
Community Goals and Vision Worksheet

Please use the following space to record general community issues and goals that should be considered within the context of the Corridor Management Plan process. This sheet will be collected and your comments considered as part of the options to be presented at our next meeting.

Written Comments:

1. S. Blount Street is major pedestrian and bike corridor, connecting High Noon Saloon complex to Williamson Str. And connection to bike trail head for the James Madison Park/Tenney-Lapham Neighborhood (because Blair St. is not conducive to bicycles). This crossing should absolutely stay open to vehicles, pedestrians and bicycles.
2. S. Paterson Street is a major vehicular and bicycle thoroughfare, connecting the Willy St. business district and neighborhood with the E. Johnson St. business district and Tenney-Lapham Neighborhood. This crossing should absolutely stay open to vehicles, pedestrians and bicycles.
3. S. Baldwin Street is a major vehicular and bicycle thoroughfare and facilitates access to the Metro Innovation Center. Additionally in the future, this road is important to access to economic development on the E. Washington corridor. Please consult with Jim Bower (The Bower Group) and Vanderwall & Heibing on all of the master planning work that's been done for the corridor. This crossing should absolutely stay open to all.
4. Thorton Ave. is a major connection for students of Lapham & Marquette Elementary and O'Keefe Middle School. Given the industrial nature of the corridor, this is one of the few secure paths to/from/between the schools.
5. What is the future of the rail yard north of E. Washington Ave. off Johnson St. and what's the future of the crossing and bridge at N. Dickinson and impacts to the neighborhood? There are current leases and development proposals in that vicinity and in close proximity to the rail corridor. Please start communicating with the alder and city of Madison Real Estate and Engineering departments.
6. Having ridden the San Francisco to Stanford rail line, I was impressed with the caliber of the crossing treatments. Please make the fencing and crossings look nice.
7. Will the integrity of the bike paths be maintained?
8. Concern – loss of trees and green space
9. Concern – some neighbors are concern they will lose property for an increase right of way
10. Securing quiet zones for the long term will be a big selling point
11. The Yahara River Parkway bike/pedestrian paths should be underpasses.

12. Central Park right of way shift should be considered.
13. Street crossings should be gated. No city streets should be closed.
14. City fencing should be aesthetically high quality and in all residential areas.
15. Crossings at: S. Fair Oaks, Commercial Ave. (underpass under Hwy 30), Frontage Road (and Commercial Ave. at Walmart), Highway 51, Lexington Ave., Sycamore, Lien Road
 - How safe will they be? For adults, children, bikers.
 - Safety depends upon speed!
16. Myself and other community members are concerned about fencing. Both aesthetics and limited crossings 30 feet from center of tracks would delete the Isthmus City Trail from Blair St. to Ingersol St. On the eastside many natural foot paths have been made and neighborhood is concerned with fencing.
 - How will the crossings signal be timed to give pedestrians/bikes enough time to prepare to deal with train at speed of 45 mph?
 - How much time will it take to get from Milwaukee St./St. Paul to main station?
 - Can this train line from Interstate 90/94 to main station go below ground level; deep enough to elevate crossings streets pedestrian/bike routes?
 - Can the main station be out of town – with shuttles going to downtown and Westside/Middleton area?
17. Page 5: Pedestrian connection Ohio to Farwell heavily used (no designated paved path, just an informal dirt path).
18. Page 5: Track comes very close to backyards along Lafollette that back onto Track 1, between Division-Dunning.
19. Page 5: Important to protect (keep open) Marquette Street pedestrian/bike crossing (near Goodman Community Center).
20. Page 4: 4th Street East High School kids cross 3:30 – 3:45 pm.
21. Page 5: Many people walk to/from bus on East Washington across the railroad tracks at Division (or between Division-Dunning)
22. The top overriding issue is we don't want the railroad corridor dividing our neighborhood (like a war) [Diagram of tracks: north of track 1 Hawthorne Library and the Malt House – south of track 1 Atwood Avenue] Right now we live as one neighborhood, free flow, back and forth, across the tracks. The railroad tracks are not a barrier now. Fear being split into two separate communities.

23. D17 picks up the track at Fair Oaks and Commercial Ave. The rail corridor does not really run through any residential areas in D17. Most of the corridor is commercial or open countryside. Main concerns would be bicycle paths and pedestrian crossings.
- I serve on the city central park committee. Right now the overall plan is on hold until the street crossings in the area are resolved – Livingston, Paterson, Brearly, Ingersoll. Definitely Focus Group needs to resolve this issue.
 - Would fencing be needed in some commercial areas in D17 such as by the PDQ store at Thompson and Lien Road? Or the Walmart at Nekoosa Trail?
24. Yahara River Parkway – the natural historic Parkway has a bike/pedestrian path on the western side of the river that needs to remain open. Plans for restoration of the Parkway include a walking path on the east side of the river which requires a new crossing, either under or over the tracks on the east side.
25. Maintain street grid, i.e., keep crossings open in east rail corridor.
26. Decorative safety fencing in residential areas. (Baldwin to First)
27. Inclusion of Bike Path/Bike Corridor of W. Wilson Street.
28. Regarding safety: local school education about the dangers of rail corridor. At the speeds suggested in the city it will be important to educate children that these trains are nothing like they may be familiar.
29. Williamson Street construction – probably 2011, maybe 2012
30. Keep S. Ingersoll Street open.
31. Maximize vehicular safety
- Maximize pedestrian safety
 - Minimize negative impact to neighborhood parks
 - Minimize traffic wait time
 - Minimize maintenance costs of crossings/fences
 - Maximize aesthetics of corridor
 - Maximize consistency (visual/functional)
32. This is an urban area where people walk and bike often and are encouraged to do so. Fencing needs to be kept to a minimum so that pedestrian and bike patterns are preserved. Older and infirm people, especially, cannot be expected to walk significantly further than the “shortest distance between 2 points.”
33. Closing streets to motor vehicles is less of a concern: it is easier to drive around the block than to have to walk or bike around.
34. Also, fencing should be as low as possible. – 3 ft. if possible. They are ugly and divisive.

35. Page 6, Page 7: Many people walk and bike around and out of the neighborhood. The gardens are family sustain and very important. These can't just end, they must be moved if they can't stay. Kids pass through to parks, to Goodman, to school.
- Park not fenced currently
 - Bike path and taggers hang under Highway 30
36. Fencing style; fence height and maintenance.
- No street closings – underground pedestrian tunnels (Residents are very vocal on this issue.)
 - Quiet zone: crossing (protection) gates that meet quiet zone (FRA) requirements
 - Keep bike paths open
 - All crossings in Madison should be separate grade (to address safety issues)
 - Minimize cutting of trees along corridor
 - Save community gardens: allow them to continue in current location or find other location to move gardens
37. Minimize impact for pedestrians walking from one side of track from Darbo/Worthington neighborhoods trying to get to Goodman Center. Students walking to school, residents walking to grocery store.
38. Minimize traffic congestion due to trains entering and leaving Madison (cars waiting for trains at street crossings). Time streetlight and car traffic to minimize the number of cars that have to wait at track crossings.

*Additional Vision Exercise Comments from
Wednesday, October 6, 2010 CMP Focus Group make-up meeting for members absent on
September 8, 2010*

39. N. Thompson/Lien Road area has recently been reconstructed. This area lies on the edge of the neighborhood/retail commercial interface. Additional retail/ commercial development is expected adjacent to the crossing. Residential development (10,000 units) is also planned.
40. A safety concern for vehicles exists under icy conditions for the: Northbound N. Thompson traffic; Westbound Lien Road traffic; and new Westbound Service Road traffic where it is possible that vehicles could slide through a crossing gate.
41. The recent reconstruction of the intersection has improved ped/bike access on Lien Road. Related safety is a concern as people will be able to safely access the intersection.
42. The reconstruction included the addition of a large roundabout which adds to the uniqueness of that intersection with respect to vehicle safety issues and pedestrian/bike safety.

43. It would be helpful if an aerial photo of the reconstructed area could be provided because the current photos on page 9 [of 11x17 maps] do not reflect the significant reconstruction that has occurred.
44. Fencing along Autumn Apartments on the north side of Lien Road.
45. Need to make sure there is an easement and some crossings for future bike/pedestrian path heading to Sun Prairie. This will be a very important commuter corridor, but does not exist now. Talk to City Engineering about their needs. Important for intercity commuters, access to American Family complex, etc.
46. Keep as many crossings as possible open in heavily urbanized area of city: Station to Highway 30. Pay close attention to pedestrian/bike crossings, as it is more difficult to detour than is a car. Good grid with close crossings is essential to community connectivity and the life of the neighborhood. Keep all current crossings open! Especially crucial: Thornton, Marquette (by Goodman Center), all streets on Isthmus, connectivity of Capital City Trail (multiple crossings of railroad).
47. Blair/Wilson/John Nolen/Willy Street/Capital City Trail intersection – desperately needs improvement for all modes.
48. Proposed pedestrian path on east side of Yahara River; not a formal crossing now, but important for linear park along river; opposite side from Thornton.
49. Important to keep connectivity of local street grid and pedestrian crossings in area of Union Corners; see City Neighborhood Plan for mapped crossings.
50. Wilson/Willy/John Nolen intersection untenable for all modes – needs redo with focus on safety, predictability, and non-car access.
51. Central Park – relocate tracks.
52. Capitol East District – expect major redevelopment in next 10 plus years; need to accommodate increased pedestrian/bike traffic from District to surrounding neighborhoods.
53. Need to accommodate future light or commuter rail options.
54. Preserve integrity of the Yahara Parkway at grade.
55. Expect redevelopment, possibly rail station at 1st and E. Wash in next 10 years; will certainly be more intensive/dense use than existing and may include property currently owned by the City.
56. Site specific issues:
 - a. Preserve East bike path along entire corridor
 - b. Keep bike path crossings along Yahara (south of N. Thornton) open and at-grade; pay attention to ‘tire safety’

- c. Preserve community gardens at E. Wash and St. Paul
- d. Heavy student traffic, morning and afternoon, at Yahara River and Main
- e. Keep path below Goodman Center open
- f. Keep sidewalk open along Johnson between 1st and Yahara
- g. Can we place more utilities in the corridor? (probably not a high speed rail question)

- 57. John Nolen intersection and bike crossing: addition of track, RT lanes. Bike safety.
- 58. Central Pak – pursue moving tracks to north between Ingersoll and Baldwin.
- 59. Concern about proposed/possible street closings: Blount, Livingston, Brearly in Marquette neighborhood; Neighborhood Association opposes street closings to extent possible.
- 60. Quiet zones - build to meet standards through Madison Corridor
- 61. Yahara River Parkway – consider grade separations for bike/pedestrian paths. Neighbors want city to apply to OCR for new crossing on east side of river, based on approved Yahara River Master Plan. Parkway on national Register of Historic Places – landscape and hedges have aesthetic and request for decorative fencing. Bike path safety.
- 62. 2nd Street – 4th Street concern about fencing types. Whether 2nd Street remains closed. Sons of Norway property 2262 Winnebago concerned about ROW impacts. Community Gardens very important.
- 63. LaFollette – Waubesa: Neighbors concerned about loss of connectivity and want to maintain crossings at Corry Street and Waubesa. “Informal crossings” between East High School – Goodman Community Center – East Shopping – Darbo Center are important to neighbors. Concern about fencing types.
- 64. Bike path crossing behind Kipp is concern. Understand discussion about relocating.
- 65. Kipp is concerned about maintaining access between two facilities on Waubesa and Fair Oaks.
- 66. Lots of concern about lack of information – about FRA rules, fencing options, neighbors wanting to meet with DOT and consultants and not getting response.
- 67. Importance of keeping street grid open in rail corridor for employment center potential; future residential on north side of E. Wash
- 68. Make sure commuter rail can be future addition
- 69. 1st street segment – freight connections.
- 70. Union Corners future development site.

Flipchart Exercise – Top Priority Community Item from Participants (Roundtable):

1. Blooming Grove – minimum impact to parks
2. Integrity of existing bike trails - (Capital Trail)
3. No street closures – if need, provide tunnel or overpass; prefer no street closings at all
4. Worthington and Blooming Grove Neighborhoods – Need for protecting children going to Goodman Center; Garden on St. Paul needs to stay open or be sustained within walking distance or relocated
5. Emerson E. neighborhood – protect existing bike and pedestrian crossings as much as possible
6. Atwood Neighborhood fears rail will create barrier and split neighborhood
7. District 17 Alder – concern about bike and trail crossings
8. Marquette Neighborhood – connectivity, keep bike and street crossings open
9. Yahara River Parkway – restoration efforts include plan for pedestrian trail crossing over/under track; pedestrian paths on east and west side of river
10. Central Park – move tracks if possible
11. Decorative fencing through neighborhoods
12. Solve Central Park Master Plan; ability to move tracks for central park
13. Alder District 2 – connectivity issues S. Baldwin – S. Blount, avoid street closings; access to bike trails; talk with Vandewall; bike path along Thornton is major school route for children
14. Don't hinder bike and pedestrian corridors to small business
15. Secure quiet zones for long term
16. Yahara River Corridor important; pedestrian/bike paths as underpasses
17. Fencing is a hindrance
18. Green home on page 5 – accidents concern on speeds and safety for pedestrians and bikes

Additional Flipchart Exercise – Top Priority Community Item from Participants (Roundtable)
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19. Connectivity; especially the stretch between E. Johnson and E. Wash; the only bike connection from north to the downtown; critical to maintain it.
20. John Nolen intersection; type of fencing; lack of trust in process; get more information out to the public is better so we can do this process.
21. P.9 of aerial maps – the reconstruction over the last six months is missing. The NB lane of Thompson is steep incline; same for Lien Road – during icy conditions cars could slide through the gates. Also, a roundabout is there. It is very dangerous; cannot see down the tracks for trains.
22. Connectivity, especially in heavily urbanized, gridded part of city (Station to Highway 30); number of people walking, biking the grid is lifeblood of the city; to close any crossings is equivalent to cutting off limb for pedestrians and bikes. Many paths, small streets may have low car volume, but large numbers of pedestrians