

Hi there,

I wanted to write to express my interest in protected bikes lanes on West Washington during the resurfacing. I often use West Wash to bike to the capital from the west side, and it is currently a tough part of the route, cars are already very fast on that road, and weaving in and out with the bus as it pulls over for stops is tough. An option with protected lane would be great for turning this major thoroughfare into a more accessible options for bikes. It is especially important because there aren't a lot of better, more direct routes.

Thank you,

Chelsea Johnson
Drake St, Madison, WI 53711

Good Afternoon,

I am writing to express my avid support for a protected bike lane on West Washington. I moved to Madison from Dallas 3 years ago, and my life has been transformed by bike commuting. I really appreciate the bike infrastructure here and commute daily. However, inconsistencies in safe bike through routes made me nervous for a long time as a new cyclist, and I used to avoid any roads not on the bike path. We need to be actively encouraging safe places for cyclists of all abilities.

Even now, I hesitate when bike commuting in winter because busy roads like W Wash often make me uneasy. Plowing pushes snow and slush to the outside bike lanes. More than once I've had a dangerous skid that could have taken me into traffic. A protected bike lane would be so valuable in reducing road debris and potential accidents in winter (and all other seasons for that matter) and achieving the goals of Vision Zero.

Finally, it is our duty to consider the environment in all decisions that are made. Prioritizing safe convenient options for public transit aligns with the goals of our city as well as global shift to actively making changes to save our planet from the climate crisis. Protected bike lanes will benefit public transport in any number of ways, but by far the most important are the climate implications. We have no time to waste making these critical decisions to transform the world around us.

New York City is just one of many cities creating protected bike lanes. Please consider watching this 15 minute TED talk to see the values and power that the Madison transportation commission has to transform our city for the better.
https://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more?language=en

I implore you to install protected bike and dedicated bus lanes on West Washington.

Thank you for your consideration,

Natalie

Hello,

I understand you are planning the resurfacing of West Washington. I would like to voice my support for a separated bike paths next to this road.

I think having a shared bus/bike lane is not a good idea. I would not recommend to any of my friends and family to ride a bike in a lane dedicated to busses. Busses and bikes move at different speeds and it just doesn't make sense to me that those would share a lane.

I also would not find an on-street bike lane to be a good solution. The road is too wide with too many cars and with people driving too fast to make on-street bike lanes a good option for most people riding their bikes, especially kids.

I think the best option would be a separated path like what we see on Bassett street. I am OK with a two-way path on one side or two single-direction paths on either side, but I think they should be separated from the road by a curb.

Thank you for your time and consideration.

Nate Detra
Stemp Terrace, Madison, WI 53711

To the Transportation Commission Membership:

I am writing to voice my support for either options 2a/b, or 3 of the proposed alternative plans for West Washington Avenue. Bicycle and public transit are my only means of transit, year round. I am a resident of the Greenbush neighborhood, and West Washington Avenue is a major part of my commute to the capitol, downtown businesses, and all points north.

West Washington is a major thoroughfare for people all over the city, and we need to create a solution for West Washington that serves all members of our community. Consequently, dedicated/protected bike facilities in both directions are *essential* to achieving this. Safe and consistent bike facilities are imperative for making this space usable for riders of all ability levels. Additionally, the City has made a large commitment to the goals laid out in Vision Zero. This is an opportunity to take meaningful action towards those goals. If the City is not going to do so, these goals are nothing more than empty PR.

Finally, but certainly no less important: we are faced with a generational environmental crisis, that is only going to worsen without major intervention. Our behaviors will have to change accordingly. We **must** stop prioritizing on-street parking at the expense of bike facilities, transit facilities, environmental concerns, and the health and well-being of our citizens. For the benefit of our future, our motivating factor needs to be encouraging non-motor and public transit options. This is a great opportunity for Madison to begin living up to its progressive ideals, and be a leader for other cities to emulate.

Thank you for your consideration on this matter, and thank you for all of your work for the city.

Regards,

Aaron Levine
Drake St
Madison, WI 53715

Hi Transportation Commission Members,

As a former tenant of a W Wash apartment, I strongly support dedicated separate bus and buffered/protected bike lanes on West Wash. I didn't own a car when I lived here so I relied on bus/bike and walking to get around. I feel, alternate modes of transportation should be strongly prioritized in this corridor because it really isn't feasible or necessary to rely on car transportation here. I acknowledge, there is limited on street parking in this neighborhood but there is an immensely greater benefit to adding bike and bus travel lanes compared to static parked cars.

Fast forward to the present, I am now a parent of a one car family with three kids who must rely on year round alternate modes to transportation on a daily basis. I want my kids to feel comfortable biking around town and to school. I bring this up, because I strongly believe shared bus bike lanes are dangerous and terrifying for kids. In addition, kids are slower than adults which really annoys bus drivers and can slow them down. Please make the difficult choice to support separated bike and bus lanes on west wash because this is what this neighborhood, our city and my family needs.

Thank you,
Kyle and Heather Hanson
Helena St

Resolution passed by the Miffland District of Capitol Neighborhoods, Inc. in re: item 4 on the agenda for Transportation Commission tomorrow, 3/10 ([Legistar 62571](#)):

"The Miffland District of Capitol Neighborhoods, Inc. adamantly opposes any encroachment into the terraces along West Washington Avenue, and urges continued adherence to the street/terrace configuration illustrated in the City's adopted Mifflandia Plan."

Tim Kamps
District Chair

Although the Bassett District of Capitol Neighborhoods, Inc., at its monthly meeting on Monday, March 8, 2021, did not make a formal statement on the topic covered by item 4 on the agenda for the Transportation Commission tomorrow, March 10 (Legistar 62571), the Bassett neighborhood had an in-depth discussion regarding the configuration of West Washington Avenue and those in attendance adamantly opposed any encroachment into the terraces along West Washington Avenue. The City's recently adopted Mifflandia Plan, the City's 2012 Downtown Plan, and the 1997 Bassett Neighborhood Master Plan all speak to the importance of maintaining the integrity of the terraces along West Washington Avenue and the consensus of those present at the March 8 Bassett District meeting was to support continued adherence to maintaining the integrity of the terraces along West Washington Avenue.

Jonathan Cooper
Chair, Bassett District of Capitol Neighborhoods, Inc.

To whom it may concern,

Hello my name is Alex Mann. I am writing to you to petition for more protected bike lanes on Washington Avenue.

Presently, my family finds it difficult to navigate certain parts of Madison, as often you'll be riding your bike, and then a protected lane, or bike path, will abruptly turn into riding alongside cars.

This past year I was involved in a hit and run in just such an instance. I came out of a bike lane, was then in a sharrow, and before making it onto a bike path a driver hit me. Madison Police were quick to respond, but then wholly incompetent in taking down information and getting police reports pulled together to be dealt with by insurance. Ultimately, it required months of nagging to the Madison police department, totalling my bike (fortunately I was uninjured), and tonnes of time spent on this which I realize I was fortunate enough to be able to spend. Other families would have just had to give up.

Protected bike lanes increase usage of the entire biking infrastructure, are a boon to public health, and local businesses. They alleviate strain on roads and thus are beneficial for drivers (especially those drivers who cant be bothered to treat cyclists as motorists).

I urge you to vote in favour of adding to Madison's patchwork biking infrastructure over prioritization of parking.

Sincerely,
Alex Mann