

From: Mohr, Thomas
To: Harrington-McKinney, Barbara <district20@cityofmadison.com>
Cc: russmiez@gmail.com; kbsgary1@yahoo.com; katpow4040@gmail.com; jkwoodruff7@gmail.com; helenswo15@gmail.com; mayowew@gmail.com; gtnapres@gtna.org; alex.d.kocher@gmail.com; melissa.bennett.90@gmail.com; terrahandfrederick@gmail.com; kbsgary1@yahoo.com; kbsgary1@yaho.com; david4009@gmail.com; rneal73@gmail.com; tjolson@uwalumni.com; lizidor94@gmail.com; lizisor94@gmail.com; Harrington-McKinney, Barbara <district20@cityofmadison.com>
Subject: RE: Request a traffic improvement
Date: Monday, July 13, 2026 10:52:25 AM
Attachments: image001.png
image002.png

Hi Alder Harrington-McKinney,

Yes, City Traffic Engineering can attend a meeting in August. For dates, it would be best to avoid the week of August 10 and Wednesday, August 26, but we can ultimately make any night work if there is a neighborhood meeting that is already scheduled.

Tom Mohr
Assistant Director of Traffic Engineering
City of Madison

From: Harrington-McKinney, Barbara <district20@cityofmadison.com>
Sent: Monday, July 13, 2026 4:50 AM
To: russmiez@gmail.com; Mohr, Thomas <TMohr@cityofmadison.com>; katpow4040@gmail.com; jkwoodruff7@gmail.com; helenswo15@gmail.com; gtnapres@gtna.org; alex.d.kocher@gmail.com; melissa.bennett.90@gmail.com; terrahandfrederick@gmail.com; kbsgary1@yahoo.com; david4009@gmail.com; rneal73@gmail.com; tjolson@uwalumni.com; lizidor94@gmail.com; lizisor94@gmail.com; Harrington-McKinney, Barbara <district20@cityofmadison.com>; Transportation Commission <TransportationCommission@cityofmadison.com>; Harrington-McKinney, Barbara <district20@cityofmadison.com>; Kathleen Batha <jvbatha@att.net>
Subject: Re: Request a traffic improvement

To All:
I am receiving continued community communications related to traffic concerns: Moraine View Dr., Schroeder, Woodington Way, Piping Rock Road. The completion of the apartment complex on Schroeder Road, the heavy traffic with Exact Science employee exit and residents are requesting additional information. We have just approved the SW Area Plan. Residents have concerns still to be addressed. I understand the proposed Traffic Study, however residents issues/concerns are being expressed now. Would a community listening session date in August be possible?

Alder Harrington-McKinney
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From: russmiez@gmail.com <russmiez@gmail.com>
Sent: Sunday, July 12, 2026 2:13 PM
To: Mohr, Thomas <TMohr@cityofmadison.com>; katpow4040@gmail.com <katpow4040@gmail.com>; jkwoodruff7@gmail.com <jkwoodruff7@gmail.com>; helenswo15@gmail.com <helenswo15@gmail.com>; mayowew@gmail.com <mayowew@gmail.com>; gtnapres@gtna.org <gtnapres@gtna.org>; alex.d.kocher@gmail.com <alex.d.kocher@gmail.com>; melissa.bennett.90@gmail.com <melissa.bennett.90@gmail.com>; jvbatha@att.net <jvbatha@att.net>; terrahandfrederick@gmail.com <terrahandfrederick@gmail.com>; kbsgary1@yahoo.com <kbsgary1@yahoo.com>; david4009@gmail.com <david4009@gmail.com>; rneal73@gmail.com <rneal73@gmail.com>; tjolson@uwalumni.com <tjolson@uwalumni.com>; lizisor94@gmail.com <lizisor94@gmail.com>; Harrington-McKinney, Barbara <district20@cityofmadison.com>; lisaubeck@sbglobal.net <lisaubeck@sbglobal.net>; glazer.jeffrey@danecounty.gov <glazer.jeffrey@danecounty.gov>; Hersch-Ballerling, Jessica <Hersch-Ballerling@cityofmadison.com>; Tao,Yang@cityofmadison.com; Guequiere,John@cityofmadison.com; Figueroa Cole,Yannette@cityofmadison.com; Pritchett,Joann@cityofmadison.com.
Subject: RE: Community meeting to address continued traffic improvement concerns addressed by residents.

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Thank you for this response. I appreciate that you have provided more information on the Safe Streets for All review of Schroeder Road.
Is there a mailing list where we can sign up to get notified on the upcoming public engagement process that is part of the study?

We want to make sure to inform Greentree residents when that public engagement process starts so they are able to provide comments like the ones you have received below.

Thank you.
Jay Russell
GTNA President
414-788-9144



From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Thursday, July 9, 2026 2:33 PM
To: katpow4040@gmail.com; jkwoodruff7@gmail.com; russmiez@gmail.com; helenswo15@gmail.com; mayowew@gmail.com; gtnapres@gtna.org; alex.d.kocher@gmail.com; melissa.bennett.90@gmail.com; jvbatha@att.net; terrahandfrederick@gmail.com; kbsgary1@yahoo.com; david4009@gmail.com; rneal73@gmail.com; tjolson@uwalumni.com; lizisor94@gmail.com; Harrington-McKinney, Barbara <district20@cityofmadison.com>; lisaubeck@sbglobal.net; glazer.jeffrey@danecounty.gov; Hersch-Ballerling, Jessica <Hersch-Ballerling@cityofmadison.com>
Subject: RE: Request a traffic improvement

Hi everyone,

Thank you for taking the time to share your concerns about Schroeder Road. We understand that residents have raised concerns about speeding, safety, congestion, and the increasing amount of traffic using the corridor, and those concerns are one of the reasons Schroeder Road was selected for further study.

In 2023, the City was awarded a \$6.5 million federal Safe Streets and Roads for All (SS4A) grant. The grant includes safety improvements on two major corridors: East Washington Avenue and Schroeder Road. For these two corridors, the grant includes public engagement, data collection, design, and construction. Federal grants of this size require a significant amount of coordination before engineering work can begin, including negotiating grant agreements with the Federal Highway Administration, procuring engineering consultants, and completing the required contracting process. While much of this work has occurred behind the scenes over the past three years, the project is now moving into its next phase.

Earlier this year, the City requested qualifications for the Schroeder Road corridor study and selected Short Elliott Hendrickson (SEH) as the engineering consultant. We are currently finalizing the contract, after which the study will begin. The study will evaluate safety issues along the corridor and include a robust public engagement process. Current plans include two public meetings—one later this year and a second in early 2027—as well as an online survey and a presentation to the Transportation Commission during the preliminary design phase. Residents will have opportunities to provide input as the study evaluates potential improvements. Under the terms of the federal grant, all construction funded through this program must be completed by the end of 2029.

We appreciate everyone's interest in improving safety on Schroeder Road and encourage you to participate in the upcoming public engagement process as the study gets underway.

Please let me know if you have any questions or would like additional information.

Thanks,

Tom Mohr
Assistant Director of Traffic Engineering
City of Madison

From: kathleen powers <katpow4040@gmail.com>
Sent: Thursday, July 9, 2026 12:03 PM
To: Jackie Woodruff <jkwoodruff7@gmail.com>; Mary Ewo <mayowew@gmail.com>; gtnapres@gtna.org; Alex Kocher <alex.d.kocher@gmail.com>; Melissa Bennett <melissa.bennett.90@gmail.com>; Kathy Batha <jvbatha@att.net>; TerrahandFrederick Clark <terrahandfrederick@gmail.com>; Helen Sheahan <helenswo15@gmail.com>; Gary Kobs <kbsgary1@yahoo.com>; Dave Ewanowski <david4009@gmail.com>; rneal73@gmail.com; Trevor Olson <tjolson@uwalumni.com>; Liz Sidor <lizidor94@gmail.com>; Traffic <traffic@cityofmadison.com>; Harrington-McKinney, Barbara <district20@cityofmadison.com>; Lisa Subeck <lisaubeck@sbglobal.net>; glazer.jeffrey@danecounty.gov
Subject: Re: Request a traffic improvement

[You don't often get email from katpow4040@gmail.com. [Learn why this is important](#).]

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Jackie, you have such a good handle on this. I think you should present this to the city's planning committee.

Kathe Powers

On Thu, Jul 9, 2026 at 8:41 AM Jackie Woodruff <jkwoodruff7@gmail.com> wrote:

With all due respect, the concern I was addressing was the use of Schroeder Road which is a residential street for heavy traffic well beyond what it was designed for and solutions for the excessive traffic. The notes you show from the Greentree Neighborhood Association given to the City Planners in January 2026 shows a desire to slow the speed and also addresses the volume of traffic on Schroeder Road. It is extremely disappointing that this is the first I have seen of the written Greentree Neighborhood response submitted to the City in January 2026. I wish to be informed about what came out of the January 12, 2026 planning meeting as I have not heard a report and I have attended the Greentree board meetings and read the meeting minutes and nothing has been conveyed in either the meetings nor to the neighborhood via social media, email or the Stump.

As I stated previously, Schroeder Road was developed in the 1960's as a two-lane road with one lane going each way. Since it was built there have been multiple apartments, a Memory Care Center, Lighthouse School, and entire business park off Kessel Court from the post office, bank and Woodman's off Struck, an entire business park off Ray O Vac Dr and Exact Sciences all feeding off onto a little two-lane road. You are now adding an additional apartment and townhouse development that will also have to enter and exit onto Schroeder Road once it opens.

The City of Madison traffic Engineering used to consider traffic counts when determining whether or not a driveway could open up onto one street or if it needs to open up on another due to traffic concerns. Lighthouse School is a perfect example of a failure of this policy as it should have had it's driveway opening on the back of the property onto Rayovac Dr instead of on Schroeder Rd when it's use was changed to a church/school with far heavier traffic than the office building that was there previously.

I would like the neighborhood association to work with the City of Madison and the Alder to explore ways to reduce traffic on Schroeder Road to return it back to the residential street that it was built as.

In the past there has been talk of not only raising the speed limit on Watts Road but also enlarging it – instead they put in a turning lane. Watts Road is a road built with commercial businesses in mind and much of the traffic on Schroeder should be channeled there as you can see by the traffic count that much of the Schroeder Road traffic is going there anyway via struck and Rayovac Roads.

I would like to see the intersections of Schroeder Rd and Struck Street, Schroeder Rd and Rayovac and Schroeder Rd and Forward Drive blocked so that cars would be diverted to use Watts Road (Forward Dr would have to be connected into Watts Rd as it should have been when developed). I believe these changes can be justified by the data shown on the traffic map below. You have 3,800 cars going up Rayovac Dr and 4,550 going up Struck and all of that traffic on a residential street should be avoided if the cars exited via Watts Road instead of Schroeder. Right now, Watts Road which is a commercial street has 8,050 cars and Schroeder Rd the residential Street has 12,600 cars. Blocking off access would greatly reduce the traffic on Schroeder and greatly improve safety while not really inconveniencing drivers - they would just have to change their driving habits slightly.

The fact that Chapel Hill Rd has 2,050 cars using it as an obvious cut through from Hammersley to Schroeder is alarming as there are single family homes and two parks located on that street and no commercial traffic. There is no way that Chapel Hill should have half the volume of Struck St which is how people are accessing the Post Office and Woodman's.

Our alder put out an invitation to a meet and greet at Memorial today where she listed traffic safety as one of her priorities. Greentree Neighborhood Association has a real opportunity to work with the Alder and the City to improve the safety of our residents with a few simple traffic changes. I look forward to hearing from you.

Jackie Woodruff



Jay

Subject: Re: Request a traffic improvement

Helen

Earlier this year, Alder Barbara Harrington-McKinney requested information regarding transportation concerns she could bring up in a meeting with the City Planners on Jan. 12. On top of comments made by residents on the Southwest Area Plan, we requested additional feedback from residents. I sent the following information to Alder Barbara for that 1/12/26 meeting based on feedback both from the Southwest Area Plan and the resident's responses to the request for additional comments. Below is the information that was passed along:

1. A road between Hampshire Place and Suffolk? I did not know that I would fight that one in any way possible. Thank you for the information
2. We also do NOT want to see a road between Hampshire Pl and Suffolk

- I would also like to comment that I think something needs to be done about the speeding on Schroeder and the amount of traffic on Schroeder, especially when Exact Sciences has employees coming and going. It is especially busy around 3:15-3:30 when there are many parents

picking up Anana students and Exact Sciences also appears to have employees leaving. Sometimes it is very hard to get in or out of our neighborhood.

4. Speeding on Piping Rock Road

1. Can speed humps be proposed?

I. Speed humps have been installed in Greentree on Frisch and Chapel Hill Roads

1. Meadowood residents on Rae Lane have complained about speeding. It is possible that some of that speeding traffic originated on Piping Rock Road and the vehicles turned onto Brookwood Road which turns into Rae Lane after crossing Hammersley Road.

Additional Comments on Speeding on Piping Rock Road:

1. We live at 1206 Brookwood Rd, the section between Piping Rock and Hammersley. We have been discussing with our neighbors the problems we are having with traffic rushing around the corners with Piping Rock and the failure to stop at the Stop sign in front of 1201 Brookwood. We have to back our car downhill to the street using extra caution as cars whip around the corner from Piping Rock.

Our neighbor Arnie @ 1209 is also concerned about the cars speeding north from Hammersley to Piping Rock as he rides a bicycle. Ever since the city blocked left turns from Hammersley onto Whitney Way, two things are happening. 1st cars are speeding west over the Hammersley hills past Brookwood and Rae Lane and 2nd speeding traffic has substantially increased on Brookwood, coming north from the neighborhoods south of us- Meadowood. We have young children living on the street now. The city should consider a stop sign on Hammersley at Rae Lane/Brookwood intersection and maybe speed bumps on Brookwood. This is a neighborhood, not a speedway through the woods to work and home.

Would appreciate your mentioning the stop sign and speed bumps with Alder McKinney and the Southwest area planners.

In addition, we have advocated for Anana students who live north of Schroeder Road to be able to get to school safely. Traffic congestion and speeding cars on Schroeder Road made walking to Anana difficult and truancy was high for those students. Fortunately, with neighborhood, Anana school, and Alder Barbara Harrington-McKinney's advocacy, those students are currently riding a DLI bus (which stops on Schroeder Road as you noted) and the truancy rate has since gone way down. The safety of these children using the bus is important and hopefully the school bus drop off/pick up which is about 15-minutes, twice per day during the school year, is not too inconvenient.

My point is we have been providing the City feedback on traffic and safety issues affecting the neighborhood for a while and we will continue to do so.

Your statement about the increased congestion on basically a 2-lane road is, as Mayo stated, absolutely right. It is a problem. Schroeder Road was mentioned 52 times in the Southwest Area Plan final draft ([92879 - Southwest Area Plan Final Draft](#)) including this paragraph on Page 39:

Undertake the grant-funded Safe Streets for All review of Schroeder Road to develop a detailed list of improvements to reduce speeding and improve safety for drivers, pedestrians, and bicyclists. Improvements may include such things as narrowing the street at select locations, traffic calming, reviewing Rayovac Drive and Forward Drive for the potential addition of an all-way stop or traffic signal, and adding flashing beacons at frequently used pedestrian crossings.

I do not know how the "grant-funded Safe Streets" program will address the congestion that you described, but thank you for copying Alder Barbara Harrington McKinney, the City Traffic Department, and others on your email. Additional voices speaking out to City officials about this is helpful. Hopefully, that will draw even more attention to the problems on Schroeder Road and lead to solutions to those problems.

Jay

From: Mary Ewo <maryewo@gmail.com>

Sent: Saturday, June 27, 2026 8:51 AM

To: Jackie Woodruff <jwoodruff7@gmail.com>

Cc: gtna@gtna.org; Dana Russell <drussmierz@gmail.com>; Alex Kocher <alex.d.kocher@gmail.com>; Melissa Bennett <melissa.bennett.90@gmail.com>; Kathy Batha <kubatha@att.net>; Terrah&Frederick Clark <terrahandfrederick@gmail.com>; Gary Kobs <jobogary1@yahoo.com>;

Dave Ewanowski <david4009@gmail.com>; jneal73@gmail.com; Trevor Olson <tolson@uwaturni.com>; GTNA Kathe & Jim Powers <katapow040@gmail.com>; Helen Sheahan <helenswo15@gmail.com>; Liz Sidor <lzsidor34@gmail.com>; traffic@cityofmadison.com; Alder Barbara Harrington-McKinney <barbaco20@cityofmadison.com>; Lisa Subeck <lissasubeck@globalnet.net>; glazer.jeffrey@damecounty.gov

Subject: Re: Request a traffic improvement

Hi Jackie,

You are absolutely right. Your historical recount of the growth along Shroeder was totally accurate. Thanks for providing this thorough recount of increased use of Shroeder Road.

We brought this up to the city at our annual meeting 2 years ago with city traffic engineering and they didn't seem to understand our concerns despite the deaths that have occurred of pedestrians.

I'm happy you cc'd our Alderperson and the city.

Mayo Ewanowski

On Fri, Jun 26, 2026, 2:47 PM Jackie Woodruff <jwoodruff7@gmail.com> wrote:

I know I am not a member of the board, but I would appreciate it if the GTNA board would consider addressing the traffic conditions within the neighborhood.

Schroeder Road was developed in the 1960's as a two-lane road with one lane going each way. Since it was built there have been multiple apartments, a Memory Care Center, Lighthouse School, and entire business park off Kessel Court the post office, bank and Woodman's off Struck, an entire business park off Ray O Vac Dr and Exact Sciences all feeding off onto a little two-lane road. You are now adding an additional apartment and townhouse development that will also have to enter and exit onto Schroeder Road once it opens.

The addition of the medians in the center has made a huge traffic back up when the City or School busses stop to pick up and drop off passengers. Cars often back up multiple blocks both directions as they await the bus. This further backs up the streets waiting to turn onto Schroeder Road.

Hammersley Road used to be a main cut through the neighborhood, but you stopped left hand turns onto Whitney Way leaving people to go south/right a block and make a u turn blocks from a school to go north on Whitney Way.

Piping Rock could be used as an east/west path but turning left or right there without a light can be a nightmare depending on the time of day.

It has gotten to the point where making a right or a left hand turn from Chapel Hill Road, Hathaway Dr, Struck, Ray O Vac or Kessel Court is like taking your life into your own hands as the sheer volume of traffic is overwhelming for a small neighborhood street.

Jackie Woodruff

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