



City of Madison

City of Madison
Madison, WI 53703
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Title: Approval of Capital City Path crossing treatment plan

Notes:

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1	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	02/27/2013					

Action Text: David Dryer gave an overview of the Capital City Path crossing plan. This document is packet of treatments along the corridor; it is a living document that will likely change, but can serve as a guide going forward during reconstruction and resurfacing. Some of the signage changes can be done right away, and others will be implemented in conjunction with future projects.

Alder Marsha Rummel spoke on this item. The Marquette and Schenk neighborhoods have been talking about safety for years on this path. There are a number of conflicts and crossings along the path. Staff studied the corridor and created this document with treatment options for the crossings. Rummel stated that she would support adding Fair Oaks to the document as well.

Registrants: Janice Nieft, Joylynn Dr, Madison 53716, registered and spoke requesting signage at the crossing at Baldwin & E. Wilson to warn cars that there is a bike crossing ahead. Bicyclists have good signage and know that they need to stop, but the cars coming from Williamson do not have any indication that there is a busy bike crossing ahead.

Weber noted that a sign at this location is included in the plan.

William Nieft, Joylynn Dr, Madison 53716, registered in support of adding a bicycle crossing sign at E. Wilson & Baldwin.

Donna Magdalena, Russell St, Madison 53704, registered and spoke. Magdalena stated that she would like to see a stop signs for motor vehicles installed at Baldwin and Ingersoll Streets.

Maniaci asked about the area by Williamson and Thorton Ave, and whether the plan addresses this area, where kids are coming up the bike bath along the river and crossing to get to the middle school. Winter replied that this plan does not address that specific area.

Steinhofer stated that he is concerned about the installation of stop signs at Blount and South Livingston for motor vehicle traffic but not for bicycles along the path. This may give bicyclists a sense of false security that they do not have to stop, but there is nothing to prevent cars from running the stop signs. Steinhofer stated that it seems dangerous and suggested adding a caution sign to warn bicyclists that they are approaching a street with motor vehicle traffic. This is a flat stretch, and bicyclists can easily start back up again if they slow or stop. Rummel replied that there are more bicyclists than motor vehicles at this location, and all drivers and bicyclists should still check intersections before crossing, regardless of whether there is a stop sign or not.

Dryer added that these locations have very low motor vehicle traffic volume, and there will be additional signage with larger stop signs, overhead stop signs, and bump-outs. Crossings with higher volumes of motor vehicle traffic were not considered for this type of treatment.

Rummel added that the timing of crossings will need to be monitored between bicyclists and motor vehicles. Another issue that will need to be looked at is the path where it crosses Waubesa near the Goodman Center. Dryer stated that the path was recently reconfigured, and was moved at that time. Rummel asked staff to look at expanding the plan to include Fair Oaks in the corridor treatment plans.

Crandall added that he would like to see additional treatment options at Baldwin to help people cross.

Rummel asked if staff could provide a timeline or list of items to be completed in the near future. Staff will compile a list of the treatments that can be completed this year. This list will also go back to the Commission as an informational item.

Notes:

Text of Legislative File 28893

Title

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