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To: [licensing](#)
Cc: [Rummel, Marsha](#)
Subject: Agenda item 87784-Alcohol premises change at Breese
Date: Tuesday, April 15, 2025 9:36:00 AM
Attachments: -
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Please share with the ALRC for their upcoming meeting. Thank you.

Dear ALRC

For decades, groups have studied how to build a safer city for pedestrians and cyclists, and especially along busy corridors like E. Washington. Madison has spent a lot of money over the years on that goal by creating a connected grid of bike lanes and sidewalks. The use of the public ROW, and specifically the use of the bike lane and sidewalk would interfere with that use.

The City implemented Vision Zero, a program to eliminate injury and fatalities and maximize safety for pedestrians and cyclists. Even so, safety on E. Washington remains a problem. Sitting in my car at the intersection of 1st and E. Wash there is a ghost bike and a constant reminder of how important that safety goal is. Renting out a part of that safety system to sell alcohol is not in the best interest of that system, or neighbors.

Another area that has been studied, a bunch, is how to create a healthier and more fit neighborhood. Publications like **Increasing Physical Activity Through Community Design: A Guide for Public Health Practitioners and Livable Community Activity** from the National Center For Bicycling and Walking states, "A continuous network of good sidewalks is vital for encouraging more people to walk. The Americans with Disabilities Act (ADA) requires an accessible pedestrian route along all public rights-of-way." For years, neighbors have advocated for ADA compliance, including for people who are blind. I would like to ask how the city is planning on helping blind people navigate this potential use.

The National Center for Bicycling and Walking also recommends a buffer zone. "A buffer zone between the street and sidewalk further separates pedestrians from the street and provides a more comfortable walking environment. A buffer zone might be a grass strip between 4 and 8 feet in width, preferably with trees."

Buffer zones also increase safety for pedestrians and cyclists, and in this location, and with this traffic volume, are essential. Vehicles, at times, leave the road. I don't remember how many times Mother Fools on Willy St has been hit. 4 times? Ha Long Bay, twice. The former bank up at Schenks Corners at least twice. Common Wealth has been hit, and more. A buffer zone is essential. This plan would, in effect, remove pedestrian and bicycle lanes that improve safety, and replaces the public use with a private one.....selling alcohol.

Best, Anne Walker
District 6

(no attachments)