

# **Capitol City Trail (Isthmus Path) Proposal (Dickinson Street to Waubesa Street)**

SASYNA Council Meeting 11/08/12  
**Michael Rewey**

## **Dickinson Street and the Path.**

Reverse the stop signs and relocate the path to better center on East Wilson. This will create better all-around vision. Also do a few feet of bump-out of the path into Dickinson without impacting biking on Dickinson.

## **Path - Dickinson to Thornton.**

Widen from 10 feet to 12 feet.

## **Thornton and the Path.**

Narrow Thornton at the path crossing. Right now Thornton is about 30 feet wide face-to-face of curb. Raise the path across the remainder of Thornton (table top). Just like a railroad track - the path alignment would control. Thornton and the sidewalks would have to meet the path. Thornton would stop for the path. The table top would be at least 20 feet wide (12 feet for path and four feet on both sides for safety and to allow for future path expansion. Drainage on Thornton should not be an issue, since Thornton drains each way from the current crossing.

## **Path - Thornton to Yahara River.**

Widen from 10 feet to 12 feet with a taper down to the 10 foot wide bridge.

## **Path - Yahara River to Winnebago.**

Do nothing for now pending street changes on Winnebago

## **Winnebago and the Path.**

Do nothing for now pending street changes on Winnebago. However consider bike signals.

## **Path - Winnebago to Russell.**

Widen to 12 feet. Currently the concrete section is 8 feet wide and the black top section is 10 feet wide. Make a more direct pedestrian connection from Clemons Ave to the path.

## **Russell and the Path.**

Leave as is for now, but study. Widen the ramps.

## **Path - Russell to Division.**

Widen from 10 feet to 12 feet.

## **Division and the Path.**

Continue to study, but widen ramps to 12 feet. Place bike signals in each direction to give bikes more identifiable crossing time. Put bike signal actuation in the path

## **Path - Division to Dunning.**

Widen from 10 feet to 12 feet.

## **Dunning and the Path.**

Do the planned and developed diagonal crossing for bikes with bike signals and bike signal actuation in the path.

**Dunning to Jackson.**

Widen to 12 feet

**Jackson and the Path.**

Put in a table top. (Smoothly raise the path approaches to improve sidewalk grades). Again just like a railroad track - the path alignment would control. Jackson and the sidewalks would have to meet the path. Jackson would stop for the path. The table top would be at least 20 feet wide (12 feet for path and four feet on both sides for safety and to allow for future path expansion. Rebuild all of Jackson. Review street width and bump outs.

**Jackson to Ohio.**

Widen to from 10 feet to 12 feet. Formalize bike parking and related activities along this section also.

**Ohio and the Path.**

Put in a table top. (Smoothly raise the path approaches to improve sidewalk grades). Again just like a railroad track - the path alignment would control. Ohio and the sidewalks would have to meet the path. Ohio would stop for the path. The table top would be at least 20 feet wide (12 feet for path and four feet on both sides for safety and to allow for future path expansion. Rebuild all of Ohio. Consider narrowing the non-parking sections of the street.

**Ohio to Corry.**

Widen to from 10 feet to 12 feet.

**Corry and the Path.**

Put in a table top. Again just like a railroad track - the path alignment would control. Corry and the sidewalks would have to meet the path. Corry would stop for the path. The table top would be at least 20 feet wide (12 feet for path and four feet on both sides for safety and to allow for future path expansion. In this case because of the skew and the need for the table top to square up with Corry, the table top might be closer to 30 feet wide. Review street width and bump outs in the section to be reconstructed.

**Corry to Waubesa.**

Widen to from 10 feet to 12 feet.