

From: [Aaron Sweeney](#)
To: [Board of Public Works](#); [Verveer, Michael](#)
Subject: Board of Public Works 3/31/21 item 6
Date: Wednesday, March 31, 2021 2:48:40 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I would like to comment on the proposed construction on the 400 and 500 blocks of West Washington Avenue. I have been unable to participate in other discussions because they are always held while I am at work. I support the project but there are details that I believe need more attention. I would hope that you could approve this now so construction can move forward and work on the details later.

The proposed inbound combined bus and bike lane is too narrow for the operation of buses next to parked cars. It should be at least 12 or preferably 13 feet wide. Bus drivers do not share lanes with bicyclists well. Buses will also have conflicts with other vehicles that will delay them. Neither this nor the painted bike lane on the other side are the kind of facilities that will encourage more use. Please look at how bike facilities are designed in places like The Netherlands where everyone can feel comfortable using them.

Instead I would propose a separate bike way be located on the terrace on the northwest side of Washington west of Broom Street, avoiding disturbing the trees. That route would shift over to Mifflin on Broom to reach the library and square by a gentler grade and a street already with calm traffic. I have observed that bicyclists now tend to use the sidewalk on this side because many are starting and ending trips on the same side and there's no benefit to crossing a wide street twice.

More attention should be given to improving safety for crossing pedestrians. The crossings are excessively long and all could be reduced by squaring off corners where turning radii are not necessary and moving others to narrower locations. The sidewalks should align with relocated crosswalks rather than approaching at acute angles. The curb cut ramps should be at least as wide as the sidewalks if not wider. (The Wisconsin DoT has recently changed this standard detail.) Further, the planned rerouting of buses to this street will create more conflicts between turning buses and crossing pedestrians and bicyclists. I hope consideration is given to more protected signal phasing to counteract this potential new danger.

Thank you for your time and service to the city.

Aaron R. Sweeney