

**From:** [Mark Shahan](#)  
**To:** [Transportation Commission](#)  
**Subject:** Agenda Item 2: Mineral Point Road Sidewalk Widening  
**Date:** Wednesday, November 8, 2023 2:46:13 PM

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Dear Commission Members,

I attended the public meeting concerning the Mineral Point Road Sidewalk Widening on October 24th and have read through documents for Agenda Item 2. Based on this information, I have several concerns about this project.

1. Curb ramps: At several intersections, e.g., Westward Way, it appears that the curb ramps to the street are less than 10 feet wide. If this is the case, these ramps need to be at least 10 feet wide to facilitate bike movements to or from the ramps. The turning movements to and from these ramps are essentially right angle turns in limited space which many bicyclists will find challenging. These ramps should be as easy as possible to navigate so bicyclist can clear the intersections at typical bicyclist speeds of 10-12 mph.
2. Sections with a 5 foot width: I have seen no proposal for how bicyclists and pedestrians are supposed to handle the sections with 5 foot wide sidewalks when a bicyclist is approaching from the opposite direction. Is there going to be any signage? Some rules of etiquette? Anything?
3. Parking lot driveways: I have surveyed the entire length of the project and have major concerns about parking lot driveways crossing the widened sidewalk. Many of the driveways have sight line issues. Some have plantings that obstruct the views as a driver approaches the sidewalk. Other lots are lower than the sidewalk in addition to having plantings. Both these situations mean drivers have to pull across the sidewalk to see gaps in traffic as they attempt to merge with Mineral Point Road traffic. I watched people do this maneuver and was distressed when they never looked to their right. Other sight line issues are caused by buildings and signs adjacent to the sidewalk. Are there plans to have any signage to warn drivers to look both ways before crossing the sidewalk at driveways? Has thought been given to using colored concrete at driveways?
4. Gammon Road Intersection: As with driveways, right turning traffic is too busy looking left for gaps in traffic to look right for pedestrians and bicyclists crossing Gammon. Are there plans to have "No Right On Red" signs (The big LED signs like on John Nolen Drive at the Sheraton)? This intersection has a fairly narrow median refuge. Are there plans to increase the refuge island width?

These issues need to be addressed now before the widened sidewalk is approved. If they are not, I urge the Commission to vote against this project.

Sincerely,  
Mark Shahan