

TC Agenda 03.10.21
ITEM 7

From: Dolores Zach
To: Transportation Commission
Subject: Fwd: 2021 Traffic Calming Projects--MEETING TONIGHT
Date: Thursday, March 4, 2021 10:15:09 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To: Thomas Mohr <TMohr@cityofmadison.com>
Cc: Dolores Zach <dolorz6@aol.com>
Subject: Re: 2021 Traffic Calming Projects

Hi Tom,

Thank you for the update.

With regards to a potential traffic circle or roundabout at Comanche at Wheeler I would believe this idea would be better served at the Wheeler road and school road dog leg.

I also like the idea of a roundabout at Sherman and Wheeler...

The idea of speed reduction islands from Comanche through to at least Sherman and or county CV would offer the best results for those who driver/operators who simply fly around thinking only about themselves or without a care in the world. In a perfect world people would care more about safe driving and driving safely versus driving over double the posted speed limits while putting lives at risk. Speed reduction islands would certainly cause drivers down on the Comanche to Sherman stretch of raceway. However, if traffic islands are only going to be considered mid-block or what is 2/10 of a mile what's going to cause driver/operators from speeding (racing) from Sherman Avenue to those 2 to 3 speed reduction barriers only to race through the rest of the Wheeler road to school road raceway?

In my honest opinion Tom, there needs to be two circles.

One at the Wheeler and School Road dog leg.

Additionally, I believe there needs to be no less than (4) speed reduction barriers installed from that specific circle 50 yards apart heading south towards Northport and

and heading East towards Sherman..

Further, I also believe that no less than (6) speed reduction barriers need to be installed between Sherman and Comanche road. Where or how the city chooses to install these barriers and whether the barriers would be pitched or flattened out at their apex is out of my hands.

Lastly,

how the city would be able to draw up a safe roundabout at Wheeler and Sherman would be really interesting to me. The reason being is that there's so little room to work with at that intersection. Unless of course that corner house lot is purchased and the circle/roundabout spreads onto this property that could already be zoned (by the city of Madison) for future projects for all I know.

I also believe the stretch of Wheeler to CV requires no less than 4 speed reduction barriers.

In the end I believe if the city actually does the construction that's desperately needed here the right way it won't reduce the current traffic flow.

However, I believe what the circles/roundabouts and traffic islands/speed reduction barriers will do is cause those thousands of vehicle operators who use/abuse Wheeler and School road each week to plan ahead. These drivers will inevitably be forced to leave themselves 2 minutes of extra driving time because of the roundabouts and speed reduction barriers that were constructed and installed.

As far pitched and non pitched barriers....

I understand that firehouse #10 was out here in the area all the time for years.

After a 10 year transformation the current condo association is much younger now. The average age of owner(s) is now 45. I also understand that rescue services need to get from the firehouse to their 'called' destinations as quickly and as safely as possible. Because seconds count.

I would tend to believe that higher pitched islands on Wheeler road between Sherman and Comanche would not be an ideal fit for this stretch of roadway.

Tom, at the same time I do believe that the non-pitched, flattened out at the apex type barriers would be the ideal fit for Wheeler road especially between Sherman and Comanche. This way because of their superior suspension designs and the way emergency vehicles are set-up these specific vehicle and their trained operators will not be forced to slow to a crawl at each reduction barrier and that all other driver operators will be forced to drive slower and hopefully more safely.

Whether the Traffic Engineering takes the time to pass along my suggestions or whether the city simply laughs my suggestions as 'wishful' thinking is unknown right now.

I'd like to be clear about something Tom.

I'm not looking to be a nuisance or to cause problems. But something significant needs to take place out here before more people are killed because of the high rate of speeds.

Tom, I'm not exactly a fan of speed reduction barriers. I've come to view reduction barriers as both a nuisance and a modern day necessity. There's obvious value that comes with slowing drivers down. Less accidents, less hospital visits and additional, extensive medical care needs etc. Speed reduction barriers force each individual driver/operator to make a choice. Either focus on the road and drive slower or risk damaging your vehicle and or risk causing an accident/injury. Either way, there's simply no disputing the fact that the breakneck speeding on Wheeler road from CV to and through the School road dog leg through to Northport drive is out of control.

Quite honestly Tom, nothing would make me happier than knowing that the speeds along this specific passage of Madison roadway will be made significantly safer because the city of Madison finally made time to address what has been an extremely dangerous stretch of 2.5 miles of through-fare for a very long time. I keep thinking back to the December 2018 accident Tom that led to a loss of lives caused at the Wheeler and School road dog leg. Had there been speed reduction barriers on school/Wheeler road and a roundabout constructed at that same point of impact (crash site), those individuals may have been spared and still be alive today.

Im a realist Tom. I under that at least 5 out of every 10 drivers don't care about break neck speeds or who's lives are at most risk. I do though. Starting with my own life and my family's well being and those friends who still reside out here. I'm actually shocked that a child has yet to be struck in the school zone out here! I'm also shocked that those entering and leaving the memory care facility on Wheeler road that no one has been killed at that point of entrance because of the extreme high rate of speeds going at both directions. The fact is, everyone who live in this area to those who work in this area and the kids who attend school out here everyone benefits from slower and safer driving. Yes, even non pitched barriers are frustrating to even the most calm driver/operator. But that's ok. The barriers serve a direct purpose and offer a positive option that will lead to 1. People planning ahead 2. safer, more responsible driving 3. reduced accident rates and hospital admissions 4. accident reduction percentages and those percentages involving innocent people getting seriously hurt or killed on Wheeler road (again) or having that victims family needing to write up an obituary caused by another habitual speeder/reckless driver.

It's up to the City of Madison to make the choice.
Do it the right way the first time around or don't and deal with the strong potential for liability blowback afterwards.

Thanks again for keeping me up to date Tom.

Sincerely,

Dolores Zach

████ Wheeler court █████

Madison Wis 53704

cc:

- *Wis State Journal Editor
 - *Wis State Patrol
 - *Captain Madison North District
 - *Mayor of Madison
 - *Dane County Sheriff
 - *Cherokee Garden management
-