

From: [Monica H](#)
To: [Transportation Commission](#)
Subject: re: agenda item #78072, Approving roadway geometry for the reconstruction of John Nolen Drive from North Shore Drive to Lakeside Street
Date: Wednesday, June 7, 2023 3:26:09 PM

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Dear Transportation Committee Members,

I really appreciate your thoughtful discussion about the John Nolen/North Shore intersection redesign in your last meeting, especially that you recognize the need for any traffic islands to accommodate a mix of non-motorized transportation modes (e.g. people with cargo bikes, bike trailers, walkers, etc.), especially as more people are biking with cargo bikes and trailers, and we anticipate more pedestrian use when the Lake Monona Waterfront plan is realized.

As plans for this intersection are tweaked towards the final version, I sincerely urge you to keep this need in mind. The Capital City path is the -only- shared use path across the isthmus, and with the North Shore path, (and its connection to the SW path) is then the only quick, low-stress means of east-west cycling across Madison. Keeping this intersection low-stress for cyclists and pedestrian users is less tied to signal timing (though that helps) than tied to the built environment. Which means the design of any traffic islands is super-important.

In the most recent design that you are considering today, the slip lane from N. Shore to John Nolen Dr. has been moved to create a sharper right turn for drivers, but this also narrows the traffic island. In its current form, this island can see quite a bit of bike congestion, which is already a problem—as you are aware of. It appears that this proposed design would exacerbate the crowding. Any new island should have at least as much useable area as the current one. (Honestly, my dream is that there would also be room for a tree for traffic calming and so pedestrians may have some shade!)

The design proposal's location of the slip lane onto John Nolen does have an advantage of creating a larger area for bike/ped traffic to wait before any crossing, however. It would be nice if such a large staging area was included at the south side of the intersection too—this area also gets crowded.

If I am reading the proposed design correctly, it looks like drivers turning from eastbound John Nolen onto N. Shore will turn into a single lane. Can the entrance to this lane be narrowed to shift things eastward and enlarge the size of the island on the west side of the intersection?

As someone who bikes through this area probably 200 days/year if not more, on my own to work/errands or with a kid in tow, thank you for ensuring that this only path-based means across town is engineered to be as low-stress and safe as possible for those not surrounded by

crumple zones and airbags.

Sincerely,

Monica Harkey
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