

## SUMMARY

### Picnic Point Safety Concerns

September 22, 1992 – First memorandum to Bicycle-Pedestrian Subcommittee calling attention to the hazards of mixed bicycle-pedestrian traffic on Picnic Point.

October 29, 1992 – Safety hazards acknowledged by UW Department of Planning & Construction. **1<sup>st</sup> solution: slow down bicyclists.**

Fall 1994 – Signs and bicycle rack installed at entrance.

August 25, 1995 – Arboretum and Bicycle-Pedestrian Committee acknowledged safety and adverse environmental impacts from bicycles on Picnic Point. **2nd solution: slow down bicyclists.** They instituted a media campaign informing bicyclists of the signs encouraging use the entrance rack rather than the path, and urging them to ride slowly. This plan was reviewed in one year at which point the Chair of the Arboretum Committee agreed that the policy was a failure. However, at the request of the Arboretum and Bicycle-Pedestrian Committee the trial period was extended to four years.

November 25, 1997 – The Arboretum and Bicycle-Pedestrian Committees were asked to evaluate the success of the trial period in 1998-1999.

September 25, 1998 – The Arboretum and Bicycle-Pedestrian Committees were asked to evaluate the success of the trial period.

December 12, 1998 – The Arboretum and Bicycle-Pedestrian Committees were asked for documentation of their action on evaluating the Picnic Point Path policy. None was provided.

July 5, 2001 – The Madison Metropolitan School District provided documentation of two children being struck by bicycles ending their use of the Picnic Point Path.

November 26, 2001 – The Restore Picnic Point for Pedestrians Committee made a presentation to the Campus Natural Areas Committee requesting an up or down vote on closing the Picnic Point Path to bicycles.

2002 – **3rd Solution: slow down bicyclists.** The Campus Natural Areas Committee adopted the following policy: “...bicycles will be restricted to Lakeshore Path, Willow Drive and Bill's Woods bike trail. On a trial basis bicyclists will also be allowed to continue using the main trail on Picnic Point and the trail circling the Class of 1918 Marsh. Continued bicycle access to these two areas will be allowed only if bicyclists demonstrate a willingness to respect the rights of pedestrians and to protect the environment by staying on the two trails.”

May 31, 2002, EMS responded to call about unconscious woman who fell off her bicycle on Main Path.

April 13, 2005 – Public hearing at which the heavily attended meeting was evenly divided over whether or not bicycles should be banned from Picnic Point.

The Bicycle Federation of Wisconsin recognized that Picnic Point is essentially a pedestrian area. It will not actively oppose the removal of bicycles provided that sufficient bicycle parking is provided at the entrance to allow bicyclists to park and walk in.

May 2, 2005 – The Campus Natural Areas Committee voted 4 to 3 against banning bicycles from the main path on Picnic Point. Bicycles already are banned from other paths on the Point. A motion for continued bicycle access on the condition that much more visible and intentional efforts be made to encourage responsible bicyclist behavior on Picnic Point passed 6 to 1.

**4<sup>th</sup> Solution: slow down bicyclists.**

The motion called for a new sign at the entrance, a speed limit of 5 mph for bicycles, and random ticketing and fines for violations in addition to a 18-24 month probationary period for continuing bicycle traffic.

The Committee also disclosed plans for a new entrance to Picnic Point that should be designed to bar bicycles in case such a policy was adopted in the future.

2006-2009 – Members of the Restore Picnic Point for Pedestrians Committee continued to observe frequent close calls between cyclists and pedestrians, such as on August 27, 2006, when 3 bikes took evasive action to avoid a man with two toddlers and caused a runner to jump out of the way at the intersection of the main paths and the service road.

2009 – On June 9, 2009, an initial public meeting was held on the UW-Madison campus to introduce preliminary design concepts for site improvements at the end of Picnic Point. The intent is to provide a concentrated space to accommodate larger groups than traditionally gather on the Point.

The Restore Picnic Point as an Urban Sanctuary for Pedestrian Committee once again calls for closing Picnic Point to bicycles because of the repeated failure of efforts to control dangerous bicycle traffic on a pathway that violates the standards established for mixed bicycle-pedestrian usage by the American Association of State Highway and Transportation Officials and by the American Disabilities Act.