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To: [Transportation Commission](#)
Subject: John Nolan Drive and Broom street intersection
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I watched the video with the Transportation commission and traffic engineers on the coming redo of John Nolan and Broom street intersection and have to say I am thoroughly disgusted and disappointed with the ignorance I am seeing from the committee. The committee really does appear to be clueless as to what makes good infrastructure for pedestrians and bikes. A few points that stood out

Slip lanes are always a bad idea in urban areas... always. There are no exceptions. On a busy pedestrian intersection it is absurd that a slip lane would be the preferred option no matter how clever the engineers think they are. The engineers did of thorough job of BS on the glories of slip lanes, and even convinced the committee into believing it was the safest option, but that's just a con job. The purpose of slip lanes is to make it easier and faster for cars to make a right turn. That is the only purpose. They are always more inconvenient and dangerous for pedestrian and bikes.

The one thing I heard nothing about is speed. The traffic on John Nolan should be 25mph, and 20mph at the intersection, and the road designed to force cars to slow the hell down. A nice raised bike and pedestrian crossing would go a long way. Someone on a bike recently got killed at the intersection with the truck going an estimated 60mph. Of course John Nolan is designed to highway standards so the driver could comfortably go that fast. That is insane infrastructure on a busy intersection with lots of bikes and pedestrians. Unfortunately it is par for the course in Madison.

Stop listening to the damn engineers. Their only interest is moving traffic as efficiently as possible. They don't give a crap about peds and bikes. That's not where their training is and they know nothing about making safe streets for people.

I often wondered why we get such consistently bad street design in Madison, and now I know. It is because the transportation commission is completely clueless and actually listens to the traffic engineers. The whole committee needs to resign, or better yet get fired, and then get people that actually know something about safe urban street design.

Alan Selk