

From: porchchat@gmail.com <porchchat@gmail.com> on behalf of Robbie Webber <robbie@robbiewebber.org>

Sent: Tuesday, November 29, 2016 2:29 PM

To: Aaron Crandall; Ross, Arthur; Dryer, David; DeVos, Susan; Eric Lewandowski; Grant Foster; Mark Bennett; Michael Rewey; Skidmore, Paul; Kemble, Rebecca; Sally Lehner; Scott Kolar; Zellers, Ledell

Subject: Monroe St cross section

PBMVC members -

Tonight you will be considering the cross section for the reconstruction of Monroe Street. As a member of the Engagement Resource Team, as well as a former alder and member of the PBMVC, I would ask you to consider how poorly the proposed cross section addresses the goals we have set as a city and by neighborhoods through which this road passes.

Conditions should be put on the reconstruction to assure that the road will not continue to operate principally as a way to move cars as quickly and efficiently as possible into and out of the city. People who move by foot, bicycle, and transit deserve a safe roadways as well. This will also improve the business environment and property values, which should also be of concern.

I was at all the public meetings (except for the business round table, to which we were not invited), and saw and heard that the number one request from the public was to slow traffic and make crossing the street easier and safer. This proposed reconstruction throws some crumbs to those goals, but does not significantly address the peak danger times: the peak commute hours.

The proposal to maintain the rush hour parking restrictions to facilitate motor vehicle traffic flow works directly against the safety of all other users: pedestrians, bicyclists, and transit users when they operate as pedestrians before and after using the bus. Especially at the west end of the corridor, speeds are not being mitigated by the proposed reconstruction plans.

Everyone agrees that trying to cross two lanes in one direction and one lane in the other direction is especially perilous. Two lanes in one direction also allows motorists to maintain a high rate of speed, exactly what we need to avoid.

Maintaining the parking restrictions also eliminates the ability to put in parklets (tables and chairs for restaurants or other uses), green infrastructure on Monroe, larger transit stops, bike parking corrals in areas where there is a shortage of bicycle parking, or other needed amenities in one or two "parking spaces" per block. In other words, maintaining the second lane during peak hour eliminates the flexibility to use that public space in a variety of ways.

On the subject of bicycle facilities specifically, having side streets and the Southwest Path close by does not eliminate the need for bicyclists to use Monroe Street to actually access destinations on the street. In addition, at the west end of Monroe, the path is far from Monroe and significantly uphill. There are poorer connections to the path in this area, so it is a poor substitute to actually accommodating bicyclists on the road.

One of the top bicycle problems is people who ride on the sidewalk. Sidewalk riding is not only problematic for pedestrians, but is a symptom of an unmet need: safe alternatives to reach destinations on the principal street. Strava heat map data (see attachment) shows a significant number of trips ON Monroe Street. We owe those roadway users safe facilities as well.

I have seen very little in the way to efforts to slow traffic. Pedestrian crossing infrastructure is a start, but slowing the traffic would be a much more important step. Slowing the car traffic would make the street feel and be safer for bicyclists, pedestrians, and those accessing transit. Even people who drive to the area need to be able to cross the street!

I urge you to make clear that the City of Madison values the safety of all road users, and not just the convenience of commuters driving through our neighborhoods.

Remember the core principle of vision Zero: *'Life and health can never be exchanged for other benefits within the society'*

In other words, the time and convenience of one person should never be allowed to usurp the safety, health, or life of another person. Drivers need to slow down and maybe be inconvenienced so that others can be safe.

Robbie Webber

Transportation geek

All opinions are my own, and not necessarily those of any group or organization with which I am affiliated.

From: Lorien Draeger <loriendraeger@gmail.com>
Subject: Monroe St Reconstruction
Date sent: Mon, 28 Nov 2016 23:48:06 -0600
To: aaron.crandall@yahoo.com,
eclewardow@aol.com,
grantxyz@gmail.com,
district2@cityofmadison.com,

mail.markbennett@gmail.com,
hiwayman@chorus.net,
district9@cityofmadison.com,
district18@cityofmadison.com,
sa_lehner@hotmail.com,
kolarsmmj@gmail.com,
devos@ssc.wisc.edu

Dear members of the Pedestrian/Bicycle/Motor Vehicle Commission,

I am writing to implore you to stop the proposed cross section for Monroe St reconstruction. It is doubtful that I will be able to make it to your meeting tomorrow, so I am sending you this note instead.

I live on Monroe St. This morning on my way to work I was driving southwest down Monroe St. At all times except afternoon rush hour, Monroe St southwest bound is supposed to be a single lane plus parking. I was driving the speed limit, which wasn't fast enough for the person behind me. They decided to careen into the parking lane and speed past me. This scenario is not safe for vulnerable road users. Pedestrians attempting to cross the street risk getting hit by a speeding driver deciding to get past someone following the law and yielding. Cyclists risk getting hit when those drivers make surprise moves, often without signaling.

This scenario happens because people perceive Monroe St as being a 4-lane road and not enough people park on Monroe St to clog up the parking lane when it's not rush hour (save for the 1800 and 1900 blocks).

The survey conducted by Urban Assets about how Monroe St was to be reconstructed found that the most important priority (with nearly 70% selecting it) was "Better pedestrian-friendliness and safety" (see Q13 <https://drive.google.com/file/d/0Bxm9S-lb8bhxWFBzDk3ZlhKMGc/view>). The rush hour travel lanes in the proposed cross section are antithetical to this goal. We know this because the proposed cross section is identical to what we have now, and we can see that it doesn't work. The rush hour travel lanes promote speeding and reckless driving.

The second most chosen priority was "A reconstructed street, free of cracks and potholes", which is a given in any reconstruction. The third most chosen was "Better bicycle-friendliness and safety". Clearly protecting vulnerable street users is the top priority for us. "Maintaining the existing street design and traffic flow" was 8th, beating out better bus stops and buried power lines. Yet the proposed cross section makes maintaining car traffic its highest priority, in stark disagreement with the community.

Please send the proposed cross section back to the planners. They failed to address the community's priorities. This reconstruction is an opportunity to radically improve safety and overall pleasantness on Monroe St, and we should not throw it away.

Thank you,
Lorien Draeger

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7924 / Virus Database: 4664/13501 - Release Date: 11/29/16

----- End of forwarded message -----

----- Forwarded message follows -----

From: Dave Wegner <dawegner1510@yahoo.com>
Subject: Monroe Street Reconstruction
Date sent: Tue, 29 Nov 2016 11:10:55 -0600
To: aaron.crandall@yahoo.com, eclwandow@aol.com, grantxyz@gmail.com,
district2@cityofmadison.com, mail.markbennett@gmail.com,
hiwayman@chorus.net,
district9@cityofmadison.com, district18@cityofmadison.com,
sa_lehner@hotmail.com, kolarsmmj@gmail.com, devos@ssc.wisc.edu

Dear Members of the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION,

I urge you to advocate for a full study of eliminating the rush hour lanes BEFORE the new design is finalized. It's unsafe for all if we maintain the same design for another generation. The traffic engineers appeared to just throw up their hands when they said their study results were not very accurate. A full study would take into account behavior change. I've always felt that if I drove through the neighborhoods of the commuters that race through OUR neighborhood, I would be reported and ticketed. I should not have to fear walking on the sidewalk in my own neighborhood!

Dave Wegner

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7924 / Virus Database: 4664/13503 - Release Date: 11/29/16

----- End of forwarded message -----

----- Forwarded message follows -----

From: Harald Kliems <kliems@gmail.com>
Date sent: Tue, 29 Nov 2016 13:50:30 +0000
Subject: Public comment regarding Monroe Street reconstruction
To: Aaron Crandall <aaron.crandall@yahoo.com>, eclwandow@aol.com,
Grant Foster <grantxyz@gmail.com>, district2@cityofmadison.com,
mail.markbennett@gmail.com, Michael Rewey <hiwayman@chorus.net>,
district9@cityofmadison.com, district18@cityofmadison.com,
sa_lehner@hotmail.com, kolarsmmj@gmail.com, devos@ssc.wisc.edu

Dear members of the Pedestrian, Bicycle, and Motor Vehicle Commission:

I am submitting this comment regarding item D.1 on your agenda for today, "Approving roadway geometry for the resurfacing and reconstruction of Monroe Street from Odana Road to Regent Street."

I ask you to not approve the project as it is currently proposed.

During a long and intensive public engagement process the community identified pedestrian safety, increased bike access, and making Monroe Street more "green" as the top priorities for the reconstruction. Despite that, the proposed cross-section is basically the same as it now: The rush hour lane remains in place, which negates most of the benefits of the proposed pedestrian safety improvements. Bike improvements are minimal and are unlikely to make biking a more appealing option on and around Monroe Street. Similarly, green improvements are negligible and limited to the side streets.

The decision to keep the rush hour lane is based on models by Traffic Engineering. As the engineers themselves admitted, these models are not very reliable and don't take into account changing behavior. After submitting my concerns to the Common Council and Alder Eskrich, I was informed that a pilot study to remove the rush hour lane is now being considered. However, this would only be *after* the completed reconstruction. While I welcome the willingness to do a pilot study to get more reliable data, this is too little too late. Do the pilot now (and do it well to allow people driving on Monroe adjust to the new situation; also make sure to install diverters on side streets parallel to Monroe to prevent cut-through traffic).

Let us create a Monroe Street that works for everyone, not just for those driving!

Thank you for considering my concerns.

Best,
Harald Kliems

6 N Allen St
Madison, WI 53726

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7924 / Virus Database: 4664/13501 - Release Date: 11/29/16

----- End of forwarded message -----

----- Forwarded message follows -----

From: Charlie Peters <capeters53@gmail.com>
Date sent: Tue, 29 Nov 2016 11:18:56 -0600
Subject: Item D.1 on 11/29/16 Pedestrian, Bicycle, MV Commission meeting
To: aaron.crandall@yahoo.com, eclwandow@aol.com, grantxyz@gmail.com,
district2@cityofmadison.com, mail.markbennett@gmail.com,
hiwayman@chorus.net,
district9@cityofmadison.com, district18@cityofmadison.com,
sa_lehner@hotmail.com, kolarsmmj@gmail.com, devos@ssc.wisc.edu

11/29/2016

Dear Members of the Pedestrian, Bicycle, Motor Vehicle Commission,

I am submitting this comment regarding item D.1 on your agenda for today, "Approving roadway geometry for the resurfacing of Monroe Street from Odana Road to Regent Street. "

I ask you to please not approve the project as it is currently proposed.

This is a once in 25 - 30 year opportunity to approve a cross-section that serves all your constituencies (Pedestrian, Bicycle, and Motor Vehicle) needs. I would suggest that prior to approving a cross section geometry the following studies are conducted:

1) A traffic flow study using an alternate geometry (one lane each direction at all times with a center turn lane where needed and bike lane (s)). This study should not use criteria of potential for backups but traffic flow relative to the posted 25 mph speed limit. The speeds on this neighborhood street must be reduced. Modeling based on current motor vehicle throughput is an inappropriate goal if speeds are not considered.

2) A parking study that looks at the actual impact of allowing parking on only one side of the roadway (or for much of the length of the roadway). How many spaces are currently unused at all times of day versus unused numbers with one side parking. How far do parkers need to walk when Monroe street parking is completely full.

3) Obtain the origin-destination data that is available to determine probable new routes for motor vehicles with a one lane in and out rush hour geometry. Would some vehicles move to more appropriate (non neighborhood) main arterial?

If the current building schedule time frame is considered too short to conduct these three studies I would suggest a one year project delay. Again, this is a once in a long while opportunity and one that can help inform other future such decisions.

Thanks very much for your consideration.

Sincerely,

Charles Peters

Regent Neighborhood Streets and Transportation Chair

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7924 / Virus Database: 4664/13503 - Release Date: 11/29/16

----- End of forwarded message -----

----- Forwarded message follows -----

From: Jim Lorman <lorman@edgewood.edu>

To: "devos@ssc.wisc.edu" <devos@ssc.wisc.edu>, "kolarsmmj@gmail.com"

<kolarsmmj@gmail.com>, "sa_lehner@hotmail.com"
<sa_lehner@hotmail.com>,
"district18@cityofmadison.com" <district18@cityofmadison.com>,
"district9@cityofmadison.com" <district9@cityofmadison.com>,
"grantxyz@gmail.com" <grantxyz@gmail.com>,
"district2@cityofmadison.com"
<district2@cityofmadison.com>, "mail.markbennett@gmail.com"
<mail.markbennett@gmail.com>, "hiwayman@chorus.net"
<hiwayman@chorus.net>,
"eclewandow@aol.com" <eclewandow@aol.com>,
"aaron.crandall@yahoo.com"
<aaron.crandall@yahoo.com>
Subject: Please reject recommended rush hour commuter lanes for reconstructed
Monroe Street
Date sent: Tue, 29 Nov 2016 17:09:02 +0000

Members of the Pedestrian/Bicycle/Motor Vehicle Commission:

I would like to encourage you to reject City Engineering's staff recommendation for reconstructing Monroe Street's cross section to maintain the status quo for commuter rush hour lanes.

I believe this recommended cross section reflects a desire for political expediency over public will and long-term community interests. There have been serious flaws in the planning process as it has occurred to date. Despite \$87,000 in City funds allocated to hire public engagement consultants, and despite the fact that the Alder who sponsored it has been a key leader in the process, the planning process has unfortunately met neither the spirit nor the specifics of the Council Resolution intended to guide it (Legislative File No. 40602, <https://madison.legistar.com/View.ashx?M=F&ID=4116328&GUID=52F3E6BC-6826-436F-AB59-E464D2D187A5>).

Many of the City's goals for sustainability, complete streets, walkability, bike infrastructure cited in that resolution and that could be supported by this street reconstruction have not in fact been seriously addressed. As the resolution recognizes, we have "a unique and timely opportunity to explore new and innovative ways to plan and implement the reconstruction of streets like Monroe Street, recognizing that streets are public spaces that serve multiple functions..." We are on the verge of losing this opportunity if the recommended cross section is approved. This has impact not just for Monroe Street, but for future similar projects for which Monroe Street could serve as a model.

The planning process seems to have simply justified what City staff intended for a cross section from the start. As a result, key ideas supported by the majority of public input have been ignored. For example, 2/3 of citizen votes at the September 29 public meeting supported eliminating the extra rush hour commuter lanes to slow traffic, increase pedestrian safety, and allow flexibility in design for such features as bike lanes and green infrastructure. A full 90% of the votes supported eliminating those commuter lanes in at least the eastern segments of the street. Despite this overwhelming input, the street is now being planned per staff recommendations to keep those extra traffic lanes (the status quo street cross section),

eliminating all serious options for “greening” the street as supported by Resolution 40602 and by the vast majority of public input.

All the flaws in the planning process are too numerous to cite here, but here is one more example: The resolution stipulates “representation” in the planning process by parties (Public Health – Madison & Dane County, UW-Madison Departments of Landscape Architecture and Urban and Regional Planning) that have in fact had no meaningful engagement. As a result, key expertise available in the community have not been effectively tapped, and planning has relied on over-burdened City staff with little time and incentive to do much other than make conservative assumptions and follow standard street reconstruction practices. The ideas that staff have offered as new (such as a few raised intersections) do not begin to do justice to the possibilities that require true innovation and collaborative problem-solving and such as are occurring in other communities around the country and the globe.

I understand that many in the community are anxious to see the long-delayed re-paving of Monroe Street. But as someone who has been heavily engaged in this process for several years, as a citizen, a neighbor, and a sustainability professional, I feel I must make my case for what I see as the best for the City in the long run, and ask for your support in ensuring the planning is done right. Please reject the recommended cross-section and ask for a more thorough study that includes more rigorous planning that responds fairly to the weight of public input, seriously considers precedents provided by progressive examples from throughout the nation and globally, meaningfully engages all the expertise listed in the guiding Common Council Resolution, uses state-of-the-art traffic modeling with transparent assumptions that include various scenarios for future traffic, and addresses the various related sustainability goals adopted by the City.

Thank you,

Jim Lorman
516 Wingra Street
District 13

Jim Lorman, PhD
Professor and Community Partnership Specialist
Sustainability Leadership Program
Edgewood College
www.edgewood.edu/sustainability

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2016.0.7924 / Virus Database: 4664/13503 - Release Date: 11/29/16

----- End of forwarded message -----

----- Forwarded message follows -----

From: George Marcus <gmarcus72@gmail.com>

Date sent: Tue, 29 Nov 2016 07:39:15 -0600
Subject: tonight's hearing on Monroe Street cross section
To: devos@ssc.wisc.edu, kolarsmmj@gmail.com, sa_lehner@hotmail.com,
district18@cityofmadison.com, district9@cityofmadison.com,
grantxyz@gmail.com,
district2@cityofmadison.com, mail.markbennett@gmail.com,
hiwayman@chorus.net,
eclewandow@aol.com, aaron.crandall@yahoo.com

Dear Commission members-

Please share and consider my input at tonight's meeting on Monroe Street cross section.

I have participated in surveys and discussions, providing feedback to those at the city who have asked for neighborhood input. But it appears, based on the proposed cross section, that my concerns aren't being addressed. I live one block from Monroe Street on Gregory Street.

I, and many others, have asked for a 3 lane configuration, to reduce traffic, traffic speed, and danger for pedestrians and cyclists.

I have heard the argument that 3 lanes would make traffic too slow and backed up. That is, exactly, what I would want to happen. I believe that situation would dissuade non-local traffic from using Monroe street as a shortcut between campus and the Beltline.

I believe that Monroe Street should not be a shortcut to and from the UW campus to the Beltline. Park Street, Fish Hatch and Midvale Boulevard are much better suited for nearby, more efficient Beltline access.

If Monroe Street becomes a street for local use- for residents, and for those visiting Monroe Street businesses- then sitting a moment in traffic for a bus to pick up or unload would be of no concern to me.

I know of no other neighbors who requested the "no change" cross section that is being proposed. Please re-consider the three-lane cross section.

thank you



George Marcus
2705 Gregory St

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7924 / Virus Database: 4664/13501 - Release Date: 11/29/16

----- End of forwarded message -----

On behalf of the Sherman Neighborhood Association, which I serve as co-chair, I am renewing our request for a stoplight at Packers & Schlimgen. Our last letter requesting this stoplight was sent to your offices on March 24, 2015.

Our neighborhood association believes that this stoplight is urgently needed. The main reason is pedestrian safety. The posted speed limit at this location is 35 mph, but my observation has been that the average speed of traffic at this location is 42-43 mph and often goes upward to 55 mph or higher. This means that any pedestrians or others who must cross Packers to reach or return from the east side of Packers have to run to avoid being hit by a car or truck. This includes kids or adults on foot, pedestrians walking dogs, pedestrians carrying a child or transporting the child in a stroller, and bicyclists trying to reach the sidewalk on the east side of Packers to connect with other sidewalks, paths, or roads. The intersection is also dangerous for drivers of cars or trucks turning left off Packers onto Schlimgen, or turning left off Schlimgen onto Packers, because it is so hard to see other traffic with sight lines interrupted by bushes and other moving traffic. This is a very busy intersection.

The more building that occurs around the airport, the worse this problem becomes as there is more and more foot and bicycle traffic needing to cross Packers.

We urge you to assign a high priority to a stoplight at this Packers/Schlimgen intersection. We are grateful to Alder Larry Palm for his sympathetic attention to our concerns about safety at this location and his assistance in getting our message to city traffic engineers and planners.

I hope to attend the meeting at 5:00 tomorrow but am also submitting these written comments for consideration.

Thank you for your time and attention,

**Dolores Kester, Co-chair
Sherman Neighborhood Association**

From: Sherri [<mailto:sherrribeth@gmail.com>]

Sent: Monday, November 28, 2016 8:33 AM

To: Dryer, David <DDryer@cityofmadison.com>; Phair, Matthew

[<district20@cityofmadison.com>](mailto:district20@cityofmadison.com)

Subject: public comment on traffic signal priorities

I saw a notice about tomorrow night's meeting of the Pedestrian/Bicycle/Motor Vehicle Commission but I can't attend. I also can't find a list of which alders are on the commission, so if one of you can forward this to them, I would appreciate it.

I would like to request some kind of attention for pedestrian/bike crossing at the intersection of Raymond Rd and Prairie Rd. I noticed on the traffic signal priority list that, while it doesn't have the traffic volume of higher-ranked intersections, it had the highest crash rate of the whole chart. I'm not sure what the pedestrian criteria is, but it is a particularly bad place for pedestrians to cross because of the high percentage of turning traffic, and the lack of a place for pedestrians to pause in the median. There are bus stops at all four corners of this intersection, making it a place where many pedestrians are forced to cross the street.

Our family lives on Prairie Rd, south of Raymond, and we often avoid this intersection for safety reasons. My husband and I both cross Raymond Rd. when we bike to work, but we go a block west to cross at a safer spot. Our two high school children often take the bus home after activities, and they have to cross Raymond Rd on foot, often after dark. I ask them to go a block west to cross, but I'm sure they often cross at Raymond and Prairie anyway. In driving, I never make a left turn from Prairie to Raymond-- instead, I go around the block so I can come up McKenna Blvd. instead. Visibility is especially limited for turning traffic when snow piles get high in the winter. Perhaps the city could explore an arrangement similar to Hammersley and Whitney Way, where only limited turns are allowed, and those are channeled by the median lanes. Not many cars go straight across on Prairie Rd anyway, and I don't think any buses continue straight on Prairie at that intersection.

Whatever kind of signal or median change would make the most sense at Prairie and Raymond, helping pedestrians get across safely would be my priority.

Thank you,
Sherri Swartz
2402 Prairie Rd

From: Rummel, Marsha

Sent: Monday, November 28, 2016 11:11 AM

To: jake <jake.shea@gmail.com>; Petykowski, Christopher <CPetykowski@cityofmadison.com>; Dryer, David <DDryer@cityofmadison.com>

Subject: Re: [Alder Rummel, District 6] D6 Items of Interest Week of November 28, 2016

It helps... Or send a letter to ped bike via David Dryer ddryer@cityofmadison.com. As I recall Engineering was doing early public outreach for this intersection, they will get some state money in 2018 I think...I will ask staff to respond.

Sent from my iPhone

On Nov 28, 2016, at 8:53 AM, jake <jake.shea@gmail.com> wrote:

Do we have to be at the meeting to comment on needed traffic lights?

Atwood at Oakridge/Sugar (Olbrich gardens) badly needs a stoplight with pedestrian signal buttons. High pedestrian use, blind turns, garden lot traffic, and a notorious stretch for speeding that needs traffic calming. Should be part of the reconstruction plan if not sooner.

On Nov 27, 2016 8:30 PM, <noreply@cityofmadison.com> wrote:



Highlights this week include the quarterly Garver Feed Mill update at Monday's Board of Estimates meeting. The item may go into closed session. On November 17, the Dept of Treasury announced that 120 community development financial institutions/CDFIs were selected to receive a ...

[Read more](#)

From: Deanna Sell [<mailto:thedeannasell@gmail.com>]

Sent: Tuesday, November 29, 2016 9:35 AM

To: Schippa, Jerry <JSchippa@cityofmadison.com>; Dryer, David <DDryer@cityofmadison.com>; Smith, Brian <BSmith@cityofmadison.com>

Subject: Sherman Neighborhood request for new stoplight at Packers and Schlimgen

Dear Jerry,

I live in the Sherman neighborhood, and agree that this intersection can be unsafe for turning cars (heading west from Packers), and for pedestrian traffic crossing Schlimgen. However, if the city does install a traffic light here, I also have major concerns regarding increased traffic in the Sherman neighborhood. We already have issues with speeding. Schlimgen, Huxley and Ruskin streets will see increased traffic flow and speeds if safety on these major neighborhood thoroughfares are not addressed at the same time as this project.

I live on the corner of Ruskin and Melrose Street and witness cars driving at dangerous speeds on both streets. I also see cars failing to obey the yield signs on a daily basis and have even witnessed collisions in the intersection several times a year. Many cars use the Sherman neighborhood streets as shortcuts and alternate routes to avoid the major thoroughfares (Packers, Sherman, Northport), and this neighborhood shouldn't encourage more traffic unless these other safety issues are addressed. I support traffic and

pedestrian safety for our neighborhood, and believe the project should consider traffic issues at Packers/Schlimgen, and also throughout the other major cross streets (Ruskin, Huxley, Melrose, Manley) as well.

Thank you,
Deanna Sell

It is my understanding that Madison's Pedestrian/Bike/Motor Vehicle Commission will be discussing and determining priorities at meeting tonight.

I am a board member of the Sherman Neighborhood Association. Our organization requested that the city install a stoplight at the intersection of Packers and Schlimgen. We have safety concerns regarding this intersection. Packers carries a fast-traveling volume of traffic. Exiting Schlimgen street by car, by bike, or by foot is a dangerous undertaking for residents of our neighborhood. We believe a traffic signal would significantly reduce safety concerns at this intersection.

Sherman Neighborhood Association strongly encourages the Commission to make the installation of a traffic signal at the intersection of Packers and Schlimgen a high priority.

Thank you for your careful consideration of this matter.

Sincerely,

Patricia A. Morgan
1718 Sachtjen Street
Madison, WI 53704