

PBMVC 4.24.18

ITEM H.2.

From: Michael D. Barrett <mikeb@urbanthoreau.com>

Sent: Monday, April 23, 2018 11:49 PM

To: Mayor; Aaron Crandall; eclewandow@aol.com; grantxyz@gmail.com; Mike Rewey
Cc: Monks, Anne; Knepp, Eric; Erdman, Natalie; Stouder, Heather; Phillips, Robert; Dryer, David; Pat Schneider; Dean Mosiman; Bill Novak; jnichols@madison.com; Isthmus Davidoff; bsorge@madisongives.org; lwroge@madison.com; dzweifel@madison.com; N; Mike Ivey; Marc Eisen; Susan De Vos; Yogesh Chawla; madisonareabusadvocates@googlegroups.com; SASYNA-Discussions; ageyer@isthmus.com; Cap Times; kdean@madison.com; jjoyce@madison.com; lchristians@madison.com; selbow@madison.com; abecker@madison.com; jopoi@madison.com; ldanielson@madison.com; elorenzsonn@madison.com; kferral@madison.com; lspeckhard@madison.com; Joe Tarr; jrath@isthmus.com; dbrogan@isthmus.com; ccapellaro@isthmus.com
Subject: Oppose the Hairball: NO Gargantuan Blair/NoLane/Willy Intersection!

Dear Members of the Pedestrian/Bicycle/Motor Vehicle Commission, We strongly oppose the plan you have before you for the John Nolen/Blair/Willy/E. Main (Item H.2 51170). Why? Because the current plan is more suitable for a rustbelt wreck like Rockford rather than Madison, Wisconsin. Strand's plan is climate denying. It militates against people. It militates against our neighborhoods. Indeed, in our many years of involvement in city plans, this is the most atrocious, absolute worst, exceedingly cruel plan we have ever seen. For citizens in the bcc: It is now or never. Contact your alder NOW if you care about safe cycling and walking at this key link for cross-town riding/walking.

Forward this message to those who care about a more humane city.

We have a wonderful opportunity to knit together the new neighbors now residing in the many shiny towers going up around the capitol, with the Willy St. neighborhood & beyond. We also have a fantastic opportunity to fulfill the promise that was made to us by the city's engineers and political leadership in the planning of the E. Wash expansion: That all sorts of cool things could be done to return Willy & Atwood streets to neighborhood business coolness once E. Wash was done. Including returning Willy St./Winnebago St./Atwood Ave. to a business district street rather than a rush hour commuter thru-way. Yes, these promises were made. Adjoining neighborhoods acceded to the E. Wash expansion on the premise of improved conditions for our neighborhood business streets. It's time to collect on those promises.

First principles first:

-Streets are 'readable.' Urban neighborhood streets should look & feel and 'read' like urban neighborhood streets, not on-ramps to expressways.

Both Willy and E. Wilson look like on-ramps as they go off from the hairball intersection. Thus, they are inviting for through-traffic rather than neighborhood business destination traffic. This problem remains with the Design Professionals plan as well as the city's/Strand's "Recommended" plan.

-Road capacity is defined at intersections. Left turns at intersections bollix everything up in such a constrained area, and for the benefit of very, very few people. Dedicated left turn lanes will only bollix things up further for the vast majority of car commuters, not to mention the added oceanic distances that will be put between the retirees (& others) moving between the nearby

PBMVC 4.24.18

ITEM H.2.

towers and the lake. East-bound commuters who needed to get to downtown from John NoLane should have turned back at Broom. Oops, missed that turn? Well then, they have a gigantic intersection at Blair & E. Wash to turn up toward the Capitol. Coming the other way, anyone needing to get to Willy St. should have done so back at Patterson. Missed it? Well then, see the jughandle below. Point being, stop clogging up the intersection for the few, make it work for everyone else, most especially, pedestrians & cyclists.

-Parks should be for people, not machinery. Eliminate the boat ramp and all parking entirely. A boat ramp at this location is a legacy from when Madison was much smaller, and John NoLane was much smaller (i.e., park was bigger), boat motors were much smaller, boats a lot slower. Now people towing boats can much more easily access much larger and more appropriate boat landings anywhere on the Yahara Chain of Lakes and arrive anywhere on those lakes within minutes by boat. Faster than a car towing a boat even (no stop lights on the lake!). Today, we have significant population growth in the immediate area. Huge apartment towers are going up constantly. These people access the lakes by foot & bike. Yes, even kayakers roll down there with little hand-pulled carts.

Park space should prioritize them above the motor people. The city has changed, park use has changed. Time to acknowledge this and adapt appropriately.

-Scale is of paramount importance, for this intersection and its environs, for pedestrian & bicyclist safety in particular. The tighter the lanes, the narrower the total road width and the smaller the intersections are, the better for people on foot & on bike. Motor vehicle throughput can be maintained with efficient lane utilization.

-LOS = Level of Service in Traffic Engineering jargon. It is usually used to justify gigantic roads through neighborhoods. Traffic engineers never apply this schema to pedestrian and cycling traffic. This is a first. Nobody wants an 'F', right? Well, Strand's plan rates as an 'F' for pedestrians and bicyclists. The intersection is bigger, designed for more & faster traffic volume, and thus more treacherous than ever for those biking & walking.

Specifics (#s as coded on Diagram for People, attached):

1 – Willy St. returned to its typical width and configuration as found at Paterson or Baldwin. On-street parking (no rush hour restrictions) the entire length, up to the intersection itself. *NO* expansion of Willy St for the on-street parking. Existing right-most lane converts to parking while expanding space for more trees and bio-infiltration and plaza space. A protected cycle track is accommodated.

-All dedicated right turns—especially flying rights—are eliminated. It is inviting only insofar as one might have actual *business* to conduct on the street. Definitely must not be attractive as a commuter route.

2 – Similar to above, E. Wilson returned to a neighborhood-scaled business district street. Curb-curb width less than 1/2. On-street parking, inclusive. All dedicated flying rights eliminated, including the flying right onto JN.

3 – JN->Blair->E. Wash:

PBMVC 4.24.18

ITEM H.2.

-Blair St remains similar to current configuration with these improvements for efficiency without widening. It is about efficiency of traffic operations without expanding lane capacity--MODERATE**, lighter, cheaper. (Believe it or not, with moderate speeds and efficient intersections, more throughput can be accommodated with less space than high speeds on bigger roads.)

-Entire length of JN->E Wash (and the reverse) is two lanes in each direction *only*. It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

-No extra turn lanes. It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

-No flying rights: Flying rights have been denounced in the Downtown Plan, The Isthmus 2020 Plan (1998), The Madison Pedestrian Plan and adjoining neighborhood plans since forever. Why is it so difficult to pay attention to all of the planning and citizen engagement that has gone before?

-No left turns permitted for its entire length from any direction. It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

-Northeast/outbound onto E. Wash has one single *dedicated* right turn lane becoming a dedicated lane onto E Wash that is protected from other E-bound traffic. This can be done without any widening. This allows a constant green arrow, except when triggered by a pedestrian. This will keep Blair flowing its entire length, taking pressure off of the hairball intersection (it routinely backs up from E. Wash all the way to the Hairball during rush hour). It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

-Do "no left turn" signs work? Well, from my experience, they do. The no-rights in the Atwood hood (Division & Atwood; Dunning & Atwood) are working wonderfully to protect cyclists & peds. I have yet to see anyone violate them in the years they've been there. Right turns on red, crashing into cyclists with the right-of-way, were routine before the installation of 'no right on red' signs. And I use those intersections daily, often multiple times a day. The 'no left turn' signs inbound on Atwood near Olbrich work wonderfully as well. It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

-It is all about efficient function in a constrained space. These measures will make JN->E. Wash so efficient that there will no longer be a need for all the traffic onto Willy St. It is about efficiency of traffic operations--MODERATE, lighter, cheaper.

1, 2 & 3 – Scramble cycle: Entire JN/Blair/Willy/E. Wilson intersection goes green for pedestrians, bikes, rollerblades *only*. This cycle means: All stop for all motor vehicles, no right on red. Peds/bikes can go all directions, including diagonally, across the intersection. It is time to recognize that this is a site of intense pedestrian/bike density (has anyone noticed the many towering apartments that are going up like mushrooms within a block of this intersection?). It is time to bring ped/bike LOS up from its current F status to LOS A.

4 – Bike path ever-so-subtly swerves away from JN. No sharp turns/'dog leg'/chicane as in the "Recommended" Strand plan. A) It makes for a more pleasant and efficient ride (believe it or

PBMVC 4.24.18

ITEM H.2.

not, cyclists are actually getting somewhere), B) it brings the bike path away from JN enough to allow right turning cars to/from the new driveway (Point 5 below) to have some stack room after turning right off of JN, or as they attempt to re-enter JN. Bike path should be raised in relation to the driveway to slow traffic using the driveway.

5 – New driveway accessing parking behind Machinery Row. (See 4. above). Must go over the significantly tabled bike path after yielding to bike path cross traffic. Driveway is very narrow—+/- 17'. Stack room for 2 cars between JN and bike path.

6 – Eliminate lake fill marina feature. Even using a world-famous architect's cachet should not allow for this travesty. Put the feature over the highway itself, if need be. Preserve our lakes!

7 – Eliminate the left from SW-bound (toward Monona Terr) onto Law Park boat ramp parking. It is a disaster in the making for everyone involved.

Plus, the legacy boat ramp is eliminated here (as explained above).

Permit U-turns at the Monona Terrace stop light for "jug handle"* access back to Machinery Row. (*Oh yes, this is a term of art in the traffic engineering world; there is a "jug handle" way out on Mineral Pt Rd, near the westside Menards/Target area.) This will require traffic waiting to exit the ramp and enter JN to wait for a specific green arrow, no right on red (to avoid crashes with U-turners on JN).

8 – Significantly expanded greenspace by eliminating the anachronistic boat ramp, and returning Williamson St and E. Wilson St to neighborhood scale.

In the face of a cooking climate, we're not interested in nibbling around the edges. Think about it: What is Madison's #1 emitter of CO2?

Das Deathmobile. If you aren't throttling it down here & now, you are in denial every bit as much as the Troll-in-Chief. Indeed, it is long past time to stop the denialism rampant in the pro-car power structure. And yes, it is across the spectrum, alive & well, right here in Green Madison. I know many of you on this commission. You claim to be pro-bike, pro-bike, pro-transit--good enviros one & all. Many of you have children. Yet all we see is a continual expansion of deathmobile infrastructure to the detriment of--wait for it!--bicycling and walking. It is astounding that you continually put yourselves on record for bloating the city's carbon footprint. We are well-aware that if you do not toe the engineers' line, you will be thrown off this commission. The mayor will label you a loser & all that rot. But at what point do you stop going along to get along and stand tall for the future of civilization itself? Put *them* on record for this evil. After all, what are you going to tell your grandchildren when they ask what you have wreaked?

At least *try* to do what needs to be done.

A final note: We keep jetting Fred Kent in to teach us about faster, lighter, cheaper "place-making". Here's a wonderful opportunity to put it all into practice. (Minus the faster.)

Sincerely,

Mike Barrett and Pamela Barrett
2137 Sommers Avenue

PBMVC 4.24.18

ITEM H.2.

Madison, Wisconsin

More here:

The Pedestrian/Bicycle/Neighborhood LOS-A Plan for Willy/Blair/E.

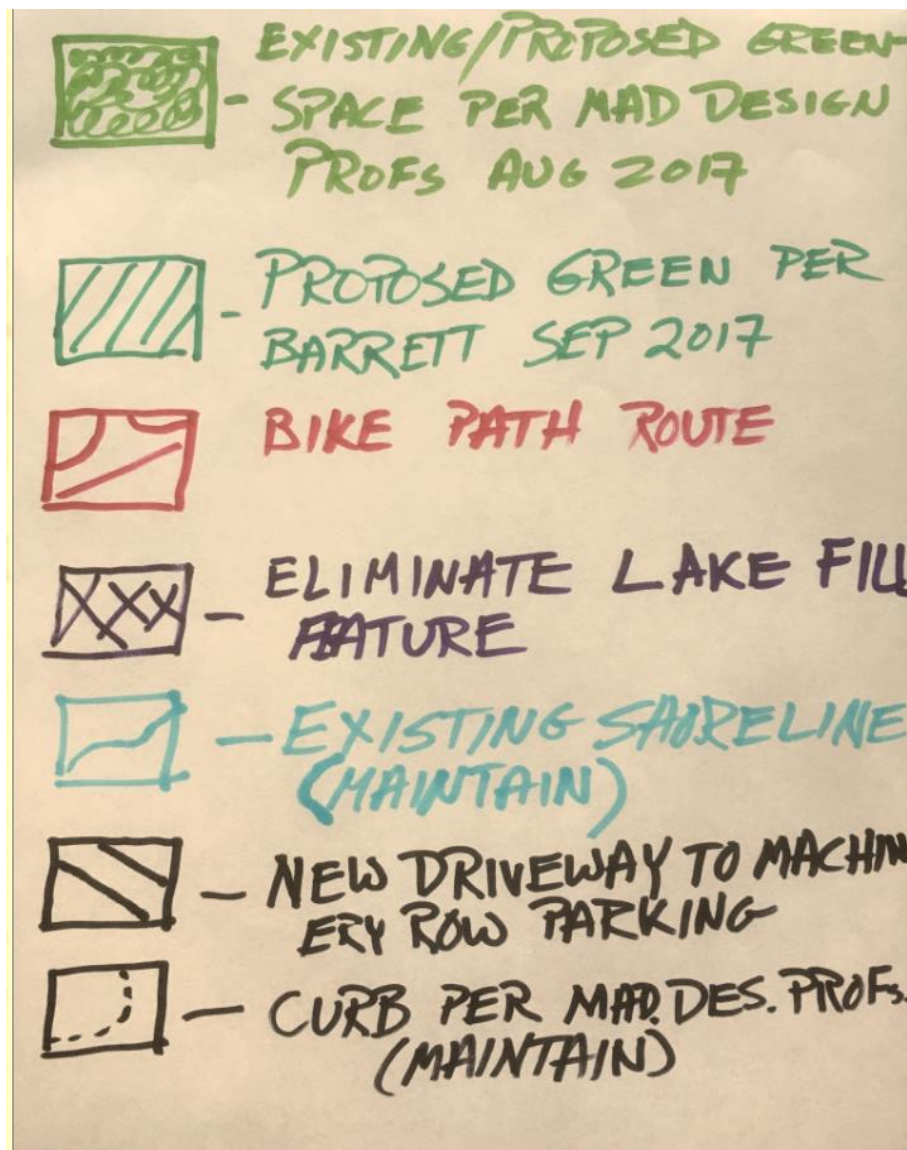
Wilson/John NoLane*

by Michael Barrett, 09/20/2017

https://urldefense.proofpoint.com/v2/url?u=http-3A_www.urbanthoreau.com_blog_los-2Da-2Dfor-2Dpeople-2Dwillyblaire-2Dwilsonjohn-2Dnolane_&d=DwIDaQ&c=byefhD2ZumMFFQYPZBagUCDuBiM9Q9twmxaBM0hCgII&r=T-hRz9hrLTJTXvPJzewIOV-ZMY-a6ib5duZQcg73E&m=I0NvLNB6HdBa-h4j42H8ALZhXhwj1xzH6BIZ-ZcWdZA&s=psYVDthcQjCcQVh9Nhj4kn-gHGR9CRQBsj66WfFg1k0&e=

*Thanks for this moniker, Tim Wong. May you rest in peace.

**Our mayor loves to tout The Project for Public Spaces' mantra of FASTER, lighter, cheaper. We disagree with 'faster' when it comes to motorized traffic.



PBMVC 4.24.18
ITEM H.2.

