

CHELCEY L. BOWLES
WILLIAM V. PEDEN

March 23, 2015

Franny Ingebritson

Re: Stops Signs at Langdon Street & Wisconsin Avenue Intersection

Dear Franny,

I am opposed to the placement of stop signs at the intersection of Langdon Street and Wisconsin Avenue and I want to share with you a few thoughts about these stop signs. I should also make clear that I have a clear view of the intersection from our apartment.

Institution of a four way stop between Langdon Street, Wisconsin Avenue, and the two parking lot entrances to the Edgewater Hotel elevates the status of the parking lots to that equaling the public roads. I believe this is inappropriate.

The stop signs have impeded traffic at times when the hotel has hosted events. Traffic has backed up on Wisconsin Ave to Gilman Street and beyond. Traffic from Langdon Street has backed up as well if the car at the head of the line wants to, but cannot, enter either of the Edgewater parking lots. Since Wisconsin and Langdon are both two lane streets there is no lane that traffic continuing past the Edgewater Hotel can use to bypass the back-up. If things are bad now, extreme traffic back-ups can be anticipated on home football game days come the Fall.

A solution is a variation on ones that the city has used in other locations around town. Place signs at the exits of the hotel parking lots indicating that oncoming traffic does not stop and has right-of-way. Some examples: A sign on Segoe Road at Sawyer Terrace (near the Hilldale Post Office) indicating that oncoming traffic from the south has a longer green light. Where Rutledge Street crosses the Yahara River there are signs indicating that oncoming traffic does not stop at both the Thornton Avenue and Riverside Drive intersections. I cannot cite further examples from memory but I know they are out there in various locations throughout the city.

It has been suggested by Mr. Scott Langer, Assistant City Traffic Engineer and by Ms. Amy Supple, Senior VP of the Edgewater that the stops signs were installed to improve pedestrian safety and provide order to vehicular, bike, and pedestrian traffic at the intersection and that the stops signs are a minor inconvenience. Any increase in pedestrian traffic resulting from the re-opened hotel is minor in my opinion and from my direct observation most of that foot traffic does not cross either Langdon Street or Wisconsin Avenue at this location.

I will grant that all-way stops are the best option for pedestrians at intersections not controlled by traffic lights. However, the city does not install all-way stops at every intersection in town lacking traffic lights. Why not? There must be other considerations involved besides the "minor" inconvenience of stopping at every intersection.

The Edgewater claims that, "prior to these stop signs going up we saw many near misses due to traffic coming around that corner." What they don't say is how many of these 'near misses' were

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caused by people leaving the Edgewater parking lots. I will note that prior to the construction of the new tower and the reconfiguration of the intersection eastbound vehicular traffic on Langdon Street had the option of turning left into the dogleg of Wisconsin Avenue leading down to the Edgewater. In the absence of stop signs this held the potential for collisions between eastbound vehicles and those coming round the corner from Wisconsin. I never saw such a collision in my 19 years living on this intersection but sometime in the past it probably happened. It must have been a rare occasion though, since stop signs on Langdon or Wisconsin were not seen as necessary.

Sincerely yours,

William Peden