

	Proposal	Number of comments
SP9	<i>Capital City Path, Isthmus section</i>	
a	Speed tables on East Isthmus Bike Path. Path gets more use than many of the little side streets it traverses. In these cases the path should have the right of way, not the cars. Frequent stops at street crossings with barely any car traffic and the up and down bouncing involved with each gutter crossing are an annoyance. Raised crosswalk speed tables are needed along this section of path. Of special concern is the intersection of the East Isthmus path at Waubesa. Speed humps already exist further down on Waubesa to slow traffic but there are no speed humps on this section of Waubesa and traffic moves fast. A new neighborhood center is moving into the old Iron Works building located at this intersection which will draw more traffic and especially more kids and more bikes so slowing down car traffic here with a stop sign and a raised crosswalk speed table at the path is a good idea. Also consider Corry St, Ohio St, Jackson St, Brearly St, Livingston St and Blount St	2
b	Connection from Bashford Avenue to the East Isthmus Bike Path. A well worn foot trail exists through the community gardens from the intersection of Bashford Avenue and Talmadge Street to the East Isthmus Bike Path. I see pedestrians crossing the gardens down to the path here all of the time, often pushing strollers, even in winter. The trail gets so much use it has even been mulched by the gardeners. There needs to be a connection to the bike path here.	
c	request that a "no right turn on red" sign be posted at Division and the Atwood bypass because of the crossing of the bike path	
d	I would like to see the light at Dunning and Atwood change to red on a regular cycle - at least in the summer months. Because it won't turn green on Dunning without hitting the "walk" button (if there are no cars waiting), it encourages people to run the light. I know, they would do it anyway but maybe if they knew it was going to turn, they would be a little more patient. Most people don't know you have to hit the button to get the light to change so they just sit there, get frustrated and then run the light	
e	Extend a spur from the proposed Starkweather Creek Path in the park south of Milwaukee Street along the west and south bank of Starkweather Creek under the railroad bridge to Fair Oaks Avenue.	
f	Extend the proposed East Starkweather Creek Path (<i>proposed above</i>) from Fair Oaks Avenue to and through Sherry Park across Milwaukee Street to the Marsh View Path.	
SP10	Constructing a southwest to northeast bike path segment from the E-W bike path that crosses Fair Oaks Ave to Lexington Avenue just East of 51. Perhaps the shoreline of the East branch of Starkweather Creek could be used for the route. It is currently difficult to get from the Atwood area to businesses on E Wash East of Hwy 51 and to East Towne Mall.	
SP11	Widen/improve the bike path along E. Johnson (which is currently just a sidewalk between the River and Fourth) where at all possible so that two bicycles or bikes passing pedestrians have enough room to pass easily.	
SP12	we need a bike trail parallel to USH 51 (commutes Portage Rd to Agriculture Dr)	
SP13	<i>Capital City Path, John Nolen Drive section</i>	
a	Re-routing the John Nolen path where it intersects Lakeside	2
b	The restriction in the width of the John Nolen path at the approach on the east end of the western most bridge over the causeway due to the placement of the fence post on the south side of the path.	
c	Monona Terrace to Northshore- -Widen the path to 14 feet. Also review crossings at Northshore and at Broom and make functional improvements.	

	Proposal	Number of comments
SP14	Repave path through Eastmoreland Park from Milwaukee Street to Dempsey to current standards (horizontal and width). Repave connection to Buckingham. Pave new connection to Silver Road. Bridge the small water crossing near Woodman's instead of fording it as is done now. Make a direct connection into Woodman Parking lot by creating fence opening. Realign the offset curb ramps at Dempsey where it connects to the bike/ped overpass and widen them to correct width. All of this will complement the Marshview Path.	
SP15	Create new path from the planned Marshview Path to Stoughton Road Frontage Road. This in turn leads to Lexington Avenue, which crosses Stoughton Road. The frontage road also extends north to the East Washington Avenue bike lanes.	
SP16	Create new path from isolated McArthur Road to Lexington Avenue paralleling Stoughton Road. This creates an obvious connection to cross Stoughton Road. It also creates great access from an isolated neighborhood to Cubs and Wal-Mart.	
SP17	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. Create direct path connections to the Reindahl Park Path to businesses that back up to it along East Washington.	
SP18	Create a Path West of Oscar Mayer from Commercial Avenue to Roth Street. This could be called the "Smokey Link". This path would roughly be a southerly extension of Huxley Street. Current north-south options are busy Sherman Avenue, illegal access through the Hartmeyer property or currently illegal access through the Oscar Mayer parking lot along Packers Avenue.	
SP19	Path from Military Ridge Trail (at General Beverage) to North side of Beltline - - Construct path along old railroad right-of-way including bridge over beltline.	
SP20	Demetral Path (Sixth Street to North side of Seventh Street - -Construct path from Sixth Street east of existing parking lot to just east of Seventh Street cul-de-sac. Include realigning path in Seventh Street area to meet standards. This will hook together existing paths.	
SP21	Repave Warner Park Bike Paths and bring up to standards. Put in a curb for 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. Also construct a path from Sherman Avenue & Windom Way westerly to the existing path system. This will better help bicyclists crossing Sherman Avenue.	
	Bike Route Suggestions	
BR1	Mifflin Street from State Street to North Street. The route would connect in this order State Street, the Capitol, Breese Stevens Field, Lapham Elementary, Burr Jones Park, East High, Emerson Elementary, and would end at Kedzie Street which is already a designated bike street. (see also SP1)	2
BR2	designate 6 th Street a bike route. It would give access to the new Union Corners as well as a proposed train transit station to Demetral Field. This intersection is an important crossing of East Washington Ave especially with the added development of Union Corners.	

	Proposal	Number of comments
	Bike Lane and/or Paved Shoulder Projects	
BL1	Bike lanes along the full length of the bike route that is marked (intermittently) from the intersection of High Crossing and Nelson Road to the intersection of Eagan Rd. and E. Washington Ave (would include High Crossing Blvd., East Springs Dr., E. Towne Blvd. and Eagan Road. It would be nice to have bike lanes clearly marked in, and approaching the intersections along this route because of the high volumes of traffic around E. Towne Mall. The intersections of E. Springs with E. Towne Blvd. and Eagan with E. Wash are particular problem areas.	
BL2	Bike Lanes along Anderson Street next to MATC / the Starkweather Path to Stoughton Road	2
BL3	West Old Sauk Rd that is adjacent to the Town of Middleton and contains the new condo developments have the road repaired and bike lanes made	
BL4	marked bike lane and stop signs to slow traffic on Hammersley between Whitney and Gammon	
BL5	Bike Lane for (potential) RR bridge over Stoughton Road at Lexington. The DOT Stoughton Road reconstruction project describes a potential RR bridge over Stoughton Road at Lexington. If that happens a lane should be added to the RR bridge for bikes. Then the Marshview Trail should be extended to follow the RR tracks to Wal-Mart and Cub Foods on the other side of Stoughton Road.	
BL6	High Crossing Blvd needs to have the bike lanes striped from Home Depot all the way out to the end. There should also be bike route signs installed. This is a major connector to the new WisDOT path along US Hwy 151 and a main route to the Sun Prairie area, etc.	
BL7	request the city paint bike and/or curb lanes on Odana Rd between Midvale and Monroe St. This lower section of Odana is a very busy street and pedestrians and cyclists must navigate a dangerous section of road. One of the biggest problems is motorists treating the 2-lane road as a 4-lane road, and passing one another within inches of the curb.	
BL8	Bike Lanes on Commercial Ave when reconstructed / Sherman Avenue to the proposed Starkweather Path	2
BL9	add bike lanes to the section of Syene Road or add a bike path spur along the railroad tracks to Rolfsmeyer Drive. This is the only way to get to the industrial park area from the Capital City Trail. Currently Syene Road is heavily used by bikers and bike commuters and is a very dangerous road. It has no usable shoulders, is narrow, has a 45 mph. speed limit and heavy traffic in both directions from 7:00 to 8:00 and 3:30 to 4:30. We would be very appreciative of any consideration that you can give this.	
BL10	Construct Bike Lanes on East Johnson between First Street and Fordem. First Street will have bike lanes between Winnebago and East Johnson at the end of this year. The continuation would be this connection to Fordem. Inbound East Johnson is easy. Outbound will require some curb changes.	
BL11	Cottage Grove Road Bike Lanes (Acewood Avenue to Interstate)	
BL12	Old University Avenue Bike Lanes - - Retrofit bike lanes for this well used link.	
BL13	East Broadway Bike Lanes (Stoughton Road to Femrite) This is a ¼ mile missing link between existing bike lanes.	
BL14	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.	
BL15	Place westbound "Bicycle (symbol) Wrong Way" (R5-1b) signs at each intersection of the University Avenue Contra-Flow Bike Lane.	
BL16	Standard Use of Skip-Dash Pavement Marking for Bike Lanes at Intersections with Right Turn Lanes	

	Proposal	Number of comments
	Bicycle Boulevard Projects	
BB1	Consider using E. Mifflin and E. Dayton as a “bike boulevard” (similar to the treatment they’ve used on such routes in Berkeley) to act as an alternate commuter route into downtown. The transition point could occur at 5 th Street /East High with a bike/ped path connecting through the school site – as is already the case informally. From there you could stay on Dayton but probably want to transition back to Mifflin at or before 1 st street at which point it would be great to acquire a connection through/behind the shopping mall site (savers, prairie fire, etc, rental car place) and then I think you could cross through the park and over the bridge to Thornton?...where you could pick up Mifflin again.....	
BB2	East-West corridor is Mineral Point Rd. There is no contiguous route that avoids the high-speed traffic. Perhaps some designated neighborhood roads with some strategically placed connecting bike path segments can be used to provide good movement. I would think this would be helpful for the schools in the area too.	
	Grade Separation Projects (overpasses or underpasses)	
GS1	With Highway 113 (Northport) scheduled for rebuilding soon, consideration should be given to creating bike/ped over-or under-passages to reconnect Northside communities across this busy multilane road. Two good locations likely would be: south of the Northside Town Center (shopping mall) and south of Lake View Hill Park (the latter could also designed to serve wildlife passage between Lake View Hill and Warner parks, e.g., serving as an ecopassage).	
GS2	an over- or under-passage between Warner park and the Northside Town Center [across N Sherman Ave.] may be a desirable safety measure, given increased attendance at Mallard games, which utilize the shopping center's lot for overflow parking.	
GS3	The beltline is a total barrier to bikes and pedestrians between Park Street and Fish Hatchery Road. And then only the very brave bike through the Fish Hatchery Road Interchange. An overpass at Perry Street, which is one block west of Park Street, would remove that barrier. This would connect the residential areas north of the Beltline to the employment base south of the Beltline. It would be a far better bike commute opportunity than what exists now and would hook into the bike transportation system south of the Beltline.	
	Intersection Projects	
I1	Intersection improvements at High Crossing and Nelson Road (where the bike path along the south side of 151 begins) [Critical: the bike path drops off/picks up in the right turn lane on Nelson Road	
I2	Currently it is very difficult to get across the Whitney Way - Odana Rd intersection. The bike lane is nice on Odana and the path alongside the Beltline works well but crossing that intersection is deadly. Children are especially susceptible since they are not experienced with car traffic. Anything you can do to improve that intersection would be helpful.	
I3	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.	

	Proposal	Number of comments
	Sidewalk Projects	
SW1	general City project that would identify where gaps exist in sidewalk access to City Parks (and other City facilities used by the elderly, children, and/or disabled), leading to plans for sidewalk installation as required to facilitate safe pedestrian access. The specific pedestrian project that would benefit my immediate neighborhood would be the installation of sidewalk on the south and/or north sides of the 4800 block of Sherwood Road. The 4900 Block of Sherwood Road has sidewalks on both sides of the street. Continuing to the east however, towards Oak Park Heights Park, the 4800 Block of Sherwood does not have sidewalks installed on either side. Hilltop Drive does have sidewalks on both sides of the street adjacent and opposite the park, at the Sherwood Road intersection.	
SW2	place sidewalks on Seminole Highway south of the Beltline between the Beltline and Harland Hills. There is currently no pedestrian connection from the Beltline to Fitchburg without walking on the highway.	
	Street Crossing Projects	
SC1	more signage, including the pop up signs on the road, that remind drivers to yield to pedestrians. It can be difficult navigating, especially Capital Square, without these signs. The intersection at Doty St. and Mifflin is especially harrowing, particularly around rush hour. It is three lanes of traffic, plus cars existing the Block 89 development, who refuse to yield despite the striped crosswalk on the west side of the block.	
SC2	<i>Glenway, Mineral Point Road and Speedway</i>	
a	Speedway Road is not at a right-angle and the traffic lights are aimed for motor vehicles. Consequently, the green/red/yellow traffic lights are not visible to pedestrians at the southeast corner, so there is no indication to pedestrians when it is safe to cross Glenway Street. Re-orient the lights so they are also visible to pedestrians or add a pedestrian walk/don't walk light visible to pedestrians at the southeast (golf course side) corner.	
b	There is no painted crosswalk on the east side of intersection crossing Speedway Road, north-south crossing). All four corners need to have painted crosswalks.	
c	There is only one crosswalk (west side of intersection crossing Mineral Point Road, north-south crossing) with push-button activated walk/don't walk lights. All four corners need push-button activated pedestrian walk/don't walk signals.	
d	Right-on-red from north-bound Glenway Street to east-bound Speedway is a hazard. Consider restricting right turns on green only, or add a yellow pedestrian crossing warning sign to remind drivers.	
e	Traffic routinely moves through this intersection faster than the posted limit. Since we cannot count on improved enforcement of speed limits by police, a traffic calming island (pedestrian refuge) is needed on both sides of the intersection on Mineral Point and on Speedway.	
SC3	There is no walk button at the stoplight at Lexington and 51.	
SC4	We need a dedicated pedestrian/bike light at First and Johnson so that First can be crossed WITHOUT the danger of cars turning left off of Pennsylvania or right off of First while pedestrians are in the crosswalk. Simply re-programming the lights so that the "Walk" signal doesn't coincide with greens for turning cars. In addition, this intersection requires some signage indicating that there is a bike path crossing and that auto drivers need to "watch for bikes." Can we paint the crosswalk with bold lines?	2
SC5	Lots of people cross at Park Street-Dane Street and this intersection needs a ped treatment to make it easier to cross. Could perhaps be tied in with the improvements for Park-Hughes.	
SC6	On Fish Hatchery Road, need a median between Culmen and Carver to help peds get across.	

	Proposal	Number of comments
Education and Enforcement		
E1	Signage on bike paths to encourage all users to keep right.	
Miscellaneous		
X1	Put a left turn lane/refuge area for bikes that are turning left off of Anderson onto the Starkweather Creek Trail. The outlet of this trail works pretty well for people exiting the trail and going east on Anderson, but can be tricky when going in the opposite direction.	
X2	Improvements to Portage Road and Hoepker Road on the far east side – these may still be in the town in places but when/if they come into the City bike lanes would be great along with just general maintenance (a lot of potholes right now)	
X3	concerned about the safety of biking on Gorham Street and University Ave, and the alternate route, County M.	
X4	It would be nice to have some kind of park & bike areas for those of us who drive in from other areas. I have considered riding from Sun Prairie, but don't trust the roads, or the drivers enough to think it would be safe. I would like to save some gas though, and would consider riding from Milwaukee Street or Cottage Grove Road if I found a safe place to leave my car all day. It also would be nice to have a place to lock up my bike overnight rather than carrying it back & forth to Sun Prairie everyday.	
X5	Viaduct from Bram Street to Koster Street is very narrow and feels unsafe. Very difficult to see into the viaduct when approaching it. Used by many people, including peds and bicyclists. More people using this area because of Quann Park and Goodman Pool. Concerned that someone will get hurt. Would like to see an access tunnel or increased access for peds and bicyclists. Neighborhood would like a separate tunnel for peds and bicyclists.	
X6	Need more resources in Traffic Engineering for ped/bike signing and marking requests.	
X7	Place directional/distance signing at key path-path and path-street intersections. This is not the same as the great bike system maps that were dedicated in May of 2004.	
X8	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. Some example locations are: 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.	
X9	Place "Except Bicycles" below Dead End sign on Debs Road.	
X10	Allow Wrong Direction Biking to or from the Square on: East Mifflin between North Webster and the Square. East Main between the Square and South Webster. West Main between South Fairchild and the Square.	

**May 22, 2007 Public Hearing Comments (including written and e-mailed comments)
Key to match People presenting ideas to Comments**

Person	See Response Numbers
Mrill Ingram & Ken Agnew	SC4, SP11, SP2b, BR1
Michael Basford	SP2
Jon Becker	SP2, GS1, GS2
Lisa Bullard-Cawthorne	SC5, SC6, X6
Regina Butler	I1, BL1, BL2, BB1, X1, X2,
Megan Cain	SP2
Pat Calchina	SP2
Karen Deaton	BL4, SP6, SP7
Sara DeKok	SP2
Greg Dixon Eken Park Neighborhood Association Greenspace Committee	SP5a,b
Justin Duris	SP1, SP2, BR1, BR2, BL8
Pam Foster Felt	SC4, SP2b
Jennifer Fetterly	SP2
Caitlin Morgan Frederick	SP3, SP4, BL3, SC1
Ann Freiwald	SP2
Susan Hill Mendota Hills Neighborhood Assoc	SP2
Matthew Hora	BL7
Christine Hrenak	X5
Rachel Imsland	SP2
Barb Irvin	SP9c,d
Deborah Johnson	SP2
Sherrie Johnson	SP1, Sp5c; SP8a,b; SP9a,b; BL5
Connie Kilmark	SP2
Ward Kroencke	SP13a,b; E1
Greg Ladwig	I2, BB2
Norm Littlejohn	SP2
Justin Markofski	SP2
Chris Moore	SP2
Wendy and Jeff Murkve	SP2, X3
John Olson, P.E.	SW2
George J. Perkins	SC2a,b,c,d,e
Martha Prestegard	X4
Peter Rafferty	SP2B
Mike Rewey	SP2, SP5c-f, 9a, 13a,c, 14 -21; BL2, 8,10-16; GS3; I3, X7-10
Tim Sobota	SW1
Dale Spridco	BL9
Jess Starks	SP12
Andy Swartz	BL6
Carl Zimm	SP10, SC3

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Peter Rafferty 2410 Upham Street, representing the Emerson East Neighborhood Association		
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