

**From:** [Nicholas Davies](#)  
**To:** [Plan Commission Comments](#)  
**Cc:** [Transportation Commission](#); [Traffic](#); [Martinez-Rutherford, Dina Nina](#); [Duncan, John](#)  
**Subject:** No to widening High Point Rd (85415)  
**Date:** Sunday, December 1, 2024 12:25:22 PM

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Dear Plan Commission,

When the Hill Valley plat went before Transportation Commission, it wasn't clear to me ahead of that meeting that the main decision point was the future layout of High Point Rd, and so I didn't get an opportunity to comment on what was actually under consideration. Therefore I ask you to do what you can:

- \* If possible, please refer this back to Transportation Commission, to provide the public an opportunity to weigh in on what's actually being decided.
- \* Otherwise, please take public input on High Point Rd into account at your own meeting, and make a recommendation on the layout of High Point Rd, even though it would normally be a Transportation Commission issue

It seems like the process is that once the preliminary plat gets approved, review of the final plat is just judging whether it's consistent with the preliminary plat. And then after that, the next time these street layouts will be on a city agenda will be when the city is "accepting public improvements [sic]" (even if they're not improvements per se). This is why it's very important to get this right, while we have the opportunity to do so.

Transportation staff noted that High Point Rd is already overbuilt for its capacity, and that it's plagued by speeding and reckless driving as a result. And this is in reference to the current configuration, where there is only one travel lane on the southbound side between Welton and Starr Grass.

The developer's plans all include widening this further, to two travel lanes on the southbound side throughout the project area, and then the question they put to Transportation Commission (but not the public) was whether to include a parking lane in addition to that.

Their arguments in support of the parking lane were:

- \* "Delivery drivers will need somewhere to stop"

Except that this can be accomplished with one stopping zone per block. It is not the case that every house needs a stopping zone out front, because there will never be a time when all houses on the block receive deliveries simultaneously

- \* "These houses will have a shortage of parking otherwise"

In addition to the proposed on-street spot(s), these houses are expected to have room for up to four vehicles in the back. That's already quite a lot, and given Madison's housing market, a house with 4 parking spots will have no trouble selling at market price.

- \* "The parking will act as a traffic calming measure"

Except that the proposal is to have the parking lane be well outside the travel lanes, and to have the bike lane run in between them (an unsafe configuration). So the parking lane will not

visually "narrow" the road in any way.

If the city is supportive of parking and deliveries on High Point Rd to activate the street, and truly wants to calm the traffic, then these features should be placed within the existing road footprint, and detract from the proposed capacity (and speed) expansion. A parked car way off to the side doesn't slow a speeder, a parked car in front of him does.

The city may reconfigure the street later, and city staff actually presented plans to do just that. But we would still be reconfiguring a street at additional expense, in response to letting the developer worsen the traffic safety problems in the meantime. Traffic calming on an expanded footprint of High Point Rd will be a more challenging and costly project, and it doesn't need to be that way.

Please use any procedural options available to you, to reconsider this road expansion while we still have this opportunity.

Thank you,

Nick Davies  
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