grove, to Johns Street, Walter and then the multi-use path and then continue on the streets along the lake.

2) Odana - The bike lane ends at Whitney and it then turns into 2 lanes no shoulder. While there is a beltline bike path, it is difficult to access from the east, and traveling on it from the west, it ends awkwardly - either at the bike path end, a busy intersection which is hard to cross, or if you've taken Medical Circle - a median forcing you to the south on Whitney. In addition, walking on the sidewalk on the south side of Odana at the Whitney Way intersection, it is difficult to cross even with a walk sign as cars traveling eastbound who are turning south onto Whitney turn into the cross walk. A yield sign or separate turn arrow for those vehicles to allow pedestrians and bikes to cross at this intersection would help.

Thank you for your consideration.

Caitlin M. Morgan
12 Hidden Hollow Trl
Madison WI 53717

From: Allen Arntsen [<mailto:allenarntsen@gmail.com>]

Sent: Sunday, July 23, 2017 4:52 PM

To: Traffic

Subject: Ped bike capital projects

It is critical to complete the Cannonball path north and east of Fish Hatchery road. This will eliminate an unsafe portion of this route and, with its connections to the Capital City, Wingra Creek and Lake Monona paths, give the city an excellent signature bike route.

Allen Arntsen

From: Matthew Peterson [<mailto:matt@swonders.com>]

Sent: Monday, July 24, 2017 8:33 AM

To: Traffic

Cc: Kemble, Rebecca

Subject: Bicycling Comments on 2018-2020 Capital Budgets

The following investments would improve bicycling in Madison's Northside, which is currently underserved compared to other sections of the city.

1. Add bike lanes on Sherman Avenue between Fordem Avenue and the Yahara River Bike Path

The Yahara Path is the primary bicycle access connecting the Northside with the Eastside and Downtown. Sherman has bike lanes from Wheeler south to Fordem and Fordem has bike lanes, but Sherman lacks lanes in that critical stretch connecting Sherman north and Fordem with the Yahara Path. Bike lanes on this heavily used segment would provide safer riding and discourage cautious cyclists from using the sidewalk.

2. Make Westport Road cycle-safe

Westport Road is the only way to ride out of the Northside avoiding fast and busy Route 113. Madison's segment of Westport Road has a very poor surface and no bike lanes. (Town of Westport's segment has a better surface and has side lanes.)

Also, collaborate with the Town of Westport to ensure all of Westport Road is jointly improved and maintained as cycle-safe in the future.

3. County M Bike Path between Westport Road and Woodland Drive

Collaborate with Dane County to ensure that the proposed bike path prioritizes the Westport-Woodland segment. This lets Madison residents enjoy the Westport/Waunakee bike paths and the area's rural rides, and makes it easier for area residents to visit Madison. It is the shortest (1 mile), quickest, and most economical segment to implement and will do the most good for Madison residents.

All of Madison will benefit from investing in the Northside bicycle, both from improved intra-city connections as well as from safer connections with northern Dane County.

Thank you.

Matthew & Patricia Peterson – 18 Cherokee Circle #103

Teri Venker & Terry Jacobson - 1401 Burning Wood Way
