

TO: BOARD OF PUBLIC WORKS 3/3/10

wessel

From: "wessel" <wessel@merr.com>
To: <engineering@cityofmadison.com>
Cc: "wessel" <wessel@merr.com>
Sent: Wednesday, February 17, 2010 5:18 PM
Subject: Monona Dr. Reconstruction/ requested comments

February 17, 2010

Robert F. Phillips
 City Engineer
 City-County Building, Room 115
 Madison, WI. 53703

Mr. Phillips,

I would like to take this opportunity to add to my comments first sent to you on February 5, 2010. I wish to begin by thanking Christy Bachmann for taking the time to meet with Kay Drew, myself and our neighbors of 4158 Monona Drive, Bryan and Erica Shefchik. Her patience and dedication to making sure that all our questions were answered was greatly appreciated. Below I will outline some of our positions on the proposed Monona Drive project.

1) We are strongly opposed to the eight foot sidewalk on the opposite side of the street. It would make more sense to use that footage to increase the size of the bike lanes and make all riders use the bike lanes. Why does the plan punish the people obeying the law (bike riders using a four foot lane) to benefit those that ignore the law (bike riders using an eight foot sidewalk)? We have lived here for three years and we do not buy the "parents with small kids on bikes" argument. Their numbers are certainly insignificant and their riding frequency is even less so. For the few that still wish to travel this section of Monona Drive, the five foot sidewalk is certainly adequate, especially when the commuting bike traffic will then be using the bike lanes.

The eight foot sidewalk in the area of the condominiums and apartments is going to make a horrible situation even worse. Drivers exiting those driveways (approximately 38) will now have to contend with a narrower angle of view as they try to navigate the wider sidewalk, the new bike lane and the four lanes of automobile traffic. The eight foot sidewalk is now not only more compelling to bikers it will soon be condoned and encouraged by the City of Monona. Despite the street having bike lanes in both directions, the exiting drivers will have to contend bikes moving in both directions on the sidewalk. Animosity between drivers and bikers will only become worse when the drivers do not understand why bikes are on the sidewalk after the bike lanes are constructed. Remember, as I was told last Tuesday, the City of Monona plans to remove the "No Bikes on Sidewalk" signs when the project is complete.

The shifting of the road to accommodate this plan is equally unacceptable. We cannot buy into the "share the burden" philosophy when the reason for it in this case is so flawed. In addition to the reasons stated above, we wish to go on record that we had no say in this decision. If the final draft of the plan has the centerline east of where it currently sits, I will strongly oppose this project.

2) Regarding the idea of increasing the size of the terrace in the 4100 block from 4 to 8 feet to accommodate larger tree stock, we would like to hold off comment until we can get a better idea of where the inside edge of the new sidewalk will be. I was hoping that by this time I was going to have an opportunity to poll all of our neighbors to get their feelings on this issue. I still intend to do this and will share the results with you.

Please remember that despite having strong feelings against certain aspects of this project, we are very supportive of the plan to add sidewalks and bike lanes.

We certainly are not the "Not In My Back Yard" people. Thank you to Christy and the others working hard on this project.

Mr. Phillips, please kindly respond to this email. Thank you.

Steve Wessel

3/3/2010