

From: [Nicholas Davies](#)
To: [Zwieg, Andrew](#)
Cc: [Transportation Commission](#)
Subject: Re: Mineral Point Rd "Improvements" [sic]
Date: Wednesday, January 22, 2025 11:13:29 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Thank you, Andy! A mid block ramp up and a partial block of widened sidewalk would really help with that "disappearing bike lane" situation.

It would also leave the door open to adding more widened sidewalk on the south side of the street in future. Not just as a network gap for people who end up there (and don't have a lot of safe places to cross), but also as access to destinations on that side of the road.

There's a lot more that could be done to make this stretch safer, but if this is what the scope/budget of the current project can accommodate, that's understandable

On Wed, Jan 22, 2025, 7:44 AM Zwieg, Andrew <AZwieg@cityofmadison.com> wrote:

Hi Nick,

The path along the northside of Mineral Pt Rd was installed with the BRT east/west project (blue line work shown in your screen shot below). The BRT project also installed a green crosswalk for the path across Tree Lane at the Mineral Pt Rd intersection. Setting the crossing back allows better visibility for turning traffic and reduces the risk of right-hook crashes. This is in line with best practices. Ideally the entire path would be set back from the street a bit farther, and the crossing would be straighter, but there was not ROW to do that, so the path has to jog a bit. The Mineral Pt Road project will not impact the work completed with the BRT project.

The design team will review adding a bike ramp onto the sidewalk (near where the bike lane ends) allowing bikes to exit the street and widening the sidewalk to Tree Lane. From there, bikes can use the diagonal sidewalk connecting to the new path.

Regards,

Andy

Andrew Zwieg, P.E.

Principal Engineer

City of Madison - Engineering

Rm 115, City-County Building

[210 Martin Luther King, Jr. Blvd.](#)

608.266.9219 (ph)

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azwieg@cityofmadison.com

From: Zwieg, Andrew

Sent: Tuesday, January 21, 2025 9:08 AM

To: Nicholas Davies <nbdavies@gmail.com>

Cc: Transportation Commission <TransportationCommis@cityofmadison.com>

Subject: RE: Mineral Point Rd "Improvements" [sic]

Hi Nick,

I'll review your email with Traffic Engineering, Metro, and the BRT team and get back to you.

Regards,

Andy

Andrew Zwieg, P.E.

Principal Engineer

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From: Nicholas Davies <nbdavies@gmail.com>

Sent: Sunday, January 19, 2025 12:29 PM

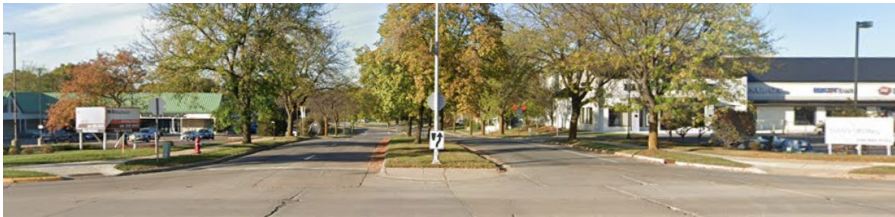
To: Transportation Commission <TransportationCommis@cityofmadison.com>; Zwieg, Andrew <AZwieg@cityofmadison.com>

Subject: Mineral Point Rd "Improvements" [sic]

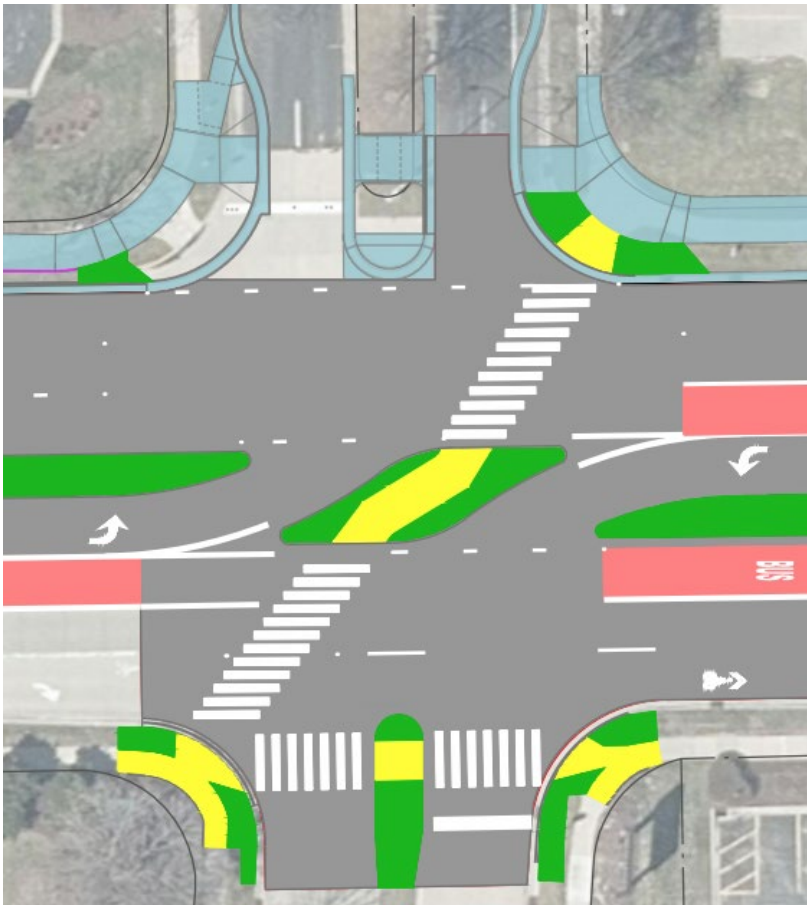
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Dear Transportation Commission,

At Mineral Point and Tree Lane, there are currently curb cuts at all four corners, and "median noses" on all four approaches, but the crosswalks themselves are unmarked. (I believe under state law, there are legal crosswalks here.)



The proposed changes sort this out somewhat, but for crossing Tree Lane on the north side of Mineral Point, there are oddly no crosswalk markings planned, and the crossing is set back from the intersection itself.



This would require path users to take a right, a left, cross Tree Lane, take another left, and take another right, all to just continue on their way along the Mineral Point Rd path / widened sidewalk.

This kind of operation implies that path traffic is being slowed in order to give Tree Lane the right-of-way over the path. Is that really the plan?? It seems like a very odd decision to make, since Tree Lane traffic will have to stop at the intersection--Tree Lane doesn't have right-of-way over Mineral Point Rd.

What should happen here is that the path should continue straight across Tree Lane, with green markings for the crossing, and the stop line for Tree Lane should be behind the path crossing.

This redesign also does nothing to remedy the substandard conditions on the south side of Mineral Point Rd:



In the block between the Beltline off-ramp and Big Sky Drive, the unbuffered bike lane (which is itself not appropriate for a 35 mph road, under Complete Green Streets) transitioned from solid to dotted, and then to sharrow (on a 35 mph road!).

Cyclists get warning that their bike lane is ending, but drivers do not get a lane marking to indicate that another lane is merging into theirs. If cyclists are supposed to go up to sidewalk-level mid-block (as many feel the need to do, for their own safety), then there should also be an angled curb cut to enable that.

Thank you,

Nick Davies

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