

From: [Austin Griesbach](#)
To: [Transportation Commission](#)
Subject: Alternative A is the safest one
Date: Sunday, July 12, 2026 7:56:00 AM
Attachments: [2026-07-12_Madison_Vision_Zero_Progress.png](#)

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Hello,

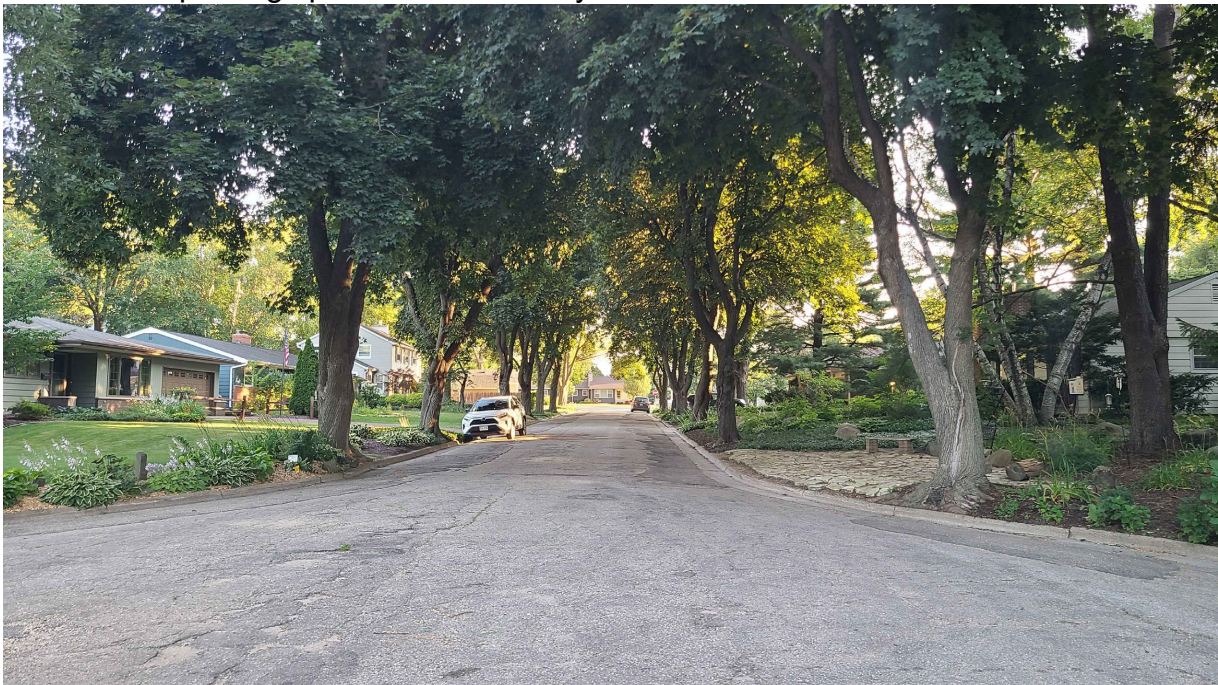
I would like to comment on Legistar file 93954 for the 7/15 TC meeting.

I am completely in support of option A, not very thrilled with option B, and entirely against option C.

Option A provides good safety through traffic calming and street narrowing, while providing good pedestrian facilities.

Option B expands the roadway over this, giving room for unsafe vehicle operation and removes the green strip pedestrian buffer for the sake of preserving parking. To start, Complete Green Streets clearly says on page 59, note j, "Parking may be accommodated with 7' of space (street space + gutter)", but we're allocating 8.5'. Further, parking utilization on this street is extremely low.

Online street-level imagery shows just zero or one cars parked on the street at any given time. I stopped by early on Sunday morning, and there was a whopping two cars parked on the street. Every driveway still had room for one or two more cars, so these street parking spaces weren't direly needed.



Option C expands the roadway yet further, even before accounting for the fact it de facto gives the sidewalk space over to cars. On previous projects, Traffic Engineering has made it clear that we cannot expect parking enforcement to catch all violators,

and that drivers will park illegally if it makes things more convenient for them. Among the small number people parking on this street, this design can (and **will!**) result in drivers parking on the sidewalk. I would not be at all surprised to see people driving on the sidewalk either, essentially making this a 27' roadway. Having the City clear the snow off your sidewalk is certainly a valuable amenity. But ceding the sidewalk to drivers so 3 households can have this convenience on, at most, a dozen days of the year, is wholly irresponsible.

Option A is the only one that actually places safety of all road users above convenience for drivers.

Thank you,
Austin Griesbach

