

**From:** [Tao, Yang](#)  
**To:** [nbdavies@gmail.com](mailto:nbdavies@gmail.com)  
**Cc:** [Transportation Commission](#); [Traffic](#); [Tishler, Bill](#); [Figueroa Cole, Yannette](#); [Martinez-Rutherford, Dina Nina](#); [Malloy, Sean](#); [Safe Streets](#); [Callaway, Renee](#); [Mohr, Thomas](#); [Lynch, Thomas](#); [Hansen, David J](#); [Malloy, Sean](#)  
**Subject:** RE: Midvale & SW Path safety  
**Date:** Sunday, August 25, 2024 1:33:23 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)

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Greetings Nick,

Thank you for the email! We agree with you that there have been way too many crashes involving vulnerable road users such as bicyclists and pedestrians. That's why pedestrian bicycle safety is a focus of ours.

Midvale Blvd is on our list for a potential re-design. But instead of waiting for that opportunity, we have assembled a team to do a comprehensive review of the Southwest Commuter Path crossing at Midvale Blvd (and at W Washington Ave), to identify factors involved in the crashes and improvements that we can possibly make, including potential lane reductions and tabletops.

We will keep the community informed.

Best,  
Yang

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**From:** Nicholas Davies <[nbdavies@gmail.com](mailto:nbdavies@gmail.com)>  
**Sent:** Thursday, August 22, 2024 11:19 PM  
**To:** Transportation Commission <[TransportationCommis@cityofmadison.com](mailto:TransportationCommis@cityofmadison.com)>; Traffic <[traffic@cityofmadison.com](mailto:traffic@cityofmadison.com)>

**Cc:** Tishler, Bill <[district11@cityofmadison.com](mailto:district11@cityofmadison.com)>; Figueroa Cole, Yannette <[district10@cityofmadison.com](mailto:district10@cityofmadison.com)>; Martinez-Rutherford, Dina Nina <[district15@cityofmadison.com](mailto:district15@cityofmadison.com)>  
**Subject:** Re: Midvale & SW Path safety

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear TC and alders,

There's been another injury at the intersection of Midvale and the Southwest Commuter Path. I encourage you to put further consideration into testing a lane reduction at this location.

In 2018, Gregory Nametz was killed on Midvale by a driver going 102 mph. MPD issued >100 speeding tickets on Midvale in 2013 and in 2015 and in 2017. That didn't prevent Gregory Nametz's death. The driver who killed Gregory Nametz has been serving time since 2019. That hasn't made Midvale safer either. The pattern of speeding and injuries has continued.

A lane reduction at the path crossing will help. It will be much safer and more efficient to cross one lane of traffic at a time. For drivers, merging to one lane will involve less delay than the average stoplight on Midvale. But it will limit speeding. The most effective way to slow down a speeder is to put a law-abiding driver in front of them.

This will also be a valuable test of how a lane reduction on Midvale as a whole would play out. By using temporary materials like jersey barriers, this can be put in place quickly and cheaply, and taken out just as quickly and cheaply if needed.

Thank you,

Nick Davies  
3717 Richard St

On Thu, Feb 29, 2024 at 1:15 PM Nicholas Davies <[nbdavies@gmail.com](mailto:nbdavies@gmail.com)> wrote:

Dear alders, commissioners, and traffic engineering,

In response to the latest incident at the intersection of Midvale and the SW path, I want to encourage you to pursue a quick and life-saving safety measure at this location.

When path users have to cross two lanes of traffic at a time, it requires a consensus of drivers in both lanes to stop. Dangerous situations like this one occur all the time, when one vehicle does the right thing, and the crossing looks clear.

Narrowing the travel lanes on Midvale to one travel lane in each direction, at least at the path crossing, would solve this problem. This solution could be implemented with a couple strategically placed barrels or jersey barriers in each direction. There are no driveways that would be impacted. Because there are already slight bump-outs at the path crossing, this would not impact street parking either.

This could be implemented on a seasonal trial basis to start. The outcome of that trial would also provide valuable data for future discussions of how many travel lanes Midvale truly needs along its full length.

With this in place, path users would only need one driver at a time to be observant, which many drivers are. This could also speed up the process as a whole: only waiting for one driver to stop would mean that path users have a shorter wait to cross. Traffic on Midvale, which today has to wait while a consensus is formed, would be able to move again with less delay.

Midvale Blvd is already not a free-flowing highway--cars already have to periodically stop for red lights--so this will not be an interruption to how Midvale operates. In fact, it would also act as a traffic calming measure to mitigate Midvale's chronic and deadly speeding problem. The most reliable way to slow down a speeding car is to put a compliant car in front of them. Narrowing Midvale to one travel lane in each direction would do exactly that.

I hope you will consider this or other safety improvements at this location before more incidents occur there.

Thank you,

Nick Davies  
3717 Richard St

PS. I'm also really looking forward to the safety improvements planned for the Mineral Point - Regent section of Midvale.