

**From:** [Sherrie Johnson](#)  
**To:** [Transportation Commission](#)  
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Regarding the proposed changes at Schmedeman Ave and East Washington Ave, I live in the neighborhood and I think any changes to that intersection must include pedestrian and bike accommodations. The DOT's proposal doesn't appear to have any infrastructure for peds or bikes at all.

I checked the UW Community Maps at <https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do> and found out that from January 2001 to the present, of all the intersections on East Washington, Schmedeman and East Wash is tied with Ingersol and East Wash for the MOST pedestrian or bike crashes. Schmedeman had eight bike/ped crashes including one fatality, and Ingersol at East Wash also had eight crashes but no fatalities.

So Schmedeman is the most dangerous intersection on East Washington for peds and bicyclists and yet, in the DOT plans I don't see any crosswalks, crosswalk lights, and not even a sidewalk across the median here. If a signalized left turn is added, there also must be facilities for bikes and peds.

Future plans for this stretch of East Wash from Stoughton Road to Fair Oaks Ave call for Community and Neighborhood Mixed Use zoning, yet the residential neighborhood just south of here cannot access East Wash by foot or bike except by crossing private parking lots and driveways or by going all the way over to Fair Oaks or the Stoughton frontage road. The extension of Schmedeman into the neighborhood will create a long needed ped/bike passage to East Wash. This passage will become more necessary as expected development in the area will likely worsen neighborhood access to East Wash as more fences, buildings and walls go up.

When Schmedeman extends south the new road will act as a funnel for residential bike and ped traffic trying to get to desirable locations just across the street, like Kwik Trip, the grocery store, and La Taguara. If the median is blocked, to get across the street bikes and peds could go east to Fair Oaks, cross under the tunnel, then back-track to Schmedeman, but that's an extra half mile just to get across the street. Peds and bikes could go west to East Wash and Stoughton Road to cross, which is closer, but with all the straight through traffic on East Wash and all of the turning traffic from Stoughton Road, it is so scary trying to get across East Wash here. It actually feels safer to cross at Schmedeman because there isn't so much turning traffic.

So peds and bikes wanting to cross East Wash at Schedeman won't go west or east. They are going to cross at Schmedeman even with no pedestrian accommodations, like they do now. And as more residential developments go into the area this problem will only get worse.

At least the route across East Wash at Schmedeman is currently paved. If DOT's plan of no median crossing at all is implemented, picture someone climbing over a skinny median

snowbank with a Kwik Trip donut in one hand and a coffee in the other while trying to navigate the heavy East Wash traffic roaring past them on both sides. Don't let that happen!

Please note, a fence across the median here to prevent crossing on foot or by bike would just make people drive, defeating the whole purpose of creating Community and Neighborhood Mixed Use zoning.

So please think of the peds and bikers as you respond to developments at this intersection.

Thank you,

Sherrie Johnson  
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