

**Testimony to Pedestrian-Bicycle-Motor Vehicle Commission**  
**June 28, 2016 Public Hearing for Comments on Potential Pedestrian and Bicycle Projects**  
**The City Should Consider Undertaking in the 2017-2019 Capital Budget**  
**to Increase Opportunities for Walking and Bicycling In Madison**

	Proposal / Request	From	Staff Comments
	<b>Bicycle Boulevard / Sharrows Projects</b>		
1.	Generally, the problem with biking in Madison is that the best bike routes are also on the best car routes, e.g., Johnson, Gorham, S. Park St., E. and W. Washington, the Square, etc. This creates conflict and animosity between bikers and drivers and results in unsafe traffic conditions for everyone. It would be much better if the best bike routes were bike boulevards or other similar alternatives that keep bikers away from fast car traffic, but still provide effective routes across the city. Mifflin on the east side and Kendall on the west side are good examples, but they fail to link adequately into routes that actually get the rider to their destination.	Laura Bachmann	Agree. Bike Blvds are added as nghd and Alder support is manifest and funds are available. As we add more wayfinding bike routes will be more evident and clear to users.
	<b>Bike Lane and/or Paved Shoulder Projects</b>		
2.	Between St Mary's hospital and Fish Hatchery Rd on Park St there is no bike lane on the southbound lane. There are only "sharrows" which do nothing to protect cyclists and it is extremely dangerous to bike in this area! I can attest to this from personal experience. It was brought to my attention that there used to be a bike lane here - please can we get it back!?!?  S Park Street between Drake and Fish Hatchery "allegedly" has a bike lane that is frequented by cars at high speed. Can it be raised/divided from traffic?	Abby Davidson  Nick Davies	Parking was removed to facilitate the development of St Mary's Hospital and the requested traffic signal at Erin and Park. The signal was required by the nghd, development and CC.
3.	The counter flow bike lanes off the Square went a long way to decriminalize Square throughput, great idea. The missing link is getting across the square against traffic. Nobody goes with traffic uphill around 3 sides of the square through 6 lights. Currently the obvious move is to use the inner sidewalk across one side of the square.  I'd like to suggest a holistic improvement of cycling infrastructure in the Capitol Square area. Understandably, multi-use paths disappear around the Square, but bike lanes also come and go unpredictably. This leads to dangerous car/bike interactions and illegal cycling on the sidewalks. Ideas for improvement include: <ul style="list-style-type: none"> <li>• addition of bike lanes on Wilson and King;</li> <li>• bike boxes at the Wilson/King split (all directions) and at Fairchild &amp; W. Washington; and</li> <li>• Bidirectional, protected bike lanes on the Inner Loop.</li> </ul> The bike lane on E Doty street is nice at MLK, but as it approaches King St, it disappears. This is DANGEROUS to cyclists. I am an experienced commuter and I refuse to ride on this. I, like many others, choose to head down the sidewalk past DOA building, etc. to get to E Wilson Street to head down the hill to the Blair/John Nolen/Willy St intersection.	Mark Cheyne  John Kelley  Andy Swartz	The inside of the square is controlled by State DOA. The State (name the committee that voted against it) did not support the addition of the contra-flow bike lane. The Mifflin side of the square was modified with the recent reconstruction so contraflow bikes can be added in the future when support is present. The City recon project was not so extensive that protected bike lanes could be added behind the bus stops on the outside/sidewalk area of Mifflin St. Unfortunately, there is not much support for accommodating bikes on the square, even modifying the lane use designation signs on the square to identify where bikes, automobiles and buses are to travel has been controversial.  Bike lanes on Wilson and King require the removal of parking. Additional sharrows could be added on King Street. Lane widths on E. Wilson (between Blair and King) can be reviewed for narrowing and making more room along the parked cars. A straight ahead bike lane could be added at the King/E Wilson signal for bikes to continue westbound on to E Wilson. Fairchild and W. Wash will continue to be monitored.  Doty St will be modified with the JDS Project and the bike lane will continue to King St.
4.	There's also a "missing link" between the Starkweather trail and the intersection of Anderson and Hwy. 51 - I presently have been taking Straubel St, but must jump a curb and ride through shrubs to get through. Anderson does not have a dedicated bike lane in front of MATC and the roadway is very rough and heavily trafficked at times (like the morning commute)  I would like to see a safer connection between the Reinhard park path and the Starkweather creek path. Currently, crossing Stoughton Road and navigating MATC campus feels unsafe, and I would never bring a child along this route. I'd suggest a pedestrian bridge over Stoughton road and a designated bike path from Stoughton road to the Starkweather path.	Neil Fortney  Kristina Trybek	Will be reviewed—Anderson St from Wright to 51 will be modified with bike lanes in a future project  Will request to MATC to modify their gate at Straubel , so bikes may pass through when closed for motor vehicles.  The bridge would be a WISDOT project.

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5.	<p><u>Fix the FHR bike path:</u> While the above suggestion is relevant to bike traffic from the south central Madison to downtown on the Cannonball, it is less relevant for those who wish to use the Cannonball to get to UW. Those riders are more likely to use FHR. There is a particularly dangerous location on FHR for bikers heading north on FHR toward the intersection of FHR and Park St. After riding on FHR on a path separated from motorized traffic by a painted white line and crossing the bridge over Wingra Creek and the Wingra Creek bike trail and West Wingra Drive, the white line disappears. (The same thing happens in reverse on the west side of FHR.) If it was important to have the white line separating traffic up to these points, it remains just as important that they continue in the stretch of FHR between West Wingra Drive and Park Street. This may require that parking on FHR along this stretch be eliminated at least during daytime.</p> <p>Southbound Park Street between Fish Hatchery and Wingra Drive. I never travel this by bike because it is not marked for cycling and motorists move fast and heedlessly in all lanes. Could a bike lane be marked here?</p> <p>Southbound Park Street between Regent and Vilas: This needs new bike-lane markings and/or signs, especially approaching Vilas. I have had several near-misses with motorists erroneously thinking the bike lane a thru lane or right-turn lane. Perhaps narrowing the current bike lane would help motorists recognize it as such? I hope this is a small enough job to make it through the process; it would make a considerable difference to the safety of my daily commute.</p> <p>Same as E. Wash., most of this road has a designated bike path, but there are blocks that do not that are in the middle of blocks that do have. As a major vein for southbound transportation, this would make a useful bike route if the lanes were more clearly marked and divided from car traffic.</p> <p>Park St: This is another important travel corridor and commercial destination that has no or inadequate bike facilities. Protected bike lanes are highly important there.</p>	<p>Robert L. Alt</p> <p>Dorothea Salo</p> <p>Dorothea Salo</p> <p>Laura Bachmann</p> <p>Harald Kliems</p>	<p>Providing bike lanes the full length of FHR (S Park to Wingra) requires the removal of parking.</p> <p>Will review a better bike path between the Wingra Path and the Cannonball Path.</p> <p>Will be considered as part of future reconstruction.</p> <p>Will be reviewed</p> <p>Bike lanes are marked on E Wash.</p> <p>Requires reconstruction or removal of parking.</p>
6.	<p>Create bike lanes on N. and S. Ingersoll or N. and S. Paterson connecting both sides of the isthmus. There is an increasing amount of bike traffic between the Marquette and Tenney-Lapham neighborhoods and having bike lanes on a mid-isthmus street would promote safety.</p>	<p>Patrick Heck</p>	<p>Requires removal of parking</p>
7.	<p>The bike lane on Johnson Street is on the left side. I've seen multiple riders get swiped by drivers not expecting cyclists on their left as they turned off. It seems unnecessary and unsafe. Why not have the bike lane on the right like every other street?</p> <p>Biking along Johnson Street, especially from State to Paterson or beyond, feels really unsafe. I am constantly worried that someone in a parked car will "door" me (i.e. they will open their door to get out of their car without looking, and I will slam into their door). I'm also nervous about how close I am to busy and fast traffic on my right side. Making a wider bike lane, painting it a different color (so it is more noticeable to people parking and driving), or even putting in cement barriers may help address these issues.</p>	<p>Kevin Box</p> <p>Courtney Robinson</p>	<p>Left turn conflicts with bicycle traffic on the left hand side are less than the conflicts we would see on the right side along this corridor. The left side bike lane also connects with the bike lane on the left side of Johnson St at Bassett. Left side bike lanes are not uncommon on one-way streets.</p> <p>Johnson St was recently reconstructed, would require the elimination of parking or widening.</p>
8.	<p>Biking along State Street is really scary. There are many buses that drive up and down State so you can easily get stuck between two, or stuck behind a bunch. Because the lights are short, this can cause a lot of problems for a cyclist...if you're stuck behind a bus you may end up missing multiple lights if they are blocking the way. I also notice many cyclists (myself included) get impatient with this and end up passing the busses along the left to try and get in front of them before the light turns green. This is very unsafe, but I think it happens so often because of how frustrating it can be to follow road rules and sit behind the busses. Perhaps creating a separated bike lane on State Street would help get around this problem? Or changing the bus routes to be on a non-bike-designated street</p>	<p>Courtney Robinson</p>	<p>Space is not available and unsafe for many reasons.</p>

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9.	<p>Monroe Street, Regent all the way to Wingra Park. I know you know this already, as you prepare to redo the streetscape; I just want to add my voice to the no-doubt deafening chorus. Monroe Street is awful to cycle on (and to cross as a pedestrian), yet it has so many wonderful places to cycle or walk to!</p> <p>Monroe St: Implementing bike facilities as part of the Monroe St reconstruction is crucial. Monroe Street is a wonderful business area, but biking on the street is impossible for anyone but the bravest cyclists.</p> <p>Install bike lanes on Monroe Street when it is reconstructed. Bike lanes would calm traffic and get bikes off the sidewalk in the business district.</p>	<p>Dorothea Salo</p> <p>Harald Kliems</p> <p>Mark Shahan</p>	<p>Part of reconstruction discussion.</p> <p>Part of reconstruction discussion.</p> <p>Part of reconstruction discussion.</p>
10.	Just wondering if the bike lanes can be extended from Milwaukee Street to Cty T on Sprecher	Patrick Hoeth	Will be added with reconstruction
11.	Is it possible to have a bike lane along Milwaukee or a parallel street? I've noticed that it's difficult to cross over East Washington from Milwaukee Street and generally speaking there isn't a great way for cyclists to get around the Milwaukee St area.	Anjali Bhasin	Would require removal of parking or reconstruction and widening. There are bike lanes at the E wash intersection..
12.	installation of protected bike lanes, especially on main thoroughfares (e.g. Gorham, Johnson, and Washington)	John Kelley	Would require widening and elimination of parking.
13.	<p>If alternatives like bike boulevards are impossible, then bike lanes on busy streets should be divided if possible, like on University, or at least very clearly marked. Madison's bike lanes fail even on that. As an example, check out the bike lanes in Portland, OR, which keep bikers off the highest traffic streets but still provide clear routes that cross the entire city.</p> <p>The bike lane on University needs physical protection through the curve. People driving in the right general travel lane regularly cut the corner and drive in the bike lane. My wife has had several near misses and now refuses to bike there, rather taking a long detour on the SW Path.</p>	<p>Laura Bachmann</p> <p>Harald Kliems</p>	<p>Separated cycle tracks are considered during reconstruction projects. Separated Cycle Tracks often require widening and elimination of parking. Markings are difficult to maintain when snow plows remove them over winter months.</p> <p>Barrier separation would require reconstruction.</p>
14.	I'm most familiar to E. Wash., so I'll speak to that. It would be a very useful bike route, especially with the new business that have been opening on E. Wash. The bike lanes, however, do not feel safe for bikers. The cars are fast there, and the bike lanes are not always marked. It makes no sense to have two blocks with a designated bike lane, and then two without. The bike lanes should connect and make a coherent system. This would be an ideal place for a separated bike lane, like the one on University Ave.	Laura Bachmann	Cycle track would require the removal of parking.
15.	<p>Lack of bicycle lanes on Atwood Avenue between Fair Oaks and Cottage Grove Road. While we realize that the Capital City State Trail is just a couple blocks away, this stretch of one of Madison's main gateway's into the city is highly traveled by bicycles and pedestrians. There is no shoulder on this stretch which forces many bikers to ride on the sidewalk. Drivers often deprecate bikers who do ride in the road because it slows down traffic. Bicyclists and pedestrians typically seek the easiest and shortest routes so many do not even consider using the Cap City Trail because it's not convenient in this section of Atwood.</p> <p>Atwood from Fair Oaks to Monona Ave. Nowhere to ride safely, no shoulder, no bikes allowed sign. Path behind Olbrich, but no good way to get from nhoods on other side of Atwood to the path to get o Monona.</p>	<p>Kristie Schilling</p> <p>Nancy Rogge</p>	<p>Fair Oaks to Sugar would require the elimination of parking, however lane configuration will be reviewed when Sugar to C Grove is reconstructed.</p> <p>From Sugar to CGrove Rd a future reconstruction will provide improved bicycle facilities through here.</p> <p>See above</p>
16.	W Washington Ave between Regent and Park: The mixed parking/bike lane is substandard, especially during the winter. A protected bike lane is required here.	Harald Kliems	Technically the lane would not be considered "substandard." A protected bike lane would require parking removal.
17.	<p>Including a bike lane to and from Winnebago Street to the connecting Capital City Trail would be heavily used by many coming and going from that direction.</p> <p>Install contra flow lane on Winnebago east of Merry that connects to Capital City Path.</p>	<p>Emily Sonnemann</p> <p>Grant Foster</p>	<p>Designs have been developed, however a project has not been programmed at this time.</p> <p>See above</p>
18.	Please consider a contra flow lane, or other solution for east bound traffic on E Wilson St. between MLK and King St.	Andy Swartz	Would require parking removal. As part of the JDS development it is being considered.

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19.	<ul style="list-style-type: none"> <li>● Add bike lanes on: <ul style="list-style-type: none"> <li>○ 1) Gammon Road (Watts to University)</li> <li>○ 2) Odana Road (Whitney to Gammon).....</li> <li>○ 3) Mineral Point (East of Whitney)</li> <li>○ 4) Midvale (North of Mineral Point).....</li> <li>○ 5) Atwood (Fair Oaks to Cottage Grove Road)</li> <li>○ 6) Packers Avenue (Pennsylvania to Wheeler).....</li> <li>○ 7) E. Gorham (east of Brearly)</li> <li>○ 8) E. Johnson (east of Baldwin).....</li> <li>○ 9) Stoughton Road (Broadway to Pierstorff)</li> <li>○ 10) Aberg/Hwy 30 (Starkweather Creek to Thompson)</li> <li>○ 11) Park Street (Badger to University)</li> <li>○ 12) Monroe Street (Regent to Odana)</li> <li>○ 13) Speedway Road (Mineral Point to Regent)</li> <li>○ 14) Regent Street (W. Washington to Speedway)</li> <li>○ 15) W. Washington Avenue (Regent to Fairchild)</li> <li>○ 16) Blair Street (Williamson to Gorham)</li> <li>○ 17) Winnebago Street (Atwood to Milwaukee)</li> <li>○ 18) Milwaukee Avenue (Washington to Sprecher)</li> <li>○ 19) Rimrock Road (John Nolen to Oregon)</li> <li>○ 20) Campus Drive/West Johnson Street (University to Bassett)</li> <li>○ 21) Fish Hatchery Road (Midland to Wingra)</li> </ul> </li> </ul>	Grant Foster	<ul style="list-style-type: none"> <li>1) Requires reconstruction, involves multiple jurisdictions</li> <li>2) Requires reconstruction. Will review lane configuration when resurfaced.</li> <li>3) Requires reconstruction</li> <li>4) Requires reconstruction or parking removal</li> <li>5) See no 15</li> <li>6) Bike lanes exist from Darwin to Tennyson. Bike lanes from Tennyson to the North are planned. Side path planned along the east side for the remainder. The Demetral Path has just been rebuilt from 4<sup>th</sup> to Commercial as part of the system. 1st to 4<sup>th</sup> is planned.</li> <li>7) Requires reconstruction or parking removal</li> <li>8) Separated sidepath planned with pending reconstruction</li> <li>9) WISDOT has been reviewing bike needs along the entire corridor.</li> <li>10) WISDOT</li> <li>11) Requires reconstruction or parking removal on the south ½. The remainder has bike lanes.</li> <li>12) Discussions pending reconstruction</li> <li>13) Requires reconstruction and/or parking removal</li> <li>14) Requires reconstruction or parking removal</li> <li>15) Requires reconstruction or parking removal</li> <li>16) Requires reconstruction and/or parking removal</li> <li>17) Nhd Plan did not recommend this option, requires reconstruction or parking removal</li> <li>18) Requires reconstruction or parking removal</li> <li>19) Town of Madison, Fitchburg, Dane County Most has bike lanes or paved shoulders.</li> <li>20) Requires reconstruction, but will review interim measures.</li> <li>21) Requires reconstruction or parking removal</li> </ul>
20.	Finish putting bike lanes on Mid Town Road between South High Point Road and South Pleasant View Road (County Highway M). The inconsistent cross section creates a real safety hazard, especially, eastbound as you are going uphill towards High Point Road where there is no bike lane.	Mark N. Shahan	Town of Verona, modifications depend upon incorporation and development
21.	Need improvements on Portage Rd: North of Hayes – need bike lanes	Steve Pearson	Most is in Town of Burke. Will review the section immediately north of Hayes.
<b>Bike Route / Wayfinding Suggestions</b>			
22.	<u>Beltline Bike Bridge Signage:</u> In order to encourage bicycling and walking, the bike bridges over the Beltline should have signs identifying the bicycle trails they serve (Cannonball & Southwest) with attractive emblems designed for each trail.	Robert L. Alt	Wayfinding is being planned
23.	<p>(See pic attached) This area around the beltline and Odana and Whitney is not good for bicycle and cars right now. Many bicycles either ride on the sidewalk (BAD!) or ride in the right lane where cars are (which is legal, but not ideal for the amount/flow of car traffic on Odana rd.) There is a nice bike path next to the beltline (in blue) but it just abruptly ends by Whitney way with no safe way for cyclists to get further east toward Segoe road or the SW commuter path. My suggestions are the RED lines. Green lines are on street bicycle lanes. Blue lines and red lines are separate bicycle paths. I suggest:</p> <p>Add some kind of crossing for bicycles to get to the east side of Whitney Way going North. Add a wide bicycle path replacing the sidewalk on the east and west sides of Whitney Way going North and South. It appears they just built a small section south of Odana rd in blue on the pic.) It should continue as a wide bicycle path from Gilbert rd, under the beltline, all the way to Mineral Point Rd. This way, bicycles have a wide path to use and there is still space for cars to travel on the road. Building an actual bike lane on Whitney way road will NOT be safe enough for cyclists unless it is a wide, protected lane. If it's a wide protected lane, it will decrease the space for cars which would not be good for drivers there as it is a main corridor for car traffic.</p> <p>I feel it's important to make improvements on Whitney Way near Odana and under the beltline.</p>	<p>Kristin Cooper</p> <p style="text-align: right;">Kierstin Kloeckner</p>	Improvements are planned. There are national standard for pavement marking type and colors.

	Proposal / Request	From	Staff Comments
24.	<p>Many paths are poorly marked, and the city's intended bike routes are unclear to bikers. This creates conflicts between bikers and cars when bikers go the wrong way. The following are spots I've noticed while commuting in Madison.</p> <p>A. On the west side, where the bike route on Kendall Ave, a bike boulevard, requires bikers to turn onto Prospect and then University to remain on the bike route.</p> <p>B. When eastbound bikers on University need to turn right on Basset St. to continue eastbound on Johnson.</p>	Laura Bachmann	Wayfinding system signing is planned
25.	The Kendall Ave bike boulevard stop signs at Allen, Forest, Princeton, Prospect are placed in a direction that's literally counter to the idea of a bike boulevard.	Michael Lemberger	Stop signs are installed to control motorized traffic, reversal would require Alder recommendation
26.	The path crossing Highland Ave at Campus Dr is confusing.	Michael Lemberger	UW-Madison
27.	<p>Continuing the bike lane along Old Middleton between Capital and Old Sauk (I have been hit along this route twice by a car while commuting in daylight due to a) speed of traffic and b) poor visibility around the curve between the Highlands. This is the last missing segment along Old Middleton. I have spoken with Mark Clear on this numerous times and he did a study on it but never made any improvements.</p> <p>It would be great if there was a far westside route from Middleton to connect to the Capital City Trail/Cannonball/Military Ridge trails...its all city streets right now and through busy intersections like Gammon Rd., Mineral Point Rd., Odana Rd. (although there is a short trail here).</p>	Kierstin Kloeckner  Cindy Ramlet	<p>Design has been developed, requires alder support to eliminate parking.</p> <p>Planned but need cooperation of RR</p>
28.	<p>Bike Infrastructure Needed: Pierstorff St crossing of N Stoughton Rd</p> <p>Currently this is a storm water infrastructure. It is functional, and used, as a bicycle way. It is heavily used (see Strava Global Heat Maps online) by riders connecting from Wright St to Pierstorff to Bartillon to Portage Rd. This is so riders can avoid the terrible Anderson Street segment between Wright Street and Lien Rd.</p>	Andy Swartz	WISDOT not likely to support bicycle crossing at this location. Will review crossing improvements at Kinsman.
29.	<p>There is, as you well know, a major safety and rider comfort with the Anderson Rd segment between Wright St and Stoughton Rd. This thing is DANGEROUS. There are alternatives to putting a bike lane on or off the street on Anderson St. For example, connect to the intersection of Anderson St and Stoughton Rd to the Starkweather Creek Path via Straubel St.</p> <p>Option A: Connects Starkwather Path to Reindahl Park Path via Straubel Street. Would require: a) opening in gate on Straubel St, Crossing on Wright St, Use of drive to West of the Lakeland Univ Building, and widening of sidewalk to become a bike path on south side of Anderson St to the intersection with Stoughton Rd. Also would need a good crosswalk/crossbike across Anderson so that west bound cyclists could cross Stoughton Rd, then cross Anderson and get on the route. See also Option A.</p> <p>Option B: OPTION B note: Connects Starkwather Path to Reindahl Park Path via Straubel Street. Would require: a) opening in gate on Straubel St, Crossing on Wright St, Use of drive to West of the Lakeland Univ Building, and widening of sidewalk to become a bike path on south side of Anderson St to the intersection with Stoughton Rd. Also would need a good crosswalk/crossbike across Anderson so that west bound cyclists could cross Stoughton Rd, then cross Anderson and get on the route.</p>	Andy Swartz	<p>Need a curb ramp on Straubel St. Need to provide crossing of Wright St so people can get to Starkweather Path and need to add bike lanes to Anderson St East or Wright which is planned</p> <p>See comments for Proposal/Request 4.</p>
30.	I have felt for many years that a connector is needed between Hargrove Street and the Cap City Trail via the Garver Property. The OB Sherry to Ivy St bridge and path does not meet the same need. The latest site plans I have seen for the Garver redevelopment have shown a pedestrian bridge from the property (to the north of the Garver building) across the river to OB Sherry Park or else Starkweather Drive. If this is built, and a dedicated bike bridge is not built, or else if it is built as ped bridge but no bike-friendly infrastructure is built to pass through the Garver property to the railroad crossing on Sugar Drive, then it will become a real problem. I believe a *dedicated* bike bridge on the north side of the tracks, with a dedicated bridge over the river would be a great solution and would allow for proper bike access both TO and THROUGH the property without interfering with pedestrian traffic flow.	Andy Swartz	Connection is planned across Starkweather as part of the Garver redevelopment
31.	Improve connection from Starkweather Creek path at Packers to Aberg	Grant Foster	Will be reviewed as part of Oscar Mayer redevelopment. In the interim will review signing and signal changes

	<b>Proposal / Request</b>	<b>From</b>	<b>Staff Comments</b>
32.	Add bike path on south side of Aberg between Shopko and Washington Manor Park	Grant Foster	Improved connection internal to nghd would be preferred, otherwise extensive tree removal is reqd
33.	Repurchase E. Mifflin St. connection to Yahara River and complete bike boulevard  What's up with E Mifflin and the Yahara trail?	Grant Foster  Nick Davies	Requires condemnation of Mullins property or redevelopment. Will review interim solutions
34.	Also a trail from Middleton around Mendota/Waunakee to safely reach the eastside of Madison.	Cindy Ramlet	Dane County/MPO. There is a plan
35.	My idea is that Madison should work towards development of family-friendly loop route that circles Lake Mendota. One can ride around Lake Mendota, but it is not easy or very safe. Riding around Lake Mendota is a good sized loop that could be very enjoyable, but it is not that way yet.	Heidi Halverson	Dane County/MPO There is a plan
36.	Wish to see plan/project for good bike access to Alliant Energy Center. Better, more direct access to Alliant Energy site. No signing or marking on current access to site. Mark and sign bike path on Olen Pkwy.	Tom DeChant	Town of Madison. Will review.
<b>Education, Encouragement and Enforcement/Legislation</b>			
37.	Idaho Stop! Pretty please	Mark Cheyne	Change in State Statutes required. BFW is aware.
38.	A pedestrian, I often feel left out as bicycling is so widely promoted here. A comment: I think it is very important that bicyclists learn, relearn, be reminded that before passing a pedestrian it is necessary to sound the bike bell or call out "Passing on the (right)(left)" Very few of the bikers extend that courtesy to us pedestrians as they, the bikers, whiz past. Yes, pedestrians should keep to the right. We also have our responsibilities so that the paths will be safe for all.	Edith Melinda Bailey	Path Etiquette signs are planned which note appropriate path behavior
39.	I don't believe that it's clear enough that cars need to yield to pedestrians and bikers despite the large yellow signs in many places. I've seen the signs that say something like "It's a law to yield to pedestrians and bikers in the crosswalks". I think the signs with that language should be posted at all major and minor cross walks and bike path crossings as I believe it would help to clarify to drivers what they are supposed to do in that situation. A friend of mine was hit on West Washington recently and this signage could have helped make it more clear that the cars should have stopped.  Signage, make people aware of what rules need to be for these crossings.	Creal Zearing  James Burnham	Overuse of signs is costly and not effective, recommend targeted installations where issues occur.  Crossing treatments are planned at major path crossing locations
40.	I think it would be great if there were city-wide public information campaigns to inform people about cycling. This could include information for cyclists about what road rules they are required to follow, how to bike more safely and defensively, what to do if they are in an accident, etc. This could also include information for vehicle drivers, such as how to watch out for cyclists, how to interact with cyclists on the road, what is legal and what is not, etc. I think there is a lot of misinformation or lack of awareness about cycling in general. Increasing the public's knowledge of all aspects of cycling may really improve driver-cyclist relations.	Courtney Robinson	No funds are available. A BFW project.
<b>Grade Separation Projects (overpasses or underpasses) Intersection Projects</b>			
41.	I would like to recommend an overpass / underpass on the Southwest Commuter Path at North Shore Drive and Proudfit Street. As a bicycle commuter, I avoid the intersection as it is dangerous in the morning and evening as automobile volume is high and drivers are rushed, impatient and distracted. There is no light at the intersection, nor would I recommend a light as it would only add to congestion for the motorists. A bridge (or tunnel) would enable continuous flow for both motorists, bicyclists and pedestrians.	Mark Soderberg	Not programmed.. An underpass would be costly due to high water table, however it will be reviewed. In the interim flashers are recommended at North Shore and SW Path
42.	I recently began working/commuting to American Family Insurance Co.  A bicycle/pedestrian tunnel/overpass between Hayes Rd and Terrace Dr would be greatly appreciated.  Portage Rd to Hanson Rd hasn't been too bad, but it has no shoulder, a hill and poor sight-lines.	Neil Fortney	An overpass is in the bicycle plan but not programmed.  Most of Portage Rd is in the Town of Burke
43.	The Village of Shorewood Hills Doctors Park Neighborhood and Tax Increment District III Project Plans include construction of a bicycle overpass over University Bay Drive at University Avenue.	Karl Frantz	This will be a good connection
44.	Get the Junction Road overpass built. It is long overdue. This overpass will create a low impact route across the Beltline connecting to Elderberry Road that crosses North Pleasant View Road into a developing subdivision.	Mark N. Shahan	Not programmed at this time, WISDOT is reviewing as part of the Beltline PEL

	Proposal / Request	From	Staff Comments
45.	Build the Perry St overpass. It could be ped/bike only or ped/bike/motor vehicle. This overpass will connect a population center in need of jobs on the north side of the Beltline with an employment center on the south side of the Beltline. There is a demonstrated need for this overpass as people have cut holes in the fence so they can cross the Beltline on foot.	Mark N. Shahan	WISDOT, being reviewed as part of the Beltline PEL
46.	E Johnson & First St: protected bike lane, bridge @ Johnson. Separated grade, bridge over railroad tracks for bikes and peds.  Rethink corner of First St & Johnson on East Side.	Timothy Olsen  Brian Falkowski	Designs are being developed with E Johnson St reconstruction project  A bike/ped bridge over the RR is costly and not feasible.  Designs are being developed with E Johnson St reconstruction project
	<b>Intersection / Street Crossing Projects</b>		
47.	Improve safety where the bike path crosses the Machinery Row parking lot entrance. IMO this has become the sketchiest spot in town by a long shot. Since the trendy restaurant and yoga studio went in there, a new breed of clueless drivers do truly astonishing things like: a) turn left then right in there from s-bound Blair St; b) turn right in there from e-bound Wilson St, or to really take the cake, a U-turn from w-bound Willy St, THEN the right-turn, cutting off first the cross-Willy bike lanes, a lane of e-bound cyclists, AND two lanes of bike path. Seriously, this actually happens; c) enter or exit the lot apparently without noticing they are crossing 3 lanes of bike and ped traffic on the path and e-bound bike lane.	Mark Cheyne	Consultant has been hired and is reviewing options
48.	Red/green bike box crossing of N Shore Dr at Bedford. Make it clearer that it isn't an autobahn and drivers should wait for bikes/peds to cross.	Mark Cheyne	RRFB (Flasher) is planned
49.	Fix the crossing of the bike path at Monroe and Regent. IMO it was dumb to have it make a 90deg turn with two crossing lights - just make it a diagonal 5-way intersection straight through, with its own light. Its what the train did, and it's what people do anyway	Mark Cheyne	Diagonal crossing was reviewed and found to create more problems than solved for all users including cyclists. Long term solution may be a grade separation
50.	Neighborhood's interest in a traffic island at the Portage-Donald intersection by Sandburg, which we have prioritized? I am not sure anyone has studied this, but also near Reindahl, where people from the neighborhood cross to go to the splashpad  Portage Rd @ Donald, dangerous intersection. Bad visibility from Uw Hospital to E Wash. High number of children crossing. Speed bumps or island to get drivers attention.  Need improvements on Portage Rd: Traffic Control @ Donald very dangerous intersection	Susan Pastor John Rosch  Margarita Northrop  Steve Pearson	Designs being developed  Designs being developed  Designs being developed
51.	This might also be relevant to the concerns people expressed about connecting to East Towne from the north side of E. Wash, and which we heard during the visioning session on the 22nd	Susan Pastor John Rosch	Crossings are provided at signalized locations
52.	It would be great to have a more bike- and pedestrian-friendly way to get around the Whitney Way/Odana Rd/Beltline intersection. With the YMCA, Westside Swim Club, and other recreation/shopping/eating destinations, largely used by the folks in the neighborhoods surrounding them, making that whole area a little easier to navigate for non-drivers who are specifically coming from the East and South would be great (there's a bike path going West from there).	Gillian Eccles	Improvements are planned
53.	Summary: curb cutouts along Shopko Dr. for ped access to the grocery store.  Currently, if you want to walk or bicycle off-street to the Copps on Shopko Dr. from the south side of Aberg Ave, you are met with a "dead-end" of the sidewalk just after crossing Aberg Ave on the Starkweather Creek Path (East side of Shopko Drive). As you can see on the attachment, there is no break in the curb (as indicated by red arrows) which forces pedestrians (particularly pedestrians in wheelchairs or scooters) to enter the roadway at the entrance to the Bridges golf-course. Alternatively they could cross Aberg on the west side of Shopko drive, but that forces a crossing of four lanes without and crosswalk or signalling. Ideally, a wheel-assisted pedestrian would be able to navigate from Starkweather (south of Aberg) to Copps without difficulty. I believe that this could be done simply and at a reasonable cost by simply making curb cutouts where the red arrows indicate. In a perfect world, Copps would work with the city to ensure that the entire trip from path-to-door is accessible to all users including limited-mobility pedestrians and road-avoiding cyclists.	Charles McNulty	Modifications will be reviewed with City Engineering

	Proposal / Request	From	Staff Comments
54.	The special stoplight at Dunning and Atwood is good, but the pavement on the north side was left raised above the ground by two inches or more. The drop-off is a booby trap for pedestrians and cyclists to pass through. Could the hole and dangerous shoulders at that intersection be filled in? Also the curb bumps that were left in aren't marked carefully, and are easy to miss and crash into or trip on. Could that whole corner be an apron instead of an obstacle course?	Bill Jolin Grant Foster	Referred to maintenance sections
55.	<p>However I think some effort should be made to enhance the safety of our current system. We have many bike/vehicle intersections which are very difficult for cyclists to safely negotiate. As an example, the entire bike path that heads west from campus along University Ave to Allen Blvd. Every street that path crosses is a hazardous crossing for cyclists. Turning vehicles don't look for cyclists. Vehicles commonly pull into and stop in the green zones. Many intersections are "hidden" with plants, signs and structures blocking the views of both cyclist and driver. There are many things that could be done to make these intersections safe. Signage to warn drivers to look for cyclists, bike specific lights to safely sequence vehicle and bicycle traffic, allowing clear sight lines, etc. Many lessons could be learned from European cities that have already worked out these "kinks" in the system.</p> <p>What isn't helpful is when the City installs a bike specific light such as the light at the Spring Harbor/Univ Ave intersection. It is obvious that this light was not installed to increase safety for cyclists, but rather inhibit cyclists travel and make it easier for cars to turn without having to be hassled by bicycle traffic. I do believe the "No right turn on red" lights are an improvement, however the sequencing of the light for cyclists is horrible, and will only lead to cyclists running the red rather than sitting there for many minutes waiting for the green. There are ways to improve this intersection but for now this should be used as a example of what NOT to do when considering ways to improve safety.</p>	David Hill	<p>Cross-street intersections with sidepaths and concerns like those raised are the inherent problem with side paths. Signs reminding traffic to watch for cross path users are present and green path markings are already provided.</p> <p>Signal modifications were recently made.</p>
56.	Put an official bike and ped crossing with overhead stop light at Oakridge and Atwood. A 10 yr old was just hit here a few weeks ago.	Finn Ryan	Improvements on Atwood are planned.
57.	We also need more controlled crossings on the bike path at Fair Oaks and Walter St.	Finn Ryan	Fair Oaks has been marked with green material will review for flasher. No changes at Walter St are recommended at this time.
58.	The safety at the intersection of the Southwest Commuter Path and Glenway Street should be improved. Glenway is a busy cut-through between Monroe and Mineral Point. At present there is minimal warning to drivers that they are approaching one of the busiest bike paths in the city. Better pavement paint and signage should be added. Ideally some type of traffic calming would added as well. Thanks.	James Walden	Will review for flashers.
59.	Southbound Randall at Monroe: Clearer indication of how a bike continuing south on Randall is supposed to navigate this intersection would be helpful. As is, it's another hop-the-scary-yield-lane situation.	Dorothea Salo	Left turns are made similar to other vehicles.
60.	Regent and Mills: Lane markings and signs are not clear (especially NB Mills; is there a turn lane here or not? turning which way?), such that bikes and cars tend to clash. Bike boxes could help, I think, if you're repainting it anyway.	Dorothea Salo	No change recommended at this time
61.	Bike boxes on Erin where it crosses Park, perhaps? Neither motorists nor cyclists quite know what the appropriate wait-for-the-light placement etiquette is there, though it is a heavily-cycled intersection.	Dorothea Salo	No changes recommend at this time
62.	Stop sign on Erin at West Shore? I'm afraid it's time; at rush hour, cyclists really must stop for the left-turning cars from North Shore onto Erin. (I do, but I often see cyclists trying to outgun surprised left-turning motorists reasonably expecting a right-of-way.)	Dorothea Salo	Signs are planned



	Proposal / Request	From	Staff Comments
63.	<p>In busy intersections where bikes and pedestrians cross two lanes of traffic going one way, cars in one lane of traffic will often stop to let pedestrians/cyclist cross, and the car behind them will whip around to pass in the other lane without seeing the pedestrian/cyclist. A good friend of mine was recently hit by a car on W. Washington due to this situation. It would help to have a button for peds to push to make lights blink at busy crossings like this. These seem to help in other cities.</p> <p>I am concerned about various locations in the city where bikes and pedestrians cross 2 lanes of traffic going one way. For example, W. Washington where the southwest commuter trail crosses, Proudfit, and the stretch of Monroe St. near Trader Joe's.</p> <p>I wanted to request that you please try to do something at places where the Southwest Commuter Path crosses double lanes across West Washington and also at Proudfit St/North Shore Dr. I have seen multiple cyclists and pedestrians nearly get hit by cars at those intersections, especially after the closest car stops, but other cars keep coming or even try to speed around the stopped car. (A friend of a friend was hit by a swerving vehicle a couple weeks ago.) There is often no way for crossers to see the second lane of oncoming traffic, and drivers will often honk or get impatient if the cyclist waits until there is a safe time to cross. I don't know what the best solution is, but something like the elevated pedestrian/cyclist activated traffic signals where Marquette crosses Milwaukee St to at least let cars know they should be on the lookout would be helpful. (Something like <a href="http://www.hillsboroughcounty.org/images/pages/N3587/2014%20Fletcher%20Ave%20Pedestrian%20Project%20copy.jpg">this</a>, perhaps: <a href="http://www.hillsboroughcounty.org/images/pages/N3587/2014%20Fletcher%20Ave%20Pedestrian%20Project%20copy.jpg">http://www.hillsboroughcounty.org/images/pages/N3587/2014%20Fletcher%20Ave%20Pedestrian%20Project%20copy.jpg</a>)</p> <p>The bike trail crossing with West Wash needs better signage. My friend got hit by a car recently making that crossing--perhaps there should be a stoplight to facilitate bike crossings.</p> <p>A friend was recently hit by a car while crossing West Washington on the bike path, near Motorless Motion Bicycles. Thankfully she is okay and will make a full recovery, but it is scary to think of what could have happened. Improving the infrastructure of this crossing, and others like it, could help keep cyclists, runners, and walkers safe and decrease the number of accidents that occur, fatal or not, in the area. Madison is a city known for being bike friendly, so lets keep it that way and continue to improve.</p> <p>The intersection of the Southwest Commuter Path and West Washington is also very unsafe. Because there are two lanes of traffic it is easy to get into an accident if one lane stops and you think it's clear and then the other lane hasn't actually stopped. This happened to my friend recently and she was badly injured. Installing a light that can be triggered by cyclists, or a flashing yellow, or even a little bike bridge would help make this a much safer intersection.</p>	<p>Christina Locke</p> <p>Andrew W. L'Roe</p> <p>Kevin Box</p> <p>Paige Leytem</p> <p>Courtney Robinson</p>	<p>Flashers are planned to be installed.</p> <p>Flashers are planned to be installed.</p> <p>Flashers are planned to be installed.</p> <p>Flashers are planned to be installed.</p> <p>Flashers are planned to be installed.</p>
64.	<p>I'm a Madison cyclist, and I'm so glad to have a chance to give feedback on bike infrastructure in the city. In my mind, the most dangerous place in all of Madison's wonderful cycle-ways is when the bike path crosses North shore drive at Monona bay. I have nearly been on both the cyclist side and the vehicular side of accidents at this crossing and a dear friend was recently hit by a car and severely injured there.</p> <p>Because of the way north shore curves, it is very hard for motorists in the lake side line to see cyclists crossing, especially when a car in the left-hand lane has already stopped. Plus, people often drive very fast on this street. Even a set of flashing lights here would be a tremendous help to the cycling community.</p>	<p>Kitt Healy</p>	<p>Flashers are planned to be installed.</p>
65.	<p>I live on the Northside of Madison and really appreciate the cross walk by the BMO bank with the caution lights that can be set off by a pedestrian walking across to help people stop. I never walk that crosswalk but it stops cars and lets the folks walk. I would like to suggest that for over by Warner Park and the driveway into the mall. Not only when there is a Mallards game, but I see often people wanting to cross there and people don't stop for them.</p>	<p>Dona Meyer</p>	<p>Flashers are planned to be installed.</p>

	Proposal / Request	From	Staff Comments
66.	<p>A gap in the system that is a problem for me is the Capital City Trail through the Atwood neighborhood from Olbrich Gardens to Dunning Street. The bike path crosses many streets in this stretch, and it would be safer and easier for everyone if the bike path was "tabletopped" at these streets. It would prevent bicyclists from having an uncomfortable ride, and it would act as a speed bump for automobiles. Bicyclists currently bypass these intersections by cutting up to St Paul St between Waubesa and St and Jackson St. Not only would this alteration improve safety on the path, but it would encourage all bicyclists to remain on the path itself where drivers are most alert for them.</p> <p>No pedestrian crossing from the entrance of Olbrich Botanical Gardens to Olbrich Park. People do cross there although they're coming very close to being struck by vehicles because the current setup requires them to walk a rather long distance to a crosswalk. We would like to see a lighted crosswalk installed on Atwood that would allow pedestrians to safely cross from Olbrich Park to Olbrich Botanical Gardens.</p> <p>The current plan for development of the Garver Feed Mill includes an easement for a future bike and pedestrian path running north-south through the site and a bridge across Starkweather Creek. Construction of this path and bridge should be combined with improvements of pedestrian crossings of Atwood Avenue to fully integrate Olbrich Park, Olbrich Gardens, the Garver site, and OB Sherry Park.</p> <p>When Atwood Avenue is reconstructed by Olbrich Park, install bike lanes to connect with the bike lanes on Monona Drive.</p>	<p>Paul Kosmerl</p> <p>Kristie Schilling</p> <p>Daniel Kiernan</p> <p>Mark Shahan</p>	<p>Table tops are planned but require reconstruction, reconstruction is generally undertaken when the street has reached the end of its useful life. The Ohio St. crossing is being considered for programming by City Engineering.</p> <p>Improvements are planned</p> <p>Improvements are planned</p> <p>Improvements are planned</p>
67.	<p>Northbound Park Street, coming up to the intersection with West Washington. I gave up on this after several near-sideswipes; I cross Park at Erin to West Shore Drive and rejoin Park at the (awkward, but light-controlled and not death-defying) West Washington light.</p> <p>Controlling the right-turn lane and getting rid of its yield sign has helped a little (thank you!), but not enough to make me confident in cycling straight up Park at rush hour.</p>	Dorothea Salo	Further modifications would require reconstruction
68.	<p>Southbound Park Street, the intersection with Fish Hatchery. The main cycling problem with this is again the right-turn lane: because it leads to a curve with a yield sign rather than a corner intersection, motorists tend to barrel through at full speed. A cyclist wishing to go straight on Park must leave the bike lane to cross the right-turn lane (where? this is not marked) through fast-moving cars. Rush hour is particularly fraught, of course, but honestly this intersection is never easy and usually outright unsafe to cycle.</p>	Dorothea Salo	This intersection is problematic due to the skew of the Fish Hatchery leg. The right turn is signalized controlled, further modifications would require reconstruction
69.	<p>addition of more stop signs on small cross streets or, in the case of busy streets, bike-initiated signals at multi-use path and "bike boulevard" crossings (e.g. W. Main and Proudfit)</p>	John Kelley	Bike signal would cost in excess of \$60,000, close spacing with W Washington likely precludes a separate signal at this location, flashers are planned at this crossing.

	Proposal / Request	From	Staff Comments
70.	<p>One intersection that causes a considerable amount of stress is the John Nolen, Williamson St., Wilson St. intersection. I'm sure that you've received many suggestions for improvements to this intersection because it is a highly trafficked area with many problems.</p> <p>To name a few: when crossing from the capital city path on the north side towards Machinery Row Bicycles, one is often forced to stop on the median and is unable to continue on to the bike path. There is just not enough room to handle the amount of bicycle traffic that is seen in this area. It is particularly dangerous if you have a trailer connected to the bike as many bike travelers nowadays do because there is not sufficient space to handle the length of this type of bicycle configuration while allowing other bicyclists to wait there as well. On the reverse, when stopping at the capital city trail on the Machinery Row side with the intention to cross Williamson St. the bikes are unable to stop without having the tail end of the bike inside of the north/south bound bike trail. Worth mentioning, anyone trying to enter the Machinery Row parking lot via car already has an almost impossible feat ahead of them; it is not surprising that bicyclists on the Capital City Path experience many near-misses from cars eagerly trying to get themselves out of a dangerous intersection. I'm surprised there are not more traffic incidents than there currently are! This entire intersection needs a facelift. Can it be done?</p> <p>The right turn slip lanes at John Nolan Dr at both Williamson St and North Shore Dr create 2-stage crossings for bicyclists and pedestrians. Both should be eliminated at the next opportunity.</p> <p>There should be more room on the south side of John Nolen Drive at North Shore for queuing and turning movements. The current limited space creates awkward and dangerous situations, especially for path users entering the John Nolen section from North Shore.</p> <p>For bicyclists going toward Law Park, create a path from the end of Bassett St, across the park, to a crossing of North Shore Drive at John Nolen Drive.</p> <p>Dangerous by bike or foot especially from JND onto Williamson (blind corner)or from Cap city path to Wilson St</p> <p>Proposed improvements to Capital City bike Path at approach to Blair St/Williamson St/John Nolen Blvd. Paint contra flow bike lane removing on street business parking. Cap City path crossing with Winnebago/Riverside Dr call button on wrong side of crossing. Connect Path N Winnebago to E Winnebago.</p>	<p>Tracy Peterson</p>     <p>Michael Lemberger</p> <p>Michael Lemberger</p> <p>Aaron Sweeney</p> <p>Nancy Rogge</p> <p>Chuck Strawser</p>	<p>Consultant has been retained to develop alternative treatments.</p>     <p>Consultant has been retained to develop alternative treatments.</p> <p>Island was recently expanded. Other modifications will require reconstruction.</p> <p>Grades appear to be challenging and there are only poor locations for crossing JND.</p> <p>Consultant has been retained to develop alternative treatments</p> <p>Concepts have been developed.</p>
71.	Eastbound turning onto the Blackhawk path at Old Middleton Rd. and Eau Claire Ave. is improved but still very difficult.	Michael Lemberger	Improvements have been made, No additional changes recommended at this time.
72.	<p>The westbound crossing of University at Babcock leaves very little room between cyclists on the path and traffic on Campus Drive. Perhaps the median could be made narrower in order to allow the path to be moved north a few feet.</p> <p>After crossing University from Babcock, merging onto the left-hand bike lane is very disconcerting with heavy traffic passing nearby on the right on Campus Dr. The section of bike lane marked must get physical protection.</p>	<p>Michael Lemberger</p> <p>Harald Kliems</p>	<p>Would need to be considered during reconstruction</p> <p>Would need to be considered during reconstruction</p>
73.	Crossing S Blair St at E Main St in either direction is a difficult hitch in an otherwise useful bicycle route.	Michael Lemberger	A traffic signal is planned at this location when Blair St is reconstructed
74.	No pedestrian crossing near The East Side Club. This is another area where people cross despite the dangers posed to them for doing so. Many of the Club's events are at night and this is an especially dangerous situation for pedestrians. We would like to see a lighted crosswalk installed across from The East Side Club to the block between Margaret Street and Olbrich Avenue.	Kristie Schilling	Modifications are planned with the Atwood Recon project.

	Proposal / Request	From	Staff Comments
75.	<p>I propose modifications to the intersection of S. Broom St. &amp; W. Wilson St. This intersection has many problems for pedestrians, bicyclists, transit, and motorists alike caused by very poor design and neglect to pedestrian and bicycle users at the time it was last rebuilt. Problems with the design of this intersection include:</p> <p>The "free-flow" right turn lane from northwest-bound Broom to northeast-bound Wilson. Drivers believe they don't have to yield to pedestrians in the crosswalk because this is how the engineers designed it. Practically no drivers yield to pedestrians in the crosswalk or use turn signals. Pedestrians using the crosswalk cannot predict if drivers will go straight ahead or veer into the the right turn at full speed.</p> <p>The crosswalk across Wilson on the southwest side of Broom is actually marked in the adjacent traffic lane. The crosswalk on the other side of Broom is uncomfortably close to moving vehicles.</p> <p>The end of the crosswalk on the small island on the south corner is not accessible.</p> <p>The push-buttons required for using the pedestrian signals are located too far from the crosswalks they are used for.</p> <p>Drivers turning right from northeast-bound Wilson to southeast-bound Broom usually fail to stop for the stop sign or yield to pedestrians crossing there.</p> <p>There is no pedestrian signal for crossing Wilson on the southwest side of Broom.</p> <p>Bicyclists traveling northeast on Wilson are forced into two illegal maneuvers when the right-hand travel lane becomes a right-turn only lane before the intersection, then a lane is added to the right of the through lane after the intersection.</p> <p>Bicyclists traveling from Law Park are forced to merge with traffic before reaching the bike lane at Doty.</p> <p>Bicyclists traveling to Law Park on Broom have no legal way to do so: The two right lanes are for right turns onto JND, The left lane is for left turns only, the southwest sidewalk includes (also poorly designed) stairs, the northeast sidewalk is illegal for biking due to the adjacent building.</p> <p>Mixing a stop sign with traffic signals is confusing for drivers as to who to yield and drivers usually fail to look right for pedestrians before passing it.</p> <p>Recommended traffic engineering practice is to only use channelized turns with a turn only lane leading to it, not one where drivers can go two different directions.</p> <p>Remember this is the only access to Law Park from the Bassett District and the only park the neighborhood has.</p> <p>I believe modifications should include:</p> <p>Eliminating both traffic island for a conventional design.</p> <p>Either moving the crosswalks with their curb cuts or moving the signal equipment to put push buttons where they need to be.</p> <p>Curb cuts should be at least five feet wide so they can be used for two-way pedestrian traffic.</p> <p>Crosswalks should be at least ten feet from parallel moving vehicle traffic lanes.</p> <p>A one-way protected bike lane should be installed from Law Park to north of the bus stop at Broom and Doty, with protected signal phase to avoid conflicts with turning traffic.</p> <p>If the right turn only lane on Wilson is necessary, create a protected bike track to the right of the lane approaching Broom with a protected signal phase and no turns on red.</p>	Aaron Sweeney	<p>Will review for signing changes.</p> <p>Crosswalk locn will be reviewed when remarked, may require reconstruction of the island curb ramps.</p> <p>Buttons are accessible</p> <p>Will refer to MPD</p> <p>Ped Signals will be added</p> <p>New Bike facilities requires reconstruction and widening. Will review the Broom St – John Nolen Path issues for minor modifications.</p> <p>Actually Stop signs are used at signalized locations often.</p> <p>Not aware of this condition</p> <p>Not recommended at this time</p> <p>Curb ramps are City standard Crosswalk location is generally a function of terrace width Requires reconstruction and widening</p> <p>Requires reconstruction and widening</p>
76.	<p>The railroad crossings on University/Campus Dr (both eastbound and westbound) need to be improved as well. We personally know of at least three people who have crashed there in the past one or two years.</p>	Harald Kliems	<p>Will inform CE to review and contact RR if necessary.</p>
77.	<p>The east end of Lien road and west end of Reindahl Bike Path was rebuilt several years ago but was never completed. The "Motorized Vehicle Prohibited" or "No Motorized Vehicles" sign that was there previously was never replaced. See image in this message.</p> <p>Also, a No Parking zone should be established for at least one car length from the end of the roadway. Without doing so, a car or truck could park on the street and partially block the path. This could be a safety issue.</p>	Andy Swartz	<p>Signs will be installed</p>

	Proposal / Request	From	Staff Comments
78.	The intersection of Lien Rd and Mendota St and the "bike path cut through" has a sign on it that reads "No Motorized Vehicles" for Westbound traffic. However, the sign is completely obscured by an evergreen tree. This is an essential link between the Reindahl Park Path and the Starkweather Creek Path and needs to be optimized. See image in this message.	Andy Swartz	Will review for tree trimming
79.	<ul style="list-style-type: none"> <li>● Improve crossing at: <ul style="list-style-type: none"> <li>○ John Nolen/North Shore</li> <li>○ John Nolen/Broom</li> <li>○ John Nolen/Wilson</li> <li>○ Cap City/North Shore</li> <li>○ Cap City/W. Washington</li> <li>○ Cap City/Midvale</li> <li>○ Winnebago/Riverside (install diagonal crossing)</li> </ul> </li> </ul>	Grant Foster	<ul style="list-style-type: none"> <li>Requires reconstruction</li> <li>Requires reconstruction. Will review minor modifications</li> <li>Consultant has been retained to develop alternative treatments</li> <li>Flasher is planned</li> <li>Flasher is planned</li> <li>Flasher is planned</li> <li>Project is planned</li> </ul>
80.	Table top Cap City crossings at Jackson, Ohio, Corry, and Waubesa	Grant Foster	Planned with reconstruction. CE is considering programming Ohio now.
81.	Get path crossing over railroad from Burr Jones to E. Mifflin in Fiore shopping center	Grant Foster	Will require OCR approval
82.	Repair railroad crossing on 600 block of W. Main Street	Grant Foster	Will inform CE to review and contact RR if necessary.
83.	Add stop signs on Dickinson at Rutledge	Grant Foster	Converting to All-way Stop would require Alder recommendation and Ped/Bike to waive warrants
	<b>Major Maintenance</b>		
84.	The Wingra Creek bike bath could use fresh pavement. Extremely bumpy with dangerous spots where the pavement has bubbled up. Between Mills St. and Fish Hatch specifically	Matt Hughes	Will refer to City Engineering
85.	<p>The eastern-most segment of the Wingra Creek bike path, on the southern (older) "fork" between the bridge over Wingra Creek and John Nolan Drive. The bike path on this segment is in terrible, even treacherous shape, many raised cracks make it dangerous for bikers and runners. Can this segment be replaced?</p> <p>Resurface/reconstruct the Wingra Creek Path on the south side of the creek from John Nolen Drive to the bridge over Wingra Creek. The pavement has been heaved up by tree roots and is in poor condition.</p>	<p>Jim Muehlenberg</p> <p>Mark N. Shahan</p>	Will refer to City Engineering
86.	A section of the path from Mineral Point Park to Jefferson Middle School needs resurfacing and it's connection with Tree Ln and Gammon Rd. should be more intuitive.	Michael Lemberger	Will refer to City Engineering
87.	<p>I suggest that future curb cuts for bicycle paths be shaped so that a rider does not experience a jerk or jolt when transitioning between the road and bicycle path. Most curb cuts have an abrupt change from a slope to flat that causes an unpleasant jerk to the rider. If the curb cut is shaped with a more gradual transition from the path to the street, then the jerk is not felt. I know a number of people, myself included, who take Jennifer St, Spaight St instead of the Capitol City Trail between John Nolen and Ingersol St so that we don't experience the jerk at the crossing of Blount/Livingston/Patterson/Brearily Sts.</p> <p>The path to roadway transitions between Dunning St and and the bike path connector to St Paul Ave are bad. They are so bad that Revolution Cycles reports that they have seen many broken spokes on cargo bikes (heavily loaded) from the impacts of the transitions. There must be a way to smooth these out. If nothing else, they are uncomfortable for the riders and this section is very, very heavily used by both commuters and recreational riders. I have heard that technically speaking, some of these slopes at these transitions do not meet ADA standards. If this is true then the City should a) fix them and b) set standards for such transitions in the future so that they are both comfortable for uses as well as ADA compliant.</p>	<p>David Toland</p> <p>Andy Swartz</p>	<p>Will refer to City Engineering</p> <p>Will refer to City Engineering</p> <p>CE has developed a standard detail that account for a smooth ride – implementation is the challenge.</p>
88.	The pavement on parts of the Southwest Path is starting to deteriorate after 15 years and will need to be resurfaced in the near future. Program the resurfacing now so it can go off without a hitch when the pavement actually needs to be resurfaced, not years after it should have been done.	Mark N. Shahan	Will refer to City Engineering

	Proposal / Request	From	Staff Comments
	<b>Shared-Use Path Projects</b>		
89.	<p>I would love to see a new bike path created to connect the west end of Edgewood Dr with the east end of Arbor Dr, in the vicinity of Wingra Park. This would save bicyclists from having to bike up the whole length of Woodrow Street and to then have to choose between:</p> <p>a) riding on Monroe Street itself, which can be very busy, and potentially requiring that the bicyclist cross Monroe Street twice (if headed west)</p> <p>b) riding on the sidewalk along the south side of Monroe Street, which saves from having to cross the street, but creates a conflict between bicyclists and pedestrians along what can be a very busy sidewalk</p> <p>I recognize this may not be possible, given that Woodrow St and Terry Pl are both lined with houses/private property, but if an egress into Wingra Park could be secured, I think this would be a very popular connection for walkers and bikers.</p> <p>I live close to Lake Wingra and the Zoo and would love to see some sort of link between the path along Wingra Creek but stops at Orchard St and the bike lane that goes along the lake, but only picks up west of the zoo. There are a lot of people who need to walk in the street at that point, and in the summer there are a lot of competing traffic streams. This is particularly true now that the zoo has closed the east entrance by the parking lot.</p> <p>As I bike west from the Wingra ST path, through Vilas Park, behind Edgewood, and north on Woodrow ST, I end up on Monroe St and have to bike on the sidewalk a block or two to continue on the path in Wingra Park. I feel bad about that and it's not nice for pedestrians. If Monroe St is dug up that far west, could a wider bike/ped segment be added there? Or even better, could a path be created at the west end of Edgewood Dr moving west into Wingra Park? The distance is very short.</p> <p>addition of bike and pedestrian path along Lake Wingra near zoo and Vilas park- currently this route near zoo can be difficult with no place for pedestrians and narrow one way bike lane- plenty of traffic for zoo and/or beach and picnics at Vilas. Not to mention that piece of pavement and area along lake Wingra looks terrible- there are lots of rutted paths in dirt cause of lack of paths-</p> <p>As an avid recreational and commuter bicyclist and a neighborhood pedestrian and dog walker, I pass along Wingra creek and Lake Wingra daily. And on a daily basis, I'm frustrated with the lack of a safe and sensible bike and pedestrian path from Orchard Street to Edgewood Drive. It seems that adding a designated path would be appreciated not only by neighbors and commuters but also zoo and Vilas beach users. Currently, between Orchard and the zoo entrance, pedestrians have a choice of walking in the road with traffic (big puddles after rain) or in a rutted (muddy after rain) path on either side of road.</p>	<p>Ryan Engel</p> <p>Zaccai Lewis</p> <p>Janet Murphy</p> <p>Wes Slaymaker</p> <p>Diana Cohen</p>	<p>Is being considered as part of the Monroe St recon project</p> <p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p> <p>Is being considered as part of the Monroe St recon project</p> <p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p> <p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p>

	Proposal / Request	From	Staff Comments
	<p>Just want to add my voice to a walkway along Vilas park drive. Cars often speed along the roadway leading to and from the zoo from Wingra drive. Yet, many people from the surrounding area walk to the beach and to the rink in the winter. There is nowhere to walk except in the road or along the often muddy gully. It sounds from the alder that this might be in the long range set of projects for Vilas. I hope it can be done fairly soon much like the sidewalk put in along Drake st, adjacent to the zoo. This proposed walkway is equally as important as the one on Drake. Thanks for listening.</p> <p>Vilas Park Drive around Lake Wingra. The choice for pedestrians is either to walk in the street or in a well worn rut in the grass. There is a lot of traffic on the drive because of the zoo and the park/picnicking. In addition, when there is little traffic in the morning hours and few people about, my son who runs there has been run off the road by crazy drivers....intentionally it would seem because there is plenty room for both. This doesn't happen frequently but it has happened more than once. So, please consider a path for runners and pedestrians from the bridge near Edgewood Dr to Mills St. In addition, some of us older walkers or those with physical disabilities need an occasional bench to rest on. Thank you.</p> <p>I would like to express my support for a bike path that would run along Lake Wingra in the section of Vilas Park Drive and between Edgewood drive and Orchard St.</p>	<p>Cindy Koschmann</p> <p>Carol Ann Graham</p> <p>Nick White</p>	<p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p> <p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p> <p>Will review with Parks and CE. Proximity to wetlands will be a challenge.</p>
90.	<p>Vilas Park Drive: A separate jogging path is needed from Edgewood Drive to Orchard St. Joggers run in the contra flow lane facing bike traffic but do not step aside when oncoming bikes approach forcing bicyclists into the oncoming car lane. When oncoming cars are also approaching, this forces bicyclists to try to thread the needle between the cars and the joggers. Adding to the problem is the narrow bridge over the lagoon entrance. You cannot see cars or joggers coming from the opposite direction because the bridge obscures the view and the pavement in the bike lane is in poor condition. The bridge is too narrow without joggers in the bike lane but it gets downright scary when you pop up onto the bridge just as you see both joggers and a car approaching from the other direction. I have also seen people fishing in the bike lane on the bridge.</p> <p>The short term solution is to fix the pavement in the bike lane on the bridge and add signage banning fishing on the bridge. Signage should also inform joggers/walkers that when they walk/jog in the road facing traffic, they are supposed to step out of the way as oncoming traffic approaches as stated in state law.</p> <p>The long term solution is to create a jogging path on the north side of Vilas Park Drive from Edgewood Drive to Orchard St. and to build a new bridge over the lagoon for bicyclists and joggers.</p>	Mark N. Shahan	Will review with Parks and CE. Proximity to wetlands will be a challenge.

	Proposal / Request	From	Staff Comments
91.	<p>I would love to see the Cannonball Path be extended along the train tracks from Fish Hatchery Road to John Nolan Drive.</p> <p>The Cannonball comes to an abrupt end at Fish Hatchery. Riders who don't know the city may not know what to do next, so a map would help. Also, help getting across Fish Hatchery, especially during rush hours, is desperately needed.</p> <p><u>Finish the missing link on the Cannonball Trail:</u> Enormous investments have been made in the Cannonball Trail as a genuine commuter corridor to central Madison, not the least of which is the bridge over the Beltline near Culvers. The path carries on beyond the bridge on the north side of the Beltline to Fish Hatchery Road (FHR) nearby the recycling plant where it abruptly ends. Riders are then given 3 options: 1)travel north on the sidewalk on the west side of FHR to cross at Carver nearby Madison Newspapers 2) cross immediately to the east side of FHR to the path along the FHR curb or 3) get on the sidewalk on the east side of FHR. All 3 options involve very dangerous crossings of FHR. Ultimately, a bridge over or tunnel under FHR will be necessary. The sidewalk options involve passage across highly active cross streets and driveways not to mention placement of bikes on pedestrian sidewalks. The intensity (volume and speed) &amp; type of motorized traffic (cars, motorcycles buses &amp; industrial vehicles) make the bike paths on FHR forbidding for bicycle travel.</p> <p>Thus, my suggestion is that the Cannonball path be finished as a bike-pedestrian route separate from motorized vehicles all the way to the Wingra Creek trail. I believe this may best be accomplished utilizing the rail corridor east of FHR and, possibly, connecting along the East side of Bowman fields using the existing bridge over Wingra Creek at South street. Alternately and more directly, the Cannonball could continue along the rail corridor to meet up with the Wingra Creek trail near Beld St.</p> <p>A top priority should be to complete the northeast portion of the Cannonball path, east of Fish Hatchery Road, presumably to the Wingra Creek path somewhere near Park St. The Cannonball Path is both a great commuter route and could form a Signature Bike route connecting the Capital City Bike Path south of Madison with the Wingra Creek path and the Lake Monona Path in a 20 or so mile loop.</p> <p>An extension to the Cannonball Path east to Park Street and a connection to the Wingra Creek Path should also be a priority.</p> <p>In addition to this proposal, I believe that the requests from the meeting that involve extending the Cannonball path to John Nolan drive and creating a safe bike path that circles Lake Mendota would benefit Madison pedestrians, bicyclists, motorists, and tourism.</p>	<p>Gregg Riemer</p> <p>Tim Wong</p> <p>Robert L. Alt</p> <p>Allen A. Arntsen</p> <p>Gordon Govier</p> <p>Adam Maus</p>	<p>This connection is planned to Wingra.</p>
92.	<p>My dream and hope is that you connect the Glacial Drumlin path to Madison! It would be a great addition and way to connect Madison to Milwaukee.</p> <p>I think it would be a good idea to connect Madison and Cottage Grove with a bike path. One could then travel nearly across the state on one east-west off road bike path.</p> <p>any chance of connecting the bike path in Cottage Grove to Madison? I remember preliminary work being done awhile back and the nothing more being said or done for years. What's up?</p> <p>A connection from the east end of the Capital City Trail to the path through Acewood Park and on toward the Glacial Drumlin Trail is, in my mind, one of the biggest needs.</p> <p>Glacial Drumlin bike trail stops at Cottage Grove, WI. Link between Milwaukee and Madison. Sold land for this link.</p>	<p>Brian Johnson</p> <p>Chuck Price</p> <p>Craig Lehnherr</p> <p>Gordon Govier</p> <p>Mike Pfefferle</p>	<p>The city is pursuing completion to the Interstate. The DNR is pursuing the section from the Interstate to Cottage Grove.</p>



	Proposal / Request	From	Staff Comments
93.	I would very much like to see a path linking the Applewood Hill neighborhood into the Holy Name Seminary property (which is now Holy Name Heights Apartments). Could someone contact the Applewood Hill neighborhood association to see if an easement or path for a cut-through could be feasible? I believe the Gorman Co. is the developer of the Holy Name project.	Richard Grundman	Town of Middleton
94.	Expand the sidewalk from Commercial Ave. to Aberg Ave (along Packers Ave.) to a <b>multi-use bike/pedestrian path</b> . This would provide an important link between existing trails and be a great asset to the growing number of cyclists who live on the northeast side.	Ben Jones	Will be considered as the next phase of the new Demetral Path that ends at Commercial.
95.	Add a bike path along the lakeshore by Olbrich Park and Monona Drive to complete the "missing link" between Olbrich Gardens and Cottage Grove Road.  I suggest expansion of the sidewalk along Monona Drive at Olbrich park. We walk and bicycle this path often and the current width barely allows for either bicycling or walking along Monona Drive. There appears to be plenty of space on either side of the current sidewalk to widen the path to accommodate both pedestrians and bicycles, with the exception of a pinch point on the bridge over Starkweather creek.  The sidewalk along Monona Drive at Olbrich Park from Lakeland Ave to Walter Street and beyond to the East Side Club is insufficient in width, especially at the bridge over Starkweather Creek. Please look into expanding the width of this path OR creating a designated path along the shore of the lake. This could be a continuance of the current path with a new bike/ped bridge over the river near the lake shore. That would be really nice. I am generally not in favor of replacing natural surfaces with paved surfaces, but I think this case it would be a really nice path.	Ken Walz  Lori Van Ness  Andy Swartz	Project is planned in this corridor  Project is planned in this corridor  Project is planned in this corridor
96.	Create a bike path that circles lake Mendota. This could be a fantastic route linking the city to Mendota Country park and Governor Nelson. Unfortunately riding on Hwy M is a highly dangerous death trap with a narrow shoulder, speeding cars, and heavy traffic. If it was possible to acquire the necessary land and make a dedicated bike path, this would be an amazing community asset. NOTE - this should be a true bike path independent from the road itself. The traffic on this road is too scary to simply add a bike lane alongside the vehicles.	Ken Walz	Dane County/MPO
97.	I would love to see a bike route that exited the Sunset Village neighborhood near Hillcrest and went along the border between the cemetery and the golf course to connect up with the SW path. Right now the two options are going south a few blocks to Glenway or going north and hooking around on Virginia Terrace. More direct access to the SW path would be excellent.	Dipesh Navsaria	Refer to Parks Dept
98.	Connect waubesa st to corry st near wirth ct park along the railroad tracks. There is a well worn out desire line there already. This would create a nice link between wirth ct park and the union corners path.	Michael Chronister	Good project, unfortunately in RR property
99.	It would be nice to be able to bike from James Madison Park to the Union.  I think one of the most important bike path ideas would be to create a floating path along the South side of Lake Mendota connecting James Madison Park to the University Bike path that goes to Picnic Point. Portland, Oregon has a great example of how this can work in the Eastbank Esplanade ( <a href="https://en.wikipedia.org/wiki/Eastbank_Esplanade">https://en.wikipedia.org/wiki/Eastbank_Esplanade</a> ). . . . Ideally the path would be longer than just James Madison Park to the University bike path but connecting these would be a great first step!	Ellis Waller  Christine Schwartz	Floating bike path is not feasible at this time, however a lakeshore path from JMP to the Union is part of the Downtown Plan.
100.	As I bike west on the Campus Dr path past the VA, I run out of path at University Bay Dr. I can continue on Marshall Ct but eventually I run out of road at the Shorewood tennis courts (and many people would be uncomfortable with the machinations to get on Marshall Ct). Could the path be continued? I think many more people would bike east and west along University.	Janet Murphy	VOSH is working on extending the path
101.	Connect Starkweather Creek Path that runs along the north side of Aberg Ave to the path that runs along the east side of Packers ave from International Lane to Schlimgen. Map attached. New path idea in red.	Michael Chronister	Will review with City Engineering

	Proposal / Request	From	Staff Comments
102.	<p>Building of a short stretch of bicycle trail over the vacant land between the end of Shopko Drive and the end of Pankratz Avenue to service cyclists moving between the North side, Eastside and Isthmus. This would effectively connect the Starkweather Creek path to the businesses on frontage along Packers as well as giving a safe route to the airport. It would also add a new route to Warner Park and the Duck Pond that keeps Eastside riders off busier streets for much longer.</p> <p>Going the other direction it could connect much of the Northside to a safer route to groceries and the East Washington corridor, and maybe even take some bicycle pressure of Sherman.</p> <p>I am personally invested in this idea because my son goes to Isthmus Montessori Academy, a 18 months through 8th grade school, which is at the end of Pankratz. So many parents of that school need this route to keep our children off bigger roads when we bike with trailers, tagalongs, and the next generation of independent cyclists.</p> <p>I'm writing to suggest the building of a short stretch of bicycle trail over the vacant land between the end of Shopko Drive and the end of Pankratz Avenue to service cyclists moving between the North side, Eastside and Isthmus. An alternative is to build sidewalk around the junction of Rt 113 and Aberg Dr. Either route would effectively connect the Starkweather Creek path to the businesses on frontage along Packers as well as giving a safe route to the airport. It would also add a new route to Warner Park and the Duck Pond that keeps Eastside riders off busier streets for much longer. Going the other direction it could connect much of the Northside to a safer route to groceries and the East Washington corridor, and maybe even take some bicycle pressure off of Sherman.</p> <p>I am personally invested in this idea because my two sons attend Isthmus Montessori Academy, an infant through 8th grade school, which is located at 1402 Pankratz. My sons are 5.5 and 7 years old, and both bike independently. We bike to school often, but there is no safe way to go from Sherman (crossing Rt 113) or from Shopko Dr (across the muddy, abandoned lot).</p> <p>Please construct a ped-bike path connecting ShopKo Drive with Pankratz St. Looking at an aerial photo, the distance doesn't seem that great. Thus, for people riding to the airport, Ale Asylum, or destinations near Anderson St./International Lane, it would not be necessary to cross the high-speed highway that Packers Avenue has become twice.</p>	<p>Kelly Wimmer</p> <p>Liana Lamont</p> <p>Tim Wong</p>	<p>Will review with City Engineering. Also with development Shopko Drive and Pankratz will be connected.</p> <p>Will review with City Engineering</p> <p>Will review with City Engineering</p>
103.	<p>As an avid biker and northsider, I would like to see more dedicated bike paths on, and leading to, the north side of Madison. For both recreation and commuting. Ideally, something that could connect to the Cap City path. Or toward the northeast part of Madison (by Am Fam and East Towne). I know options and green space for such projects are limited, but those are my 2 cents.</p> <p>I live on the north side and we are isolated from the other bike paths. Can parts of the rail road corridor be used for a bike path? The bike paths on sherman help but an actual path would be more user friendly and more widely used.</p>	<p>Andrew Posselt</p> <p>Diana Quinn</p>	<p>With Oscar Mayer redevelopment a connection is more feasible than it has been in the past. This would be a connection the City has a great interest in completing</p>
104.	<p>Another area in the city that I think could use improvements is Aberg Avenue. There is a bike path that follows Highway 30 until Packers avenue and then disappears. I would enjoy having a path that connects to Warner Park.</p>	<p>Tracy Peterson</p>	<p>Will review with City Engineering.</p>

	<b>Proposal / Request</b>	<b>From</b>	<b>Staff Comments</b>
105.	<p>One critical gap in the existing bike path infrastructure can be found in the Lake Loop around Lake Monona from Oakridge Avenue along Atwood Avenue to Winnequah Road in Monona. Currently, bicyclist and pedestrians traveling away from downtown commingle on a narrow sidewalk along Olbrich park and face a Morton's fork of equally undesirable and dangerous options after the park ends and intersections with various cross streets, driveways, and parking lots begin. Commuters traveling toward downtown face an equally unpleasant set of bad options, including crossing four lanes of traffic multiple times or riding illegally on the sidewalk.</p> <p>The Lake Loop is used by many daily commuters and recreational riders and runners, and hosts some number of organized races for both runners and bicyclists. It may not yet see the density of non-motorized traffic as downtown and arterial bike paths, but with more people riding from Monona into downtown Madison on a daily commute, I believe this would see a great deal of use and would greatly improve safety along this stretch.</p> <p>In my admittedly idealized notion of bicycle utopia, a bidirectional bike path on the south side of Atwood/west side of Monona Drive for this entire stretch would be most desirable. This would serve perfectly the outstanding need I see - a safe place for bicyclists and runners without an additional need to cross four lanes of traffic multiple times and navigate multiple intersections while looping around the lake or commuting to downtown.</p> <p>A slightly less perfect but possibly more feasible option would be a curb separated bike lane on each side of the road for this entire stretch. This would represent a significant improvement to the current bike lanes along Monona drive, as traffic exceeds 35 mph, and larger vehicles often occupy both the traffic lane and the bike lane.</p> <p>However, even the addition of dedicated bike lanes to each side of Atwood Avenue from Cottage Grove Road to Oakridge would be a significant improvement, as the current lanes are too narrow for both cars and bikes in a zone with a speed limit greater than 25mph. A bike rider, riding within three feet of the curb will create traffic backups and will become the recipient of the resulting expressions of hard feelings on a regular basis.</p> <p>Making the lake loop through Olbrich Park would be good too. The transitions from street to sidewalk are a little sketchy.</p> <p>I would love to see an improvement to the Atwood Street corridor at Olbrich Park. Given that the signed Lake Loop routes cyclists through the park, I ride the sidewalk. Can the sidewalk not be replaced with a multi-use path that could accommodate two-way cyclists (including those pulling trailers, like we often are in my family) and walkers and joggers? Riding on Atwood is not an option I consider when riding with kids and/or during higher-traffic times.</p>	<p>Max Coller</p> <p>Finn Ryan</p> <p>Katie Hayden</p>	<p>A project in this corridor is planned.</p> <p>A project in this corridor is planned.</p> <p>A project in this corridor is planned.</p>
106.	<p>Create a bike path at the base of the eastern side of the Southwest Trail overpass [on the north side of the Beltline at Hammersley] that would run parallel to the West Beltline along the far western section of the Odana Hills Golf Course. It would then connect to the existing West Beltline Trail at Whitney Way. Here is a link to a map I created: <a href="https://drive.google.com/open?id=1gny8rC0tt5dw7GSZ7ekBJezc9sg&amp;usp=sharing">https://drive.google.com/open?id=1gny8rC0tt5dw7GSZ7ekBJezc9sg&amp;usp=sharing</a>.</p>	Bob Shaw	WISDOT Is considering these connections with the Beltline PEL Study
107.	<p>Connect the Mifflin Bike Blvd through the Mullins property (used to be owned by the city as a continuation of E. Mifflin) to the Yahara path.</p>	Constituents of Alder Zellers	Require condemnation or redevelopment of Mullins property

	Proposal / Request	From	Staff Comments
108.	<p>The existing bike/pedestrian path between Randall and Mills Streets on the southern edge of campus. This path is extremely congested at times and results in substantial conflicts between pedestrians, runners, rollerbladers, slower bikers, and fast bikers.</p> <p>More than a decade ago the current path was installed alongside the railroad tracks, making a crucial link between the SW bike path and the Cap City trail. More recently, the railroad tracks were removed and replaced by green space from Randall to Charter, and incorporated into the Charter Street power plant parking lot between Charter and Mills. This was a missed opportunity to separate bike and pedestrian traffic in this heavily-used but short section of path.</p> <p>I suggest that the railroad bed be reclaimed as a new bike/rollerblade path between Randall and Mills, and the existing path be retained for pedestrians and runners. Unfortunately, this would require removing a small portion of the recent plantings and would require reclaiming the railroad easement from the Charter Street plant. However, I believe this would significantly decrease conflicts and increase safety in this heavily-used corridor.</p>	Doug Carlson	Widening can be considered when resurfacing is required.
109.	The absence of a way for people to ride a bike eastbound on Mifflin Street on Capitol Square. This two-block stretch connects two bicycle corridors - State Street/West Mifflin and the East Mifflin Bicycle Boulevard. Until there is infrastructure, people will keep bicycling on the sidewalks here. It was really disappointing that we're doing street construction on these two blocks now without addressing this issue.	Peter Gray	A plan was developed but not supported by the State DOA. Mifflin was selectively widened so that contraflow bike facility can be provided in the future. See Proposal/Request 3.
110.	The 100 block of West Mifflin - the former "Philosopher's Grove") - here too, people need to be able to bike through in a way that does <i>not</i> conflict with people walking. Or curbs.	Peter Gray	Project is being developed but will require ordinance change
111.	Long range projects: a connection through the Cherokee area towards the Yahara River Trail that comes south out of DeForest.	Gordon Govier	Extensive wetland concerns, Dane Co would need to be the lead. Likely not feasible.
112.	<p>A pedestrian lane should be added to the Law Park section of the Capitol City Trail between Blair St. and Monona Terrace; and again from Broom St. to Olin Park. The section between Broom and North Shore is especially busy, and extra measures should be taken to add the lane there: planting new trees to facilitate the removal of current ones, relocation of the path, and filling in a few feet of lake are all options that should be considered.</p> <p>Bike path crossing at North Shore</p>	<p>Michael Lemberger</p> <p>James Burnham</p>	<p>Will consider when the path is reconstructed.</p> <p>See prior comments regarding North Shore</p>
113.	The Greenbush Path should include a pedestrian lane between Regent St. and Charter St. Pedestrian traffic tends to be very heavy on that stretch.	Michael Lemberger	Requires path reconstruction, however getting the current width was extremely difficult and costly.
114.	A bike path or designated lane from the Capitol City Trail down Nob Hill Rd. would also get us on the John Nolen Trail more safely, quickly, and smoothly.	Tim James	Nob Hill is in the Town of Madison. The intersection of the Cap City and John Nolen path will be reviewed
115.	The Rimrock/Moorland neighborhood is so close yet so far to the John Nolen bike path and getting connected to downtown. The short hop over or under the beltline can be a treacherous task under the current road conditions.	Tim James	Connections would be through the Town of Madison
116.	It would be great to extend a bike path from the Sheraton Hotel down Rimrock Rd to keep those of us that bike visible and safe going over the hill.	Tim James	Town of Madison and City of Fitchburg
117.	The current development plan for Judge Doyle Square includes a city bicycle center. Projects should be considered to improve and highlight access to this site for cyclists. The current traffic pattern on South Pickney allows for a good connection to the capital square bike lanes, State St. and other routes on the north side of the isthmus. Improvements should be considered for either the Monona Terrace ramp/bike elevator or east/west Wilson St. to strengthen the connection of the proposed bicycle center to the Capital City and Southwest Commuter trails.	Daniel Kiernan	The City is considering a number of options to improve access to the Law Park Path
118.	As the planning process for the public market continues, it may be appropriate to consider improvements along the Yahara river and crossing East Washington Ave.	Daniel Kiernan	Agreed

	Proposal / Request	From	Staff Comments
119.	<p>When I bike, the most difficult areas to navigate are Odana, Mineral Point, and Gammon roads around West Towne Mall. I live approximately 1.5 miles from many stores and shops in this area, but have a difficult time reaching them by bike. Mineral Point has shared bike/bus/right turn lanes, but I avoid these because I either end up holding up buses, or vying with aggressive drivers who get annoyed that I am taking up the right turn lane. Gammon and Odana Roads have almost no bike infrastructure to speak of, which makes it very difficult to access shops and the West Town Path segment along the beltline. I know many people nearby who would like to bike here, but don't feel comfortable on the roads with current infrastructure.</p> <p>Ideally, I'd like to see protected bike lanes along these roads, or at least painted bike lanes along Gammon and Odana roads. However, I realize this is a costly and expensive project. As a stop-gap measure, I propose a bidirectional bike path connecting North Gammon Road and Grand Canyon or South Yellowstone Drive. Grand Canyon Drive has bike lanes and comfortably takes you to the West Town Path. Currently, there are small paved paths that do link these roads. However, the entrance is difficult to find behind the high school, and the paths are too narrow for bikes and pedestrians to share. I often have to ride on the grass here to avoid walkers. I think a wide bike path here would provide an excellent, safe alternative route to navigating the intersection of Gammon Road and Mineral Point on a bike. This would intersect well with the planned West Towne Path expansion, which I also think should be advanced as soon as possible.</p>	Mikal Drye	Bike lanes have been added to Grand Canyon south of Mineral Pt this summer. A new connection to West Towne is planned under Gammon Rd. There is not sufficient room to add bike lanes without reconstruction on Gammon and Odana Rd. Widening the path behind Memorial HS would be a CE and MMSD project.
120.	<p>I would like to see a small multi-use path that connects South High Point Road to Walnut Grove Park. This could potentially run between Haen Park and Walnut Grove Park. Walnut Grove Park is very well-appointed with tennis courts, a walking path, and a dog park. As the crow flies, it is only 1/2-1/3 mile from many residences on South High Point Road. However, it takes over 1 mile of walking to reach it from most points on High Point Road, so I often see people drive to the park when they could just walk a short distance with a path. I think a path linking these areas would really improve connectivity in the area.</p>	Mikal Drye	Involves Parks and Storm Utility property—will refer to Parks and CE
121.	<p>A connector from Tancho Dr to the new bike path that goes under 151 and runs from Terra Ct to Hoepker Rd would be a huge improvement to regional and local connectivity! The ability to go places via the 151 path toward American Family, American Parkway, Portage Rd, etc. would be very valuable!</p>	Andy Swartz	A connection is planned but not yet programmed.
122.	<p>It is my understanding that the Felland Neighborhood Development Plan (May 6, 2002) called for a path to be built through the neighborhood along the existing railroad tracks. This is an essential connector between East Towne area and the Sun Prairie area and would be a heavily used alternative to routes through East Towne and along East Washington Ave.</p> <p>Please look into the status of this development, the requirements in place for a path, etc. Please a) enforce any existing requirement, b) work to fund any City portions of the cost, and c) ensure a path gets build even if one is not required by current development agreements/plans.</p>	Andy Swartz	Is planned but not programmed
123.	<p>Capital City Trail/Winnebago: Drivers are often in a hurry down Willy Street and run the red light at this intersection anxious to speed up along Eastwood Drive. In addition to this, there is no clear way for bikes to cross Winnebago, leave the bike path and head down Riverside without crossing on-coming traffic that share the same green light. There is no easy pathway for bikes leaving the bike path coming in either direction to head down Winnebago to turn onto Merry St., Buell Street or to continue further down Winnebago. As a result, bikers choose to ride the sidewalk. Perhaps a green path through this intersection and a green bike light for bikes to cross on their own light would help bring the intersection to the attention of more drivers reducing red light runs and slowing traffic at this intersection.</p>	Emily Sonnemann	A concept has been planned but not yet programmed.
124.	<p>The connection from the north side to MATC and the NE side of town would be made much safer to bike if a bike lane or separate bike path were added on Anderson St. from International lane to MATC and connecting up with the bike path there. I often see people walking dogs or biking along the side of the road and it seems very unsafe. I personally have wanted to bike this route but have skipped it due to the amount of traffic and concerns for safety. There is a much longer route that one could take on a bike path, but this would really enhance the experience of getting from the northside neighborhoods to MATC and that side of town!</p>	John J McKenna	Bike lanes exist on Anderson Street.
125.	Widen sidewalk in Orton Park to better accommodate foot and bike traffic	Grant Foster	Conflicting requests regarding biking through Orton Park (see 132). Refer to Parks Dept
126.	Add bike/ped bridge over Starkweather Creek to Hargrove or Richard	Grant Foster	Is planned as part of the Garver redevelopment
127.	Pave connector path from extension of Division Street to roundabout at 6th/Winnebago (existing desire line)	Grant Foster	Worn path is visible--refer to CE

	Proposal / Request	From	Staff Comments
128.	Pave connector path from Cap City path to Ontario Street through Ontario Park (existing desire line)	Grant Foster	Worn path is visible--refer to Parks Dept
129.	Fix connector from Thornton at Dayton to Yahara River Path (very awkward and difficult to turn left here; eastbound connection cyclists use the other connector east of here)	Grant Foster	These connections are pedestrian crosswalks not cyclist connections. Cyclists use Thornton to reach the path.
	<b>Sidewalk Projects</b>		
130.	Between Warner Park Boat Launch and the Maple Bluff Marina there is no path between the two properties. There are several large trees in the area where the path would normally go but maybe you could pave the 40 or 50 feet between the Maple Bluff Path and the Warner Park boat launch parking lot.  Maple Bluff & Warner park, sidewalk missing link.	Ellis P. Waller  Timothy Olsen	Will refer this sidewalk connection to City Engineering
131.	Users of the Dunn's Marsh Facilities wishing to walk or bike around the marsh are currently unable to do so without going onto Seminole Highway. There have been longstanding requests from the community, including a study by university interns, to recommend exploring options to complete a circuit around the marsh, affording excellent educational opportunities, by adding a boardwalk between the Cannonball Trail and Capital City Trail. Given the wetlands involved, as well as the need for cross-municipality cooperation, at the suggestion of the Director of Public Works, it becomes appropriate to launch a study to identify wetland delineations, as well as do concept designs, cost estimates, and cost sharing among the City of Fitchburg, the City of Madison, and Dane County. The 2014 construction of the Apache Pond Boardwalk, affording direct access to the marsh for Fitchburg residents can serve as an example of an appropriate connection to complete a recreation circuit of the marsh.	Dorothy Krause	City of Fitchburg
132.	Please remove the hazardous diagonal sidewalk from Orton Park.	T R Loon	Conflicting requests regarding biking through Orton Park (see 125). Refer to Parks Dept
133.	A constituent made a suggestion/comment that it would be helpful to have a sidewalk on Harvey Street between Blackhawk and Ridge. There are currently segments of sidewalk on parts of this segment, but it is incomplete.	Tim Gruber	Will refer to CE, project lies predominantly in D5.
134.	You could help us seniors at Oakwood a great deal. Our sidewalk in front of Oakwood, American Parkway, ends abruptly at the property line to the north. Beginning at this end to the north are two houses 5929 & 5917 on American Parkway that have no sidewalks. They are the only two homes that do not have an existing sidewalk. If we seniors and others need to traverse north from the existing sidewalk we have to enter one of the four lanes of traffic on American Parkway to proceed around the two houses to the north. This is a scary thought and few of us have the will and nerve to overcome the terrifying feeling to do so. We seniors need a sidewalk! We want to shuffle along; we want to peddle as well. We want to maintain a will to live and the little exercise we get helps us avoid the undertaker.  I have been informed this May 2016 by Bill McGlynn in Madison Engineering Division that the two houses in question that do not have sidewalks have been "grandfathered" as they were here prior to Oakwood Village being built. It's understandable that if they were to volunteer to request a sidewalk they would have to cover some of the costs to do so. The conversation with Mr. McGlynn was cordial and he said he would pass my above thoughts along to Design Engineering and would send a copy to my email address. Nothing has come to me about an answer or solution and maybe it is too early to expect a result.  Would you please enter this letter as a request to consider helping to get a pass- thru sidewalk in place on these two houses on American Parkway and to help them defray the costs of doing such. Your efforts would make many seniors and others happy!	Harry M Field	City Engineering is looking at programming a project here.

	Proposal / Request	From	Staff Comments
135.	A No Parking zone is needed where Rowland Avenue connects to the sidewalks on the Interstate Blood & Plasma/Lakeland University Campus at 3521 Anderson St. See first image in this message. Also, a CURB CUT needs to be installed so bikes, peds, and wheelchair users can access these sidewalks. This is probably an ADA violation. The second image shows significant turf grass wear which is evidence of the high use of the connector.  Anderson St & MATC, no sidewalk, fast cars, terrifying route.	Andy Swartz  Timothy Olsen	Will review curb ramp and parking restriction.  Would need to be addressed with reconstruction
136.	The sidewalk on Straubel St should be extended to meet the connector to the campus sidewalk mentioned above. (see 3rd image in this message)	Andy Swartz	Will review with CE
137.	Connect the Dutch Mill Road park-and-ride to the sidewalk system to the west. There are no sidewalks to get across Highway 51. About 1 block of sidewalks is needed between Cops Avenue and the east side of Highway 51. This will require coordination with the City of Monona.	Mark N. Shahan	City of Monona
	<b>Traffic Calming Projects</b>		
138.	Several years ago speed bumps were installed [on Mifflin between Baldwin and Few Sts.], but traffic has slowed very little on E Mifflin. I would like the City to consider round-a-bouts with planters at Few Street and at Ingersoll and E Dayton to slow the vehicles down. The E Mifflin Bicycle Boulevard is currently unsafe with motorized vehicles traveling at 35 to 50 mph, instead of 25. Please implement more traffic calming measures before the projects on E Washington increase the traffic flow.  Convert E. Mifflin into a bonafide bike boulevard with traffic diversion and more traffic calming features. Currently, E. Mifflin is quite dangerous for bikes, particularly at rush hour times.	Rebecca Cuningham  Patrick Heck	Traffic Calming is installed via the Nghd Traffic Management Program. Additional treatments can be considered if the nghd wishes to participate in program.  Traffic Calming is installed via the Nghd Traffic Management Program. Additional treatments can be considered if the nghd wishes to do so
139.	Implement the recommendation for a table-top and curb bump-outs on the short section of Jackson St. between Atwood Ave. and St. Paul Ave.	Jason Tish	They are planned require street reconstruction with City Engineering. CE is programming Ohio Street.
140.	Thank you for considering pedestrian and bicycle projects to increase opportunities for walking and bicycling in Madison. I would love to see tabletops on the Capital City Trail from Olbrich Gardens to Dunning St. as there are so many cross streets there.	Emily Kosmerl	They are planned require street reconstruction with City Engineering. CE is programming Ohio Street.
	<b>Traffic Signal Projects</b>		
141.	Lights where the bike path crosses N Shore Dr and West Wash. More autobahn	Mark Cheyne	Flashers are planned
142.	This one I've wondered about for 30 years. Left-hand turn signal for the counter-flow University bike lane onto n-bound Park St. Its always been dumb to have to cross one way, then wait again for the light to make the turn toward the Union. Which nobody does anyway, of course. Even as a wide-eyed undergrad I never understood how that got missed.	Mark Cheyne	Insufficient room to provide a one stage crossing, a two stage crossing is required, sorry.
143.	The most challenging intersection I face on a regular basis is 6 <sup>th</sup> St. at Pennsylvania Ave/ Packers Ave.  I am not quite sure what the best solution is, but a traffic light seems most obvious. One which only uses green, yellow, red during busy periods, while going flashing red and yellow most of the day would be great.	Adam Chern	Will add to the traffic signal review list. Will also review vision constraints in the SE quadrant.
144.	All intersections where there are ped activated crossing buttons that the intersections automatically activate the walk signals rather than requiring a button be pushed. The particular intersections mentioned as examples were Wisconsin and Gorham; and Wisconsin and Johnson	Constituent of Alder Zellers	This requires signals to be pretimed. Pretimed signals are inefficient where volumes are inconsistent and unpredictable. Incorrect placement of pretimed signals wastes all users time, fuel and increases exhaust emissions. It also increases the delay for all users including cyclists and pedestrians. As technology advances pedestrian detection will improve and be more automated and should not require peds to actuate a button
145.	Add bike-friendly walk signal activators, similar to those at E. Mifflin and N. Blair, at major E. Washington crossings on the isthmus. Oftentimes bikes do not trigger the stoplights at Ingersoll, necessitating the need to wait for a car to do so or maneuvering onto the sidewalk to push the walk signal activator button. Additionally, the length of the light cycles when crossing E. Washington at all lights is too short for some bikers to cross E. Washington, so facilitating the pushing of the walk signal button would allow slower bikers to cross more safely.	Patrick Heck	Vehicle detection should be sufficiently sensitive to detect bicycles, if there are locations that are not working please relay those through the Traffic website. The minimum green time for crossing E Washington should be sufficient.

	Proposal / Request	From	Staff Comments
146.	Southbound Fish Hatchery Road from Park to West Wingra is a cycling deathtrap. I flatly refuse to cycle it, and crossing it anywhere but at the (rare!) traffic lights is all but impossible. (The pedestrian lights at Midland are useless for cyclists -- and honestly useless for pedestrians too; motorists don't stop.) Combined with the above observation about SB Park Street, this explains why getting from my house to Copp's or Barriques or Wingra Family Medical or the farmer's market at the Labor Temple is scary and slow by bike, even though they are barely a quarter-mile away. Walking is no better because of the lack of controlled crossings on Fish Hatchery and the terrible-for-pedestrians Park/Fish Hatchery intersection.	Dorothea Salo	Requires reconstruction
147.	The light at Spooner Street and Regent Street (when heading north or south on Spooner crossing Regent) does not get triggered by cyclists, only cars. This is very frustrating and often leads to missed lights by the cyclist. I would recommend installing a Sensor that picks up bicycles and not just cars.	Courtney Robinson	Addressed
148.	This proposal is to install a traffic light, a crosswalk with signs, or another traffic pattern that will improve the safety for motorists, bicyclists, and pedestrians that utilize the intersection of Nesbitt Rd. and Fitchrona Rd. in Southwestern Madison. The lack of crosswalks are a serious safety concern for pedestrians that wish to cross Nesbitt Rd. to use the Military Ridge State trail. In addition, the intersection has been receiving an increasing amount of traffic in recent years and the development of several large luxury apartment buildings in the area (at Fitchrona/Nesbitt and Fitchrona/Lacy) will further increase traffic in the future. I have attached four images, three of the intersection from a pedestrian point of view, and one where I have indicated a potential crosswalk.	Adam Maus	City of Fitchburg
149.	My commute from campus sometimes brings me up E Johnson St. to Baldwin St. At that intersection, there is now a convenient bicycle turning lane to continue on to the path by Tenney Park, which is great. However, the traffic signal does not provide a left-turn arrow and delayed green for oncoming traffic unless there is a car waiting to turn. Without a car to trigger the turn signal, I and any other cyclists are forced to hope for an opening in oncoming traffic to dash through, which rarely feels safe. I have two proposals to address this situation. The first is to install some sort of detection device for bicycles waiting to turn – perhaps an infrared sensor – which would be integrated into the traffic signal just as car-sensing devices routinely are. My second solution is to simply offer cyclists an automatic 10-second turn signal in order to get across the street before oncoming traffic begins moving.	Simon Livingston-Jha	Reviewing bike detection at this intersection.
150.	The Greenbush Path crossing of North Shore near the boathouse should be considered for a bicycle-pedestrian activated flashing signal.	Michael Lemberger	Flashers are planned
151.	The Greenbush Path crossing of West Washington Avenue should be considered for a bicycle-pedestrian activated flashing signal.	Michael Lemberger	Flashers are planned
152.	Please consider adding street lights along the Bicycle Boulevard on E. Wilson St. by Central Park. As a resident and motorist, I am happy to yield to bicyclists, skaters and pedestrians but only if I can see them. Additional lighting in this area is a serious safety concern. I implore you to add this to your Pedestrian/Bicycle Projects.	Linda Kessel	Will review light levels
153.	John Nolen/Blair/Williamson etc. intersection: It is probably well known that this intersection is a mess, and major redesign will be necessary. In the very short term, here is one suggestion to improve biking: When making the crossing marked with arrows, one cannot cross Williamson St in one go. Just as one gets to the slip lane from John Nolen to Williamson, the pedestrian light turns red and one has to wait for a long time for the next cycle. Change the signal timing to fix this or, better, remove the right-turn slip lane entirely.	Harald Kliems	Consultant has been retained and is working on concepts
154.	Crossing of Southwest Path and W Washington Ave: It is very difficult for people biking and walking to cross W Washington Ave, especially during times of heavy traffic. Very few people driving stop at the crosswalk, and even if one driver stops, it often happens that someone in the second lane will not. Eventually, grade separation with an over- or underpass is necessary, given the high traffic volumes both on W Wash and the SW Path. In the short term, a rectangular rapid flash beacons must be installed here.  Dangerous bike path crossing at W Washington	Harald Kliems  James Burnham	Flashers are planned
155.	Crossing of Southwest Path and North Shore Drive: Same situation as described above, but even worse because of the higher speeds and worse sight lines on N Shore Drive.	Harald Kliems	Flashers are Planned



	<b>Proposal / Request</b>	<b>From</b>	<b>Staff Comments</b>
156.	Crossing of SW Path and Midvale Blvd: Same situation as described above. Traffic volumes on the SW Path may currently not warrant grade separation, but a beacon should be installed as soon as possible.	Harald Kliems	Flashers are planned
157.	W Main Street Bike Blvd at Hamilton St: I very much appreciate the contraflow bike lane on W Main, but the signal timing at the intersection should be changed. When the light on Main at Hamilton turns green, a cyclist does not have enough time to also make the next light to turn from Hamilton onto the Square (and there is no right turn on red at that light).	Harald Kliems	Signals are pretimed to accommodate transit on the square and outerloop.
158.	Install signalized crossing at 6th/Packers	Grant Foster	Will add to signal priority list
159.	Install bike specific signals on inner loop	Grant Foster	No change recommended. Bike signals trigger significant requirements formulated by the FHWA which makes their application at most locations difficult at best.
	<b>Miscellaneous / Other</b>		
160.	I have an idea that I don't think anyone has thought of...Enough with the biking and walking. We have plenty of places for both in this city to the detriment of motor vehicle traffic-you know, the noisy machines that move the economy? Here's the thing: With every new development in this county, I have personally heard alders saying things like, "Lets make it harder for car traffic by not putting in any parking", or "We want people to walk here or ride their bikes". What will happen is this: sometime in the near future, someone will invent an automobile that runs on a 100% renewable, non-polluting fuel and it will be like the 1950's and 60's all over again. People cruising endlessly in their renewable autos. We are a car culture, after all. But because of all these loopy, anti-car developments, nobody will be able to drive downtown and all the businesses will suffer and the downtown will fade.	Shawn Lowry	Noted
161.	There are numerous areas throughout the city that need attention and the structure as a whole needs to be looked at, in addition, new projects need to include safe ways for cyclists to negotiate areas where cars and bikes converge.	David Hill	Understood
162.	I think it would be awesome to see some new single track mountain bike trails within the existing trail system at Olin Turville Park. There's a lot of great double track trails there that skirt the perimeter, leaving lots of great space for single track mountain bike trails!	Kathryn Coppola	Refer to Parks Dept
163.	<p>A bike path connecting Bordner Dr at Forsythia Pl to 5946 South Hill Dr would be a valuable addition to the neighborhood. The approximately 500 yd bike path could be used by school age kids and families to bike to Jefferson Middle and Memorial High schools and getting to the Parkcrest pool in the summer. This bike path would also be a good commuter connection from the west to the Blackhawk bike path.</p> <p>The current street alternatives are either the Old Sauk Road or South Hill St to Cable to Beach to Anchorage to Regent Street and a third option of an off street route next to or in a drainage ditch and dirt path through the edge of Owen Park. These 3 routes all have particular safety concerns.</p> <p>The Old Sauk Rd route is on a dangerously steep hill which can be fun but also quite unsafe going down. The ride up is challenging for all but the most fit but also dangerously narrow.</p> <p>The South Hill route includes a medium hill to be climbed in both directions that can challenge the younger, inexperienced bikers but also has two hazard points. First crossing at a right angle with the back entrance to Glen Stevens School can be dicey and then a bigger hazard is with crossing the intersection at Rosa and Regent with frequent heavy traffic on Rosa coupled with frequent motor vehicles coming west on Regent turning left on to Rosa.</p>	Bill Wambach	Refer to Parks Dept
164.	<p>I don't currently have any ideas for new bicycle and pedestrian projects in Madison. I just wanted to write to say that I am grateful for all the dedicated bike lanes and paths, bicycle signal lights, and path lighting. Bicycling is my primary transportation in Madison 10 months of the year. It would not be possible without the Madison Pedestrian/Bicycle/Motor Vehicle Commission and city administration's efforts.</p> <p>I've seen the new UW-Madison Campus Master Plan and I hope that the city will adopt its design to improve bicycle and pedestrian traffic on University Avenue.</p>	Margaret Harrigan	Thankyou
165.	There is a bus stop right where Gorham Street turns into University Avenue. There is a bus stop right here - where the road is curving and slightly downhill. This is the first place on the road where there is a designated bus lane and buses have to cross bike traffic. Additionally, the bus lane/bike lane right at this spot is not wide enough for buses and bikes. If the bus stop were moved just 100 feet farther along the road, I believe it would be a much safer place for bicyclists.	Elissa Chasen	Will review with Metro and determine if stop could be shifted.

	Proposal / Request	From	Staff Comments
166.	Bicyclists on University Avenue (heading either east or west around the campus area) often need to take lefts. There is much confusion as to the best way to do that. Could we have some signage or designated space for bicyclists turning left?	Elissa Chasen	Space is not available, would need to be considered as part of reconstruction
167.	In general, I do not feel safe using bike paths after dark. Even before there was the assault on the Capital City Trail last fall I felt uncomfortable biking on bike paths late at night. This is unfortunate as it isn't a whole lot safer biking in traffic late at night either (there may be drunk drivers on the road, or it is difficult to see bikes even with lights). Installing more frequent and brighter lights along the path would help make it feel safer. Also having nightly patrols on some of the more frequently traveled paths would help. Perhaps installing some "call for help" phones or intercoms like they have on the UW Campus. I don't know...anything that makes the paths feel brighter and more used so that anyone with bad intentions is deterred.	Courtney Robinson	Refer to MPD. Path lights are added as funds are available and there is support from Alders.
168.	Something needs to be done to improve safety and bicycle travel from West town mall on Mineral Point road going East toward Whitney way. Not sure what it should be, but it could be improved. Someone was killed on Mineral Point road on a bike near Yellowstone dr. The bike lane needs to be more protected or something.	Kristin Cooper	Separate bicycle facilities are planned to West Towne Mall. A traffic signal is planned at the intersection of Mineral Point Rd and Yellowstone.
169.	continued expansion of painted green bikeways / bike boxes to make multi-use paths, crossings, and bike left turns safer and more obvious to motorists (e.g. crossings along the Capitol City Trail)	John Kelley	Intersections are improved as funds are available
170.	I cannot bike safely from my home to Memorial Library, a commute that is important to me. The route from Mineral Point Rd. to Whitney Way is far too scary. North Westfield to Old Sauk to Old Middleton is also too dangerous for me.	Stephen S. Gosch	The City will continue to improve the network, in the meantime contact Arthur Ross or John Rider and he will see if there is an acceptable route to connect you with your destinations.
171.	The bicycle counters at Regent and Monroe and Law Park are great, but bicycle counting should be more systematic city-wide.	Michael Lemberger	The City has about 18 count stations citywide, there are two visual totem counters. New stations are added as funding is available.
172.	Odana Rd between Whitney Way and West Towne Mall: Bike facilities are urgently needed on this important commercial corridor. And this holds true even with the planned improvements/extension of the bike path along the Beltline.	Harald Kliems	Requires reconstruction
173.	Take buses off of State Street	Grant Foster	Refer to Metro
174.	Fill in missing piece of pavement on NE corner of Dunning/Atwood/Cap City intersection	Grant Foster	Will refer to the sidewalk program
175.	Broaden top of apron at Glenway/Glen Dr: this is a prominent movement to/from SW Path and Glen/St. Clair and is very awkward/difficult to make the 90 degree turn	Grant Foster	Will refer to the sidewalk program.
176.	Update the Pedestrian Plan that has not been updated since it was approved in 1997. A major focus should be on identifying gaps in the pedestrian network and prioritizing the gaps for remedies.	Mark N. Shahan	Will need future budget.
177.	Make additional curb cuts in the median of Whitney Way at the intersection with Hammersley Road. The current curb cuts line up for the path of pedestrians crossing Whitney Way but not bicyclists. The current curb cuts are too far to the right which puts bicyclists at risk of a right hook by cars turning right off of Hammersley Road when bicyclists try to line up with the curb cuts. The refuge provided by the curb cuts is also too short for a bicycle. Placing the curb cuts for a refuge further to the left would place bicyclists to the left of cars that must turn right at this intersection and would provide a longer refuge better suited to the length of a bicycle.	Mark N. Shahan	Additional median openings are not recommended as motorists will cross Whitney Way through them. This intersection was the site of several fatal crashes, it is important that it operate as intended-- no change is recommended at this time.
178.	Lighting in Demetral Field over bike path.	Brian Falkowski	Much of the path is sited on a landfill and conduit and light bases c/would penetrate the landfill cap, requires DNR approval, would need to be a future project
179.	Please work hard to NOT integrate bikes * vehicles, they generally do not "get along". Overpasses are great (over Park St) for bikes & peds. Please work with the Madison Police Department to enforce safety for all users of the road. Consider working with neighboring towns/counties to encourage biking (commuting or touring) instead of driving. Park a car & drive would be nice for commuting. Help Madison become a blue zone.	Suzanne Peyer	City will continue to work to improve the surface transportation system for all users
180.	The federal government offers a commuter benefits program thru the IRS in the section on fringe benefits that appears to be under-utilized nationwide. It provides for a very small subsidy for bicycle commuters as well as a very generous subsidy for bus, train and ferry commuters. More information is at <a href="http://www.commuterbenefitsworkforus.com">www.commuterbenefitsworkforus.com</a> . Parity for bike commuters is an issue that hopefully will be addressed soon, It would be helpful if the City of Madison promoted this program.	Bill Lavelette	This is good info and it is provided via TDM plans