

My name is Kathryn Seifert and I reside at 1640 Capital Ave. I agree with everything that has already been said against the proposed traffic islands and will focus on how the island in front of 1640 would affect me and similarly, the other households closest to the islands.

Even if traffic islands slowed traffic more than just at the island itself, the extreme burden on the several households nearest to the islands does not seem fair or reasonable. It was easy to be for "doing something" when first presented by a concerned neighbor walking the neighborhood asking if you would sign her petition to do something about the speeding cars on our block, but the more one understands the problems presented by adding the island between two bus stops, the dangerousness of islands obscured by the curve in the road, the difficulties of entering and exiting Baker, and the serious price in lost parking for a few (which here means 3-6 households,) many have realized that the traffic islands are not the answer and have changed their minds, now registering against the islands or at least choosing to stay neutral. Why would some chose neutrality on such an important issue, you may ask. It is my belief that those who are not speaking up are those still recovering from the trauma that the neighborhood went through several years ago over the issue of building sidewalks on Capital Ave. And then there is the general trend to political non-involvement seen throughout the whole society. Because of the strong opinions expressed to us against the islands more people would probably have come to speak in person today except for reasons like the temp, the inconveniient parking, and all the challenges associated with driving uptown at 4:30pm. (One might think that the board doesn't want citizens to speak up)

If so many are now registering against the islands how did it come to be that the Alderman sent the proposal to this board claiming that neighborhood wanted the islands. I think he didn't realize that the group calling itself the Friends of Capital Ave represented so few people, actually only property owners on 1600 Capital, many in fact, non-resident property owners, certainly not including all the stakeholders required legally and that opponents of the islands weren't even invited to the meeting he attended.

Back to the parking issue. We moved to this address just as the city began the actual tree removal and building of the sidewalks in 2005. We moved here because I am increasingly disabled with arthritis and it gave us most of our living on one level. We added a driveway in the front of the house to increase accessibility for me and friends and family who also are elderly and disabled. They have been thrilled to be able to visit a home with no steps required to enter. Because of the two bus stops on the N and S sides of the street we only have the use of one parking space at the far E. end of our property and two across the street between the bus stop sign and the E. driveway to 1630. The islands would take away even these few spaces. Beside personal parking needs, these spaces are used on a daily basis by the UPS truck, the US Mail which delivers street side, and the person in a car who delivers my evening newspaper and stops while he carries it to my door because I am handicapped, instead of throwing it out the window as he drives by. The recycling truck stops here and various repair trucks. Also specialized handicapped transportation vehicles stop here for extended times to load and unload one

of our neighbors. I am beginning the application process for this kind of transport also. We need these few parking spaces.

Returning to the delivery of US Mail for a moment. Not only does the mailman need to stop here, but I must walk down my driveway and in the road 20 ft E. to my mailbox (near the bus stop sign) and stand in the street while I retrieve my mail. I would be walking and standing exactly where the cars begin their swing toward the curb to miss the islands. This situation would be very dangerous at times and would be similar for all the households closest to the islands. The street might be clear of traffic when I start down the driveway and head for the mailbox, but my arthritis affects my walking so I am slow and all of a sudden there could be a lot of traffic and I would not be safe

Beside the parking issues, backing out of the driveway with the intention of traveling toward University Ave. could not be done without running into the island. After the first map was sent to the property owners on Capital we painted the outline of the island in the street to check our ability to get out of the driveway without hitting the island and it could not be done. Supposedly the new drawings shows the island a little shorter or further to the SW., but I do not believe that this would solve the problems . Because of the slope of the driveway as it crosses the sidewalk my car and many of our elderly and handicapped friends who have used the driveway have found that to avoid scraping the bottoms of our cars and front bumpers, that they have to make wide swings and do some maneuvering, rather than being able to back straight out.

In summary the burden of the problems caused by the placement of these two traffic islands far outweigh the limited benefits and the problems associated with the islands cause great hardship for a few of the households and there is no way to share this burden in a more equitable manner.. This plan was only referred to you because the alderman mistakenly thought the neighborhood wanted the islands. Hopefully it has become clear that the majority of the neighborhood does not want the islands.