

I would like to strongly urge the committee to amend the neighborhood plan to include proceeding with adding bicycle lanes on North Sherman. It has been 15 years since a road diet with bike lanes was first studied for North Sherman. It is my opinion that what has held this back is primarily unwarranted fear and inter-modal cultural issues, not consideration of how well road diets have worked elsewhere in similar circumstances. The neighborhood has had 15 years to come up with an appealing alternative and has been unable to do so. With the news that railroad right-of-way issues may permanently block the creation of the "Sherman-flyer", I think we can put to rest the idea that a good alternative will ever be found. The daily conflicts that occur on North Sherman are bad enough that some residents are calling for a ban on bicycling along North Sherman. At this point, I believe the most practical way to reduce those conflicts is to install bike lanes on North Sherman.

At this point, a reconfiguration is mostly a matter of paint. And in the unlikely event that a road diet ends up not working, it is again mostly a matter of paint to fix the problem.

Matt Logan
1822 Jenifer Street
Madison WI, 53704

First of all, my apologies for not being there today. I have a pretty serious head cold that's kept me from work the past couple days. If I was there this evening, I would make a motion to refer the Northport-Warner Park-Sherman plan back to the steering committee for 60 days and I hope the LRTPC considers making this motion.

I don't suggest this motion lightly. I respect and very much appreciate the hard work my neighbors have done over the last nearly two years and in no way does my suggestion reflect anything otherwise. I am, however, disappointed in the final product but confident that the steering committee can improve upon their work and produce a neighborhood plan that I, not only as a Plan Commission member and LRTPC member but as a homeowner in the planning area, can support.

If this plan gets referred back to the steering committee, here is what I would like to see addressed:

- 1) 29 of the 32 total Transportation Recommendations are items to "consider" or "explore". Typically with neighborhood plans, you don't make recommendations to "consider" or "explore" things, but to actually "do" things.
- 2) If it's the steering committee's desire to "consider" and "explore" things, perhaps they should add considering the lane configuration for North Sherman Avenue. I know full-well that this has become sort of a "third rail" discussion. In my opinion, whenever the discussion centers around lane configuration (especially a consideration of a 3-lane Road Diet), a loud minority of neighborhood residents representing some business interests attempt to shut down the discussion by claiming a road diet will do all manner of things that can't be proven with objective data and recalling horror stories about a test from the

90's that, from the perspective of many neighbors who recall it, was flawed and confusing at best.

Road diets are used all over America and studies have shown that not only do they succeed in improving traffic safety, but do it without drastically reducing automobile traffic (and, in some, have shown automobile traffic INCREASES).

The bottom line is that there are very serious safety issues on North Sherman Avenue for automobiles, bicyclists and pedestrians - from seniors at Sherman Glen who can't cross the street and, in fact, take cabs to cross the street to eat at the Northside Family Restaurant, to students at Sherman Middle School and Malcom Shabazz High School who have to dodge traffic to catch southbound buses, to Mallards fans who park at the Northside TownCenter, to bicyclists and drivers up and down North Sherman.

What I would like to see the steering committee do is to put this specific issue into the plan - either by taking a stand one way or another, or commit to studying the issue further in the short-term.

3) The plan considers moving the North Transfer Point to Northgate. Unless I'm mistaken, Metro is not considering that and I think that's not a good idea. Where the transfer point is now can be a nexus for multiple transportation options. Along with the bus, that site is also where the proposed Hartmeyer bicycle path is proposed to end and is also a good site would be for a commuter rail stop. Please consider removing the Page 20 recommendation to consider relocating the transfer point.

4) There aren't any solid recommendations regarding commuter rail and high-speed rail. The current Transport 2020 commuter rail plan has an option that includes a spur out to the airport (which would run through the planning area). This option becomes more possible in the event that a new Amtrak station is placed at the airport. As I said in #3, the North Transfer Point could be used as a commuter rail stop - increasing the choices available for Northside residents. In the event that a proposed First Street Amtrak station is developed, that may impact those choices. I would like to see the committee consider recommending the airport route in the event a commuter rail system is developed for Dane County.

I think that a little more work to provide some solid recommendations and address the North Sherman issue will improve the very good work the steering committee has already done. Thank you very much for considering this and be thankful I'm not there to read this whole thing while getting all germ-y on you.

Michael Basford