

From: [Michael Rewey](#)
To: [Transportation Commission](#)
Subject: 3. 90699 Public Works Transportation Projects - Milwaukee St.
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Greetings.

In general I prefer the divided roadway alternative. It allows for much more tree canopy (in the median for example) as opposed to the TWLTL. Heat island issue.

- a. The side path. Although I have reservations about two-way side paths in urban areas for safety reason (Copenhagen has eliminated theirs and converted to one-way side paths), this one should work for Type B and C bikers.
- b. A bike lane is needed in each direction for Type A bikers. East of this section there are bike lanes and west of this section on-road works. Flipping back and forth is not safe. And using a car lane when there is a side path irritates car drivers in a dangerous way.
- c. The path apron coming from Sherry Park needs to be replaced. There is no flare. There should be a minimum 2-foot usable flare in direction for bikes coming on or off Milwaukee Street. It was not built to the standard detail.
- d. The path on the north side of Milwaukee Street at the west end needs a larger radius.
- e. The path at the east end needs much detail work. i.e. 1) better radius to the Milwaukee St crossing, 2) a crossing onto W Corporate Drive, 3) an improved crossing at the SW corner.
- f. A median vs. the TWLTL will have a better slowing effect on traffic.
- g. A median will make all driveways right-in/right-out. Much safer and similar to East Wash.

Please support the median/divided roadway option with the changes I have suggested.

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p.s. I am an old Type A biker with much bike design experience. Anecdotally got a resistant city to put in bike lanes on Milwaukee St. thru the interchange area in the 1990's. They were the first ones outside the UW campus area (W Dayton, University, Gorham and Johnson.)



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