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**To:** [Transportation Commission](#)  
**Subject:** Safety- The Willy, Winnebago, Atwood Corridor  
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Dear Transportation Commission,

I strongly support corridor wide calming for the Willy, Winnebago and Atwood Corridor. The subject of removing rush hour restrictions, and calming the corridor, has been on the table for decades, including in many Common Council approved neighborhood documents. Safety concerns in the corridor and on Jenifer have long been a concern.

For many years, I was the chair of the neighborhood associations traffic committee, including during the Willy St reconstruction and the Jenifer St reconstruction. There has been quite a bit of information gathered over the years that could be useful, including a Summary Report from the Jenifer Street Reconstruction Neighborhood Engagement Process from Dec of 2015, and assembled by Urban Assets, LLC. While it is now 10 years old, many of the same concerns are valid today.

Back in July, I sent an e-mail to Jim Wolfe, Yang Tao and Alder Mayer. Please see below.

Respectfully, Anne Walker

*To:* [jWolfe@cityofmadison.com](mailto:jWolfe@cityofmadison.com), [ytao@cityofmadison.com](mailto:ytao@cityofmadison.com),  
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Dear Jim, Yang, Alder,

As you know, I have worked on transportation and land use issues in the neighborhood for years. As you also all know, the corridor is again in the news with yet another vehicle hitting a business in a very narrow corridor, with little room for error.

Years ago, I started working on traffic issues because of a neighbor who fell in the crosswalk on Eastwood, near Merry Street. Cars **drove around** him. By the time I got to him, he was shaking, and he kept saying over and over, "I thought they were going to kill me." I started advocating for greater safety for the intersection in front of my home, but certainly understood that to address the issue required a corridor wide approach.

Over the years, decisions have been made by the city that have not balanced a multi-modal perspective; decisions that have been very vehicle centric. I know this because of the intersection in front of my home. After all the years I have been advocating for this intersection, what has changed? A pedestrian refuge island was **removed** from Winnebago, at Merry, during the Merry St reconstruction many years ago. This area has a significant traffic volume. When requests were made, repeatedly, to replace the island, the response from Rob Phillips, then lead engineer, was "no".

Over the years, I would periodically e-mail Tom Lynch when the signage at the point of what neighbors call Triangle Park, in front of my home, would get flattened. It has happened at least 5 times in recent years and is the same location as the crosswalk (FYI- Triangle Park is bordered by 1st Street, Winnebago and

Eastwood). Tom's comment was something along the lines of....'no surprise a location like that was getting hit". Which makes the city's decision to remove the pedestrian refuge island, and the refusal to replace it, especially frustrating.

My little corner of the corridor is but one example. Corridor wide calming is long overdue. This consideration must also include multi-modal paths such as the Cap City Trail. The path is increasingly morphing into a transportation corridor for e-vehicles. Some of those vehicles are moving fast and they're heavy. That's a bad recipe.

It is not a surprise that these conflicts exist in the isthmus. My concern is the timeline in which these safety and land use issues will be meaningfully addressed? It's long overdue.

With great respect, Anne