

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

From: darsi foss [mailto:darsi@tds.net]

Sent: Thursday, June 03, 2010 11:40 AM

To: Traffic

Cc: Bidar-Sielaff, Shiva; Jason Bittner - Home; McCormick, Dan; Stroick, Jule; Ed Holmes

Subject: Bike - Ped projects for 2011 -2013

The Regent Neighborhood would like to put forth these requests for city funds and staff resources for:

1. Kendall - Bluff Bike Boulevard
2. Highland Avenue reconstruction
3. Repaving/construction of Old University Avenue Corridor and related bike/ped improvements.
4. West High safety issues - pedestrian enhancements on Highland and Regent

The City, Alder and Neighborhood are working on a Plan for the Old University Avenue Corridor, that will include enhanced bike and ped recommendations. That plan is to be submitted by the end of the calendar year.

In addition, I have included the neighborhood's comments on and plans for the Kendall - Bluff bike boulevard. What can't happen this summer, we would like funds for next summer as well.

Highland Avenue is set for major reconstruction in 2011, and given the bike boulevard and West high pedestrian concerns, we'd like money for that.

Also, better pedestrian markings - signs and streets paving - for the West students, employees and guests - for the crossings on Regent. This is a major safety issue.

Thank you,

darsi foss

President, Regent Neighborhood Association



COMMENT FORM
 March 10, 2010

**Proposed Kendall Ave Bike Boulevard
 Phased Master Plan**

<p>1. <u>Highland and Kendall</u></p> <ul style="list-style-type: none"> ▪ Bump out on north side of Kendall to prevent west bound entrance by vehicles (Note: Need to check with MMSD on school bus route) ▪ Speed bumps – 2 sets – due north south of intersection on Highland ▪ Street-level and elevated signage to caution pedestrian/bike crossing ▪ Revisit Highland traffic calming as part of reconstruction of Highland (e.g., possible small pedestrian islands on crosswalks and reduce speed limit to 20 MPH up Highland) 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>
<p>2. <u>Franklin and Kendall</u></p> <ul style="list-style-type: none"> ▪ Bump-out on south side of Kendall – prevent east bound vehicle traffic from entering ▪ 4-way stop sign (presently a 2-way stop) 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>
<p>3. <u>Allen and Kendall</u></p> <ul style="list-style-type: none"> ▪ Bump out on north side of Kendall to prevent west bound entrance by vehicles (Note: Need to check with MMSD on school bus route) ▪ Speed bumps – 2 sets – due north south of intersection on Allen ▪ Street-level and elevated signage to caution pedestrian/bike crossing 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>

<p>4. <u>Farley and Kendall</u></p> <ul style="list-style-type: none"> ▪ 4-way stop sign (presently a 2-way stop) ▪ signage on Farley to slow traffic/alert to crossing ▪ bump out (?) to prevent east bound entrance – need traffic count here? 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>
<p>5. <u>Forest and Kendall</u></p> <ul style="list-style-type: none"> ▪ Currently 2-way stop. Switch signage to North – South stop. 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>
<p>6. <u>Princeton and Kendall</u></p> <ul style="list-style-type: none"> ▪ Currently 2-way stop. Switch signage to North – South stop. 	<p><input type="checkbox"/> Support <input type="checkbox"/> Oppose <input type="checkbox"/> Neither Support nor Oppose</p> <p>Comments:</p>

General Comments:

Name:

Address:

Email:

KENDALL/BLUFF AVENUE BIKE BOULEVARD NEIGHBORHOOD MEETING

Sponsored by Regent Neighborhood Association, Alder Bidar-Sielaff & City of Madison Traffic Engineering
March 10, 2010

Attendance: 34 area residents

Meeting Summary

Alder Bidar-Sielaff gave a brief background on the City of Madison 2008 Platinum Bike report which identifies Kendall/Bluff as a possible bike boulevard. She explained that in order to do create a comprehensive bike boulevard, the project will have to be approached in an incremental, phased manner. The goals of a bike boulevard are to create a safe bike route and discourage car traffic, especially commuter (non-local) car traffic. Jason Bittner, RNA Streets & Transportation Committee Chair, reviewed the concept of a bike boulevard and showed a video on Portland's bike boulevard initiative. Dan McCormick, City of Madison Traffic Engineering, described the different options for a comprehensive bike boulevard approach to Kendall/Bluff. These options were arrived to after an initial discussion of the concept at the August 2009 RNA Board meeting and through subsequent discussions between Darsi Foss, RNA Board President, Jason Bittner, Alder Bidar-Sielaff and City Traffic Engineering. After some Q&As and general discussion, attendees were asked to complete a comment form that summarized the options presented by Mr. McCormick. Below is a summary of the completed comments forms.

Summary of comment forms completed by meeting attendees

Proposal 1

Highland and Kendall

- Bump out on north side of Kendall to prevent westbound entrance by vehicles (Note: Need to check with MMSD on school bus route)
- Speed bumps – 2 sets – due north south of intersection on Highland
- Street-level and elevated signage to caution pedestrian/bike crossing
- Revisit Highland traffic calming as part of reconstruction of Highland (e.g., possible small pedestrian islands on crosswalks and reduce speed limit to 20 MPH up Highland)

Summary of all comments on Proposal 1 (27 respondents)

Support = 25

Oppose = 1

Neither support nor oppose = 1

No address provided (4 respondents)

Support = 4

Oppose = 0

Neither support nor oppose = 0

- Strongly support, especially treatment of crossing Highland. Two sets of speed bumps: Excellent.
- Cars use Kendall as an alternate to Old University.

2000 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- This is a dangerous intersection now.

200 block N. Spooner Street (2 respondents)

Support = 2

- No comments.

Oppose = 0

Neither support nor oppose = 0

2800 block Mason Street (1 respondent)

Support = 1

- Traffic calming (speed humps, curvy car path, other “slow street” techniques) on Highland is a good idea.

Oppose = 0

Neither support nor oppose = 0

1900 block of Kendall Avenue (1 respondent)

Support = 0

- No comments.

Oppose = 0

Neither support nor oppose = 1

- No comments.

2000 block of Kendall Avenue (1 respondent)

Support = 1

- No comments.

Oppose = 0

Neither support nor oppose = 0

2400 block of Kendall Avenue (2 respondents)

Support = 2

- Also need to address parking on Highland because difficult to cross Highland. Highland is awful!

Oppose = 0

Neither support nor oppose = 0

- Strongly support. Highland is probably the most dangerous intersection in the Kendall corridor. These are great ideas. There are currently poor sight lines for the traffic turning off of Kendall. Parking should be pushed back on Highland so that the turn is safer for slower vehicles.

2500 block of Kendall Avenue (4 respondents)

Support = 4

- Bump out is #1.

Oppose = 0

Neither support nor oppose = 0

- Yes to all, especially the bump out.

2700 block of Kendall Avenue (10 respondents)

Support = 9

- Bump out: Any effort to restrict non-residents using streets to “cut through” will be helpful. Two sets of speed bumps: Support. Signage: Support, but signage alone is not enough. Traffic signal at Highland and University Avenue would help prevent cars from going through the neighborhood to reach light at Farley.
- Traffic on Highland is often much too fast and must be slowed. Speed humps and/or pedestrian islands are long overdue here. Enforcement needed for speeding on Highland.
- Fix the crosswalks so a stroller can safely cross the street.
- We need to deal with evening/WB traffic so bump out maybe should be shifted to Grand/Kendall.
- Bump out OK but might be better on north side of Kendall at Grand (prevent cars from going down Old University to Kendall).

Oppose = 1

- No comments.

Neither support nor oppose = 0

Proposal 2

Franklin and Kendall

- Bump out on south side of Kendall to prevent eastbound vehicle traffic from entering
- 4-way stop sign (presently a 2-way stop sign)

Summary of all comments on Proposal 2 (28 respondents)

Support = 25

Oppose = 2

Neither support nor oppose = 1

No address provided (4 respondents)

Support = 4

Oppose = 0

Neither support nor oppose = 0

- Strongly support, especially treatment of crossing Highland. Two sets of speed bumps: Excellent. Cars use Kendall as an alternate to Old University.

2000 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- 4-way stop sign: Yes. People come down that hill toward University Avenue too fast. This would help.

200 block N. Spooner Street (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

2800 block Mason Street (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- Even if no Bike Boulevard, definitely a stop sign at this corner. Southbound traffic on Franklin can reach 50 MPH (seriously!) with no stop signs from University Avenue to Speedway.

1900 block Kendall Avenue (1 respondent)

Support = 0

Oppose = 0

Neither support nor oppose = 1

2000 block Kendall Avenue (1 respondent)

Support = 0

Oppose = 1

Neither support nor oppose = 0

- Bump-out: Waste of money. A “Do Not Enter” sign seems a lot more reasonable!!

2400 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

2500 block University Avenue (4 respondents)

Support = 4

Oppose = 0

Neither support nor oppose = 0

- Sounds great!

2700 block University Avenue (11 respondents)

Support = 10

Oppose = 1

Neither support nor oppose = 0

- Also, put a light at Franklin and University Avenue. That may direct traffic to where it belongs – on University Avenue.
- Bump-out: Any effort to restrict non-residents using streets to “cut through” will be helpful.
- Bump-out: Essential to stop through traffic eastbound from Bluff and from turning right onto Kendall Avenue.
- Bump-out would be natural fit for traffic flow and neighborhood – great idea!
- 4-way stop sign: This would be a great way to slow traffic on Franklin.
- Bump it out! And, a “Do Not Enter” sign on the southwest corner would be great!
- This is a dangerous intersection and huge cut-through for non-local commuters.
- Both proposals are great ideas!

Proposal 3

Allen and Kendall

- Bump out on north side of Kendall to prevent westbound entrance by vehicles (Note: Need to check with MMSD on school bus route)
- Speed bumps – 2 sets – due north south of intersection on Allen
- Street level and elevated signage to caution pedestrian/bike crossing

Summary of all comments on Proposal 3 (22 respondents)

Support = 18

Oppose = 4

Neither support nor oppose = 0

No address provided (4 respondents)

Support = 2

Oppose = 2

Neither support nor oppose = 0

- No comments.

- Keep all parking.

- Awful idea. Should not remove even one parking spot!

2000 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

200 block N. Spooner Street (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- Not so keen on speed bumps. Kendall traffic is already reduced in this area.

- Two sets of speed bumps: Allen residents wanted bumps all along, so they should be strongly receptive. To get more support for the Bike Boulevard concept, engage the Allen folks.

2800 block Mason Street (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- Again, the north/south routes are drive well above speed limits. Any traffic calming on Allen is a good idea, even if the Bike Boulevard doesn't happen.

1900 block Kendall Avenue (1 respondent)

Support = 1

- No comments.

Oppose = 0

Neither support nor oppose = 0

2000 block Kendall Avenue (1 respondent)

Support = 0

Oppose = 1

Neither support nor oppose = 0

- No comments.

2200 block Kendall Avenue (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- Would support this, especially Allen bump-out.

2700 block Kendall Avenue (10 respondents)

Support = 9

Oppose = 1

Neither support nor oppose = 0

- Add pedestrian islands here, too. Some people have wanted them for a long time.

- No comments.

- No bump-out here.

Proposal 4

Farley and Kendall

- 4-way stop sign (presently a 2-way stop)
- Signage on Farley to slow traffic/alert to crossing
- Possible bump-out to prevent eastbound entrance (Note: More traffic count may be needed)

Summary of all comments on Proposal 4 (26 respondents)

Support = 21

Oppose = 2

Neither support nor oppose = 3

No address provided (4 respondents)

Support = 3

Oppose = 1

Neither support nor oppose = 0

- No comments.

- No comments.

2000 block University Avenue (2 respondents)

Support = 1

Oppose = 0

Neither support nor oppose = 1

- No comments.

- No comments.

200 block N. Spooner Street (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

2800 block Mason Street (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- Present calming has helped a great deal, but a 4-way stop sign is appreciated.

1900 block Kendall Avenue (1 respondent)

Support = 0

Oppose = 0

Neither support nor oppose = 1

- No comments.

2400 block Kendall Avenue (2 respondents)

Support = 1

Oppose = 0

Neither support nor oppose = 1

- No comments.

- No comments.

2500 block Kendall Avenue (4 respondents)

Support = 4

Oppose = 0

Neither support nor oppose = 0

- Sounds good.

2700 block Kendall Avenue (10 respondents)

Support = 9

- Supports all of the proposals, including the bump-out.
- Would probably not need bump-out here if there is one at Franklin.
- This (signage, bump-out) would be inconvenient for us, but I think it would be worth it.
- Would bikes have to stop when traveling through on Kendall?
- Bump-out: I don't think this is necessary with Franklin bump-out (which is critical). Need to do traffic counts, I believe Franklin bump-out will make this redundant and unnecessary.
- Bump-out: Maybe unnecessary...?
- 4-way stop sign: Yes.
- Support 4-way stop sign and signage on Farley.

Oppose = 1

- I don't want my block to be a one-way street. I oppose the possibility of a bump-out.

Neither support nor oppose = 0

Proposal 5

Forest and Kendall

- Currently 2-way stop. Switch signage to North – South stop.

Summary of all comments on Proposal 5 (25 respondents)

Support = 18

Oppose = 4

Neither support nor oppose = 2

No address provided (3 respondents)

Support = 0

Oppose = 3

Neither support nor oppose = 0

- Bad idea. Cars need to keep moving on Forest in the snow.

2000 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- Seems like less car traffic east of Forest on Kendall, maybe even east of Allen.

200 block N. Spooner Street (2 respondents)

Support = 1

Oppose = 0

Neither support nor oppose = 1

- Forest hill is not onerous to cars.

- May be a good idea, but I'm not positive yet.

2800 block Mason Street (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- In favor...not sure if the southbound traffic would have a fighting chance in winter.

1900 block Kendall Avenue (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- No comments.

2000 block Kendall Avenue (1 respondent)

Respondent left the following comment, but she did not indicate if she supports or opposes Proposal 5

- Don't encourage bikers to ride in the middle with the signage – that will not encourage safe sharing.

2400 block Kendall Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

2500 block Kendall Avenue (4 respondents)

Support = 4

- If it works with the hill.

Oppose = 0

Neither support nor oppose = 0

2700 block Kendall Avenue (9 respondents)

Support = 7

- This would be great!

- This was the proposed way (Forest stop) years ago and was summarily changed to make Kendall stop – support Forest stop.

Oppose = 1

- No comments.

Neither support nor oppose = 1

- No comments.

Proposal 6

Princeton and Kendall

- Currently 2-way stop. Switch signage to North – South stop.

Summary of all comments on Proposal 6 (25 respondents)

Support = 17

Oppose = 4

Neither support nor oppose = 3

No address provided (3 respondents)

Support = 0

Oppose = 3

Neither support nor oppose = 0

- Terrible idea. Cars need to keep moving on Princeton in the snow.

2000 block University Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

200 block N. Spooner Street (2 respondents)

Support = 1

Oppose = 0

Neither support nor oppose = 1

- Again, hill is not that onerous. Go for it.

- May be a good idea, but I'm not positive yet.

2800 block Mason Street (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- In favor...not sure if the southbound traffic would have a fighting chance in winter. May be worse than Forest.

1900 block Kendall Avenue (1 respondent)

Support = 1

Oppose = 0

Neither support nor oppose = 0

- No comments.

2000 block Kendall Avenue (1 respondent)

Respondent left the following comment, but she did not indicate if she supports or opposes Proposal 6

- Don't encourage bikers to ride in the middle with the signage – that will not encourage safe sharing.

2400 block Kendall Avenue (2 respondents)

Support = 2

Oppose = 0

Neither support nor oppose = 0

- No comments.

2500 block Kendall Avenue (4 respondents)

Support = 3

- No comments.

Oppose = 0

Neither support nor oppose = 1

- Could be a problem with the hill.

2700 block Kendall Avenue (9 respondents)

Support = 7

- Check hill. Neighbors may have valid concerns about hill on Princeton being icy in winter.

Oppose = 1

- No comments.

Neither support nor oppose = 1

- No comments.

- As long as motorists can get up the hill in winter.

General comments (22 respondents)

No address provided (2 respondents):

- Do not spend any money on this. Put bike lane on University Avenue when it's reconstructed. Route more bikes to bike lane north of University Avenue.
- Do not spend money on this. No signs, no bump-outs.

2000 block University Avenue (2 respondents):

- Kendall is a strictly residential street. It has been a designated bike route for decades. Too many people use it as a thoroughfare. With parking allowed on one side (as it should be), there are not two travel lanes anyway. Vehicle traffic should be limited, bicycle use encouraged.
- As permanent residents on old University Avenue (many people think only transient students live there!), we use Kendall as a bike route a lot. It's the best connector to the Southwest Bike Path, something the Campus Drive bike path doesn't do.

200 block N. Spooner Street (1 respondent):

- Glad to see Traffic Engineering is positive about bump-outs. (There used to be reluctance, as I recall, because of storm drainage and snow plows.) Keep pushing on this Bike Boulevard project/concept! I second stronger peak time/day enforcement of RPO and RP3 parking restrictions.

2800 block Mason Street (1 respondent):

- If all we can get at first is signs and markings, then we have the beginning of a Bike Boulevard! Perception is reality, so if it looks like a bike boulevard, it is one. Future phases are easier because the street is already perceived in that way.

1800 block Kendall Avenue (1 respondent):

- The more we can do to restrict or eliminate traffic, the better. Parking in front of our residences makes it difficult to enter and exit driveway. Can we do away with parking on the street?

2000 block Kendall Avenue (1 respondent):

- Do not put any traffic circles in the 1800 – 2200 blocks. Parking is too valuable. The only way to get traffic off these streets is to make Campus Drive more lanes. Old University Avenue needs two lanes in each direction or you will be sending more cars onto the side streets.

2200 block Kendall Avenue (1 respondent):

- I appreciate efforts to improve accessibility for cyclists and making Kendall quieter and more pedestrian-friendly. I'm concerned that the City might stop after just providing signage. We need the physical improvements to make this work.

2400 block Kendall Avenue (2 respondents):

- I really appreciate the work that Traffic Engineering is doing on Kendall. Thank you! Good job!!
- University Avenue is not safe for biking, I like the Kendall Boulevard alternative. Do it!! Is Kendall Avenue one-way or two-way? May be hard to sell because of bike path north of the railroad tracks. Appreciate your reasons for why we can have both. I don't drive, only bike or bus or walk. The 2400 block is so narrow – should it be one-way? Would you put in more street lights? Kendall is pretty dark.

2500 block of Kendall Avenue (3 respondents):

- Great idea!
- I'm not as gung-ho on the Bicycle Boulevard after hearing about the future bike lanes on Old University. And, I don't know if I'd like this if I lived on Chamberlain because of possibly diverted traffic. But since I do live on Kendall and do have concerns about the increased traffic, I support the concept – from both the car and bike perspectives.
- Bump-outs are a great idea, but if they are too expensive, then simply restricting traffic is better than nothing.

2700 block of Kendall Avenue (8 respondents):

- Is it possible to turn Kendall into one-way traffic and Bike Boulevard where it becomes very narrow, too narrow for cars to pass going different directions? I support stop signs at Chamberlain and Kendall.
- The presentation Wednesday night was very educational as well as the comments from the neighbors. Even after hearing everything, I have to the opinion that I like Kendall the way it is. I drive, bike and walk. I don't want to lose parking spots nor do I want it to become a one-way street.
- This treatment of Kendall to make it more bike-friendly was in our Regent Neighborhood Traffic Plan 15 – 18 years ago and is needed now more than ever. Bump-outs to prevent cut-through traffic are essential, especially at Franklin and Highland. Overall, the City needs to refuse to accommodate more cars until the average car occupancy reaches three people per car. Right now, our streets are clogged with cars, but our streets could be conveying four times more people than they currently are.
- Kendall is a straight shot to Camp Randall, which leads to the Dayton Bike lane. How nice to make it more safe and pleasant for bikers. When I have time to spare, I take the scenic route – Lakeshore Bike Path downtown to my office. I usually don't have time to spare, so I bomb down Kendall – my express route. One other thought: When I exit Camp Randall and the green light to cross Randall, westbound cars are not aware of oncoming bikes. Maybe a sign facing the westbound motorists turning left could be placed so they don't hit oncoming bikes.
- Great! Let's promote biking. Can I please be added to the RNA listserv?
- I generally support Bike Boulevard along Kendall corridor, especially the Franklin bump-out to reduce through EB morning traffic. Expect traffic counts to determine best placement of bump-outs. I think signage, etc. without the structural changes won't do much. There are already a lot of bikes on Kendall; encouraging more without reducing commuter car traffic is not a good idea.
- This is a great idea to stop cut-through, non-local commuter traffic and a great connection to Old University, too. Sign/paint should be final step (or at least not done until firm commitment to traffic calming). Need to stop evening commuters from Old University to Kendall.
- As a 50/50 bike commuter/car commuter, I believe the City is on the right path, and I am a strong supporter of the Bike Boulevard. Stick to your guns and principles of good transportation planning and continue as planned! Car commuters through neighborhood would naturally flow to main arteries (where they should be).