

**From:** [Michael Friedman](#)  
**To:** [Transportation Commission](#)  
**Subject:** SW Commuter Path at W Wash  
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Dear Transportation Committee,

I am writing to express my strong support for exploring a permanent lane reduction to one vehicular lane in each direction at the intersection of West Washington Avenue and the SW Commuter Path. This change is essential for improving the safety of all road users, particularly pedestrians and bicyclists. The temporary test that has been implemented since the fall at this location has made a huge impact on the safety of the crossing.

The SW Commuter Path is one of the most traveled bike corridors in the city, making it crucial to prioritize the safety of cyclists at this intersection. The current proposal for a fully signalized option will not adequately address the safety concerns. Signalization alone is insufficient to reduce vehicle speeds, which are a significant factor in the frequency and severity of accidents involving vulnerable road users. Additionally, as the data seems to show, the RRFB that was installed did not have a notable impact on safety. I believe that lights are not enough to make this intersection safe. Why are we asking bike users and pedestrians to stop their movement and press a button when we never expect car drivers to do such a thing?

**The only effective way to enhance safety is by physically slowing down cars, which can be achieved quickly and easily through a lane reduction in both directions.**

While lane reductions may initially cause some traffic congestion during peak times, maybe 2 hours of the day, they will also encourage drivers to seek alternate routes, of which there are many in the area, such as 151 on Proudfit St/North Shore Dr, which is better suited for higher traffic volumes. Over time, this adjustment will lead to a more efficient distribution of traffic and a safer environment for everyone. Additionally, this presents a valuable opportunity to decenter cars in a key area, promoting a more balanced and multimodal transportation network.

Reducing the number of lanes will not only calm traffic but also create a more predictable and manageable environment for all users. It will encourage safer driving behaviors, reduce crossing distances for pedestrians, and make the intersection more accommodating for bicyclists.

In the short term, lane reductions can and should be implemented quickly and with cost efficient materials such as paint, flex posts, and quick curb. In the long term, plans should be made to reconstruct this crossing with extended curbs, narrowed lanes, and a raised path crossing.

I urge the committee to prioritize this lane reduction as a vital step toward creating a safer and more livable city. Thank you for considering this important safety improvement.

Sincerely,

Michael Friedman

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