

From: [Chuck Carter](#)
To: [Robmann family](#)
Cc: [John Stephany](#); [Michael Rewey](#); [Theresa Sanders](#); [Craig Kettleson](#); [Guy Mueller](#); [Kemble, Rebecca](#); [CPNA Hospitality Committee](#); [Cherokee Neighborhood Transportation Commission](#)
Subject: Re: [cherokee-park] News Notes -- Transportation Commission Meeting -- Wheeler Road traffic management plan on the agenda
Date: Wednesday, March 10, 2021 5:12:09 PM

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Being a dog person I can't really speak to the issue of how well younger cats handle the speed bumps but I can tell you that your Prius is not the only vehicle that has to go over those things at less than 25. Not all of us drive newer SUV's.

Just saying,
Chuck Carter

On Wed, Mar 10, 2021 at 4:00 PM Robmann family <robmann4@gmail.com> wrote:

I very much respect Mile's opinion. He has been very active in these issues for many years and understands the engineering involved. I will share my observation on the speed bumps on Sherman. I regularly drive this route because it's much prettier than the alternative route

While the bumps may be designed for 25 mph I have to take them at 18-20. 25 causes havoc on my suspension (yeah it's a 2010 Prius but I've been driving this route during my cats younger years as well)

40 mph drivers gall me too. But, there are not that many of the 35 and over drivers in my mind to warrant speed bumps yet. I still prefer narrowing of the roadway and use of islands first. Just my two cents

Good discussion

George P. Dreckmann

"In the long run the challenge of sustainability is the challenge of us growing morally as a species, growing up as a species, becoming better human beings than we were a hundred years ago or two hundred years ago."

James White
Glaciologist, Climate Scientist
University of Colorado

Sent from my iPhone

On Mar 10, 2021, at 3:34 PM, John Stephany <johnstephany65@gmail.com> wrote:

I guess I agree with Mike here. Stop signs are far more of a nuisance than speedbumps. They burn a lot more gas, and contribute to wear and tear on all our vehicles. Braking, then accelerating is more damaging to our cars than a speedbump taken at the right speed. Islands would maybe be better overall? They naturally slow people down, without the hump. I've walked that stretch of road, and seen people go roaring by. I think there are a lot of commuters using it as a "cut off" between CV and Northport. Put in the islands and/or bumps, and those folks will use a different route.
My 2 cents as well.

John Stephany

On Tue, Mar 9, 2021 at 4:48 PM Michael Rewey <hiwayman@chorus.net> wrote:

There might be some misinformation going around. Points I would like to make.

- The speed humps are designed for the posted speed limit. If you are going the posted speed there is no reason to brake.
- Unless I am mistaken, no speed humps are planned between N Sherman and Comanche - only islands. (The senior housing section.)
- The speed humps are only from Comanche west to School Road. This section is notorious for speeding often more than 40 mph.

- Stop signs are not energy efficient.
- I am not aware of any petitions to remove speed humps in Madison. They have been properly designed.

My 2 cents.....

Mike Rewey

On 9 Mar 2021 at 12:14, Craig Kettleson wrote:

Hi All:

If the neighborhood drafts a petition per Theresa's idea, I will gladly sign it.

I also would prefer a stop sign, followed by islands for traffic calming purposes. I am personally against speed humps, for all the reasons mentioned, and would choose an alternative route to avoid them.

Craig Kettleson
1001 Burning Wood Way

Sent from my iPhone

On Mar 9, 2021, at 12:03 PM, Theresa Sanders <theresa_sanders@hotmail.com> wrote:

Thank you Guy for your comments. I'm in total agreement.

Somebody suggested we draft a petition from the Cherokee neighborhood. That's a great method for gaining support from the entire neighborhood. And the petition can be submitted to the Transportation Commission. Hubby and I are "all in"

By the way, what's the opinion of Cherokee Condos? The speed bumps will have a direct impact on the Condo resident cause most of owners are senior citizens. Speed bumps near senior housing have an adverse affect on their driving habits due to trying to avoid or go around the bumps. The City Transportation should consider analyzing the impact of having speed bumps near senior citizens housing complexes.
Theresa Sanders

On Mar 9, 2021, at 7:18 AM, Guy Mueller <guymueller1@gmail.com> wrote:

Dear Alder Kimball;

Our household has concerns about the proposed traffic "calming" plan for Wheeler Road.

We wonder whether this major infrastructure outlay is really needed? How many accidents have occurred on Wheeler Road over the past 5 years? How many of these accidents, if any, could have been realistically prevented with the installation of speed humps and islands? Could any of these accidents have been prevented with simpler, less expensive approaches? For example, has a simple four-way stop at Wheeler and Comanche Way been considered with respect to its comparative costs and benefits?

Another illustrative example, although radical, would be to vacate Wheeler Road north of Northland Manor Park between Ilene Lane and School Road. The right-of-way could then be used to enlarge the park and directly connect the park to the Cherokee conservation area to the north. The road's right-of-way could also be converted into a bicycle/pedestrian trail--a true neighborhood amenity. The overall result would be that Wheeler Road would no longer be the long, straight-through street that invites speeding traffic. The reduction in imperviously paved areas by the street's elimination in this segment would also facilitate stormwater management and improve water quality in the Yahara River. Neither would Wheeler Road in this segment have to be plowed, swept, resurfaced, or otherwise maintained year-after-year.

Speed humps:

- Are expensive to install, to maintain, and to remove. In many communities, once speed humps are installed, it is not uncommon for residents to petition for their removal.
- Slow the response times of emergency vehicles and delay parcel deliveries, thus adding expense to shipping companies.
- Interfere with efficiency and completeness of snow removal. Ditto street sweeping, which is necessary to prevent pollution of our streams and wetlands
- Increase the use of alternate side streets.
- Reduce property values--Prospective homebuyers prefer home sites unadorned with humped streets over

which they must pass a thousand or more times a year. Speed humps invariably look like afterthoughts-- physical proof that the subdivision was not well-planned, that it was ill-conceived from the get-go. [Source: [A bump in the road: speed bumps' impact on property values | Emerald Insight](#)]
--Increase noise levels--Speed humps echo the noises of car engines revving down and up as drivers repeatedly brake, decelerate, sometimes scrape, and then re-accelerate past the humps.
--Increase wear and tear on vehicles--tires, brakes, suspension systems, shock absorbers, etc.
--Increase air pollution and greenhouse gas emissions--On roads with speed humps, carbon monoxide emissions increase by 82 percent, carbon dioxide emissions double and nitrogen oxide increases by 37 percent. [Source: [BBC - Climate Change: The Blog of Bloom: What speed is green?](#)]
--Reduce fuel efficiency--By forcing drivers to brake and accelerate repeatedly, speed humps cause a car that normally gets 58.15 mpg travelling at a steady 30mph to deliver only 30.85 mpg. [Source: [BBC - Climate Change: The Blog of Bloom: What speed is green?](#)]

I know that not all will agree and I also acknowledge that I speak on behalf of a single household, but I kindly request that you reconsider the proposal to install speed humps and traffic islands in our neighborhood. There may be a time and place for speed humps, but unless the accident data clearly indicate a need, this may be a solution in search of a problem, and if accidents really are a serious problem, I truly believe that other alternatives deserve consideration. The technical competencies and experience with which we are comfortable and familiar may not always serve the needs of our constituents.

Sincerely,

Guy Mueller
Madison, WI 53704

On Mon, Mar 8, 2021 at 2:26 PM Kemble, Rebecca <district18@cityofmadison.com> wrote:

Thanks for sharing that info, Alison!

I've been working with Traffic Engineering to devise a solution for the portion of Wheeler between Comanche and N. Sherman. They will be recommending islands for that portion and speed humps for the portion from Comanche to Kennedy. Here's a link the proposal: <https://madison.legistar.com/View.ashx?M=F&ID=9194032&GUID=E787B3C3-3C91-4B2E-96C7-CCD9B18662D2> If you'd like to express your opinion to the Transportation Commission you may write to them at: transportationcommission@cityofmadison.com

Rebecca Kemble
District 18 Alder
Madison Common Council
608 347-8097

From: cherokee-park@googlegroups.com <cherokee-park@googlegroups.com> on behalf of CPNA HospitalityCommittee <cpna.hospitalitycommittee@gmail.com>

Sent: Monday, March 8, 2021 2:13 PM

To: cherokee-park@googlegroups.com

Subject: [cherokee-park] News Notes -- Transportation Commission Meeting -- Wheeler Road traffic management plan on the agenda

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

Hello everyone:

This Wednesday, March 10, the Transportation Commission is meeting virtually at 5 pm.

There has been a lot of conversation about speeding and traffic on Wheeler Road and the traffic management plan for Wheeler will be on the agenda.

For the agenda and links to plan documents, use this link:
<https://madison.legistar.com/View.ashx?M=A&ID=817211&GUID=219D16BD-487A-4E1D-9DB4-95D0E5F0DEC6>

Item #7, Legistar item Number 64296, includes graphics on what is being considered

for Wheeler Road including mid-block islands, less on street parking, etc.

If you wish to attend the virtual meeting, you will need to register for the Transportation Commission at: <https://www.cityofmadison.com/city-hall/committees/meeting-schedule/register>

Alison
Hospitality Committee

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