

From: [Alexander Harding](#)
To: [Transportation Commission](#)
Cc: [Transportation Policy Board](#)
Subject: Comment on agenda item #9 - Don't give up at the intersection
Date: Monday, January 10, 2022 4:40:18 PM
Attachments: [PastedGraphic-6.png](#)

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Hello members of the Transportation Commission,

I recently saw Madison Engineering Dept's plans for a 2-way protected bike path on Odana Rd:

<https://madison.legistar.com/View.ashx?M=F&ID=10390647&GUID=1BE1486C-8273-42F5-9563-269EA1353FDC>

And I think it's awesome! It's sorely needed.

However, I've noticed a pattern: Madison Engineering department is **struggling to decide what to do at intersections**. We've seen this problem many times over the past couple years such as on West Wash, Ohio Ave, University Ave, W Wilson, Hammersley, and now Odana Rd. We have seen more and more protected bicycle facilities proposed. However, every time is a one-off on **what we do at intersections**. Will we continue to struggle 5, 10 years from now? Will we continue with unique one-offs for every project?

I think we need protected intersections to match our protected lanes and paths.

Protected intersections are not new. They're a proven safety tool at intersections. They're a NACTO best practice. Other countries and jurisdictions where they were not previously common are beginning to install, and/or incorporate into standard details, protected intersections with varying degrees of similarity to those in the Netherlands, including the UK city of Manchester, Australian city of Melbourne, over two dozen U.S. locations, including in Austin, Boston, Chicago, Davis, Pittsburgh, Salt Lake City, San Diego, Seattle, Silver Spring, Jersey City, and Canadian cities Ottawa, Vancouver, and Waterloo.

Some North American cities, such as Ottawa, have developed a **protected intersection design guide** for best practices at their intersections. Such a guide is below:

https://altago.com/wp-content/uploads/protectedintersection_dg_en.pdf

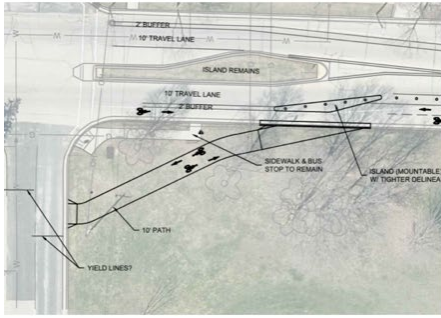
I think we need a vision, a design guide, for what ideal intersections with protected bicycle facilities looks like.

If we don't have a vision for what we want our intersections to look like, then we're setting ourselves up for failure.

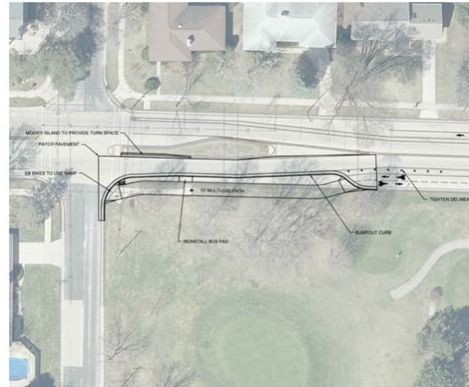
Thank you
Alexander Harding



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These are all wildly different intersection designs. What makes one design 'better' or 'worse'?

Is the TC informed enough to answer which is better? Which is safer?

Could, and should, there be standardized design best practices?