

**From:** [Austin Griesbach](#)  
**To:** [Transportation Commission](#)  
**Cc:** [Safe Streets](#); [Vision Zero](#)  
**Subject:** What is the City Doing on Park Street?  
**Date:** Tuesday, February 17, 2026 11:19:30 AM  
**Attachments:** [Screenshot 2026-02-17 110907.png](#)

---

You don't often get email from austin.griesbach@icloud.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

This email is regarding legistar item 91988, [Discussion of Traffic Safety on South Park Street](#).

The February 18th staff presentation on the future of Park Street seems to rely largely on officer enforcement. This is not a viable solution. I've personally submitted dozens of complaints about speeding and red light running on Park Street in the past few years, including anonymous complaints against Metro busses, County and municipal vehicles, and even MPD themselves on several occasions. The only reason I haven't submitted more is because it was clearly not having any effect or follow-up. Even after this tragic incident, there was less than a week's worth of consistent enforcement presence, and just this morning I saw people driving ~40 mph and running the red light at the multi-use-path just a third of a mile from Burr Oak. All that to say nothing of dangerous driving and lack of enforcement elsewhere in the City. It is simply not possible (and arguably not desirable) to have an officer everywhere on Park Street at all hours of the day, and a proper solution needs to involve changing the actual layout of the street so that it's difficult and uncomfortable to drive faster than 25 mph in the first place. I'm *highly* supportive of plans that involves temporary roadway measures like putting in 25 mph rated speed tables, or a lane reduction like we have on West Washington, because doing nothing is simply not an option. (I've got some qualms about how well the long term N/S BRT plans comply with Complete Green Streets guidance, and I'm not fully convinced they go far enough in regards to prioritizing vulnerable road users and transit itself over cars and their storage, but that's a discussion for a different meeting).

"Use data to identify locations with excessive speeding and identify strategies" is not a very compelling path forward, especially with how long Park Street has been a problem; a huge number of the deaths serious injuries that have occurred there in the past 10 years, along the entire road.

**Counties ?**

DANE ▼

**Center Map**

**Date Range ?**

Begin Year/Month: 2016 ▼ MAR ▼

End Year/Month: 2026 ▼ MAR ▼

**Crash Severity ?**

(K) Fatality

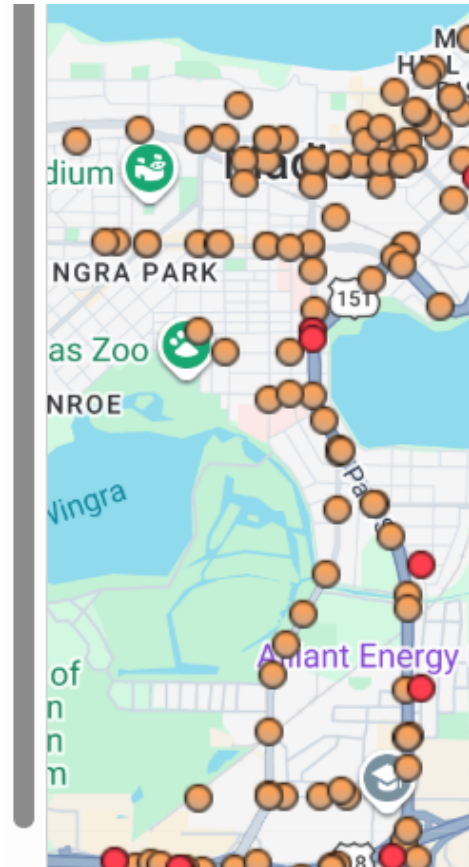
(A) Suspected Serious Injury

(B) Suspected Minor Injury

(C) Possible Injury

(O) No Apparent Injury

**Clear Selection**



Anyone driving with cruise control set to the speed limit, watching the speed sign at the Goodman Library, or looking at historical crash locations can easily and instantly tell you that excessive speeding is ubiquitous on Park. I'm sure the City is sincerely working on strategies, but every time it comes up publicly it comes with the qualifier "It needs to be approved by WisDOT". Has the City even submitted anything and gotten shot down yet, or are we preemptively flinching? I implore the City to at least share more information on what specific actions they're actively pushing for, especially short term plans - at the moment, the only info the public has is that the City is waiting for some solution (N/S BRT funding and construction, changes to automated enforcement laws) to magically fall into our laps years from now. Even if the immediate plans don't involve actual changes to the geometry of the street (which again, I don't think leaving as it is now until some future date is a satisfactory outcome), please tell us what specific non-infrastructure actions you're pursuing. Maybe that involves pushing for cooperation from WisDOT, or going over their head to petition to Tony Evers as their boss, or lobbying for changes in legislation with help from MPD to allow for automated enforcement. But right now it looks like the City is mostly just waiting, and merely crossing our fingers that no one else gets hurt in the meantime.

Thank you,  
Austin Griesbach