

Melendez, Yadira

From: Wiskullsin <wiskullsin@gmail.com>
Sent: Wednesday, May 31, 2023 3:21 PM
To: Melendez, Yadira
Cc: Jackson, Benjamin (CC); Brostoff, Jonathan
Subject: Public Safety Discussion: Brady Street

Categories: Public Works

Hello Yadira,

I am unable to attend the Common Council public safety discussion regarding Brady Street on Wednesday, June 7. However, I would like to make it known that I am in full support of making Brady Street or a significant section of Brady Street, pedestrian-only.

The current pedestrian environment on Brady Street is unacceptable. Closing the street to vehicular traffic is a sound and proven method to slow and divert traffic elsewhere. I understand a closure of this magnitude raises logistical concerns for businesses and residents. But, I ask you: if all other forward thinking cities of the world can figure it out, why can't Milwaukee? I understand people will be upset about parking, increased travel times, and deliveries. Again, I ask you: what about all the citizens that want to use Brady Street without a vehicle? Everyone has the right to feel safe while using the street: walkers, cyclists, those with accessibility needs, strollers, residents, visitors, and potential customers.

The pedestrianization of Brady Street also directly supports the following City of Milwaukee planning efforts:

- City of Milwaukee's commitment to VISION ZERO
- City of Milwaukee Complete Streets Policy
- Gathering Places Feasibility Study

Please do what is right and not what is easy. Pedestrian Brady Street.

Thank you for your consideration,
Joey Wisniewski
Owner/Operator

Wiskullsin
wiskullsin.com
@wiskullsin

Melendez, Yadira

From: Sam Engsborg <engsb001@gmail.com>
Sent: Thursday, June 1, 2023 7:08 AM
To: Melendez, Yadira
Subject: Brady St Pedestrianization Support

Categories: Public Works

Hello,

I wanted to vocalize my support for pedestrianizing Brady St. Doing so will create a safer and more inclusive environment for people of all abilities.

I believe the closure should occur from Humboldt to Prospect and extended further to Van Buren if proven successful.

I do not believe parking will be an issue, there are only 40-50 spots across this entire stretch. I think a designated window for deliveries should be allowed. I think busses should eventually be rerouted for the best experience. I would still like to see bicycle access continued.

Cars are killing our citizens, both with reckless drivers and normal ones. We need to design our streets for people first and stop enabling cars to cause violence in our most walkable areas. We will have stronger businesses, communities, and residents as a result.

Thank you,

--

Sam Engsborg
Cell: (+1) 262-442-5941
2422 N Pierce St. Milwaukee, WI 53212

Melendez, Yadira

From: Bryce Zacharias <BZacharias@mysohi.org>
Sent: Thursday, June 1, 2023 9:08 AM
To: Melendez, Yadira
Subject: June 7th Brady Street Council Meeting

Categories: Public Works

Dear Ms. Melendez

My name is Bryce Zacharias, I am a concerned resident of the Brady Street area emailing you in regards to the Common Council meeting on June 7th where there will be a discussion regarding public safety in the area. I am not able to attend the meeting because I will be at a different forum at the Black Historical Society, however, I was told that I could send my comments to you prior to the meeting to still give my input.

I personally would like to see the area between the Oakland/Farwell intersection to Humboldt Ave. become a street more akin to State Street in Madison where the only vehicles that are allowed through are bikes, public transit, delivery vehicles, and emergency services. I think this would not only make Brady more friendly to the local businesses because of the increase in foot traffic capability but also a lot safer. I walk to work and it is always very worrisome for me to cross the street by Arlington just because it is always so congested and I don't want to get hit by a passing car trying to turn left.

One concern I would have is parking. I don't personally drive but a lot of lots on/near Brady are multiple units and don't always have on-lot parking so a good portion of residents park on the street. During the weekends it is already near impossible to find spots and I'm concerned that losing the parking on Brady, although it isn't much, will further congest this. While I am fully for making Brady more pedestrian friendly I feel that some form of parking needs to be looked into. There are vacant areas further down Oakland and Farwell towards North Ave, maybe one of these areas would make sense?

If at all possible, please let me know where I can continue to follow the news or get updates from the forum on the 7th.

Thank you, Bryce Zacharias



Bryce Zacharias
Social Studies Teacher



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bzacharias@seedsofhealth.org

Tenor High School Journal Square Campus
918 Vel R Phillips Avenue
Milwaukee, WI 53203
<https://tenor.seedsofhealth.org>



Keep our community and schools safe by getting vaccinated if eligible, consenting to regular COVID testing, and masking whenever possible. Stay safe, stay healthy.

Melendez, Yadira

From: Paul G Bischoff <just1paul@wi.rr.com>
Sent: Sunday, June 4, 2023 5:03 PM
To: Melendez, Yadira; Brostoff, Jonathan
Subject: Brady street options for meeting June 7, 2023

Good afternoon,

I will not be able to be in person for this meeting, but my comment is thus:

While I am all for safety, as someone who has lived in the Brady street immediate area since 1991, I have seen much change mostly good.

These safety issues such as hit & runs, shooting have only become much much worse since 2020 when the pandemic began and need to be addressed, but as a bus rider my thought is where will the GREENLINE bus re-route to if Brady is closed even partially?

There are no streets with turning radius or wide enough that connect to Water street that would keep the route within the neighborhood it serves.

Even having it route southbound on Farwell Ave, would necessitate running it to Ogden Ave and snaking it down to Water Street and majorly inconveniencing riders who use it.

Sincerely,

Paul G Bischoff
1651 N Farwell Ave
Milwaukee, WI 53202
414-232-6776

Melendez, Yadira

From: Brostoff, Jonathan
Sent: Friday, June 2, 2023 9:34 PM
To: Casey Cotton
Cc: Jackson, Benjamin (CC); Melendez, Yadira
Subject: Re: Brady Street - Pedestrian

Thanks for the email and I'm so sorry to hear about your father! That's awful.

I appreciate it and also will make sure your comments are on file with our committee clerk Yadira.

Thanks again!

In service,
-Jonathan

On Jun 2, 2023, at 17:17, Casey Cotton <bentcotton@gmail.com> wrote:

Hi Jonathan and team,

I live a few blocks away from Brady street (2000 block of Riverboat) and am strongly in favor of making Brady pedestrian only.

I am unable to attend the 6/7 meeting but would like to be counted in agreement.

Last year my father was hit by a truck while he was running. I can't convey my grief and want to avoid this fate for others as it is a preventable death.

Please close Brady from traffic and keep people safe.

Thank you,
Casey Cotton

--

Casey Cotton
Cell: 708-408-4228
Email: bentcotton@gmail.com

Melendez, Yadira

From: Cheryl Bast <thebasts@hotmail.com>
Sent: Monday, June 5, 2023 1:20 PM
To: Melendez, Yadira
Subject: Public Works Committee mtg June 7, 2023

Good evening,

On behalf of the family of Arne Bast, a community member and hit and run victim on Brady Street last September 11, 2022, I would like to commend the group coordinators and community members for organizing this meeting and continuing to speak out in attempting to change the current conditions on Brady Street. We as a family live in different states and cities and we try to follow the news there as much as we can concerning the steps being taken to make the Brady Street area safer for residents and visitors alike. We know you all have ideas that you will brainstorm together this evening and we trust that those in positions to implement these steps waste no time in so doing. Every day that we wait for the improvements allows the possibility of another deadly or serious accident to happen. We realize there are drivers who brazenly race down Brady Street thinking that they are above the law. They will continue in their reckless illegal habits which necessitates law enforcement who is relentless in their pursuit of justice. Thank you, friends. Keep working together for change on Brady Street to honor the memory of those who have lost their lives or those who are still suffering from someone's negligence and disregard for the law. We pray you reach a working solution quickly. Cheryl Bast on behalf of the entire Bast family...Jan, Aimee, Caleb, and Joshua

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Melendez, Yadira

From: Chris Conrad <cconrad@pabst.com>
Sent: Tuesday, June 6, 2023 4:25 PM
To: Melendez, Yadira
Cc: Brostoff, Jonathan; Jackson, Benjamin (CC)
Subject: Public Safety Discussion: Brady St

Hello Yadira,

I am unable to attend the Common Council public safety discussion regarding Brady Street on Wednesday, June 7. However, I would like to make it known that I am in full support of making Brady Street or a significant section of Brady Street, pedestrian-only.

The current pedestrian environment on Brady Street is unacceptable. Closing the street to vehicular traffic is a sound and proven method to slow and divert traffic elsewhere. I understand a closure of this magnitude raises logistical concerns for businesses and residents. But, I ask you: if all other forward thinking cities of the world can figure it out, why can't Milwaukee? I understand people will be upset about parking, increased travel times, and deliveries. Again, I ask you: what about all the citizens that want to use Brady Street without a vehicle? Everyone has the right to feel safe while using the street: walkers, cyclists, those with accessibility needs, strollers, residents, visitors, and potential customers.

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- City of Milwaukee's commitment to VISION ZERO
- City of Milwaukee Complete Streets Policy
- Gathering Places Feasibility Study

Please do what is right and not what is easy. Pedestrian Brady Street.

Thank you for your consideration,

Chris Conrad
Regional Account Manager – North Central
Pabst Brewing Company
M: 414-316-7048 (Work)
M: 414-234-0430 (Personal)
E: cconrad@pabst.com

Melendez, Yadira

From: Michael Sampson <msampson@swarmmevents.com>
Sent: Tuesday, June 6, 2023 4:51 PM
To: Melendez, Yadira
Cc: Brostoff, Jonathan
Subject: Brady street (one way)

Yadira,

Can we start with something easy?

One way traffic going east.

The street during the winter is not wide enough to support snow buildup and 2 lanes of traffic.

Making it a one way allows for parking still on both sides, makes it safer for bikes and pedestrians, keeps bus routes open and cuts down on overall traffic, maybe enough to put in speed bumps? I don't know what that number is. Would also clear up the farwell, Brady intersection for soon to be hotel construction traffic.

See you at the meeting and thank you for your hard work on this.

Michael Sampson

Sent from my iPhone

Melendez, Yadira

From: Mitchell Henke <mitchell@mitchellhenke.com>
Sent: Tuesday, June 6, 2023 5:29 PM
To: Melendez, Yadira
Subject: Support for partial Brady Street Pedestrianization (File 230245)

Hello,

My name is Mitchell Henke and I serve on the City's Pedestrian and Bicycle Advisory Committee. In my personal capacity, I am strongly in favor of pedestrianizing the proposed section of Brady Street. The city government committed to Vision Zero last year with the goal of having zero traffic fatalities and severe injuries. The Pedestrian Plan was published in 2019 and highlighted Brady Street as one of the corridors on the High Injury Network.

We have had far too many crashes resulting in injuries and death in this area. It is beyond time for words to become action here. The City must make drastic changes to improve pedestrian safety on Brady Street.

Thank you,
- Mitchell Henke

Melendez, Yadira

From: Avery Aten <aveaten@gmail.com>
Sent: Tuesday, June 6, 2023 9:31 PM
To: Melendez, Yadira
Subject: Brady Street

I live at St Rita Square 2 blocks over from Brady Street, and the persistent disorderly driving and alcohol fueled bad behavior is endangering everyone in our neighborhood, visitors and residents alike. The children next door at Cass Street school do not need to lose a classmate from reckless driving, and we need serious and sober solutions to make our neighborhood safe, so please persist in finding solutions for pedestrian, bicycle, and wheelchair safety for us, both young and old. Thanks, Avery Aten, 728 E Pleasant #1109

Melendez, Yadira

From: Daniel Welytok <danieljwelytok@gmail.com>
Sent: Wednesday, June 7, 2023 4:31 AM
To: Melendez, Yadira
Subject: DPW Hearing

Hello. I will not be able to attend today's meeting about making Brady street safer for pedestrians. I therefore wanted to reach out via email to let the common council know that I am very concerned about the recent incident and I do not believe Brady is safe for pedestrians as is. I believe the only way to make the street safe is by making the street pedestrian-only, at least during peak nightlife hours. I urge the common council to make Brady street pedestrian-only as soon as possible.

Melendez, Yadira

From: Olivia Ortega <oortega@veoride.com>
Sent: Wednesday, June 7, 2023 7:30 AM
To: Melendez, Yadira
Cc: Brostoff, Jonathan; Jackson, Benjamin (CC); Jeff Hoover; Catherina Gioino
Subject: Veo Letter of Support for June 7 Public Works Committee
Attachments: Veo LOS for East Brady Street Pedestrianization.pdf

Dear Ms. Melendez-Hagedorn,


Please see attached a letter of support from Veo for the efforts to pedestrianize East Brady Street. If possible, please share with the members of the Public Works Committee in advance of the June 7 committee meeting.


Thank you and please let me know if you have any questions,


Olivia Ortega

Partnerships & Policy Manager - Midwest

Partnerships | Veo

 [216-406-7399](tel:216-406-7399)

 oortega@veoride.com

 www.veoride.com





WWW.VEORIDE.COM

June 7, 2023

Members of the Public Works Committee
City of Milwaukee Common Council
200 East Wells Street
Milwaukee, WI 53202

Dear Alderpersons Bauman, Stamper, Zamparripa, Brostoff, and Westmoreland:

Veo is a micromobility provider in Milwaukee that operates a growing fleet of electric stand-up and seated scooters. Our devices are used by over 16,000 residents and visitors to travel, explore, and discover the city. We are writing this letter to express our support for expeditious efforts to test, design, and implement a pedestrian zone on East Brady Street.

Veo's mission is to help cities become more sustainable, livable, and fun. In accordance with that aim, we strongly support the vision of pedestrianizing East Brady Street. In addition, the effort is a critical first step to cultivate people-first infrastructure that increases road safety for pedestrians, cyclists, and scooter riders. Investing in car-free public spaces also fosters the success of local businesses, boosts foot traffic, and helps individuals feel safer in their communities. We are confident this project will not only lead to a safer neighborhood for current bicycle and scooter users, but will also bolster the adoption of sustainable modes of transportation for a larger segment of the Milwaukee community.

In Milwaukee, Veo is prioritizing the deployment of our Cosmo seated scooter, which appeals to a wider range of riders due to its accessible design. Seated, throttle-driven vehicles are the key to broadening who can use micromobility. To that end, we are committed to partnering with local stakeholders to better serve as a first- and last-mile solution for residents and visitors using public transportation. Veo is excited to continue offering accessible and innovative alternatives to driving in Milwaukee, but we need local partners to lead efforts to create streets that are safe and comfortable for all ages and abilities. The East Brady Street pedestrian zone will be a catalyst for this mission, creating more vibrant, safe streets that are welcoming to all.

Respectfully submitted,

Jeffrey Hoover
Director of Government Partnerships
Veo



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