

Craig, Sondra

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Sent: Thursday, April 11, 2024 11:59 AM
To: ZZ Council Members
Subject: Sidewalks in our City

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Good Morning Councillors,

My name is Robbie, I serve on the city's Bike/Ped Advisory Committee. You've undoubtedly heard already how BPAC and Safe Routes to Schools plans tie into sidewalk infill, so I won't belabor those points. I do want to share thoughts related to opposition you'll hear.

You will hear "advocates" for less-car-centric design, and the idea they're hinting at is the Dutch style Woonerf, Dutch for "Streetfor living", or what we'd call a Low Traffic Neighborhood. Complete with barriers and modal filters, heavily landscaped narrow streets, and a massive reduction in on street parking. This is a great concept, and the BPAC would fully support an application process and implementation funding for such streets.

Currently we plan in the reality we have and that is one where cars and drivers are going to continue to exist and not tolerate a reduction in their access. In La Crosse, I believe true LTNs are a bit of a political non-starter, so recommendations in our master plans haven't gone this aspirational. If this council is amenable to these, let us know, because we have a Master Plan in process that can take a very different path and I'll let the consultants know. In 20....40years, though, no one from this neighborhood has come to advocate for this type of street. As far as I know, they've never petitioned the city to reconstruct the roadway in true Dutch Style. That's not the resolution before you today. This resolution is simply a continuation of anti-sidewalk rhetoric.

Now, it's true, I do live in Councilman Sleznikow's district. I've probably ridden my bike through this neighborhood once or twice, and maybe driven through once or twice. The consideration here is regarding the *public's* right of way. This is about changes made to the public's right of way after long involvement *with* the public in the planning phases, and then commitment to the plan from the *public's* elected officials. We all pay taxes that fund public road maintenance in this neighborhood, because it's a public roadway. In the same way, sidewalks belong to all of us. Access belongs to all of us and it belongs to the kids who may traverse multiple neighborhoods to reach Hintgen. This infrastructure is not just for the people living here currently, it's for everyone who would choose to live there in the future. Walkable neighborhoods and schools are in high demand and building out neighborhoods to support residents of all ages and abilities is crucial to the future of our city and schools.

Thanks for the willing ear (and eyes), as always,

Robbie Young
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