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To: [Transportation Commission](#)
Cc: [Evers, Tag](#); [Carter, Sheri](#); [Foster, Grant](#)
Subject: 5/26 agenda item 4; support Alternative 1
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Greetings. I emailed a couple days ago in support of Alternative 1 for Cedar street pavement marking east of the Truman Olson development, and am supplementing my communication in light of various statements made by individuals going by the name "South Madison Unite" who are advocating for Alternative 2.

I believe that this street, the Truman Olson development, and south Madison generally are best served by designing the street in accordance with current best practices, which I understand are embodied in Alternative 1, given that the decision was previously made to not locate curbs to permit truly buffered bike lanes.

I understand the primary justification for Alternative 2 is that it creates 5 additional parking places on Cedar street. These are in addition to the already planned 17 parking spots on this section of Cedar street and the hundreds of spots provided in the Truman Olson ramp and adjacent SSM surface lots.

Alternative 1 provides continuity of street design vis a vis the eastern portion of this block and a safer design for pedestrians, bikes, and cars (which will not have to deal with compromised sight lines between the easternmost Truman Olson drive and eastbound Cedar street traffic. Most important, the south side still suffers from outmoded street, sidewalk and bikeway infrastructure and it seems poor policy to continue this shortcoming when designing new streets, like Cedar street. All that being said, this seems like making a mountain out of a molehill and I will not appear and contribute to lengthening the 5/26 TC meeting as I'm sure that you will receive far more testimony than 5 parking spaces merit. Please adopt Alternative 1.
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