

## Mohr, Thomas

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**From:** Mohr, Thomas  
**Sent:** Thursday, December 21, 2017 12:38 PM  
**To:** Mohr, Thomas  
**Subject:** Diverter phone call

Phone call. She does not like the diverter. She works around the Capitol Square and when going home in the afternoon, E Mifflin St is backed up and turning right from E Mifflin to Blair is difficult. Also, traffic gets backed up into the East Washington Ave & Blair Street intersection.

Allison Coakley  
608-261-2033

## Mohr, Thomas

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**From:** Mohr, Thomas  
**Sent:** Wednesday, December 20, 2017 11:42 AM  
**To:** Mohr, Thomas  
**Subject:** Diverter

Amanda drives that way every day to go to Lapham School to pick up her child. She would rather have the diverter at the Mifflin/Blount intersection. If the diverter were at Mifflin/Blount, drivers would still be able to enter the neighborhood on East Mifflin Street and then turn left at Blount Street to get to Dayton Street.

## Mohr, Thomas

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**From:** Bill Collins <pacfanbill2@charter.net>  
**Sent:** Saturday, October 21, 2017 7:33 AM  
**To:** Mohr, Thomas  
**Subject:** Mifflin Street Diverter

Hello,

I feel I need to email you with my thoughts on the new closure on Mifflin street. I've worked and lived in the area for the last 21 years. It's a road I travel multiple times a day. I am wondering about the true idea of this closure? If its sole mission is to promote bike safety then you are misinformed. I sat and watched Madison Police dept stop cars on Friday for bypassing the diverter. At the same time I watched bicyclists drive right through the stops signs at Blair and Mifflin and at Patterson earlier in the day. There were no Police stopping those cyclists. Do they share the same rules as drivers? This promotes great safety for the bicyclists in which you set up the diverter for. What will happen when it becomes colder and bikers no longer use Mifflin? You only see a random amount of bicyclists in late October through March. In addition we have multiple new Condos, apartments and properties along Mifflin that now have become a chore to reach. At 4pm to 6pm its almost impossible to turn onto Blair. Let me tell you that first hand. Diverting traffic isn't happening. Its turned into a log jam. As far as East Washington goes I pass multiple cyclists on that road everyday. Shouldn't they be using Mifflin? Its extremely unsafe along East Washington. I guess if this is a permanent closure Id like to see the cyclists follow the rules and Police writing them tickets as well. Otherwise it's a waste of time and money.

Bill

## Mohr, Thomas

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**From:** Bridgit Van Belleghem <bvanbell@gmail.com>  
**Sent:** Friday, December 15, 2017 11:54 AM  
**To:** Mohr, Thomas  
**Subject:** Blair/Mifflin Diverter

Dear Mr. Mohr:

My husband and I would like to express our preference to return the intersection at Blair and Mifflin to its regular state without the diverter. We live at 201. N. Blair St., our driveway is on Dayton Street. Getting home requires going out of our way by a block, and cutting off access through E. Mifflin at Blair eliminates our most preferred option for getting around the one-way streets and limiting my time on the arterials of E. Washington and E. Johnson Streets and waiting at their traffic lights before getting home.

Please restore the grid and remove the bike blockade.

Thank you,

Bridgit Van Belleghem and Luke Semenas

## Mohr, Thomas

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**From:** Caitlin Woyak <cmwoyak@gmail.com>  
**Sent:** Thursday, December 07, 2017 7:29 PM  
**To:** Mohr, Thomas  
**Subject:** Feedback on Mifflin Blair diverter test

Mr. Mohr,

Thank you for accepting feedback on the Mifflin Blair diverter test. I don't see value or a purpose to closing one of the most used access routes, aside from E. Washington, to the near east neighborhoods. Traffic on East Johnson and East Washington have become a nightmare since implementing this diverter test, and while I understand that bicyclists should have access to the roads as well, it is nonsensical to close access to an entire street (basically) going in one direction on an isthmus. Especially as the near east neighborhoods have seen massive amounts of growth, and will continue to grow.

Thank you for taking this feedback into consideration.

Caitlin Woyak  
1004 E. Dayton St.

## Mohr, Thomas

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**From:** Cathleen Hughes <ccchughes5@gmail.com>  
**Sent:** Monday, December 11, 2017 12:20 PM  
**To:** Mohr, Thomas  
**Subject:** Re: Mifflin Closure Proposal

Dear Mr. Mohr, if you are going to include my comments in a packet to be shared with others, my I ask, please, that you use this copy? I corrected a few typos and made some grammar clearer. Thanks!

Thank you for reaching out to me. I am still opposed t the closure for the following reasons:

- I have not seen or heard of any hard data on the notion that traffic is using Mifflin to avoid E. Washington, purported to be driving the trial closure. Is there any or is this a 'feeling'?
- The Tenney-Lapham neighborhood is experiencing unprecedented change in character with the introduction of so many new high rises, the grocery store, and an explosion of additional residents. I believe this concentration of people and business is driving traffic, not the avoiding E. Washington, and it is making people who have been in the more established neighborhood, anxious. Again, where's the data?
- Other streets in the neighborhood are experiencing more traffic due to the Mifflin closure. Zero sum game?
- Additional stop signs along Mifflin have slowed traffic. So have speed bumps. Can those be considered to help slow traffic, further?
- Madison is a traffic unfriendly town, already, and more restrictions like road closures aggravate the bias. I understand the idea that we don't want the tight space around the Capitol Square and immediate environs traffic congested. And the isthmus creates limited space, but enough already. Some people need to drive, for heaven's sake and those using the parking ramp at Butler and Mifflin need several alternatives for exiting and entering in order for it to be viable.
- I live on Mifflin between Blair and Blount. There have been so many traffic channeling measures, such as those near the Festival Foods limiting access to E. Washington and the ability to make left turns, and the one-way traffic and larg traffic volume on Blair (note that bikes and pedestrians have a button for crossing Blair, but drivers, not!), that it is **VERY HARD for me to access my residence efficiently.**
- Solving problems by closing roads is antithetical to cooperation between the concerned parties. Not fair to only penalize drivers.

Thank you,  
Cathleen Hughes



On Mon, Dec 11, 2017 at 11:35 AM, Mohr, Thomas <[TMohr@cityofmadison.com](mailto:TMohr@cityofmadison.com)> wrote:

Thank you, Cathleen. I will include this email in our packet of feedback.

Tom Mohr, P.E.

Traffic Engineering

City of Madison

[\(608\) 267-8725](tel:6082678725)

**From:** Cathleen Hughes [mailto:[ccchughes5@gmail.com](mailto:ccchughes5@gmail.com)]

**Sent:** Monday, December 11, 2017 11:34 AM

**To:** Mohr, Thomas <[TMohr@cityofmadison.com](mailto:TMohr@cityofmadison.com)>

**Subject:** Re: Mifflin Closure Proposal

Thanks you for reaching out to me. I am still opposed t the closure for the following reasons:

- I have not seen or heard of any hard data on the notion that traffic is using Mifflin to avoid E. Washington, purported to be driving the trial closure. Is there any or is this a 'feeling'?
- The Tenney-Lapham neighborhood is experiencing unprecedented change in character with the introduction of so many new high rises, the grocery store, and an explosion of additional residents. I believe this concentration of people and business is driving traffic, not the avoiding E. Washington, and it is making people who have been in the more established neighborhood, anxious. Again, where's the data?
- Other streets in the neighborhood are experiencing more traffic due to the Mifflin closure. Zero sum game?
- Additional stop signs along Mifflin have slowed traffic.
- Madison is a traffic unfriendly town, already, and more restrictions like road closures aggravate the bias. I understand the idea that we don't want the tight space around the Capitol Square and immediate environs traffic congested. And the isthmus creates limited space, but enough already. Some people need to drive, for heaven's sake and those exiting the parking ramp at Butler and Mifflin need several alternatives for exiting and entering in order for it to be viable.

- I live on Mifflin between Blair and Blount. There have been so many traffic channeling measures, such as those near the Festival Foods limiting access to E. Washington and the ability to make left turns, and the one way only and traffic volume on Blair (note that bikes and pedestrians have a button for crossing Blair, but drivers, not!), that it is **VERY HARD for me to access my residence efficiently.**
- Solving problems by closing roads is antithetical to cooperation between the concerned parties. Not fair to only penalize drivers.

Thank you,

Cathleen Hughes

On Mon, Dec 11, 2017 at 9:38 AM, Mohr, Thomas <[TMohr@cityofmadison.com](mailto:TMohr@cityofmadison.com)> wrote:

Ms. Hughes,

We are collecting feedback on the test diverter at Blair/Mifflin. Do you have any additional comments now that the test has been up for a couple months?

Thanks,

Tom Mohr, P.E.

Traffic Engineering

City of Madison

[\(608\) 267-8725](tel:(608)267-8725)

**From:** Cathleen Hughes [mailto:[ccchughes5@gmail.com](mailto:ccchughes5@gmail.com)]

**Sent:** Tuesday, October 03, 2017 2:53 PM

**To:** Mohr, Thomas <[TMohr@cityofmadison.com](mailto:TMohr@cityofmadison.com)>

**Subject:** Mifflin Closure Proposal



Dear Mr. Mohr,

A resident of [625 E Mifflin](#), I am firmly against the closure of Mifflin at Blair, in order to 'slow' traffic and encourage safety.

I am against the street block for these reasons:

I already find driving in Madison hard, parking worse, and a generally unfriendly attitude toward motorists. I am a motorist. I want to be respectful, but I also want access. In the immediate environs of Madison, the need to drive is minimal. But Wisconsin in general requires driving. Things are spread out and public transportation minimal.

I frequently use the Mifflin (MY street) corridor to avoid E. Wash. We already have that circle thing up the street. I would prefer a measure like that, that slows cars but allows continued access.

Also, access to the parking garage near the square is affected by a closure on Mifflin, making it harder to access and harder to leave.

I would prefer if the existing (speed/parking) laws were better enforced instead of street closure. Besides State Street, is closure common?

I have always understood that Mifflin, a bike boulevard is to be SHARED. Suddenly, it seems, cars are the problem. I believe that conclusion is not true.

Cathleen Hughes

[625 E Mifflin](#)

[Madison 53703](#)

## Mohr, Thomas

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**From:** Claire Roth <claire@africayogaproject.org>  
**Sent:** Thursday, December 21, 2017 9:37 AM  
**To:** Mohr, Thomas  
**Subject:** Traffic Diverter Test

Hello!

Sending a comment about the traffic diverter test on E Mifflin. I am a HUGE fan of this diversion. As an avid biker, I use the bike lanes as much as possible and the difference in safety that this diversion created is very noticeable.

Thank you for creating this and I'm excited to continue seeing them pop up!

Best,  
Claire Roth

University of Wisconsin, Madison  
Class of 2018

## Mohr, Thomas

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**From:** Mohr, Thomas  
**Sent:** Friday, December 22, 2017 7:50 AM  
**To:** Mohr, Thomas  
**Subject:** Phone call

Phone call from Cliff Fisher. He does not like the diverter. It's just stupid and not needed. Causes more congestion. There's enough bicycle areas already on Johnson Street and bicyclists don't follow the rules. They ride down the sidewalk when they have bike lanes and ride the wrong way down Johnson Street. He feels this is being done by a small group of people that think bicyclists are special.

Cliff Fisher  
107 N Hancock  
[Cliff.fisher@sbcglobal.net](mailto:Cliff.fisher@sbcglobal.net)

## Mohr, Thomas

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**From:** David Crabb <zekecr@gmail.com>  
**Sent:** Thursday, December 14, 2017 4:47 PM  
**To:** Mohr, Thomas  
**Subject:** Mifflin traffic diversion test

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Tom, I encountered the Mifflin street traffic diversion for the first time today. This is a little surprising as I commute daily between the Eken Park neighborhood and campus. A testimony I guess to how well traffic moves on the main arteries normally. It is when traffic is abnormal (like today, Johnson down to one lane I think by Norris Court) that this traffic diversion greatly exacerbates any traffic bottlenecks that occur around the around the Blair street pinch point. There are only so many ways to go east west on the isthmus and when you take one away you make what might have been a lesser problem a whole lot worse. I am definitely not a fan of this and would be very disappointed if this traffic diversion were ever to be made permanent.

David Crabb

## Mohr, Thomas

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**From:** David Reynolds <davidhreynolds@hotmail.com>  
**Sent:** Tuesday, September 26, 2017 1:01 PM  
**To:** Mohr, Thomas  
**Subject:** Mifflin at Blair

Dear Tom.

I strongly object to the proposed experiment/closure to east bound auto traffic on East Mifflin Street.

I own the properties at 614 and 616 East Mifflin Street. This closure, as you know will eliminate access to the properties from the west. This surely devalues the properties. I have paid property taxes for many years on these properties and now you are proposing to hinder access to the properties. I also believe that I was assessed additional money for the improvement of East Mifflin Street a number of years ago.

If you are concerned about additional traffic on Mifflin Street, why did the city approve construction of hundreds of apartments on the 700, 800 and 1000 blocks of East Mifflin Street.

How are people to turn their cars around to park on the south side of Mifflin Street. Will you provide a turn-around facility. If, not this will create a hazard for bike riders.

This is a most unreasonable action that should be scrapped immediately.

Sincerely,

David H. Reynolds

## Mohr, Thomas

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**From:** Mohr, Thomas  
**Sent:** Friday, December 22, 2017 8:06 AM  
**To:** Mohr, Thomas  
**Subject:** Phone call about diverter

Phone call from Erik Minton, who operates Capital Fitness and lives on N Butler Street. Initially, he tolerated the diverter and thought it was okay, but after living with it for a while, he now feels it is a big negative. It may be good for people that do not live in the area, but for people that live in the neighborhood, it is bad. It forces people out onto the busy streets at the busiest time of day. It used to be very easy to access Festival Foods, but now it's very difficult. Their neighborhood waited a long time to get a grocery store, and now it is difficult to access.

Erik Mincon  
21 N Butler St  
[Eminton111@aol.com](mailto:Eminton111@aol.com)

## Mohr, Thomas

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**From:** Evelyn Atkinson <evie.mara@gmail.com>  
**Sent:** Tuesday, September 26, 2017 12:32 PM  
**To:** Mohr, Thomas  
**Cc:** Joe Harper  
**Subject:** concern about Mifflin & Blair diverter test

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi,

My name is Evelyn Atkinson at I live at 414 Washburn Pl, 53703. I'm writing because I'm concerned about the proposed diverter test at Mifflin & Blair. I understand that Mifflin is a bike boulevard and needs to be kept safe, but right now Blair St. is the only convenient way to access John Nolen Drive from anyone coming down Gorham or up Johnson St. It already takes a fair bit of time to get through the light at the corner of East Washington & Blair and I'm concerned that having to divert up and down neighborhood streets will lengthen my commute significantly. Having a traffic light at Blair and Mifflin seems like a better compromise between commuters and bikers. If the city decides to go through with blocking off Mifflin from through traffic from Blair, I would strongly recommend setting up an alternative straightforward access route to John Nolen Drive from Gorham & Johnson (although I'm not sure what this would be).

Thank you very much for your consideration of this input.

Best,  
Evelyn

## Mohr, Thomas

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**From:** Mohr, Thomas  
**Sent:** Wednesday, January 17, 2018 1:13 PM  
**To:** Mohr, Thomas  
**Subject:** Test Diverter Phone Call

Greg Scheel, 221-4952

Father lives on 900 E Mifflin St. He uses the street a lot and does not feel that the diverter is needed or makes much of a difference in traffic. He does not support the diverter.



## Mohr, Thomas

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**From:** Jacob Schwerdtfeger <jacob.schwerdtfeger@gmail.com>  
**Sent:** Thursday, December 07, 2017 12:00 PM  
**To:** Mohr, Thomas  
**Subject:** Opposed to Blair Mifflin Half Closure

Hi,

I received a letter from my Alder encouraging me to comment on the half closure. I am opposed to it because it makes very little sense to me to introduce a new traffic pattern (that, if we're being honest, is probably going to be ignored in quieter times).

Wouldn't it make more sense to just make every intersection on E Mifflin from Blount to Ingersoll a four way stop? It's done wonders at Livingston and Paterson and I'm always baffled as to why it's not at Blount, which has heavy traffic heading westbound toward the square. The half closure doesn't address the issue of commuters heading toward the square in any way. At Brearly, there's an elementary school and people speed because there's no stop sign between Paterson and Ingersoll.

If the concern is traffic collisions at Blair and Mifflin, just put a real traffic signal at Blair and Mifflin. The bike signal doesn't address cars trying to cross Blair, again, when they're heading toward the parking ramp on E Mifflin.

Sincerely,

Jacob Schwerdtfeger

745 E Mifflin St #202  
Madison, WI 53703

## Mohr, Thomas

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**From:** James Fitzgerald <zepaddlemaster@gmail.com>  
**Sent:** Friday, December 08, 2017 1:55 AM  
**To:** Mohr, Thomas  
**Subject:** Concerning the Blair/Mifflin half-closure

Hello, Tom. I live a few blocks down from this, and I don't drive around that area very often, but I have lived around this area for the last 4 years, including a block away from this intersection. I can say, the half-closure is more of an inconvenience, and from what I have seen from being down that way on occasion, that some people do not obey the signage. After living in the neighborhood previously, I know that parking down there is horrible, and finding a spot is difficult, if not impossible sometimes in that area (I have gotten quite a few tickets because of it) , so I sometimes had to settle for the parking garage up the street, which is understandable, it's a small area. The parking situation is not the reason I am writing. People trying to find a spot to park in my experience can be a little hectic sometimes, and drivers will tend to break the law more to find one (not stopping for stop signs/lights, speeding, etc.) and this closure definitely doesn't help them any. Instead of a half blockage, I would suggest putting a sensor activated stop light there, because it would keep traffic flowing on Blair St. and I think it would ultimately be safer for pedestrians and bikers. The system that flashes the yellow lights like what is in place right now to help pedestrians cross, is a good idea, and I've seen it in use all over Madison recently, but from experience, quite a few people do not stop at those, or even slow down and look. In my opinion, the sensed stop light would be the best idea. Thanks for reading - James.

## Mohr, Thomas

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**From:** Patty Prime <pprime@gmail.com>  
**Sent:** Wednesday, December 06, 2017 9:12 AM  
**To:** Jan Levine Thal  
**Cc:** Zellers, Ledell; jonathan hunter; Mohr, Thomas  
**Subject:** Re: E Mifflin Street barrier at Blair

Thank you for taking the time to send your feedback.

Patty

On Dec 5, 2017 4:32 PM, "Jan Levine Thal" <[janlevinethal@gmail.com](mailto:janlevinethal@gmail.com)> wrote:

To Whom it may concern:

I write to oppose the continuation of the barrier at the corner of E Mifflin and Blair. If you want to make that corner safer, a full-fledged traffic light would be best, since drivers don't seem to know how to respond to the bike lights currently there and bicyclists & pedestrians take their lives in their hands trying to cross at busy times of day. Moreover, lots of drivers just ignore the E Mifflin barriers and drive the wrong way around it -- including City of Madison vehicles.

Jan Levine Thal  
Colony Condos  
[625 E Mifflin St unit 320](#)  
[Madison 53703](#)

## Mohr, Thomas

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**From:** Janelle Ramsel <janelle.ramsel@gmail.com>  
**Sent:** Friday, October 27, 2017 10:41 AM  
**To:** Mohr, Thomas  
**Subject:** Oppose E Mifflin & N Blair Diverter

Hi Tim,

I'm writing to oppose the traffic diversion on the bicycle boulevard. I live on 19 N Franklin, and frequently walk my dog down the bike boulevard, as well as bike down the area myself.

I very much appreciate the efforts to control and preserve this area for the bikes, but I have not personally ever had traffic issues or felt unsafe on my bicycle. I don't feel that this diversion is assisting in traffic rerouting. I also don't notice any difference in traffic noise by this rerouting when I walk my dog. I have personally only experienced the inconvenience of this diversion. I'm no longer able to avoid E. Washington traffic on my way to the grocery store, and must instead wait in a long line on Mifflin to connect to Blair, to merge onto E. wash, and then make a left turn into the grocery store. I much prefer the ease of avoiding this by going directly down Mifflin.

Lastly, I think this diversion interferes with the bus route to the Salvation Army. I saw the bus pulled over and ticketed one of the first days, when it drove around the barrier to get to the Salvation Army on the correct side of the street. Although I definitely understand this bus violated the traffic law, I don't think they should be the ones paying the price of this diversion.

Thank you,  
Janelle Ramsel

## Mohr, Thomas

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**From:** jessie lesch <jessielesch@gmail.com>  
**Sent:** Friday, December 22, 2017 2:45 PM  
**To:** Mohr, Thomas  
**Subject:** Blair & E.Mifflin st half closure

Hello,

I received a letter in the mail about the half closure on the corner of E.Mifflin and Blair. I think this closure is a pain. If the city or the community didn't want more traffic on east Mifflin st. then all of the high-rises and condos should have not been approved. There is at least 300 more people that are moving into the neighborhood due to the new apartment and condo housing, that have lives that require them to go places, just like myself. I would like to be able to go places in a timely manor. for example work! To pay for higher rent due to fancy road work and fancy apartments driving the rentmprice UP.

Also, at the end of the 1200 block of E.Mifflin and Baldwin, there was a square pot hole that was dug up by the construction crew that after 2 months finally got filled in with asphalt. It is still uneven. I think that particular crew did a crappy job repairing the road, and often blocked my and my neighbors drive ways, when they had everything tore up.

Just thoughts. Thank you.

Jessie

1205 E.Mifflin st. 3 year resident.

## Mohr, Thomas

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**From:** James Wehn <jrwehn@yahoo.com>  
**Sent:** Saturday, September 23, 2017 1:48 PM  
**To:** Mohr, Thomas  
**Subject:** E. Mifflin St. & N. Blair St. Diverter Test

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Walked through this intersection Saturday around noon. Please, please don't do any thing here until the construction at N.Blair and E. Wash is completed.

My concern about restricting traffic onto E.Mifflin is 1st Responders and MFD access.

Thanks,  
Jim Wehn  
311 N Hancock St. #135

## Mohr, Thomas

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**From:** Joe Davis <jl.davis@charter.net>  
**Sent:** Thursday, December 28, 2017 9:38 AM  
**To:** Mohr, Thomas  
**Subject:** Traffic test on E. Mifflin

I routinely use e. Mifflin to return to the East side from downtown and I don't believe that the street closure at Blair does much to alleviate the oft time gridlock at that intersection

I think that the closure adds to problems on E wash and tries to deal with a problem easily alleviated by more polite and attentive drivers (yes, asking a lot)

*Sent from my Verizon 4G LTE Droid*

## Mohr, Thomas

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**From:** Joe Shumow <jshumow@gmail.com>  
**Sent:** Friday, December 22, 2017 5:56 PM  
**To:** Mohr, Thomas  
**Subject:** Traffic diverter test

I want to provide feedback on the traffic diverter test at Mifflin and Blair. This intersection is very confusing to cars, to bikes, and to pedestrians. The additional diverter only makes it worse. I strongly dislike it. For what it is worth, I am predominately a pedestrian and biker through this intersection.

Thank you for soliciting feedback!

Joe Shumow

Sent from my iPhone



## Mohr, Thomas

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**From:** Kaitlin Walter <kwalter@epic.com>  
**Sent:** Wednesday, February 14, 2018 8:28 PM  
**To:** Mohr, Thomas  
**Subject:** Blair-Mifflin Diverter Feedback

Hi Tom,

My name is Kaitlin Walter. I live in The Colony at 625 E Mifflin Street and have for 6.5 years. I've waited to send in feedback until I had enough time to think through the 90 day window with the diverter in place, versus without the diverter.

During the diversion period, I found the intersection at Blair and Mifflin to be more dangerous. I witnessed at least 5 instances of cars ignoring the diverter and driving on the wrong side of the road in order to continue using East Mifflin. Running errands at the Capitol via car was truly miserable. My choices to get home were to drive past my house via E Johnson and hit an extra light or go down E Washington and pass my house again, making my least favorite left turn in the city at N Blount. That sucker is so dangerous that nowadays I drive to the light at Festival. Honestly, I was elated the day the diverter was removed and I was once again able to drive safely and directly back to my home.

The new stop signs at Livingston and Paterson have been wonderful and prevent that feeling of playing "monkey in the middle" when making those semi-blind turns around buildings, and I appreciate that change immensely,

I think improvement can be made at the Blair/Mifflin intersection (I know many in my building feel a 3 way stop would help). However, blocking the ability to turn onto or continue straight onto Mifflin penalizes residents who have chosen to purchase homes near the Capitol in our neighborhood. I paid a little over \$8,000 in property taxes this year for a 1,300 sq foot condo. I'd like to be able to turn on my street. I think I've more than paid for that right.

If you'd like to discuss further, please feel free to reach out.

Sincerely,

Kaitlin Walter | **Epic** | Cell: 859.619.8019 | Main Line: 608.271.9000

## Mohr, Thomas

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**From:** Kathie Nichols <kathie.nichols@gmail.com>  
**Sent:** Sunday, December 24, 2017 12:00 PM  
**To:** Mohr, Thomas  
**Subject:** Traffic diverter test

I am constantly frustrated by the traffic diverter set up at the intersection of Blair and E Mifflin Sts. I live on Blount Street and I use this street very often to get home from the Square. It is rarely used by cars (at least during normal driving hours). And if I had to guess, drivers probably ignore the diverter late at night. It seems to have created more problems than it solves.

Thank you for soliciting feedback.

Kathie Nichols  
305 N Blount St Apt B

## Mohr, Thomas

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**From:** Katrina Gray <klgray@uwalumni.com>  
**Sent:** Thursday, November 30, 2017 2:21 PM  
**To:** Mohr, Thomas  
**Subject:** Partial closure at Blair and Mifflin

Mr. Tom Mohr,

Hello. I hope this email finds you well. I am writing in opposition of the partial closure of Mifflin street at Blair street. I am a resident, a car owner, and someone uses bicycle transportation regularly. Due to the number of one-way streets in the neighborhood, this block makes it unnecessarily difficult to access homes and businesses by car. I commend the desire to improve pedestrian and bicycle safety but I don't think this is the best option. I, personally, walk and bike this intersection regularly and feel that the pedestrian/bike walk signal is adequate.

Thanks,

Katrina Gray

## Mohr, Thomas

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**From:** Kevin Luecke <kluecke1@gmail.com>  
**Sent:** Friday, December 15, 2017 3:06 PM  
**To:** Mohr, Thomas; Zellers, Ledell; Jonny Hunter; Patty Prime; Dryer, David  
**Subject:** Mifflin Street Diverter

Hello Mr. Mohr.

I want to start by restating my strong support for traffic diversion on Mifflin Street at Blair Street (and other locations if possible). That said, I also want to restate that the current design is flat out dangerous. This morning, a car turning left off of Blair (going around the diverter) nearly slammed head first into me, my wife, and my two small children as we biked up to the intersection (headed toward downtown). Fortunately good breaks on our bikes averted a disaster, but only by a couple of feet, which is terrifying. This is the second time this has occurred - the other time was with a City refuse truck.

Since the removal of the center line barrier for snow plowing purposes a few weeks ago, there has been a marked uptick in vehicles simply driving around the diverter, which puts them on a head-on course with bicyclists or vehicles headed toward downtown. I estimate that vehicles drive around the barrier 20% of the time I am approaching the intersection from one direction or the other.

I would ask you again to reevaluate the diverter design to find an option that:

- Eliminates through traffic on Mifflin at Blair (ideally in both directions)
- Allows traffic on Blair to turn both directions onto Mifflin (so that traffic isn't pushed to Dayton as it is with the current design)
- Does not allow motorists to simply drive around the diverter, putting people at risk

Hopefully a better design can be arrived at prior to the Blair Street reconstruction next year.

Thank you,  
Kevin Luecke  
121 N. Ingersoll St.

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Kevin Luecke  
Sent from my phone, please excuse any typos

## Mohr, Thomas

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**From:** lizweave3@BasicISP.net  
**Sent:** Thursday, December 21, 2017 3:22 PM  
**To:** Mohr, Thomas  
**Cc:** lizweave3@basicisp.net  
**Subject:** RE: partial closure of E Mifflin at N Blair

Dear Mr. Mohr,

The diverter at N Blair/E Mifflin is of limited utility in diverting traffic to E Washington and away from traveling east on E. Mifflin, for I have regularly seen people "cheat" and pass through the diverter as they drive eastward on E Mifflin from Blair street. I am dubious that it is worth the added confusion for motorists (who are already easily confused at this intersection) and the loss of at least FOUR on-street parking spots (2 west of Blair and 2-3 east of Blair on E Mifflin) in an area already without sufficient on-street parking. Most importantly, the diverter does nothing to address the dangerous flow of traffic going from Blair to the capitol on E Mifflin. Cars traveling to and from the capitol on E Mifflin regularly speed and careen around the round-about at N Franklin and E Mifflin--that round-about is a significant hazard, which puts the lives of pedestrians at risk on a regular basis. Bikes traveling west from the capitol also speed down E Mifflin, and, like the speeding cars, put pedestrians at grave risk. Skateboarders are also a menace as they speed down E Mifflin. As I mentioned previously, it is not the volume of traffic (cars, bikes and skateboarders), but the excessive speed at which they travel that is the real problem. This is what is desperately needed: put a series of speed bumps on E Mifflin from N Blair to Webster (and if needed east of Blair, that would be fine, too). That is the only way to make E Mifflin safe for cars, bikes, skateboarders, AND pedestrians. The city has seen fit to put speed bumps on many other streets, why not on E Mifflin where they would do so much good and contribute to public safety?

Sincerely,

Liz Walker

--- TMohr@cityofmadison.com wrote:

From: "Mohr, Thomas" <TMohr@cityofmadison.com>  
To: "lizweave3@BasicISP.net" <lizweave3@BasicISP.net>  
Subject: RE: partial closure of E Mifflin at N Blair  
Date: Mon, 11 Dec 2017 15:34:45 +0000

Ms. Walker,

We are collecting feedback on the test diverter at Blair/Mifflin. Do you have any additional comments now that the test has been in place for a couple months?

Thanks,

Tom Mohr, P.E.

Traffic Engineering

City of Madison

(608) 267-8725

**From:** lizweave3@BasicISP.net [mailto:lizweave3@BasicISP.net]  
**Sent:** Friday, September 22, 2017 5:49 PM  
**To:** Mohr, Thomas <tmohr@cityofmadison.com>  
**Cc:** lizweave3@basicisp.net  
**Subject:** partial closure of E Mifflin at N Blair

Dear Mr. Mohr,

I live at 525 E. Mifflin--right at the affected corner. I just looked at the pdf showing a map of the proposed partial closure. This proposal is a colossally BAD idea. This will really snarl up bike and auto traffic at this already problematic corner and make an already risky intersection even less safe. Many cars speed down the hill from the capitol heading east, so this proposed closure would do nothing to alleviate that major problem. Speeding bikes travelling from the capitol east down the hill towards this corner would also not be slowed down--they currently pose a significant risk to pedestrians such as myself. And the partial closure would also significantly reduce already exceedingly tight parking on E Mifflin. For all these reasons I strongly OPPOSE this plan.

The round-a-bout at the corner of E Mifflin and N Franklin has also been a very BAD idea. Speeding bikes and cars zoom around it, skid out of control, and pose a real risk to pedestrians and parked vehicles. I strongly advise getting rid of this menace.

What really needs to be done is to force cars and bikes alike to reduce to a safe speed for everyone. The only viable and safe solution would be to put numerous speed bumps on E Mifflin--several speed bumps on each block from at least Blair to Webster (and possibly blocks east of Blair). I realize this would slow bikes as they ascend the hill (going west en route to the capitol), but I think that's a small price to pay for considerably improving the safety of what has become a very dangerous downtown street. Plus, this would be an effective, safe, straightforward and, I suspect, less expensive solution. In case you're under the delusion that "do not enter" signs pose an impediment, you're wrong--I've seen many a car ignore such signs at N Blair and E Wash.

I really hope you will consider putting in speed bumps--really, the only viable solution.

Sincerely,

Liz Walker



## Mohr, Thomas

---

**From:** Mohr, Thomas  
**Sent:** Monday, January 22, 2018 8:17 AM  
**To:** Mohr, Thomas  
**Subject:** Phone call against diverter

Totally against it. There's already enough one-way streets that it's a major inconvenience. Lives on Franklin St. Very huge pain. Lyft driver.

Name inaudible  
(608) 316-0254



## Mohr, Thomas

---

**From:** Zellers, Ledell  
**Sent:** Saturday, December 09, 2017 11:23 AM  
**To:** Dryer, David; Mohr, Thomas; pprime@gmail.com; Jonathan Hunter  
**Subject:** Fwd: 1/2 closure of Mifflin St. at Blair

Alder Ledell Zellers  
608 417 9521

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Begin forwarded message:

**From:** Maggie Thomas <[reporting@cityofmadison.com](mailto:reporting@cityofmadison.com)>  
**Date:** December 9, 2017 at 8:16:47 AM CST  
**To:** <[district2@cityofmadison.com](mailto:district2@cityofmadison.com)>  
**Subject:** 1/2 closure of Mifflin St. at Blair

### General Information

Name: Maggie Thomas  
Address: 145 Dayton Row  
City: Madison  
State: WI  
ZIP: 53703  
Phone:  
Work Phone:  
Email:  
Should we contact you?: No

Message:  
Hi Ald. Zellers-

I received your letter and though I never saw the letter from Concerned Citizen, I do have concerns about the current state of Mifflin/Blair. The 1/2 closure is difficult for me because I come home from work during rush hour. This 1/2 closure often means I need to reroute, but really, this is only a little bit of an annoyance and not a real concern.

The primary concern is how the lights are controlled. Reliance on bicyclists and pedestrians to control the lights is useless and dangerous. Rarely do bicyclists or pedestrians actually use the light control buttons opting instead to dart between cars. This presents a huge problem for the motorist on Mifflin St. who is dependent on the light for crossing. The only time I can really get across Mifflin in the morning rush hour is when it is so backed on Blair, that no cars can cross over Mifflin to proceed. At that point though, I cannot proceed to Blair and am forced to go straight up Mifflin. While this will still get me to work in Verona, it's not always the most efficient route at that time in the morning.

As someone who drives this both ways every day during rush hour, I would like to see a light NOT controlled by pedestrians or bicyclists.

Thank-you.

Recipient:  
Ledell Zellers

## Mohr, Thomas

---

**From:** Zellers, Ledell  
**Sent:** Wednesday, October 04, 2017 9:06 PM  
**To:** Melinda  
**Cc:** Patty Prime; Bob Klebba; Mohr, Thomas; Dryer, David  
**Subject:** Re: [tlna] Partial Closure - E Mifflin & N Blair Test Traffic Diverter

Hi Melinda,

Thanks for your feedback. I have copied Patty Prime, President of the TLNA, Bob Klebba, Chair of the Safety Committee as well as Tom Mohr and David Dryer, our contacts at the City Traffic Engineering Department. The goal of the diverter is to reduce motorized vehicular traffic on E Mifflin. Traffic Engineering data showed that about 80% of the traffic on E Mifflin is from outside of the neighborhood and may be due to drivers using E Mifflin as a shortcut. After 90 days, we will evaluate the diverter's effectiveness and safety. Input like you have provided will be part of the assessment.

Best,  
Ledell

Alder Ledell Zellers  
608 417 9521

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**From:** Melinda <momoknuth@gmail.com>  
**Sent:** Wednesday, October 4, 2017 5:34 PM  
**To:** Zellers, Ledell  
**Cc:** tlna@yahoogroups.com; MansionHillNeighborhood@yahoogroups.com;  
jamesmadisonparkneighborhood@yahoogroups.com  
**Subject:** Re: [tlna] Partial Closure - E Mifflin & N Blair Test Traffic Diverter

I just biked home through this area and give it a big thumbs down at this point. First of all - the green bike lane as you approach Blair St. on E Mifflin is on the right hand side - which has always been an issue since most vehicles are turning right into Blair St. this traffic diverter made the situation worse. Now even more cars are being forced to turn right while I as a bike am continuing straight into a reduced lane in E. Mifflin St. in addition, cars continued to go straight - ignoring the Do Not Enter signs which further reduced the space available for a bike.

I must have misread the proposed plans because I had hoped the traffic disrupters would be used as the traffic circle on Franklin was - to discourage cars from cutting across Mifflin between E Washington and E Johnson st.

I do not see how this arrangement makes things safer for bicyclists. It might be improved if the green bike lane area were moved to the left of vehicles turning right onto N Blair.

Melinda

On Oct 4, 2017, at 4:48 PM, 'Zellers, Ledell' [district2@cityofmadison.com](mailto:district2@cityofmadison.com) [tlna] <[tlna-noreply@yahoogroups.com](mailto:tlna-noreply@yahoogroups.com)> wrote:

Hello neighbors,

The previously noticed diverter has now been installed. The following press release from the City Traffic Engineering Department was issued today. It is a test as noted below.

On Wednesday, October 4<sup>th</sup>, City Traffic Engineering crews installed a test traffic diverter at the East Mifflin Street and North Blair Street intersection. A map of the test can be seen here:

[http://www.cityofmadison.com/trafficEngineering/blairMifflin/documents/sm2017\\_Blair-Mifflin%20Diverter.pdf](http://www.cityofmadison.com/trafficEngineering/blairMifflin/documents/sm2017_Blair-Mifflin%20Diverter.pdf)

Left turns from North Blair Street to East Mifflin Street are restricted. Eastbound traffic on East Mifflin Street must turn right onto North Blair Street.

The City of Madison has been working with the Tenney-Lapham Neighborhood Association to improve neighborhood traffic safety, including pedestrian and bicycle conditions along East Mifflin Street. As part of this project, the neighborhood has requested that the City consider a partial closure of East Mifflin Street at North Blair Street.

The purpose of the diverter is to reduce the amount of cut-through traffic using East Mifflin Street, while still allowing bikes through. East Mifflin Street is a city-designated "bike boulevard", and a reduction in cut-through traffic will reduce the number of potential conflicts between bikes and motor vehicles.

Upon conclusion of the test, the Common Council will decide if the partial closure will be made permanent.

Direct any questions to Tom Mohr 608-267-8725 [tmohr@cityofmadison.com](mailto:tmohr@cityofmadison.com).

Alder Ledell Zellers  
608 417 9521

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Posted by: "Zellers, Ledell" <[district2@cityofmadison.com](mailto:district2@cityofmadison.com)>

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## Mohr, Thomas

---

**From:** Mohr, Thomas  
**Sent:** Friday, December 15, 2017 12:59 PM  
**To:** Mohr, Thomas  
**Subject:** Traffic Diverter Phone Call

Phone call from Micki, 345-3460. She does not like the diverter. She has been working downtown for 20 years. In the afternoon, it's a lot more hassle and traffic is worse when that street is closed. The bike boulevard should be on Dayton Street as that is a lower volume, slower speed, more residential street. With the new, large apartment buildings and Festival Foods, Mifflin should be allowed to carry more traffic and the bike boulevard should move to Dayton Street.

## Mohr, Thomas

---

**From:** Mike Duchek <mikeduchek@hotmail.com>  
**Sent:** Thursday, January 04, 2018 12:01 PM  
**To:** Mohr, Thomas  
**Subject:** Blair/Mifflin

I'm not sure if you're still accepting feedback, but I live on the far west side and park for work at 8313 Dolomite Ln. and park at the lot at Blair&Mifflin.

Prior to the diversion, I would normally take the Beltline to John Nolen to Blair near Willy St., turn left onto E. Washington Ave. and right onto Franklin I believe, then right onto Mifflin to go past Blair and get into the lot. Once the diversion started, I could no longer do that and had to instead turn right onto E. Wash., left onto Blount, and then left onto Mifflin to reach the lot.

While I don't have very strong feelings about it, it's definitely more difficult to turn left onto Blount, and occasionally there are long waits and the traffic often builds up there and you sometimes can't tell when you can turn because the traffic in the lane nearer to the median blocks the view of the traffic in the lane closer to the curb. In one case, another driver making that turn blocked the E. Wash. traffic because he got in the median lane and then couldn't move or see so he blocked that lane. Not sure how often this would happen but just a word that it does cause other issues. In general, though, I got used to it and don't have strong feelings on whether the closure should be made permanent as it was during the diversion, as long as I can still access the lot where I park.

I will say, however, that the situation at Mifflin and Blair is a bit hairy and the combination of the lights for pedestrians and bikers and stop signs makes it a confusing intersection. When I go home I have to leave to turn left onto Blair from Mifflin and get into the right lane right away to get to the Beltline, which is occasionally a challenge due to traffic. Again, I'd say this unique intersection with the lights and both pedestrians and bikers being able to push a button to get through makes it somewhat confusing all around. Perhaps during the diversion it was a little easier in that sense, as I didn't have to deal with people turning left onto Mifflin from Blair there.

I would also note that the situation at Mifflin and Franklin is also confusing. Is this a roundabout or not? The signage is nonexistent and it's not clear for a car turning certain ways whether they should navigate around the circle to turn left or not. If I'm not mistaken, that intersection uses stop signs, not yield signs which are more typical of roundabouts. I would suggest the city improve signage there to tell vehicles how they should navigate that intersection as it's not clear and I don't know of any other roundabout with a lack of signage like that. And if there are stop signs, then why have the circle there? I don't get it.

-Mike Duchek, 8313 Dolomite Ln, Madison

## Mohr, Thomas

---

**From:** Washington Appts  
**Sent:** Wednesday, September 27, 2017 11:12 AM  
**To:** Mohr, Thomas  
**Subject:** Mifflin St. Bike Lane

Tom

I manage properties on Blair St., E. Gorham St., and E. Johnson St. I think there are bike lanes on all of those streets and also on E. Washington Ave. Isn't that enough?

If this becomes permanent will Madison be creating yet another one way street? It seems like overkill to me.

Thank You

Mike Schmitz  
Property Manager  
Oakland Property Services  
608-257-1000 ext. 304



## Mohr, Thomas

---

**From:** Noel Bateman <noelbateman@gmail.com>  
**Sent:** Friday, December 08, 2017 1:39 PM  
**To:** Mohr, Thomas  
**Subject:** E Mifflin/Blair Partial Closure

Tom Mohr,

My wife and I are residents of the neighborhood affected by this partial closure. Although we do understand and appreciate the intended consequences of the closure, we can tell you, pedestrian and bicycle safety have not increased.

The balcony of our condo faces the intersection in question. At any given time of day, we witness unsafe incidents occur. East Mifflin Street is a bicycle boulevard, but the bike lane is painted on the right hand side of the road. This set-up encourages bicyclist to fight traffic that is now forced to only turn right onto Blair Street, while not seeing the bicycles. This arrangement has caused numerous near hits between either two motor vehicles or motor vehicle and bicyclist.

The other situation arising is a blatant disregard for the lane closure. Both vehicles coming from Blair and East Mifflin have driven in the open space on the left hand side of the road, some narrowly missing on coming traffic. (This includes law enforcement who do so without use of emergency lights.)

I thank you for your time and invite you to come spend an hour watching the true consequence of the lane closure.

Best regards,

Noel Bateman  
625 East Mifflin Steet  
Unit #303  
Madison, WI 53703

c:585-301-5914

## Mohr, Thomas

---

**From:** Mohr, Thomas  
**Sent:** Tuesday, February 27, 2018 1:39 PM  
**To:** Mohr, Thomas  
**Subject:** FW: Automated Confirmation regarding your Contact the Mayor form submission

Name: Patrick G Brenz  
Address: 610 E Mifflin St  
City: Madison  
State: Wi  
Zip Code: 53703

Email: [brenzp@aol.com](mailto:brenzp@aol.com)

Message:

Diverter Test on Blair & E Mifflin

I live at 610 E Mifflin. I live about 100 feet from the Blair/E Mifflin intersection.

With the diverter I have to go an additional 5 blocks to get to my driveway. Instead of being able to cross Blair St at Mifflin, I have to go to Johnson St, past Blair to Blount, Johnson to Dayton, Dayton to Mifflin and finally Blount back to Blair. This is unacceptable.

I would think the residents and people renting parking at that western end of E Mifflin would also be adding blocks to access the area.

This adds unnecessary exhaust fumes.

The residents on the 600 block of E Mifflin and people using the surface parking lot on E Mifflin would use Johnson St and the side streets. This adds traffic going thru the Tenney Laphaim neighborhood.

Additional traffic would be also be added to Johnson St and the side streets because residents on the west side of Blair, delivery trucks, the Post Office would use those routes to access Festival Foods, Breese Stevens, Post Office and other businesses.

The traffic light at E Wash & Blair is too short for traffic to clear. The light will turn green, but the light changes before the cars at the other end of the block can get thru. Drivers that would turn right onto Blair get frustrated and decide to continue down Mifflin. They have their turn signals on but change their minds. Cars waiting to turn onto Blair block any cars crossing Blair. This blocks cars wanting to turn right onto Blair from E Mifflin.

The light to cross Blair is to also too short. Cars speed across to make the light. Lengthen the green lights.

Make Blair & Mifflin a full traffic light intersection.

Make Mifflin & Blount a four-way stop. This will also help with seeing traffic on Mifflin when heading north on Blount. More cars are parking on Mifflin obscuring the view.

Thank you, Patrick Brenz

## Mohr, Thomas

---

**From:** Mohr, Thomas  
**Sent:** Friday, March 02, 2018 10:53 AM  
**To:** Mohr, Thomas  
**Subject:** FW: North Blair at East Mifflin

**From:** Paul Abramson [<mailto:phabramson@gmail.com>]  
**Sent:** Friday, March 02, 2018 9:55 AM  
**To:** Traffic <[traffic@cityofmadison.com](mailto:traffic@cityofmadison.com)>  
**Cc:** Rummel, Marsha <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)>; gtipler tds.net <[gtipler@tds.net](mailto:gtipler@tds.net)>  
**Subject:** North Blair at East Mifflin

Hello,

I am writing to encourage Traffic Engineering to keep open this intersection for east-bound vehicle traffic permanently.

When the "bikes only" barrier/detour was in place not only was it an inconvenient for me personally, I thought 'what consideration of the massive additional vehicle usage" was made in that decision. As a bicyclist and motorist I see the two forms of vehicles handling the E. Mifflin corridor well and courteously without city meddling.

The new infill housing developments along E. Mifflin at 600 -700-800 blocks was being diverted to N. Blair and E. Washington eastbound creating more congestion and safety hazards for all pedestrians, bicyclists and motorists.

Thank you.

Paul Abramson

1330 Morrison Street, Madison, Wisconsin  
608.279.8339

"Sometimes, people who no one imagines anything of, do things no one can imagine.: Alan Turing

## Mohr, Thomas

---

**From:** Rusty Schultz <wrussellschultz@gmail.com>  
**Sent:** Sunday, September 24, 2017 10:13 PM  
**To:** Mohr, Thomas  
**Subject:** Blair/E Mifflin traffic "study"

I would like to offer my most strong objection to this idiotic "traffic study" being conducted on E Mifflin and Blair streets. As a resident who not only lives but works downtown, I cross this intersection twice daily - at peak traffic times. Not once - I repeat, NOT ONCE - have I seen an incident at this intersection in the 5 years I've been commuting through this interchange.

If there is any real problem at this interchange, it is a direct result of the bicyclists, who fail to obey the simplest traffic laws, such as stopping at the crosswalk or remaining in the line of traffic. Drivers of automobiles should not be penalized because bikers don't have the patients to wait like any other living being and cross the street in the order in which they arrived at the interchange.

Blair street has already become strange enough with the odd roundabout installed a few years back. This "bike only" concept is only going to stifle traffic for the residents who live in our area.

Again, I cannot reiterate how strongly I object to this idea. It's seeking to solve a problem that doesn't exist - except perhaps in the minds of a rare few.

Please cut the crap and pull the plug on this project.

Rusty Schultz  
625 E Mifflin Street, #313  
Madison, WI 53703

Sent from my iPhone

## Mohr, Thomas

---

**From:** rfriese916@gmail.com  
**Sent:** Sunday, December 24, 2017 10:11 AM  
**To:** Mohr, Thomas  
**Subject:** Traffic Test - Mifflin and Blair

Hello,

I'd just like to comment that I find the traffic test very annoying. I live on N Blount St. and regularly drive home on Mifflin from Capital Fitness on Butler St. Having to take an alternate route doesn't make sense to me considering the traffic on Mifflin St is never too high to begin with. In addition, when driving from the gym to Festival, it is also a pain.

Please remove the obstruction on Mifflin St after January 2nd!

Ryan Friese

Sent from my iPhone

## Mohr, Thomas

---

**From:** Scott Varney <colscott@att.net>  
**Sent:** Thursday, December 21, 2017 3:05 PM  
**To:** Mohr, Thomas  
**Subject:** Blair/Mifflin Diverter

Hello Sir,

I have lived in my home at 207 N. Livingston Street for almost 40 years. I have also owned the home at 201 N. Livingston Street on the corner of Dayton & Livingston for 22 years.

I was dumbfounded the first time I came down Mifflin to Blair. WHAT HAPPENED???

Why was I being forced to, after waiting for the stop light, to use East Washington Avenue???

No one had said anything. It was just there!

I was not made privy to the letter from "concerned citizens" although I would like to see the letter!

From what I have heard, this action was made at the request from people who do not even live on Mifflin or Dayton.

Why, before all this was in place, weren't the PROPERTY owners notified?

I am **ADEMENTLY AGAINST** the current diverter!!!

IF a diverter needs to be placed (I do not believe it does), why not place the diverter at Blount Street?

**An even a better location would be at Paterson and Mifflin, by Breese Stevens.**

I am very confident that the MAJORITY of homeowners and residents would be MUCH more willing to accept the Paterson at Mifflin location. That way people could use Johnson Street or East Washington.

VERY EASY!!

Thank you for your time and I look forward to hearing from you.

Sincerely,

Scott Varney  
207 N. Livingston Street  
255-7630

## Mohr, Thomas

---

**From:** Mohr, Thomas  
**Sent:** Friday, December 22, 2017 2:39 PM  
**To:** Mohr, Thomas  
**Subject:** Diverter Phone Call

Phone call from Sean Beck

He parks in the parking lot that is at the corner of E Mifflin and Blair. He thinks it's good to help out bikes, but overall it is not necessary. It causes him to have to drive all the way around on E Washington Ave to get to the parking lot. He thinks that some drivers will still turn onto E Mifflin even though the diverter is there.

## Mohr, Thomas

---

**From:** Sue Springman <sue@mullinsgroup.com>  
**Sent:** Monday, December 11, 2017 2:28 PM  
**To:** Mohr, Thomas  
**Subject:** RE: E. Mifflin St. & N. Blair St. Diverter Test

Tom,

As you know we have property at 607 E. Mifflin Street. Those who access this property travel from east to west to get to this property on a daily basis.

The feedback we have gotten is that this diverter and its signage is very confusing and an extreme hassle to get around as the only drive access is off E. Mifflin St. Users feel it has created an less safe condition than before. Other drivers don't always know they can't go down E. Mifflin and they when they enter further to the east and travel west, they feel confused.

It is not an intuitive or commonplace diverter and given the speed of traffic coming down Blair St., the potential for bikes in the intersection or at the corner, need to slow down to read and understand the signage, it is very confusing and less safe than before.

It is further thought that the value of the land may have been reduced by this limited access given design challenges for a future development.

---

**From:** Mohr, Thomas [mailto:TMohr@cityofmadison.com]  
**Sent:** Monday, December 11, 2017 9:33 AM  
**To:** Sue Springman  
**Subject:** RE: E. Mifflin St. & N. Blair St. Diverter Test

Sue,

We are collecting feedback about the test diverter. Do you have any comments now that it has been up for a couple months?

Thanks,

Tom Mohr, P.E.  
Traffic Engineering  
City of Madison  
(608) 267-8725

---

**From:** Sue Springman [mailto:sue@mullinsgroup.com]  
**Sent:** Thursday, September 21, 2017 9:47 AM  
**To:** Mohr, Thomas <tmohr@cityofmadison.com>  
**Subject:** FW: E. Mifflin St. & N. Blair St. Diverter Test

Tom,

We have a surface parking lot on corner of Blair and E. Mifflin behind Goodyear. Parkers enter off Mifflin Street. There is no other access.



Can they still go onto Mifflin Street to get into the lot?

---

**From:** 'Zellers, Ledell' [district2@cityofmadison.com](mailto:district2@cityofmadison.com) [tlna] [<mailto:tlna-noreply@yahoogroups.com>]  
**Sent:** Thursday, September 21, 2017 9:06 AM  
**To:** [tlna@yahoogroups.com](mailto:tlna@yahoogroups.com); [MansionHillNeighborhood@yahoogroups.com](mailto:MansionHillNeighborhood@yahoogroups.com);  
[jamesmadisonparkneighborhood@yahoogroups.com](mailto:jamesmadisonparkneighborhood@yahoogroups.com)  
**Subject:** [tlna] E. Mifflin St. & N. Blair St. Diverter Test

Hello Neighbors,

This message just in from the City Traffic Engineering Department:

The City of Madison is working with the Tenney-Lapham Neighborhood Association to improve neighborhood traffic safety including pedestrian and bicycle conditions along E. Mifflin Street. As part of this project, the neighborhood has requested that the City consider a partial closure of E. Mifflin Street at N. Blair Street. To test this partial closure, the City is planning to install temporary curb and signing. Upon conclusion of the test, the Common Council will decide if the partial closure will be made permanent.

The project details and more complete information along with a web link to provide comments can be found at the following website:  
<http://www.cityofmadison.com/trafficEngineering/blairMifflin/>

To provide feedback, please send an email to Tom Mohr, City Traffic Engineering,  
[tmohr@cityofmadison.com](mailto:tmohr@cityofmadison.com)

The temporary curb and signing will be installed soon.

Best,

Ledell

Alder Ledell Zellers  
608 417 9521

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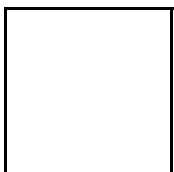
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Posted by: "Zellers, Ledell"

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## Mohr, Thomas

---

**From:** Thiago Braga <thiagosalbraga@gmail.com>  
**Sent:** Thursday, December 07, 2017 8:13 PM  
**To:** Mohr, Thomas  
**Subject:** E. Mifflin St. & N. Blair St. Traffic Engineering Project

Hello Tom,

I am contacting you regarding the traffic engineering project involving the partial closure of E. Mifflin street at N. Blair Street. I recently received a letter suggesting that feedback regarding the project could be provided to your email address.

My family and I live on 641 E. Dayton Street, and since the implementation of the project, we have experienced significantly worse traffic around our neighborhood. The closure of E. Mifflin Street for eastbound traffic makes E. Johnson Street and E. Washington Street the only other two options for residential transportation. As I am sure you know, these are traffic heavy streets often used by commuters, and not well suited for this purpose. The burden of this decision will be borne disproportionately by the residents of this neighborhood, who require E. Mifflin Street for efficient day-to-day navigation, for the purpose of facilitating the pastime of a comparatively small number of individuals.

As a cyclist myself, I sympathize with the initiative of this project. However, if safety is the concern, there are certainly better solutions than obstructing a major street in a busy and growing part of the city. Having lived in this neighborhood for many years, I can attest that there is an extensive network of bicycle lanes and sidewalks easily accessible when bicycle transportation is necessary. For those who ride recreationally as I do, there are undoubtedly better routes than E. Mifflin Street. I would suggest using your resources to improve street signage and provide easily accessible safety guidelines to cyclists instead. Nevertheless, the closure of E. Mifflin to eastbound vehicles is a poor decision, as many of my fellow neighbors agree.

Thank you,

Thiago Braga

## Mohr, Thomas

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**From:** Bulwark <bulwark99@yahoo.com>  
**Sent:** Thursday, October 12, 2017 5:36 PM  
**To:** Mohr, Thomas  
**Subject:** Mifflin Street closing

Mr. Mohr,

I am writing to request that you not close Mifflin street to vehicular traffic in favor of making it a bicycles/pedestrian only street. The downtown area is already a mess of one-way streets. Parking is a nightmare in the region. It is because of the one-way streets and lack of parking that I don't frequent the vendors in the area very often. I do make a habit of going downtown for Taste of Madison but for most other events downtown the effort at navigating simply is not worth the effort. Bicyclists are a vocal minority but a minority group nonetheless and accommodating them should not be at the expense of car drivers. If bicyclists actually paid their fair share ( by actually purchasing licenses like they are supposed to and being good drivers on the roads) I might give their needs more deference but as it is the city is making downtown less visitor friendly instead of more.

Thank you for your time and I appreciate you posting your e-mail so the public can contact you.

Sincerely,

Todd Jesse