

PBMVC 4.24.18

ITEM H.2.

**From:** Larry Hands [<mailto:lmhands@ameritech.net>]  
**Sent:** Monday, April 23, 2018 9:04 PM  
**To:** Clerk <[clerk@cityofmadison.com](mailto:clerk@cityofmadison.com)>  
**Cc:** Traffic Committee <[traffic@marquette-neighborhood.org](mailto:traffic@marquette-neighborhood.org)>  
**Subject:** Ped/Bike Committee Meeting on Tuesday

Dear Ped/Bike Committee,

I am sorry that I cannot be here in person on Tuesday April 24th meeting, but I am out of town.

I represent myself, and I would like you to carefully consider item H-2 (I Believe) concerning the Strand Report on the Blair/John Nolan/Williamson/East Wilson intersection. This is a very important intersection for the City, unfortunately, the intersection does a very poor job managing pedestrians and bicyclist crossing. It seems to be very much there to maximize automobile and truck traffic.

The Strand Report attempts to make it easier for pedestrians and bicyclists and I commend all of the good things in the report, such as moving the driveway to Machinery Row away from the intersection, and increasing the separation of bicycles and pedestrians along Machinery Row, but so much more could be done.

Why does John Nolan Drive consist of three lanes in each direction under Monona Terrace? Why are there three lanes on East Wilson? I do not think that traffic volumes require three lanes. There is not enough traffic to justify the width of East Wilson. For John Nolan, traffic volumes could be handled in two through lanes in each direction under Monona Terrace, just like there are two lanes across the causeway and two lanes along Blair Street in each direction. If John Nolan approached the intersection as two lanes, it would turn the intersection into a typical urban intersection with easy ability for crossing by pedestrians and bicyclists. The intersection needs to be designed to encourage a *magnitude or more* pedestrian and bicyclist crossing, while very slightly discouraging auto traffic. This would be consistent with the Madison Future Vision.

Another concern with the Strand Report is the maintenance of the flying-right turn from John Nolan on to Williamson Street, with a green arrow for the vast majority of the time to encourage this flying right. While the Strand Report slightly reconfigures the flying right, it still provides drivers with a false hope of avoiding traffic by speeding down Williamson Street for a block before it turns into the true, tiny, narrow, neighborhood street that it is meant to be. This flying-right turn needs to be removed and the intersection needs to be revised as a normal urban intersection. By making this change, Williamson Street will become a true local main street through the local community, and not a false bypass.

Please carefully consider my thoughts to make this intersection consistent with what the City wants as its future.

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