

**From:** [Katie Wang](#)  
**To:** [Transportation Commission](#)  
**Subject:** Comments for 6/22 meeting  
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Hello,

I am unable to attend in person tomorrow (6/22) but wanted to submit some comments with respect to the crossing guard assessment at Segoe/Richland.

I moved here from New York in August of last year and have been consistently shocked by how unsafe the crossing at Richland is. It's bad at any time of day because cars routinely go above the speed limit on S. Segoe, but it is particularly bad at the morning drop-off time. I have a 6 year old and a 2 year old and we use the Richland crosswalk most mornings to get to school. Despite the flashing lights, drivers routinely will not stop, or stop too late, or impatiently start edging forward before the children have a chance to get all the way across. The flashing lights probably help with safety, but are not nearly enough to make that crossing safe.

I understand that an objective assessment was completed but wonder why part of the assessment (stopping/sight distance) was left incomplete? Part of what makes this particular crossing so hazardous is because of where on Segoe it occurs, just after a curve in the road. The visibility there is NOT good, and it does not seem that was taken into account.

I would also like it to be noted that there are a significant number of cars making U-turns on Segoe, at the intersection with St. Croix (and quite commonly, illegally at Richland), in order to drop off in front of the school. If there were a crossing guard posted at Richland, I expect that a good number of cars might actually drop off on the EAST side of the road, rather than making a U-turn, because their child could actually cross safely with an adult crossing guard. The number of children might actually end up being >25 which seems to be the threshold to merit a crossing guard. And, I would argue that reducing the number of U-turns on Segoe could also reduce congestion right around the entrance to the school because people could drive north on Segoe, stop to drop their child, and then continue north.

I appreciate the opportunity to submit comments and would implore you to reconsider your recommendation against having a crossing guard at the Richland/Segoe entrance. Just because there have not been any crashes involving children do not mean there were not near-misses, nor mean that a future crash at a poor-visibility and high-traffic area will not occur.

Thank you,  
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