

APPENDIX K

Bicycle and Pedestrian Workshop Documentation



DEBRIEF

US 51 Bike and Ped Workshop

Meeting Date:	Monday, February 13, 2023
Meeting Time:	2:30 PM – 4:30 PM
Meeting Location:	WisDOT SWR Mad / Dane / Rock Rooms
Attendees:	*See attached Sign-In Sheets
Presentation:	*See attached Presentation

1. Welcome

Jeff Berens, Wisconsin Department of Transportation (WisDOT) Majors Studies Project Manager, welcomed those in attendance. He stated the format for the meeting would include a presentation and a breakout session followed by a recap and debrief of the breakout sessions as an entire group. This meeting did not have a virtual option. All attendees were in-person.

2. Presentation

Jeff began the presentation by reviewing the agenda which included introductions, a corridor overview, review of the study's purpose and need, and review of existing and programmed bike/ped facilities at key intersection locations throughout the corridor. These key intersection locations included WIS 30, Lexington/Commercial Avenues, East Washington Avenue, Anderson Street, Orin Road area, Kinsman Boulevard, Pierstorff Street to Hanson Road, and Hoepker Road to County CV.

The presentation was followed by a breakout session exercise led by Dan Schrum, consultant project manager for the study.

3. Breakout Discussion

The breakout session consisted of three pre-assigned breakout groups. Each group was assigned a specific color and included three study team members: a note taker, a facilitator, and a person to add the notes into a Google Map .kmz file (comments noted by group color). The goal for the session was to identify existing issues and brainstorm ideas to address those issues pertaining to bicycle and pedestrian accommodations along the study corridor. The session lasted 45 minutes and included a roll plot at each group table to assist with facilitating the discussion.

After the 45-minute session, each group's .kmz file was added to a master .kmz file for discussion and feedback as an entire group. The comments were compiled, and Jeff sent an email to all the invitees asking for any additional feedback to be received within one week.



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4. Breakout Session Summary

The breakout session included a total of 69 comments. Below is a summary of the comments by location and main theme.

<u>Comment Location</u>	<u># of Comments</u>	<u>Main Theme</u>
WIS 30 Area	4	Path connectivity
Lexington / Commercial Ave.	18	Connectivity; provide safe crossing accommodations
East Washington Ave.	14	Provide safe crossing accommodations
Anderson St.	1	Connectivity
Orin Rd.	4	Bus stop location impacting movement
Kinsman Blvd.	2	Expected increase in bike/ped volumes due to new Men's Shelter
Pierstorff St.	2	Speed reduction; add path to the west
Hoepker Rd.	4	Connectivity; protected bike facilities
County CV / Anderson Rd.	2	Connectivity across Interstate
Entire Corridor	<u>18</u>	Connectivity; Shared-Use Path along corridor; Speed reduction
TOTAL	69	

Of the 69 comments received, eight main themes were identified for the entire corridor and are summarized below.

<u>Comment Theme</u>	<u># of Comments</u>
Connectivity - Sidewalk & Path	25
Increase Safety at Crossings	11
Add Shared-Use Path	8
Reduce US 51 Speed	7
Reconsider Bus Stop Locations	4
Add Bike/Ped Bridge	3
Add Protected Bike Facility	3
Other	<u>8</u>
TOTAL	69

Twenty-five comments pertained to connectivity. These included path connections with existing facilities, sidewalk connections at intersections that are currently lacking these facilities and connecting neighborhoods to other neighborhoods and to area businesses. Seventeen of the twenty-five comments were in the WIS 30 area and Lexington/Commercial Avenue area.



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Eleven comments pertained to an increase of bike/ped safety at intersections. Eight of the eleven comments were in the East Washington Avenue area.

Eight comments pertained to the addition of a new shared-use path facility along the study corridor. The consensus for the location of the new path is along the east side of the corridor.

Seven comments pertained to speed and wanting to reduce speed in the study corridor to create a more humanized, urban, pedestrian-friendly feel.

Four comments pertained to bus stops and reconsidering existing bus stop locations. Two of these comments were in the Orin Road area. It is perceived that the existing bus stop in this location is the reason that pedestrians are crossing US 51 mid-block.

Three comments pertained to adding bike/ped structures to safely cross over US 51. The areas for consideration are Lexington/Commercial Ave., in the Madison College area and at Hoepker Road.

Three comments pertained to adding a buffered or protected bike facility. Of the three comments, one asked for buffered bike lanes in lieu of a shared-use path corridor-wide. One comment asked for a protected facility along the N. Stoughton Service Road and one comment asked for buffered bike lanes in the Hoepker and Hanson Road area.

Eight comments did not fit a theme and were considered “other”. These comments included increasing visibility of bikes/peds in the Lexington/Commercial area, a comment about a new neighborhood grocery store along E. Washington Ave. just west of the US 51/E. Washington Ave. intersection, reconnecting Orin Road to US 51 as an intersection, two comments regarding increased bike/ped movements due to the new Men’s shelter at Kinsman Blvd., providing a consistent cross section throughout the corridor and two comments to include a bike/ped crossing of Anderson Road over the interstate.

After the individual group discussion, the entire group reconvened to review the key topics and areas for discussion as one large group. The results were captured in the comments provided above and part of the 69 documented comments, with the exception of one discussion point. There was discussion regarding a grade-separated crossing at East Washington Avenue along with lowering the intersection to connect the neighborhoods with green space at the surface level. It was noted as a concern that if a grade-separated crossing were to be provided at this location, it may not be utilized as intended. There was discussion regarding a similar grade-separated crossing west of this study area where at-grade crossings had to be improved for pedestrians since they were not using the overpass.



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5. Conclusion / Next Steps

Jeff concluded the meeting by thanking all participants and sharing his contact information in the presentation. The presentation and .kmz file were sent to all attendees and invitees with an opportunity to provide additional feedback. All additional feedback was received by February 21, 2023. The findings from this workshop will be utilized as the study team begins to develop alternatives for the corridor.

Comments Received

Group	Comment Type	Comment Number	Location	Comment
1	Concern	1	Lexington/Commercial	No bike/ped facilities at this crossing. Currently Metro stops at Walmart, but there is not a way to get to the stops easily from the west side of US 51.
1	Idea	1	Lexington/Commercial	Connect the neighborhood just north of Commerical to Commerical Avenue.
1	Concern	2	E. Washington	All the connections to the small islands to cross the roadway are a concern
1	Idea	2	WIS 30 Area	connect bike and ped accomodations by utilizing the existing overpass at STH 30 and making a connection between an existing bike path and Commercial Avenue north of the interchange
1	Idea	3	Anderson Street	The bike and pedestrian connection between Anderson Street and Lien Road is confusing. It would be nice if this area could be cleaned up and the paths straightened.
1	Concern	3	Other	Connect the gap in sidewalk between EWA and Anderson St.
1	Concern	4	Orin Road	Concern with the mid-block crossing at Orin. Most crossings are likely due to the bus stop here.
1	Idea	4	Orin Road	Orin St. bus stop causes mid block street crossings. Comment was made that mid-block crossing may be due to bus stop at the end of Orin Street. Might be beneficial to eliminate this stop as there is one near the DMV as well as near Kwik Trip.
1	Idea	5	Other	Provide protected bike and ped accomodations along entire cooridor, beginning at EWA and continuing north to Hoepker Road, or futher.
1	Concern	5	E. Washington	If there ends up being a grade separation at EWA, having a mid block crossing just north of EWA probably wouldn't be good. Safety issues. wouldn't encourage that as a crossing location.
1	Idea	6	Other	There are a significant number of bike racks at the UW Hospital, but not really much for adequate facilities from the west to get to the hospital.
1	Idea	7	E. Washington	grade separated ped/bike crossing suggested on E. Wash in line with the BRT
2	Concern	1	Lexington/Commercial	Walmart is the focus of so much. No way for people to logically get there. Middle school kids want to go to Walmart.
2	Idea	1	Other	Separated path on east side of US 51 to improve connectivity.
2	Idea	2	E. Washington	Sink intersersection and provide surface level parks and connectivity.
2	Concern	2	Lexington/Commercial	NO shoulder, and a six-inch curb - no where to go on a bike, or a person in a power wheelchair to just go for it. Pan handlers at intersection. Need a separated path - dedicated low stress. Neighbors in the Hawthorne Park feel trapped in there. Walk or bike in this area have very few options to go anywhere.
2	Concern	3	E. Washington	Neighborhoods cut off from one another. Hawthorne residents - Walkers and bikers, pulling trailers to walk to Woodman's.
2	Idea	3	E. Washington	Lower speed and humanize area.
2	Concern	4	E. Washington	New neighborhood specialty grocery store in March/April 2023 - may draw additional multi-modal traffic. new specialty (neighborhood) grocery store at old Visions (Schmeddeman's Road) may be a future destination. Opening in March and April. May be a reducer of traffic (Kwik Trip and Walgreens).
2	Idea	4	Other	Reimagine this corridor. Make it feel different. Consider much lower speed limit and urbanizing corridor.
2	Concern	5	Kinsman Blvd.	Men's shelter likely to add multi-modal traffic, especially bicycle traffic. Some bicycle traffic is expected to use US 51.
2	Idea	5	Pierstorff Street	National Guard has expressed the idea for a path on Pierstorff.
2	Concern	6	E. Washington	Small medians - do not serve as a refuge. US 51 pork chop islands are narrow, signal timing too quick forces pedestrians to move fast to cross the street.
2	Idea	6	Other	Continue multi-use path on east side of US 51.
2	Idea	7	Hoepker Road	Continue existing sidewalk in NE quadrant to cross US 51.
3	Concern	1	Lexington/Commercial	ensure connectivity for intersection

3	Idea	1	Lexington/Commercial	Connect neighborhood just north of Lexington to Lexington, with a path to connect for walmart
3	Concern	2	Lexington/Commercial	re-think how bus stops are located, how to get to destination (on diff sides of 51?)
3	Idea	2	Lexington/Commercial	Ped bridge from SW quad across 51 and RR to close to Walmart area.
3	Concern	3	Lexington/Commercial	Hawthorne students living east of 51 - confirm they take a bus or need connection?
3	Idea	3	Lexington/Commercial	Path along railroad, going east-west
3	Concern	4	Lexington/Commercial	Large need for ped/bike crossing safely at this intersection
3	idea	4	Other	multi use path along east side of 51, for full corridor. Would feel safer than on 51. Bike lanes wouldn't feel as safe with so much traffic. Path would drive more use. (Corridor wide)
3	Concern	5	Lexington/Commercial	sight line looking south for peds with curve. Cant see cars.
3	Idea	5	Other	Traffic calming, entire 51 corridor. Identify areas that traffic travels fast, calm at these locations especially south of East Wash. (Corridor wide)
3	Concern	6	E. Washington	Worn path in grass in SW quad of intersection, connecting from frontage road to 51 intersection
3	idea	6	Other	Use consistent cross section, don't go from 2 to 4 to 6 lanes. Keep consistent to make smoother through corridor. (Corridor wide)
3	Idea	7	E. Washington	ped bridge crossing 51 either immediately south of 51 or up near Anderson. OR even up to Kinsman. Perhaps there is a good spot between Anderson and Kinsman for MATC use? Consider grade separated ped crossings at all intersections if can't determine safe at grade options. Includes at Hoepker or Hanson, for instance.
3	Concern	7	Lexington/Commercial	High speed NB traffic, stays high up to Lexington and even East wash. Moves from freeway section towards urban section.
3	Concern	8	Kinsman Blvd.	increased ped volumes crossing 51 from men's shelter
3	idea	8	Other	Corridor wide - buffered bike lanes from travel lanes, possibly with barrier, in lieu of a path for instance. Might work as calming measure also. (Corridor wide)
3	idea	9	Pierstorff Street	slow SB traffic sooner from north, before Pierstorff
3	idea	10	E. Washington	median refuges, large
3	idea	11	Other	marked ped crossings at all intersections to avoid pushing people to other intersections. Would lead to less mid block crossings. (Corridor wide)
3	idea	12	E. Washington	ped signal at East wash. Make it visible
3	idea	13	E. Washington	ped signal timing, give time for peds to get into road before cars get green. Make them more visible to traffic
3	idea	14	Other	Narrow grassy median near airport to allow more space for a multi-use path and not need to buy airport land. (Corridor wide)
3	Idea	15	Other	Move bus stops to locations with more peds/better crossing infrastructure. At kinsman for men's shelter for instance. (Corridor wide)
3	idea	16	Hoepker Road	path connection from 51 to east businesses, just south of Hoepker at Merchant. May connect folks better on east side.
3	Idea	17	County CV /Anderson Road	ped bridge crossing over interstate connecting Anderson Rd, might be new residential on east side of interstate south of anderson. Also park on east side (Token creek). Businesses on west side.
3	idea	18	Hoepker Road	consider grade separated ped/bike crossing at Hoepker if at grade intersection not safe enough for peds/bikes.
3	Idea	19	Hoepker Road	Hoepker crossing if new interchange. High priority, buffered bike lanes may be needed. May be more doable on Hoepker than on 51 for instance. Maybe consider buffered on Hanson also depending on neighborhood plans.
City of Madison		1	WIS 30 Area	Is there an opportunity to put a grade separated ped/bike crossing of Stoughton Road south of Highway 30, that would connect the Marsh Shared Use path with the Autumn Ridge Trail?
		2	WIS 30 Area	Since there is already a grade separation at Highway 30, could a N-S shared use path be installed that connects the Marsh Path with Commercial Ave/N Stoughton Road Service Road.
		3	Lexington/Commercial	Could space be reallocated along Commercial Ave/N Stoughton Road Service Road to provide a protected pedestrian/bicycle facility running north south on the west side of Stoughton Road.
		4	Lexington/Commercial	Better, safer crossing of Lexington Ave/Commercial Ave is necessary, along with protected facilities to Walmart/Nakoosa Trail.
		5	Lexington/Commercial	Is there a way to connect Mac Arthur Road area with Commercial Ave to provide access to Walmart?
		6	E. Washington	Better crossing in all four quadrants of the Stoughton Road/East Washington Ave intersection. Could crossing distances be reduced? (Grade separation might not be used at this location)
		7	Other	A protected shared use path along Stoughton Road on the east side from East Washington Ave all the way to Anderson/County CV (north of Hoepker)
		8	County CV /Anderson Road	While perhaps this is part of the Interstate project, a pedestrian overpass of I-94 at Anderson Road (south of Token Creek Park) would provide a lot of connectivity.
		9	Other	Better crossings at Anderson, Kinsman, and Pierstorff
		10	Other	Generally lower posted speeds on Stoughton Rd at any location that has an at-grade crossing used by pedestrians.
		11	Orin Road	Comment was make about placing a HAWK (High-Intensity Activated crossWalK beacon) here? Tom Lynch and Sue LeBrun did not necessary agree this is the best thing to do. Make our existing crossings better and folks should use them.
Greater Madison MPO		1	Other	Lower Speed Limit - reduce design and posted speed limit from Hwy 30 to Pierstorff: should be treated the same as USH 51 through Stoughton or Poynette (among many examples), this is a neighborhood not a freeway.

Greater Madison MPO	2	Lexington/Commercial	Goodman Path/Milwaukee Rd. Design RR crossing to accomodate future rails with trails separated path corridor shown in locally-adoped plans.
	3	Other	Separated Path - a separated path should run the entire length of the corridor, likely on the east side of USH 51.
	4	WIS 30 Area	E-W Crossing - grade separated bike/ped crossing of USH 51 south of STH 30
	5	Lexington/Commercial	Trail Access - connect separated path along USH 51 to local street network at Nakoosa Trail
	6	Orin Road	Local Street Connection - eliminate mid-block crossing by reconnecting Orin Rd. to USH 51 (new intersection). This adds friction for drivers, helping to reduce speeds through design.