

**From:** [Nicholas Davies](#)  
**To:** [Transportation Commission](#)  
**Subject:** Option 3 for Pflaum Rd  
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Dear Transportation Commission,

I encourage you to support option 3 for Pflaum Rd, which would create an off-street path. This would be of particular use for kids walking/biking to/from the schools that front on Pflaum, as well as commuter traffic to the concentrated places of employment to east of Stoughton Rd.

The Complete Green Streets guide includes Pflaum as part of the All Ages & Abilities bike network from end to end, from Agriculture Dr in the east, to where it becomes Nichols Rd to the west, in Monona. The traffic count map shows Pflaum carrying between 8,700 and 13,500 vehicles per day, with a 25 mph speed limit. The figure on page 25 of the CGS guide shows what would be considered an All Ages & Abilities facility given these parameters:

"Protected Bike Lanes or Sidepath"

Option 3 is the only option that meets that description. And since this is a street reconstruction, this seems like the time to apply the Complete Green Streets guide, if there is such a time.

Regarding the other options: Option 2 includes buffered bike lanes on one side, which could be converted to protected bike lanes, but the other side has only a white stripe between cyclists and traffic--no space for a protective curb or barrier. Option 1 has shared bike/parking lanes, which are not protected, and in cases where the parking is used, it would likely have no buffer either.

Option 3 has the added benefit of safer and quicker pedestrian crossings, due to a significantly narrower curb-to-curb roadway (26 feet vs 44 feet), with better visibility because of the removed parking.

I for one have been badgering the Madison School District to implement a School Streets program, like those found in Paris or Seattle, to make the street frontage in front of our schools a safe place for kids to gather & disperse, and to just...be kids.

In some cases, that could mean closing a neighborhood street to through traffic. I don't believe we can do so with Pflaum, but option 3 clearly does the most to reallocate that street frontage in front of the schools, to make as much of it as possible safe for kids to roam.

In my survey response, I indicated a preference for option 3, but that I could live with option 1 or 2. This seems to be the prevailing sentiment. Any of these options will represent a step up from the status quo. But I think that undersells the very high upsides of option 3.

Thank you,

Nick Davies  
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