From: <u>Alexander Harding</u>

To: Transportation Commission; Zwieg, Andrew; Traffic; Vision Zero; Transportation Policy Board; All Alders

Subject: The Atwood Ave project prioritizes additional motor vehicle capacity over safety of children

Date: Wednesday, September 21, 2022 3:06:58 PM

Attachments: PastedGraphic-3.tiff

ATT00001.htm PastedGraphic-4.tiff ATT00002.htm

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Hello!

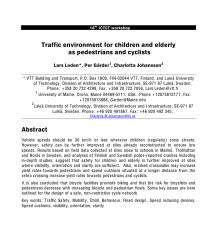
I see the design of the Atwood Ave reconstruction maintains two lanes westbound. Multiple lanes per direction creates a blind spot when one driver stops and the other lane is open for drivers to speed through.

How do you justify more motor vehicle capacity over the safety of children?

https://twitter.com/nextdoorsv/status/1572344859612119041 Clip is from San Francisco, but Atwood will have a similar design.

Atwood should've been designed with one lane per direction. I suggest you seriously self reflect on why you think it's acceptable to prioritize additional motor vehicle traffic over the safety of children.

Intersection approaches should have only one entry lane since multi-lane approaches create problems especially for children.



Traffic-environment-for-children-and-elderly-as-pedestrians-and-cyclists

PDF Document · 199 KB

Thank you.
Alexander Harding

P.S. RRFB didn't stop this from happening. A single lane westbound instead of two would've, though.

P.P.S. The Atwood project at many crossings doesn't even have a pedestrian refuge (in order to squeeze in the additional westbound lane). Pedestrian refuges are an important safety features (especially for the elderly - see linked study) that's in the video from San Francisco.



