

From: [Katharine Essex](#)
To: [Tao, Yang](#)
Cc: [Harrington-McKinney, Barbara](#); [Transportation Commission](#); [Transportation](#); [Hansen, David J](#); [Mohr, Thomas](#); [Nale, Daniel](#); [Meinert, David](#); [Woehrie, Eugene](#)
Subject: Re: [District 20] Speed Control & Left turn signal
Date: Wednesday, January 28, 2026 12:18:05 PM
Attachments: [image003.png](#)

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Thank you Yang for your very informative response. While I appreciate the city lowering the speed limit on many streets, it doesn't do any good if drivers do not abide by it -- even going less than 10 mph under the posted limit would be nice. I would hate for a tragedy to happen on McKenna where it goes by Elver Park for folks to realize why the speed limit is lowered. If drivers at least knew a certain area was a speed trap, perhaps would go slower (or at least leave their house a tad earlier so they can arrive at their destination without speeding).

Again thank you for your attention to my email. I do appreciate it and your efforts to keep Madison safe a place to live, work and play.

Kate

On Sun, Jan 25, 2026 at 10:03 PM Tao, Yang <YTao@cityofmadison.com> wrote:

Greetings Alder Harrington-McKinney and Katharine,

Thank you for reaching out! Great questions.

McKenna Blvd has been on our radar, and we implemented a few speed management measures and pedestrian crossing improvements in the last few years. Those helped to some degree, but we understand problems still exist and we do want to do more when/where we can.

For speed limit setting, like all other agencies across the country, the City has been using the 85th percentile method for decades. This commonly adopted methodology was mandated by federal requirements (and still today to a large degree with some flexibility now), is based on how fast people actually drive, and covers 85 percentiles of the observed speeds. This method is OK for freeways and rural highways, but in my opinion, it hasn't work very well for roadways in urban settings. So in recent years, we start to use more progressive and more context-sensitive approaches to set speed limits. As a result, we reduced speed limits on most residential streets to 20mph and reduced speed limits on about 60 miles of major streets, including this segment of McKenna Blvd. While we didn't reduce the average speed that much on the major streets, we did see a significant reduction on excessive speeds on the vast majority of them. However, McKenna Blvd was one of the very few exceptions and we didn't observe the same positive changes on speeds as we saw on most of the other streets.

We added McKenna Blvd back to the Safe Streets Madison program candidate list for evaluation of further treatments. As you know, we have received a large number of similar requests citywide (over 500 of them still under consideration right now) and we have limited budget and staff resources, we have to work with the Transportation Commission to prioritize them based on safety, impact, equity, and cost considerations. We have funded 237 projects since 2022 with this new program, but the demand still far exceeds our budget capacity. We will see whether we can prioritize the project with the upcoming funding cycles. If residents would like to learn more about the Safe Streets Program, more information and the most recent updates are available on our website:

<https://www.cityofmadison.com/traffic-engineering/traffic-safety/safe-streets-madison>

I'm also copying a few colleagues from the Police Department to see whether MPD has resources to provide more enforcement support for this location.

Traffic Engineering Division will also send engineers out to study the Raymond-McKenna intersection to see whether the left-turn signal is warranted and whether adding it improves the overall intersection safety. If so, we will go ahead to retrofit the traffic signal and controller to add the signal phase.

Thanks again for contacting us! Hope this helps and please don't hesitate to let us know if you have any questions.

Best,

Yang



Yang Tao, PhD, PE, PTP (he/him/his)

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From: Katharine Essex <katharine.essex@gmail.com>
Sent: Wednesday, January 14, 2026 5:47 PM
To: Harrington-McKinney, Barbara <district20@cityofmadison.com>
Cc: Tao, Yang <YTao@cityofmadison.com>; Transportation Commission <TransportationCommis@cityofmadison.com>; Transportation <transportation@cityofmadison.com>
Subject: Re: [District 20] Speed Control & Left turn signal

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Thank you. Also I meant Elver Park not Garner. It amazes me how fast cars pass through the residential area and a very busy park. Having the speed detector doesn't even slow folks down.

Appreciate your attention to my email. Hopefully we can see some action.

Sent from my iPhone

On Jan 14, 2026, at 9:19 AM, Harrington-McKinney, Barbara <district20@cityofmadison.com> wrote:

Thank you for this content. I am referring this to both the Transportation Commission and Director Yang's attention.

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From: noreply <noreply@cityofmadison.com>
Sent: Tuesday, January 13, 2026 4:55:03 PM
To: Harrington-McKinney, Barbara <district20@cityofmadison.com>
Subject: [District 20] Speed Control & Left turn signal

Recipient: District 20: Barbara Harrington-McKinney

Tuesday, January 13, 2026 – 4:54pm

Katharine Essex
2326 Canterbury Road
Madison , Wisconsin. 53711 Yes, by email. katharine.essex@gmail.com
District 20 Speed Control & Left turn signal The speed limit on Raymond Road was recently lowered to 30 but one would never know it. What does it take to have speed limit control in the City of Madison? I'm always amazed by the speeding on McKenna/Gammon Road especially by Garner Park and right in front of the police station!

Also, turning left from Raymond (heading South) onto McKenna has become practically impossible. What would it take to have a dedicated left turn signal at that intersection?

Thank you for your attention to these matters.