

From: Ted Voth Jr [mailto:tedvothjr@gmail.com]
Sent: Wednesday, May 23, 2012 12:00 AM
To: Tolley, Sabrina; ALL ALDERS; Mayor; MABA
Subject: More on PBMV Comm

Split Brain

“Split brain” is a lay term to describe the result when the [corpus callosum](#) connecting the two hemispheres of the brain is severed to some degree. It is an association of symptoms produced by disruption of or interference with the connection between the hemispheres of the brain...

A patient with a split brain, when shown an image in his or her left visual field (the left half of what both eyes take in, see [optic tract](#)), will be unable to vocally name what he or she has seen. This is because the speech-control center is in the left side of the brain in most people, and the image from the left visual field is sent only to the right side of the brain... Since communication between the two sides of the brain is inhibited, the patient cannot name what the right side of the brain is seeing. The person can, however, pick up and show recognition of an object (one within the left overall visual field) with their left hand, since that hand is controlled by the right side of the brain.’

[<http://en.wikipedia.org/wiki/Split-brain>]

‘Split brain’ is the perfect metaphor to describe the City’s Transit/Parking Commission, since in this time, when our atmospheric CO2 parts per million, is 385 ppm and counting, rather than the optimal 350 ppm, in great part due to automobile emissions. One way to boost walking and biking, and use of Metro, by discouraging automobile use, would be to use parking revenues to augment Metro capital and operating budgets, the T/PC– ‘slash’ used deliberately– has suffered, or rather was set up to imitate, a [‘corpus callosotomy,’](#) ‘the surgical operation to produce this condition.’

So, repair this ‘split-brain’ commission, and let it function as a whole, not a schizophrenic madman.

For while walkers, bikers, and drivers are all intrinsically mutually antagonistic, Metro coexists quite happily with all three estates.

When you think of the Pedestrian/Bicycle/Motor-Vehicle Commission, think of a food chain. Imagine a ‘Mouse/Cat/Dog Commission:’ A normal dog will chase a cat, but may ignore a mouse; however a normal cat will chase a mouse.

However, pedestrians interface quite nicely with Metro; we ride readily if we have a long way to go, or if our bad leg is kicking up.

Likewise, bicyclists: consider the immense success of the bike-racks on our buses.

And there are even the Metro’s ‘choice riders,’ about whom Metro used to brag so much [until some smart ass pointed out that the French word for ‘choice’ is *élite*...] that is, the 9-to-5, 5-day-a-week commuters who find it easier and more economical to leave the SUV and the monster pick-up in the garage and ride Metro to work.

Consider a remarkably similar geographical situation to our Isthmus, which so unsuits our city for automobiles, like our Isthmus a narrow strip of land bordered by water, stretching from NE to SW– I refer, of course, to the island of Manhattan: folks living on Manhattan have essentially long since up given on privately owned automobiles, and rely on Shank’s mare, and public transit, cabs, buses, and their superb subway, to get around their island.

After all, isn't Madison 75 square miles of reality surrounded by the rest of the United States? Hasn't Mad City been fortunate to learn much culturally from our immigrants and refugees from the Big Apple and other Eastern Cities? Let's adopt their sophistication here as well.

It makes nothing but sense to use our City parking revenues to improve Metro; incidentally, to discourage our America addiction to automobiles;

But immediately:

- to make it easy, not punitive, to ride Metro
- to restore lost Metro routes,
- to restore late-hour Metro service,
- to extend Metro service early and late, so 2nd-shift workers can ride home from work, and 3rd-shift workers can ride in to work,
- to restore lost Metro bus stops,
- to restore 15 or 20 minute Metro headways,
- to reduce, and ultimately eliminate, fares,

[Hey, after all, don't motorists drive 'free' on our 'free'

streets? Don't they park 'free' in 'free' parking spaces? Fair is fair, and 'Turn-about is fair play...']

- to establish Metro Bus Rapid Transit, 'BRT,'

[Madison Area Bus Advocates, mabaa@tds.net , or devos@ssc.wisc.edu , of whom I'm one, have the route map and the plans.]

- ultimately, to establish safe, comfortable, frequent, 24-7 Metro bus service as the preferred means of travel throughout the humane, urbane city that Madison is and ought to be,
- and to assist in extending that service to our surrounding county .

I also suggest to you, urge you strongly, and not so much as a 'taxpayer,' but as a Citizen, one of us the sovereign people of Madison, and as such one of your employers, tell you, to require all City of Madison employees, officers, and elected public officials, to walk, bike, and/or Metro to and from work, especially City Engineering and Madison Metro officers and employees, but not excluding anyone one else.

Truly Yours,

TV2

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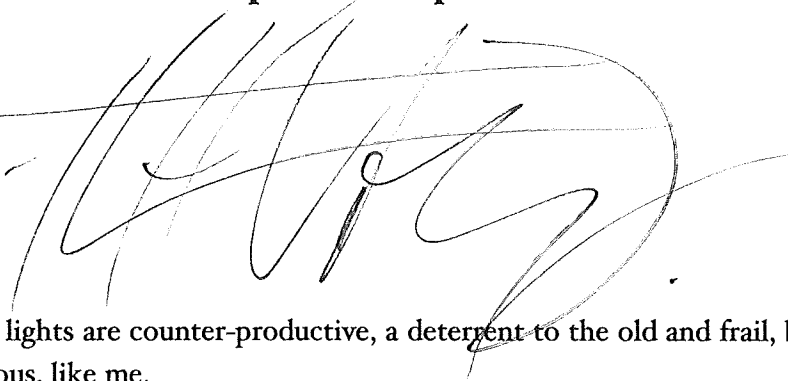
Jesus is Lord.

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PBMVC

From the dedicated pedestrian's point of view

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- 'Countdown-of-Death' lights are counter-productive, a deterrent to the old and frail, but a dare to the young and vigorous, like me.
- All walk lights must by default be automatic all the time; no hypocritical 'Demand' function.
- Williamson/Wilson/JohnNolen/Blair is sheer hell for everyone, motorists, cyclists and pedestrians, and will be till our culture stops driving. The day's coming...
- Street lights on State at Dayton, Johnson, and Gorham give the lie to the notion that State is a pedestrian mall. Not enough crossing time, neither often enough, nor long enough.

I've been a neighborhood activist some 15 years. It soon became obvious to me that the First Motivating Principle of Madison was to 'get the maximum possible number of motor vehicles from one place to another, and then back again, as fast as possible, as often as possible.' The City makes a nod to 'alternate modes of transportation,' such as cycling and... there was another 'alternate mode'... oh, yes, walking! Quaint. How many 100s of 1000s of years was Shank's Mare our only mode of travel?

'Automobiles-bicycles-pedestrians-' that's not a commission, that's a food-chain. Imagine a 'Dog-Cat-Mouse Commission...' A dog *will* go after a cat, but may scorn to go after a mouse; a cat *will* go after a mouse.

Cyclists have done quite well for themselves by the City, and more power to them; the bicycle *is* the ideal urban vehicular transport. But until we're inevitably forced to give up automobile traffic, the cyclists will be jeopardizing pedestrians on the sidewalk. Being ridden down once from behind, unwarned *or* warned, by a cyclist at full tilt is enough to change one's life forever! More bike trails everywhere, all over the City, are in order, and better cyclist education is in order.

Motorists are only haphazardly aware of pedestrian right-of-way in crosswalks.

Landlords, businesspersons, and residents on Williamson this year have been very lax about cleaning sidewalks. Some haven't yet from the 1st snow... If one is young and vigorous, this is merely infuriating; if one is physically challenged, whether in or out of a power chair, this effectively stops one, 'stops one cold,' as it were.

Split Brain

“**Split brain**” is a lay term to describe the result when the *medulla* connecting the two hemispheres of the brain is severed to some degree. It is an association of symptoms produced by disruption of or interference with the connection between the hemispheres of the brain...

A patient with a split brain, when shown an image in his or her left visual field (the left half of what both eyes take in, see *Figure 1*), will be unable to vocally name what he or she has seen. This is because the speech-control center is in the left side of the brain in most people, and the image from the left visual field is sent only to the right side of the brain... Since communication between the two sides of the brain is inhibited, the patient cannot name what the right side of the brain is seeing. The person can, however, pick up and show recognition of an object (one within the left overall visual field) with their left hand, since that hand is controlled by the right side of the brain.’

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However, pedestrians ‘interface,’ to use a pompous buzz-word, quite nicely with Metro; we ride

... if we have a long way to go, or if our dead leg is kicking up.

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And there are even the Metro's 'choice riders,' about whom Metro used to brag so much [until some smart ass pointed out that the French word for 'choice' is *élite*...] that is, the 9-to-5, 5-day-a-week commuters who find it easier and more economical to leave the SUV and the monster pick-up in the garage and ride Metro to work.

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[Incidentally, to discourage our America addiction to automobiles;]

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- to restore Metro late-hour service,
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- to restore lost Metro bus stops,
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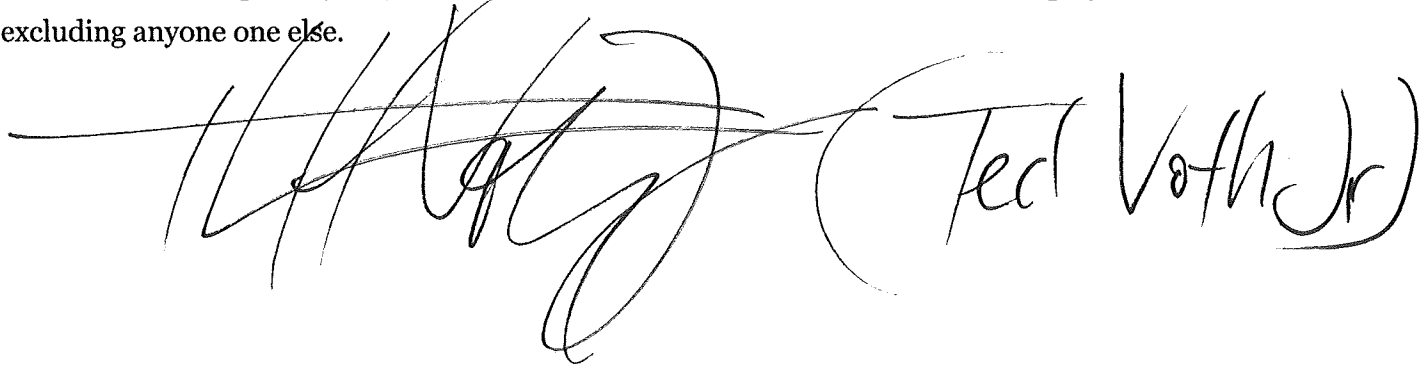
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- ultimately, to establish safe, comfortable, frequent, 24-7 Metro bus service as the preferred means of travel throughout the humane, urbane city that Madison is and ought to be,
- and to assist in extending that service to our surrounding county .

I also suggest to you, urge you strongly, and not so much as a 'taxpayer,' but as a Citizen, one of us, the Sovereign People of Madison, and as such one of your employers, require you, to require all City of Madison employees, officers, and elected public officials, to walk, bike, and/or Metro to and from work, especially City Engineering and Madison Metro officers and employees, but not excluding anyone one else.

A handwritten signature in black ink, consisting of a series of loops and flourishes, followed by the name "Ted Voith Jr." written in a cursive script. The signature is positioned below the main text and is partially crossed out by a horizontal line.

The first thing the LORD God sees...

The first thing the Lord God sees when he looks down on Madison is our appalling cruelty to his image-bearing creatures, our fellow-citizens, the homeless: men, women, and children, so many Black, so many veterans, a charnel stench in his nostrils.

The next thing he sees is our appalling destruction of his natural creation, the billowing clouds of CO₂ we're pumping into the atmosphere as if there's no tomorrow. This is why it's necessary to encourage walking and cycling, and I would add, using Metro. By implication it's necessary to positively *discourage* the use of private automobiles— cars, trucks, SUVs, what have you, particularly in in-town, inefficient, stop and start 'driving,' with huge numbers of engines idling *en masse* in stoplights during rush-hour, at 0 MPG.

Walking and biking get lumped together in the City's mind as 'alternative modes' of transport. But for how many hundreds of thousands of years was walking our sole mode of getting from here to there? Even the use of horses is a quite recent innovation, perhaps five or six thousand years ago. (I see a great future for horses, by the way.) In the Third World I dare say Shank's mare is still the dominant mode of transit.

I said 'walking and biking get lumped together,' as if they were two compatible modes, when in fact the worst danger I experience as a pedestrian is cyclists riding me down hell-for-leather from behind with no warning; it can ruin your whole day, and it only has to happen once to turn you against selfish, immature cyclists forever...

When I walked here tonight from Williamson St, I came through some remarkable examples of how not 'pedestrian-'friendly' but actually 'pedestrian-hostile' Madison is. I crossed the notoriously bad intersection of Williamson St, Blair St, E Wilson St, and Nolen Drive. This intersection has 'Walk-Don't Walk' lights, but they operate only on demand; one must push a button. No 'Walk' light anywhere should operate on demand, but should cycle continually.

Otherwise a pedestrian walking west on Willy and getting to the intersection a moment late will frequently be inconvenienced from crossing when on-coming auto traffic is crossing and the light should be showing 'Walk'. Or, as I am seeing more and more often, will begin simply to disregard the lights and cross at his own discretion. I'll say that the lights everywhere are timed with such obvious, blatant, disregard for pedestrians that we're beginning more and more to disregard them.

Ironically, I was told by a city engineer that the lights couldn't cycle continually because it would

inconvenience drivers. Considering the weird weather we've had the last several years, and the fact that although humanity and our fellow creatures evolved in an atmosphere with no more than 350 ppm of CO₂, that number is now 385 ppm CO₂ and counting, it's long since time we should be *actively discouraging* driving. I've started punching all the buttons at that intersection every time I go through, and any other such buttons I encounter.

Then continuing west on King St I crossed the three-way intersection of King St, Webster St, and Doty St, where the traffic lights flash from green to red the instant after the 'Walk' light flashes on, and you're no more than half across before the 'Don't Walk' begins flashing. The engineer explained to me the theory of how no one was ever meant to get across on 'Walk,' and one still has plenty of time to get across, but I already knew that.

I can comprehend the cut-and-dried mind of the engineer, but the engineer scarcely comprehends the heart of the pedestrian. You really have to be a pedestrian...

Some pedestrians are quite timid, and this rapid opticalmental one-two punch is nerve-racking. Other pedestrians say 'What the Hell' and walk at our own discretion...

Another thing I infuriating is the flashing 'Countdown of Death' lights– to encourage pedestrians to cross faster, as I suppose, in the spirit of Voltaire– *'pour encourager les autres...'*

If you actually want to 'encourage' us, I suggest a machine-gun emplacement firing at our heels...

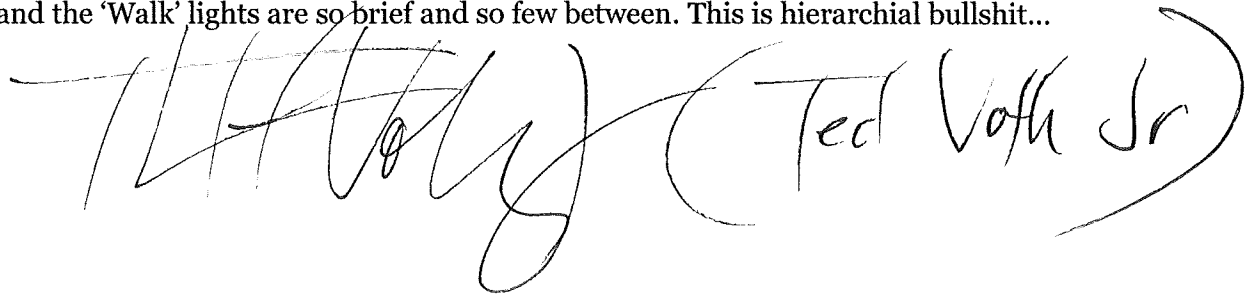
The engineer has informed me that studies show there are fewer accidents with the 'Countdown of Death, and also that it's been Federally mandated. Well, of course, there are fewer accidents, if you've so intimidated the pedestrians that they no longer even dare enter the intersection. I don't think it well to take such an attitude toward the citizens, the sovereign citizens for whom you're working– bluntly, we're paying you, and we're paying the dudes in DC.

I and other pedestrians taking the 'Countdown' as a challenge, which defeats its function.

My suggestion to encourage walking, bicycling, and riding Metro is to *require* City employees, in this case engineers particularly, to walk, cycle, or Metro to work.

I observe that the first three intersections west of the Square on State St give the lie to any

notion that State St is a 'pedestrian mall.' The 'Don't Walk' lights are so long and drawn out, and the 'Walk' lights are so brief and so few between. This is hierarchial bullshit...

 (Ted Volk Jr)