

From: [Sonia Dubielzig Haeckel](#)
To: [McGuigan, Patrick](#)
Subject: Comments on Cedar Street/Park Street, Agenda #60869
Date: Wednesday, June 24, 2020 12:25:25 PM
Attachments: [Cedar Street Park Street Snip.PNG](#)
[Few low-stress connections across park-01.png](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I just registered to speak about the Cedar Street reconstruction project, Agenda #60869 for the Transportation Commission. I'm also writing so that I can attach some graphics for the Commission to see to illustrate my concerns.

My concerns about this project relate to the Cedar/Park Street intersection.

I would like to see an alternative design than the one proposed by the city, that would prioritize bicycle and pedestrian movements across that intersection. The current design only prioritizes the traffic diversion. I'm concerned that the current design sacrifices the mobility and safety of all the people who might walk or bike to and from the future grocery store and apartment building for the benefit of a handful of homeowners on Cedar Street east of Park Street. Discouraging cut-through traffic on Cedar Street can be achieved via other measures such as traffic calming speed humps, median islands, or traffic circles,

My concern is that the traffic island/diverter in the middle of Park Street pushes the southern crosswalk even farther south than it needs to be, and it prevents bicyclists from waiting in the median like they would at a regular intersection without the traffic island. See the attached PNG called Cedar Street/Park Street.PNG.

(I should note that it's really hard to know how this will all look until after the Beld/Park/Cedar portion of this intersection is rebuilt, but that's not within the scope of this project.)

In addition to the connection to the grocery store and apartments, this intersection could be part of an important low-stress bike network connection to the south side. See the attached PNG called "Few low stress connections across Park Street.PNG" The two low-stress routes from downtown/central Madison to my house are currently:

- Lakeshore Path on John Nolen to Wingra Creek
- W Shore and S Shore Drive around Monona Bay to Whittier to Olin to Hickory to Beld.

Park Street is a big barrier, and there aren't that many low-stress bicycle connections across Park Street. If SSM Health builds that multi-use path behind the post office, a safe bicycle connection across Park Street at Cedar Street could provide a nice north-south way to travel between the Wingra Creek Path (and eventually, the Cannonball Path) and the Monona Bay area.

Thank you
Sonia Haeckel
944 Burr Oak Lane
Madison, WI 53713