

**From:** Dolores Zach <d[REDACTED]>  
**Date:** February 4, 2021 at 8:57:48 AM CST  
**To:** "Mohr, Thomas" <TMohr@cityofmadison.com>  
**Subject:** Revised.....2021 Traffic Calming Projects

Good afternoon Mr. Mohr,

I was reviewing the graph of information and my initial impression was that those numbers seem exceedingly low for the Sherman Wheeler to Comanche (Raceway).

Is School road to Wheeler to CV used as a thoroughfare each and every day? Yes.

Is there literally thousands of vehicle owners/city and county vehicles using the Wheeler road (from Sherman Avenue to Comanche down to School road) as their personal autobahn? Without question.

Anyone within the City of Madison who has a shred of decency would have acted immediately to slow traffic down between Sherman and Comanche after the September 2000 car accident that left a 12 year old in three pieces spread out over a 200 foot area after that vehicle was estimated was being operated at over 90 mph when the 16 year old lost control!

Worse...

There was yet another accident on Wheeler/School (12/2018) road that could have been avoided had this area been addressed decades ago.

Would you like free live entertainment Mr. Mohr?

Come over to the Wheeler Road Speedway between the hours of 6am and 11pm. Monday through Sunday.

Pull into the parking lot at Wheeler Court and sit back and watch.

Watch the thousands of cars, trucks, City and county vehicles throttle through the snake like corners between Sherman Avenue and Comanche, all the way down to and through school road.

In my opinion, the average number of vehicles that utilize the Wheeler expressway each day is low, very low.

I find it interesting that there's a graph that shows the number of vehicles that exceed 40mph. But there's no graph no numbers after that. Why is that?

I've been outside during the morning and into the afternoon and witnessed hundreds of operators/vehicles, trucks, city buses flying around Wheeler road between Sherman and Comanche and each time it reminds me of the auto accident from 2000 that left a 12 year old, dead.

But those 40 and over speeds during the 6am-6pm day stale by comparison to the speeds AFTER 6pm.

Speeds that my son has clocked in excess of 70mph!

A police presence?

That's a temporary solution. A bandaid for a sucking chest wound.

The only realistic solution to this ever growing problem on Wheeler to Comanche is to install speed reduction barriers, 'speed bumps'.

In my opinion, there needs to be at least (8) pitched or flattened speed barriers between Sherman and Comanche.

The Wheeler to school road connection? That should have been turned into a roundabout years ago.

Last Fall, I wrote into the "Report a Problem " on the City of Madison's website, regarding traffic issues on Williamsburg Way. I was then contacted by Tom Mohr regarding increased traffic and speeding issues. I want to thank Tom Mohr for taking the time last Fall, to discuss the street with me and placing a traffic counting device on the Madison portion of Williamsburg Way. The traffic counting device statistics from last Fall, indicates speeding issues on Williamsburg Way.

I am pleased to support the proposal, to install speed humps on Williamsburg Way, to slow down traffic and make the street safer. I believe Williamsburg Way, not only has an increase in speeding, but also, an increase of cut through traffic, since speed humps were installed on Prairie Road near Huegel School. Furthermore, Williamsburg Way is not a truck route. Yet, we are seeing more trucks, even semis, using Williamsburg Way, since the changes to 151 - Verona Road.

Initially it was suggested for a circle at the corner of Williamsburg Way and Danville. However, the speed humps are a better solution. The speed humps will also provide safety for pedestrians crossing the street into Jamestown/Huegel Park, which has had an increase in foot traffic during the past few years.

I will appreciate making note of this email during the Transportation Commission's meeting on Wednesday, February 10, 2021. Thank you for the opportunity to support this proposal.

Lori Bindl Zahorik, Williamsburg Way resident

Andy Meessmann <[REDACTED]>

Tom and Transportation Commission,

Please see the attached letter from the Bay Creek Transportation Committee regarding agenda item #7 for tomorrow's meeting.

Please feel free to contact me if there are any questions or comments.

Regards,  
Andy Meessmann

Tuesday, February 9, 2021

RE: Transportation Commission Agenda item #7

Tom and Transportation Commission,

A small group of neighbors representing Bay Creek residents met as a group to review the plans for speed humps on Lakeside. We are pleased to see the City addressing the need for traffic calming on the street and welcome the speed humps as a step in a good direction. We believe the speed humps in this general location will help increase children's safety at Franklin Elementary as well as provide increased safety for patrons of the businesses on this stretch of W. Lakeside. In addition, the western speed hump will help reduce vehicular speed and increase safety for cyclists at Gilson and W. Lakeside – a heavily used bike intersection in Bay Creek. We look forward to continuing to work with the City on this plan.

Potential modification:

- Shift the east speed hump closer between the middle of the school and Lake Ct. This will help reduce speeding vehicles approaching from the east, which is common from traffic exiting John Nolen.

Community Input:

We see the need for more community input on your proposal before Transportation Commission and Traffic Engineering make a final decision regarding the design of the speed humps. We would appreciate adequate time to gather this input.

We are in the process of arranging a meeting with the principal of Franklin Elementary school and local businesses adjacent to the proposed speed humps to gather their feedback. We feel they will have valuable input and can provide more detailed information beyond this group's initial review.

We will be hosting our scheduled neighborhood meeting this Thursday and will be gathering input from the neighborhood residents that will also be valuable.

Further clarifications:

- What is the Transportation Commission approving Wednesday?
- What is the resident survey in March and what does that include?
- What are the next steps for decision making on future traffic calming efforts on E. and W. Lakeside?

Again, we are pleased with this proposed improvement in our neighborhood and look forward to working now and in the future with the City to create a safe, sustainable and barrier free transit network in Bay Creek.

Sincerely,

Andy Meessmann  
Bay Creek Transportation Committee Chair

Jeff Porter <[REDACTED]>  
Transportation Commission City of Madison, WI  
Neighborhood Traffic Management Program public meeting  
February 10, 2021 5:00 p.m.  
Comments on Agenda items - Traffic calming projects #64056

To all,

**First, I would like to express that I am against the installation of Speed bumps on W. Lakeside St.**

Listed on your 2021 NTMP final candidate list revised 2.9.21 and shown on the TE Project recommendations – Individual map shows potential installation of speed “bumps” on W. Lakeside St.

These comments to your committee come from many hours spent in 2002 meetings with city staff on these same traffic calming issues. In 2002 your commission listed W. Lakeside St with a #1 ranking and 85 points and a 3 year crash rating of 3 per block.

Now in 2021 your candidate lists indicate W. Lakeside St. ranked at #13 with 43.9 points and only a 0.6 crash rating. This shows a rather large reduction.

During the 2002 meetings with city staff engineers McCormick and Chandra, the city agreed to the wishes of the neighborhood to do actual field tests. Temporary barrels and signage were set to simulate traffic islands for a 90 day trial to enable the neighborhood and city staff could assess conditions. It was also to provide opportunity for MFD and city streets division to test driving the islands and request changes. It was also to provide tests before and during for speed and volume.

In these meetings it was explained by MFD they had issues with both their single unit trucks with 30' wheel base as well as with their 40' ladder truck. City Streets as you know had issues of their own with both islands and speed bumps for trash pickup and snow removal.

During these meetings it was explained that W. Lakeside St is designated by City Engineering Department as a Collector Street, which limits some of the departments traffic calming options due to volumes of vehicles.

*A **collector road** or **distributor road** is a low-to-moderate-capacity [road](#) which serves to move traffic from local [streets](#) to [arterial roads](#) (Park St/John Nolan Dr). Unlike arterials, collector roads are designed to provide access to [residential](#) properties. Rarely, jurisdictions differentiate major and minor collector roads, the former being generally busier.*

*Collector roads can vary widely in appearance. Some urban collectors are wide boulevards entering communities or connecting sections. Others are residential streets, which are typically wider than local roads, although few are wider than four lanes. Small-scale [commercial](#) areas can be found on collector roads in residential areas. Key community functions such as [schools](#), [churches](#), and [recreational](#) facilities can often be found on collector roads.*

Two-way stops are generally used at intersections with local streets that favour traffic movement on the collector. In North America, a collector road normally has traffic lights at an intersection with an arterial road.

Speed limits are typically 20-35 mph (or 30-60 km/h) on collector roads in built-up areas, depending on the degree of development and frequency of local access, intersections, and pedestrians, as well as the surrounding area (the speed tends to be lowest in a school zone).

Collector roads are planned within a suburban layout and built expressly for that purpose; occasionally, they fill gaps in a grid system between arterial roads. Urban planners often consider such roads when laying out new areas of development because infrastructure for utilities such as electric power distribution lines, trunk sewers and water mains can be built through the same corridor.

At another meeting city staff was asked, "how do islands or speed bumps slow traffic" ?

To quote engineer McCormick, he stated, "Median islands are not designed to reduce speed, but to enact driver awareness that there are changes in the roadway".

Again in another meeting with City staff regarding speed and volume the question of using speed bumps versus islands was asked. The response offered by staff was that W. Lakeside St. designated a collector street as well as a class C hwy. and it's volume level, as well used as an alternate EMS route from Olin Ave. would prohibit there use.

During this 2002 time, speed and volume tests were conducted in July showed volume of 3327 in a 24 hour period as well in November, volume showed 3543 vehicles during a 24 hour period.

This all while the construction on the Olin Ave. train overpass bridge was being removed. Your current 2021 NTMP Final Candidate list shows average weekday traffic volume of 2270. It's a large reduction from 2002.

The individual map indicates speed bumps placed east and west of an already installed traffic calming island. To me this indicates that the island is not bringing awareness to drivers.

When the city brought about the ballot vote for island locations, the majority of W. Lakeside St residents voted **NO** to there placement. The island placement at W. Lakeside and Lowell Streets only came about due to the lack of votes placed by residents.

Due to the amount of pushback by all Lakeside St. residents, the city then altered and changed the voting criteria for only residents affected within 200 feet of any future project would be able to vote going forward.

**I am not in favor of adding additional speed bumps to W. Lakeside St..**

**With the understanding of information from previous city engineering staff indicating speed bumps on collector roads with high volumes of vehicles and a listed alternate EMS route should not be used.**

Respectfully,  
Jeff Porter  
W. Lakeside St  
**Madison, WI**

J Krieg <[REDACTED]>  
Hello -

I'd like to add the following comment for the 2021 Traffic Calming Projects 2/10/21 meeting:

Woodward Drive on Madison's north side between Marcy Road to Harper Road and bordering Lake Mendota is ranked #116. Although it is true there is a low volume of speeding vehicles, when they do occur, because of the lack of a sidewalk and a narrow road, I am so afraid a playing child or a pedestrian or bicyclist will get hit when a car is speeding by. I hope that never happens.

The speeding vehicles appear to be taking a shortcut between Troy Drive and areas near Warner Park. I try to catch the license plate to report to Speeder's Hotline but they are speeding so fast, I just can't get it.

Also, because it appears this road was built when cottages dotted the lake, the road is quite narrow in places, and vegetation and trees are up to the edge of the street or overhanging into the street at pedestrian level in some places, sometimes forcing pedestrians, etc. to be situated closer to the middle of the road.

If this cannot be addressed by you, I would appreciate other suggestions I can follow-up with.

Thank you for your time and consideration,  
Jean Krieg

Woodward Drive

Mariah Quinn Duffy < >

Hello,

I would like to submit a comment regarding the traffic calming project under consideration for Lakeside St. We live on the Southwest corner of Lakeside St and Gilson St and I contacted our alderperson, Tag Evers, about a year ago to express my concern. At that time, I wrote:

"I frequently hear the screech of brakes or cars beeping as near accidents are avoided. Yesterday, an accident did occur and the police were called out. Last year, I witnessed a bicyclist get hit (thankfully not injured). I am especially concerned about bicyclists as they make their way around the Monona Bay and merge onto Lakeside; it is difficult for bicyclists to see cars heading West on Lakeside due to parked cars. Drivers, often traveling above the speed limit, do not seem to expect bicyclists to appear. I wonder if roundabout or a stop sign could be a helpful solution".

In reviewing the chart you shared, I noticed that Lakeside is not considered as a bike route. Although Lakeside is not officially a bike route, South Shore Drive *is* (and so well-used by bikes and pedestrians it was one of just a few streets in the city completely closed this past summer). South Shore Drive ends at Lakeside which bicyclists take to meet back up with a bike path heading along Wingra Creek or across John Nolen.

There is also pedestrian traffic, with many children in the neighborhood and the popular Bernie's Beach one block away. But at a minimum, I would love to see some way to alert cars to the bike traffic merging onto Lakeside. I've noticed the city use bright green paint where bike paths cross streets and perhaps that could work here.

Thank you for the opportunity to submit a comment!

-Mariah

Evers, Tag [district13@cityofmadison.com](mailto:district13@cityofmadison.com)

Dear Commissioners,

Three streets in District 13 are included as candidates in the Neighborhood Traffic Management Plan.

Drake: Campbell to Drake  
Lakeside: Gilson to Hickory  
S. Brooks: Mound to Chandler

Of the first, it is worth noting the the Vilas Park Master Plan is recommending the entrance to the zoo and the park be moved from the corner of Drake and Randall to the intersection of Drake and Campbell. This recommendation, however, is being made in the absence of a traffic study. Residents are deeply concerned that moving the entrance to this new location will drive traffic up Campbell to the Bear Mounds circle on Vilas Drive. Concern has also been expressed by Ho Chunk tribal elders. I offer this information so that you have this as background for your decision-making. Moreover, Drake is heavily traveled and needs attention, not just this section.

Second, I'm pleased to see that Lakeside is a candidate. Allow me to say this is long overdue. It is my understanding that this street has been on the city's radar for two decades as one of our streets most in need of traffic calming. The neighborhood had been told nothing could be done due to the EMS route. It's welcome news the city is working toward a solution involving speed humps. I will add this should be seen as a two step process -- start with speed humps but also consider other measures when the street is reconstructed to enhance bicycle and pedestrian safety. Lastly, all of Lakeside needs attention, from John Nolen to S. Park, needs attention, not just this section.

Third, there are speed issues on both S. Brooks and S. Mills. Of late, I have received more complaints about S. Mills. I am pleased that staff responded quickly to a complaint and installed flags on stops signs at the intersection of S. Mills and Erin.

I have another meeting on Wednesday that starts at 5:30, so I may not have time to address you in person. I hope this email finds you safe and well.

Thank you for your consideration.

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Tag Evers

**DISTRICT 13 ALDER**

CITY OF MADISON

(608) 424-2580

[district13@cityofmadison.com](mailto:district13@cityofmadison.com)

Carrie Rothburd <[REDACTED]>

To: Transportation Commission

Cc: Tom Mohr, Yang Tao, Tag Evers

From: Carrie Rothburd

Re: Traffic Calming along Lakeside Street, Item #7

Date: February 10, 2021

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I'm one of two neighbors who met with Tom Mohr last spring to report the ongoing speeding problem along the length of Lakeside Street. We requested and were promised a meeting of Lakeside neighbors last summer to explore this problem in depth and to discuss possible traffic-calming solutions. That meeting was postponed to allow TE to gather more data and because of COVID.

I was about to contact TE again this month to request we hold that meeting now when your proposal to include Lakeside among streets to receive traffic-calming measures in 2021 arrived at the same time that Bay Creek Neighborhood Association formed its new Transportation Committee. BCNA's Committee has signaled its support for the anticipated positive impact of two speed humps in the vicinity of Franklin School in a separate note; they will likely improve safety for students and parents during drop-off/pick-up hours, cyclists turning up Gilson, and shoppers at the three small shops nearby.

However, given the fact that it has been only 10 days since we received the street ranking, BCNA's Committee has not had time to reach out to many Lakeside Street neighbors for feedback. Only a few Lakeside neighbors are part of the Transportation Committee. I have been able to speak with seven more households. Here is their preliminary response:

- 1) Thank you sincerely for turning your attention to Lakeside Street in 2021. We encourage you to support the inclusion of our street for receipt of traffic-calming measures.
- 2) We support a comprehensive solution to the speeding problem along the entire length of the street, one that addresses the four very long blocks west of the school as well as the area bracketing Franklin School and beyond slightly to the east.
- 3) We support the speed humps, hoping they will add reinforcement for the speed meters whose impact currently extends only about a block east and west of their placement.
- 4) The traffic refuge islands installed at Lowell and Lakeside in about 2012 have had no noticeable impact on decreasing the number of speeding vehicles along the 700 and 800 blocks of West Lakeside.

According to the email we received from Yang Tao in late 2020, should you go ahead with traffic calming on Lakeside today, the next step will be to survey Lakeside residents next month. My neighbors think that survey should include options for a comprehensive traffic-calming solution for the almost half-mile stretch Lakeside west of the school, home to about 65 single- and multi-family dwellings and Romnes affordable housing's almost 250 units.

To that end, the Lakeside neighbors in whose behalf I speak would like to hold the meeting planned for last summer within the next three weeks to raise awareness of the upcoming survey, educate Lakeside neighbors about the proposed pros and cons of speed humps as well as possible additional traffic-calming measures for Lakeside Street overall, and solicit their feedback. We want to ensure we reach the "60% approval of returned surveys [needed] to get traffic calming constructed [on Lakeside Street in the] summer of 2021."

Neighbors represented: Steven Davis, [REDACTED] W Lakeside, Cindy Snyder and Martin Saunders, [REDACTED] W Lakeside, Janelle Munns, [REDACTED] W Lakeside, Colin O'Brien, [REDACTED] W Lakeside (Phone numbers included in registration)