

**From:** [John Bolecek](#)  
**To:** [Onufer, Kathleen M. - PDR](#)  
**Subject:** UDC comments  
**Date:** Wednesday, June 08, 2016 9:01:58 PM  
**Attachments:** [14thfranklin.pdf](#)

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Kathleen,

Below are a few comments.

Item 2: Please ensure the standard curb ramp design is 2 per corner (1 per each direction of crossing). See the attached PDF on how to modify the proposed design.

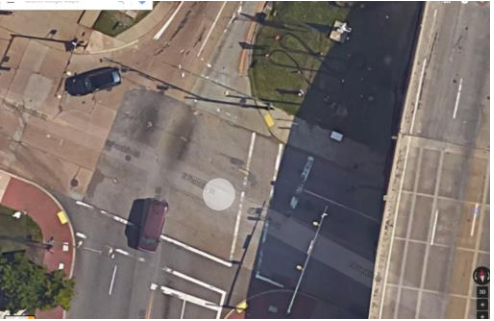
Item 3: I would like to express my support for the bike share program and these well thought out station locations. I would like to also thank the city for including a bike share station in Oregon Hill.

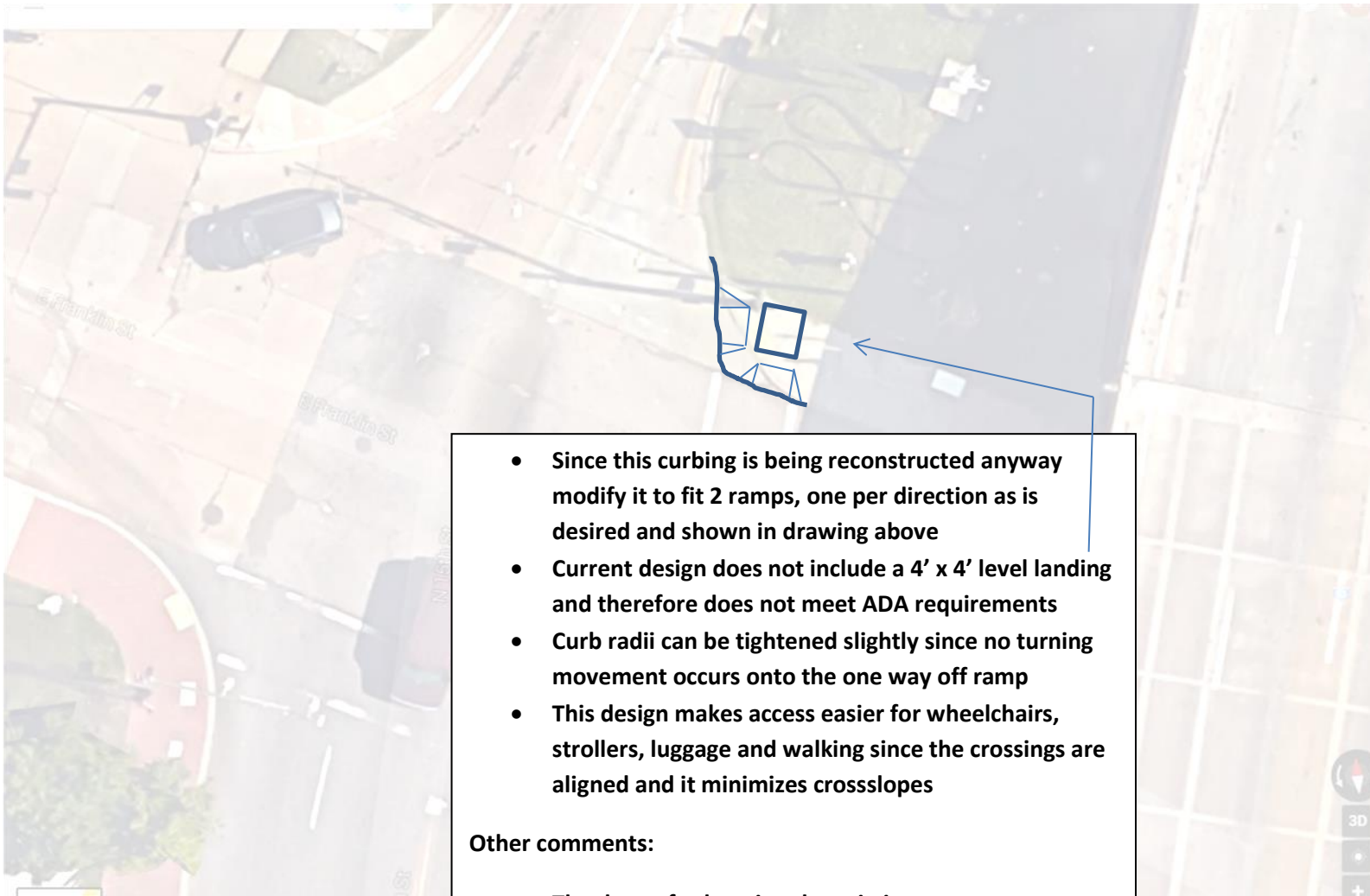
Item 4: Please ensure the transition from the portion of Park St open to vehicular traffic to the pedestrianized portion has a smooth transition of at least 10 feet wide. This is a very common bike route and the curb cut needs to be wide enough for a bicycle in each direction to use it at the same time.

This streetview image shows the current inadequate ramp:  
<https://goo.gl/maps/SZP8VPkxY4k>

Thank you,

John Bolecek  
5th District





- **Since this curbing is being reconstructed anyway modify it to fit 2 ramps, one per direction as is desired and shown in drawing above**
- **Current design does not include a 4' x 4' level landing and therefore does not meet ADA requirements**
- **Curb radii can be tightened slightly since no turning movement occurs onto the one way off ramp**
- **This design makes access easier for wheelchairs, strollers, luggage and walking since the crossings are aligned and it minimizes crosslopes**

**Other comments:**

- **Thank you for keeping the existing pavement on franklin smooth for bicycle access underneath the station**