

From: [Nicholas Davies](#)
To: [Plan Commission Comments](#)
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: Fwd: I90 corridor and Commercial Ave crossing
Date: Sunday, February 4, 2024 1:23:12 PM
Attachments: [image.png](#)
[image.png](#)

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Dear Plan Commission,

The original email below is already in Legistar, however, I have an update on the Commercial Ave underpasses. I attended the WisDOT PIM on Jan 30, and brought this up with them directly.

WisDOT confirmed that the I90 overpasses of Commercial Ave are expected to be reconstructed as part of the project, and they expressed interest in making these overpasses safer for cyclist and pedestrian traffic as part of that.

Here's a link to a recording of that meeting, starting at the time when they responded to that question: https://www.youtube.com/live/BE2a_rrwmQs?si=fe234CB_YO-sGyA3&t=2671 (timestamp 44:30)

While direct resident feedback may help get them thinking about this problem, it would send a much clearer message if the City of Madison included this as a ranked priority.

Specifically, it would be high value and low cost to just make sure that the "bike lane" (currently just a name applied to the existing shoulder) and/or any pedestrian facility goes *outside* of the guardrails in these underpasses, so that the guardrails can protect not only the underpass structure, but vulnerable travelers at the same time. If the guardrails are going to be redone anyway, then there is an opportunity to make that change with little or no added cost/complexity.

This interstate project is expected to be in planning and construction for years, and what gets built ought to be good for 50 years after that. On that time scale, it's really hard to imagine that Commercial Ave beyond I90 *won't* see more intensive development. Meanwhile, the draft North East Area Plan proposes freeing up land within the Commercial Ave right-of-way to the west of I90, to activate the street frontage even more.

There are so few crossings of I90. Every single crossing really needs to be safe, because it's not like we're picking the best one off a menu. Particularly for someone on foot, making a detour to the next-closest interstate crossing, even if it's safer, just isn't practical.

Regarding Commercial Ave, we can't just say "people should cross I90 at Milwaukee Street instead". A resident on Felland Road can walk to Eagle Crest Bar in 13 minutes. To go there via Milwaukee St would take 1 hour 21 minutes (6 x the time/distance). If that's how they're supposed to walk to the bar, they're going to either walk the unsafe route anyway, or more likely, drive home while impaired.

Thank you,

Nick Davies
3717 Richard St

----- Forwarded message -----

From: **Nicholas Davies** <nbdavies@gmail.com>
Date: Sun, Jan 28, 2024 at 11:50 AM
Subject: I90 corridor and Commercial Ave crossing
To: <transportationcommission@cityofmadison.com>

Dear Transportation Commission,

I fully support resolution 81632. If WisDOT is going to reconstruct the I90 corridor, now's the time to make this corridor safer for all travelers, including those not driving.

In addition to added and improved crossings of the interstate, the city of Madison should also be advocating for a multi-modal highway. Multi-modal highways can be found in many places around the world, and I've personally experienced them in Denmark, Taiwan, and the Netherlands.

In the year 2023, there is no excuse for constructing a highway to be exclusively for automobile traffic, and expecting other modes (for whom additional distance means proportionally more time and effort) to take a longer, less direct route.

I'm a bit confused by the priority list attached to this item. The resolution text seems clear that the city supports the additional connections listed, and that any reconstructed streets should include pedestrians and bikes. So I'm not sure why the prioritized list exists, or why some street connections are unprioritized.

In particular, I want to draw your attention to Commercial. While development to the east on Commercial has been lagging, I expect it will catch up sooner or later, and there are destinations on Commercial just to the west of the interstate.

Commercial Ave lacks sidewalks altogether, leaving pedestrians to walk in a "marked bike lane". This "bike lane" is in reality a name given to the narrow shoulder with sharrows painted onto it.

Guardrails make it clear where automobiles are expected to bounce around, and disturbingly, the bike lane is included in that:



(In case you can't tell, in the second picture there's one bike lane on the left, between the white line and the guardrail, and one bike lane on the right, between the two sets of dashed lines.)

Any reconstruction of Commercial should include pedestrian and cycling accommodations, as stated in the resolution. But also, these should be outside of the guardrails. Otherwise we are sending a very mixed and dangerous message about what parts of the road width cars are expected to occupy.

Commercial Ave is the only one this bad. By comparison, the underpasses at Femrite have wider shoulders and no such guardrails. And at Lien Rd, there's sidewalk flush with the structure of the underpass.

Thank you,

Nick Davies
3717 Richard St

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: I90 corridor and Commercial Ave crossing
Date: Sunday, January 28, 2024 11:50:54 AM
Attachments: [image.png](#)
[image.png](#)

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