

From: [Clarence Cameron](#)
To: [Evers, Tag](#); [McGuigan, Patrick](#)
Subject: RE: Agenda Item 7 (61298) and Item 13 (60869)
Date: Wednesday, July 22, 2020 2:56:22 PM

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Hello,

Bob Lockhart and I live at 633 Cedar Street and we are probably most affected by the changes to OLD Cedar Street. Laurel Kinoshian at 629 Cedar is also in agreement with the following opinions on the suggested changes:

Regarding Agenda Item 7 (61298): We support adding the 16 parking spots back onto new Cedar Street.

Perhaps the surveys for the area showed that South Siders do not walk or bike to the store, but from our large kitchen window, overlooking Park Street, we see a great many walking to and from Pick 'n Save daily. In the winter, there are even those, who use walkers, making the round trip.

We cannot see so much of the NEW Cedar being used for bicycles since the bike path along Wingra is so near. Isn't one bike lane, wide enough to contain bicyclists in both directions, adequate?

Regarding Agenda Item 13 (60869): We actually support this option, which would only allow right turns onto Park from OLD Cedar, and no left turns onto Park. Nor would there be left turns from Park onto OLD Cedar or onto Beld, when headed southbound on Park. Although it means driving farther to get to the store, we feel this is a logical solution IF Beld Street is not going to become a cul de sac. Times change, and neighborhoods must change to some degree. We feel that OLD Cedar Street residents will get used to going to Spruce-to-Park and left turning or to Wingra-to-Park to right turn, then use the left turn lane to the grocery. We can also get used to turning left onto Spruce or at Wingra. In the case of Wingra, Traffic Engineering MUST allow for an adequate left turn traffic signal at Park and Wingra to allow those who live south on, or out, Beld to safely reach their homes in a timely manner.

We think that Cargo Coffee will have a hard time receiving shipments via semi truck. The truck will cut off traffic on both Cedar and Beld when backing into Cargo's lot. Of course, this is not an every day occurrence.

While supporting the feasibility of this project, Bob and I would like to discuss the following with our alder and, if necessary, other involved administrators:

1. Changing the lot lines on our property, especially at our driveway and the western edge, even by purchasing the additional amount.
2. The possibility of moving James Luscher's garage to our driveway,

rather than destroying this fairly new structure.

3. Providing a hedgerow or fence to keep individuals from directly accessing our house from Beld Street. (We have James Luscher's picket fence doing that now.)

We "assume" the remaining land, after demolishing the Luscher house will belong to, and be maintained by the City, as well as the sidewalk, especially in winter.

Additionally:

When looking at the map of OLD Cedar, Laurel would like to know if our terrace size is changing, i.e.: is OLD Cedar Street narrowing. She is having someone plant her terrace in the near future.

Laurel, Bob, and I agree that the walk signal at Wingra and Park is too short for anyone in less than great condition to cross Park Street in the allotted time.

We also wonder if there will be a traffic signal at Park and OLD Cedar and, if so, ask that the Walk signal last long enough to cross the entire distance. If only flashing lights are used, then they should be on for the same length of time.

We wonder if Traffic Engineering feels there will be less traffic from Beld Street on to Park Street?

Although this new map has been presented on short notice, we appreciate being allowed to give input to this project. Thank you.

Sincerely,
Clarence P. Cameron
Robert W. Lockhart
Laurel Kinosian

Cameron/Lockhart at 608-770-5684
Kinosian at 608-255-5671 or 608-213-7619