

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: High Point Rd Extension - filled median and roundabout
Date: Sunday, April 6, 2025 11:45:17 AM

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Dear Transportation Commission,

Between the two corridor alternatives, I see pros/cons to both:

Two Way Left Turn Lane

- * Provides a way to turn left, but into what/where?
- * More impervious surface
- * When bikes use the on-street bike lanes, the center pavement could be used for additional passing distance
- * Expansive pavement creates a more auto-centric environment

Raised median

- * Narrower pavement for traffic calming / reduced speed
- * Opportunity for median planting
- * Future left turns will require creating gaps in the median

Given that both designs include an off-street path for bidirectional bike/ped traffic, I feel that the upsides of the TWLTL option are very limited, compared to the benefits of the Raised Median option.

I think the TWLTL option would be better for a location where driveways to turn left into are plentiful, like on Odana for example. To my knowledge, the area south of the Midpoint Meadows plat, where this particular stretch of High Point will be, has not been rezoned to include commercial amenities. I would be supportive of doing so, but if this hasn't been done, we can't assume it will be done.

For the intersection design, I think back to the recent discussion of Milwaukee & Sprecher, in a similarly developing part of the city. At that location, an all-way stop intersection has grown to its limits of size and throughput, and without considerable investment, it is already too late to switch to a roundabout.

We have an opportunity to start things off on the right track here. With single-lane approaches, a roundabout can be safe for bikes/peds. And if installed before multi-lane approaches are in place, a single-lane roundabout is considerably more future-proof to increased volume over time.

Thank you,

Nick Davies
3717 Richard St