

From: Alexander Harding
To: All Alders; Transportation Commission; Transportation Policy Board; BRT marketing group; mpo; Engineer; Traffic
Subject: Fwd: NOT ENOUGH: Agenda #5 Proposed Mineral Point Rd. (S. High Point Rd. Intersection), Safety Improvements
Date: Tuesday, January 4, 2022 12:48:38 PM
Attachments: image001.png
image002.png
image003.png
image004.png

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Hi. Please see the forwarded email I sent earlier this year.

This design I proposed, originally from Ottawa, Canada's design guide, with protected intersections and protected bike lanes would've stopped this tragic, needless, preventable death that occurred earlier today.

<https://ottawa.ca/en/protected-intersection-design-guide>

Please build protected intersections and raised crossings as part of the BRT Mineral Point Rd project to prevent more death and severe injury in the future.

Thanks
Alexander Harding
3602 Wyota Ave

Begin forwarded message:

From: "Schaefer, William" <WSchaefer@cityofmadison.com>
Subject: RE: NOT ENOUGH: Agenda #5 Proposed Mineral Point Rd. (S. High Point Rd. Intersection), Safety Improvements
Date: January 5, 2022 at 12:12:00 PM CST
To: 'Alexander Harding' <alex@harding.dev>

Alexander,

Thanks for your comment and information. I had not seen this design before. We will pass this on to our board and city of Madison staff.

Bill Schaefer (he/him)
PLANNING MANAGER
ph: (608) 266-9115
email: wschaefer@cityofmadison.com
GreaterMadisonMPO.org
Follow us on Facebook! [@GreaterMadisonMPO](https://www.facebook.com/GreaterMadisonMPO)



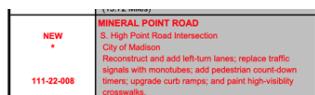
CONNECTING PEOPLE, PLACES & OPPORTUNITIES

From: Alexander Harding <alex@harding.dev>
Sent: Wednesday, January 5, 2022 11:24 AM
To: mpo <mpo@cityofmadison.com>
Subject: NOT ENOUGH: Agenda #5 Proposed Mineral Point Rd. (S. High Point Rd. Intersection), Safety Improvements

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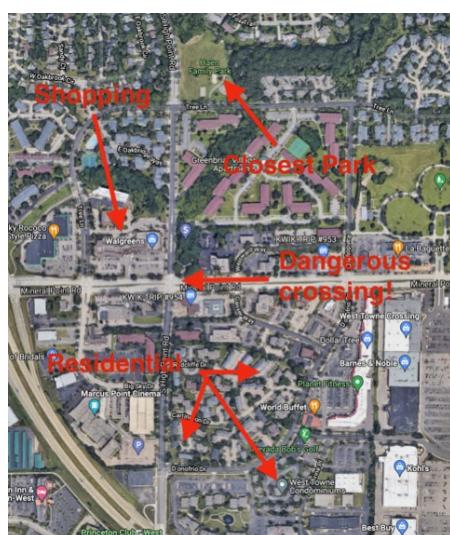
Hello,

The proposed safety improvements to Mineral Point Rd. (S. High Point Rd. Intersection), Safety Improvements are not enough. This is not what a Vision Zero project looks like.



This crossing is imperative for vulnerable road users to access jobs, parks, and shopping.

This crossing is imperative for people to access the West Towne Path at High Point.





I propose a protected intersection. This will provide a north/south connection for bicyclists to/from the West Towne Path. It will also **slow speeds** and add reduced crossing distances for pedestrians. It will separate road users, improving the experience and safety for drivers. Please see below mockup (missing left turn lanes from Mineral Point, pretend they're there):



This is a **real intersection best practice from the City of Ottawa**: [MailPlus Server has detected a possible fraud attempt from "urldefense.propooint.com" claiming to be https://ottawa.ca/en/protected-intersection-design-guide](https://ottawa.ca/en/protected-intersection-design-guide). This design guide is adopted there. It's being used, today. The West Towne area is changing. BRT will encourage growth. If we're not proactive, will will have rising pedestrian deaths, as we saw on East Washington this summer. By failing to act by building aggressive safety improvements, this Board will kill people through passive negligence.

Please build safe, complete intersections!

Thank you
Alexander Harding