

Ped/Bike Small Capital Projects

Proposed Projects	Arthur Comments	Mark's Response
From Mark Shahan:		
1 Capital City Trail at the intersection of McCoy Rd. and County Hwy. MM: put a short section of path on the east side of County Hwy MM eliminating the need to cross McCoy Rd. Currently, one must cross both McCoy and MM.	Outside Madison - - City of Fitchburg or Dane County	Tier 3
2 Military Ridge connector path from the cul-de-sac at the end of the Verona Rd Frontage Rd. to County Hwy. PD: needs to be repaved.	outside Madison - - DNR?	Tier 3: This is on the North side of PD in Fitchburg. The DNR's responsibility starts with the path south of PD I believe.
3 West Shore Drive cul-de-sac at West Washington Avenue: provide a ped/bike curb cut to connect West Washington to West Shore.	Where are you trying to get to? West Shore sidewalk connects across the c-d-s to W Wash sidewalk already	Tier 2: I am trying to connect West Shore to the Bike lanes on W. Wash. The current situation encourages cyclists to use the sidewalk when one could just as easily stay on the street if you had a curb cut on W. Wash.
4 Make ped/bike connectors between the cul-de-sacs of Manor Cross and/or Tocora Lane and the UW Research Park.	Forwarded to Engineering. There is movement on this now with UW	Tier 1
5 Eliminate old fence-row bike racks or any other racks that don't meet City code at City libraries and other City-owned property. The City should set a good example by having proper racks at all City properties.	Budget issue. Each agency (library, parks, etc.) needs to budget for this, there is no central bike rack budget or responsible agency.	Tier 1: Then lets set aside some funds for racks administered by TE for which other departments can apply. The City should set an example but instead often is as bad or worse than private developers.
From Michael Foster-Rothbart:		
6. Randall at Dayton: need a push-button for the crosswalk.	Walk signal to cross Dayton comes up every cycle. To cross Randall need to push button. Need to field check, buttons should be there.	Not a capital project so drop it from the list.
7 Park St. on the UW campus: need handicapped route signs for Bascom Hill.	UW responsibility?	Agree so drop it from the list.
8 University at Gorham: counter-flow bike lane needs a sign that says the bike route continues on Johnson St.	Existing bike route sign on Bassett between Univ/Gorham and Johnson with arrows for L on Johnson or S on Bassett. What else does he want?	Agree so drop it from the list.
9 Monroe St. at Camp Randall Memorial Park: need a curb cut and connecting sidewalk opposite the new UW Credit Union bike path connector.	Mid-block crossing? There is no connection to the bike path through the parking lot that I am aware of.	I think there will be a connection in the future; consider the curb cut at the time the connector is built.
10 Milwaukee St. at Clyde Gallagher Avenue: need two curb cuts and 100 ft of connecting sidewalk between these two streets on the east side of the creek.	I assume this is along E side of the creek. Path being designed for west side of creek right now. Not sure if this is included, or feasible.	Tier 2?
11 Olbrich Park: need new bike racks at the beach.	Parks budget issue and their choice of racks. I will contact them on the latter issue. They have good racks at pool.	Combine with #5 above.
12 Commercial Avenue at Hwy 30: need connecting sidewalk from the dead-end of Commercial Avenue to the new Marsh View Path (under Hwy 30 beside the railroad).	I think this means the service road to the east of the railroad. Agree, but not sure if possible due to grades and right of way. Should be a bike path.	Tier 3
13 Northeast corner of Aberg Avenue at Packers Avenue: need a connecting sidewalk	We will need an easement across one of the parcels between Aberg Ave and	Tier 2

(~400 ft?) from the east side of Packers around to Shopko plaza.	Shopko Dr for this. Question is where is best location for this and what are property owner's future plans? Sidewalks are Engineering's responsibility, I will forward to them.	
14 Stoughton Road at Lexington Avenue or Hwy 30 on-ramps: need crosswalk across Stoughton Road at the stop light.	Two issues, (1) Stoughton Rd is WisDOT's jurisdiction (2) There are no sidewalks anywhere near this crossing. We should do sidewalks first, then we have justification to ask WisDOT for crosswalks and ped signal cycle.	Tier 3: install connecting sidewalks first.
15 The park at East Washington Avenue and the Yahara River: need ~20 feet of sidewalk connecting from the bike path to the park parking lot.	I'm not sure where in the park this is being requested. Path through the park from Mifflin to Johnson at Fordem is being designed now to be built this year. Path may address this, but should check plans to be sure.	Tier 1 if we can do this with the new path but I am not quite sure what is being connected.
From Mike Rewey:		
16 Eastmoreland Park (all of the following will complement the nearly completed Marsh View Path): a. Repave the path through Eastmoreland Park from Milwaukee Street to Dempsey Road to current standards (horizontal and width) and repave the connection to Buckingham Lane. b. Pave a new connection to Silver Road. c. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman's parking lot by creating a fence opening. d. Realign the offset curb ramps at Dempsey Road where it connects to the bike/ped overpass and widen them to the correct width.	I have forwarded this to Engineering. Curb ramps on both sides of Dempsey need to be realigned.	Tier 2 but some items like the curb cuts might be tier 1.
17 Retrofit pavement marking on Commercial Avenue: Commercial Avenue is underutilized by motor vehicles, but is very wide. Retrofit/mark bike lanes from Sherman Avenue to the proposed Starkweather Path where it crosses Commercial.	Commercial is 40 feet wide east of Algoma, 44 feet west of there to Packers and across Packers to the western RR. N Sherman to the first RR is only 34 feet. Packers to Pennsylvania is 4-lanes. So east of Packers could be done to Algoma if TE will approve Chicago dimensions.	Tier 2
18 Reindahl Park path connections: Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.	I forwarded this to Engineering. This should connect to the traffic signal at Lien Road. Will need easement(s) from property owner(s).	Tier 2: combine with #30 below?
19 Winnebago Street eastbound counter-directional bike lane: Currently westbound access on Winnebago to the Isthmus Path near Riverside Drive exists however the return eastbound trip does not. Create an eastbound counter-directional bike lane on one-way westbound Winnebago Street from Riverside Drive to Buell Street where Winnebago Street becomes two-way again.	We are currently working with Alder and neighborhood on a design for two-way traffic here.	Tier 2
20 Isthmus Path speed table pilot project: Currently the Isthmus Path from Waubesa Street to Blair Street has too many street crossings. None of the crossings should be	I do not think there is agreement on this within TE yet.	Tier 2

<p>closed because of the negative impact on the neighborhood grid pattern. However the path should be made more viable for bike transportation. Select a current street crossing and have the street “table” or ramp up to the path. The path itself would be a smooth continuation of the path (no curb ramps – no curb and gutter bumps). The side street would have stop signs at the path – the path would be the through “street.” Criteria for selection would be a crossing street that already has a stop sign within a block each way from the path or “tee’s” into a street paralleling the path. Examples are Corry Street, Ohio Street, Jackson Street, Brearly Street, Livingston Street and Blount Street. A side benefit is traffic calming.</p>		
<p>21 Whitney Way Crossing: Construct a bike crossing of Whitney Way between Medical Circle and Odana Lane (cul-de-sac). This will also require intersection work at Odana Lane and Odana Road. This is the Missing Link for a continuous bike system from the Struck-Canyon underpass of the Beltline to the Southwest Path. Links to this system opened in the past year were the Beltline Path and the bike lane marking of Odana Road east of Whitney Way. (On Mark’s list too.)</p>	<p>Any ideas on how to do this short of an overpass?</p>	<p>Tier 1: Could become a large capital project.</p>
<p>22 University Ave contra-flow signing: Place westbound “Bicycle (symbol) Wrong Way” (R5-1b) signs at each intersection of the University Avenue contra-flow bike lane. They are identified in the MUTCD (Manual of Uniform Traffic Control Devices), 2003 Edition. There is way too much wrong way biking on this section and it creates a safety hazard for bikes traveling in the proper eastbound direction.</p>	<p>TE will look at this.</p>	<p>Tier 1</p>
<p>23 Supplemental “two-direction biking” signs beneath motor vehicle Stop/Yield signs where the intersecting street has a side path. The intent is to remind motorists to look both ways. Typically they do not look both ways. I can explain more fully upon request. As supplemental signs, they can be made to comply with the MUTCD. Some example locations are:</p> <ul style="list-style-type: none"> • Northbound Packers Avenue off ramp intersects with Aberg Ave and the Starkweather Bike (side) Path. Two stop sign locations here. • Westbound Aberg Ave right turn onto Shopko Drive intersects with the Starkweather Bike (side) Path. A yield sign exists here. • The driveway at Machinery Row Bicycle. • Blount Street at the Machinery Row Bike (Side) Path. • There are many more 	<p>There is no standard for this in the US. Such a sign does not exist in the MUTCD or the AASHTO Guide. I will contact a colleague on the MUTCD’s Bicycle Technical Committee to see if there has been any discussion of this.</p>	<p>Tier 2?</p>
<p>24 Standard use of skip-dash pavement marking for bike lanes at intersections with</p>	<p>The MUTCD and the AASHTO Guide give options on how to do this. Both</p>	<p>Tier 2: I think the policy needs to be changed.</p>

<p>right turn lanes: These are locations where it is typically the most difficult for bicyclists to traverse. Now bike lane marking ends before entering these tough areas. It also gives the turning motorist a heads-up. Signs requesting that turning vehicles yield to straight-ahead bikes are not sufficient. These signs are rarely noticed.</p>	<p>skip dash and dropping the markings are acceptable options. I will see if there is any interest in changing TE's policy on this.</p>	
<p>25 Repave Warner Park bike paths and bring up to standards: These paths are pretty tough to bike on, especially the downhill section from Sheridan Drive. Also put in a curb cut for the Warner Park Bike Path onto Forster Drive. Without a direct curb cut you have to traverse a sidewalk to get to an intersection curb cut. I am sure there are also other curb cut opportunities.</p>	<p>I have forwarded this to Engineering. The paths adjacent to streets on the perimeter of the park should be converted to concrete sidewalks (along Forster Dr between Troy Dr and Woodward Dr; and along Sheridan Dr from Woodward Dr to the path that goes into the park at the top of the hill).</p>	<p>Tier 2</p>
<p>From the Pedestrian & Bicycle Improvement Work Program:</p>		
<p>26 Arboretum path: Duck pond to Manitou Way and Iroquois Dr. to McCaffery Dr. This project is #2 on the Work Program</p>	<p>I have forwarded this to Engineering. This needs cooperation/easement from the UW Arboretum which is unlikely to happen.</p>	<p>Tier 3</p>
<p>27 Capital City Path, John Nolen Dr. Section: path realignment at Lakeside. Realign existing path to connect to Lakeside at Olin-Turville Ct. instead of John Nolen. This project is #9 on the Work Program. Mike Rewey's comment on this project: John Nolen Path - Lake Monona to Lakeside Street, Realign the path away from John Nolen Drive and have it intersect with Lakeside Street directly across from the Olin-Turville Park Road. The current path intersection at John Nolen Drive and Lakeside Street is improperly used and unsafe. (On Mark's list too.)</p>	<p>I have forwarded this to Engineering. We will need to look at this with Parks to determine a preferred alignment.</p>	<p>Tier 1</p>
<p>28 Hartmeyer Path: Commercial Avenue to Roth St. This project is #11 on the Work Program. Mike Rewey's comment on this project: Create a path west of Oscar Mayer from Commercial Avenue to Roth Street. This path would roughly be a southerly extension of Huxley Street. Current north-south options are busy Sherman Avenue or currently illegal access through the Oscar Mayer parking lot along Packers Avenue</p>	<p>I have forwarded this to Engineering. Needs easement agreement with Hartmeyer Estate (Oscar Meyer).</p>	<p>Tier 2: build with the Sherman Flyer? Maybe more of a large capital project in this case.</p>
<p>29 Leopold Park/Arbor Hills Greenway connector path: Greenway View to Greenway Cross. This project is #13 on the Work Program. Another project on Mark's list</p>	<p>I have forwarded this to Engineering. This could be done in conjunction with the Cannonball path (that is the rail corridor this path connects across) or done independently once ownership of the rail corridor is settled.</p>	<p>Tier 3</p>
<p>30 Reindahl Park Path connection to Lien Rd. This project is #19 on the Work Program. Mike Rewey's comment on this project: Lien Road to Reindahl Park path connection, Create a direct path connection from (west) Lien Road to the Reindahl Park path. Right now access is via a private driveway and along a narrow sidewalk</p>	<p>I have forwarded this to Engineering.</p>	<p>Tier 1</p>