

Archived: Tuesday, August 10, 2021 12:25:53 PM
From:
Sent: Fri, 6 Aug 2021 00:42:11
To:
Cc: [Randi Pueschner | Smith's Bike Shop](#)
Subject: PUBLIC FEEDBACK for BPAC August 10th Meeting
Sensitivity: Normal

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I would like to provide written feedback about the Market Street bike lanes presentation and conclusion,

I was very excited to see the presentation on Market Street until I got to the conclusion: "Based on traffic volumes and speeds, painted bike lanes would be justified." This is a big disappointment

It's as if the last thirty years has never happened. Painted bike lanes are mostly a [waste of resources, time, and effort](#). They are [useless relics](#). They [do nothing to provide a safe space on streets](#) where you are expecting people to ride between parked and moving cars. Would you feel safe having your 10 and 8 year old kids biking along Market Street "protected" by paint from parked car doors and distracted drivers? If people of [all ages and abilities](#) are not safe, which they are not with painted bike lanes on streets with speed limits higher than about 15 miles per hour, then what's the use? We would not put our children in pillow suits and send them off to school walking on some footsteps painted between parked and moving cars on Market Street. Why would we consider sending them on bicycles? And [if a public infrastructure cannot be safely used by the public's children, then it is unacceptable](#).

It appears that publicly-provided unlimited car/trailer/camper/motor home/canoe rack/monster truck/dumpster/etc. storage space (also known as free street parking) is not heavily used along this street. Why, then, could you not create a two-way bike lane on the far north or far south lane protected from moving traffic by a single lane for parked cars with a door buffer and [planters, bollards, curb, boulders, or other materials](#) to keep the cars within their lane?

image.png

This would separate heavy dangerous motorized vehicles and bicyclists, reduce the frogger danger zone pedestrians must dash across, and actually encourage more people, including children, older people, families, new bikers, slow bikers, etc, [\(the 60 percenters\)](#) to ride their bikes as an everyday thing. This is 21st century thinking. This is what will encourage more people to ride bikes. Take back part of the public thoroughfare and make it for bikes. Not the crumbs and rutted edges of a car's place, but a bike's place just for bikes whose owners help pay for building and maintaining the streets. Protected bike lanes (PBLs) are the way you re-imagine the street to serve those who travel by bike not car. We have already spent thousands of dollars on concrete circles in the middle of the street to tame cars. PBLs would be much simpler and cheaper. (See this Milwaukee-born, award-winning idea, for example: <https://usa.streetsblog.org/2020/07/29/meet-the-protected-bike-lane-that-any-city-can-afford-to-build/>)

There is actually a place where paint could make a difference - helping to define a door buffer between a two-way bike only lane and a parked car lane.

I know that because of a few intersections, some will say it can't be done, but millions of people around the world [\(and even NATCO\)](#) have figured out protected bike lanes and safe intersections. We can, too.

And, seeing that mobility and disabilities is part of your meeting, PBLs can provide safe travel spaces for people with different mobility needs as well [\(https://bicycledutch.wordpress.com/2012/12/06/who-else-benefits-from-the-dutch-cycling-infrastructure/\)](https://bicycledutch.wordpress.com/2012/12/06/who-else-benefits-from-the-dutch-cycling-infrastructure/)

We are in a time of climate crisis when we need to get people out of fossil fueled cars, especially for the many short trips that could easily be made by bike. We can't keep thinking in the old car-centric, bikes are toys or only for the brave ways. We have to start prioritizing street space for other - cleaner, safer, healthier, more sustainable - modes of transportation. This is an excellent opportunity to do that.

If you guys aren't going to push for modern, safe bicycle infrastructure, who will?

Please don't accept pathetic painted stripes. This is not what "complete streets" means. This is not what potential bicyclists need. This is not going to help make biking more easy and accessible.

Cathy Van Maren
2815 Highland Street
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Still wondering why there is no protected bike lane on Losey [as promised by the Toole Group](#).

See <http://www.streetfilms.org/why-do-we-need-a-buffer-in-protected-bike-lanes-well-heres-why/>

Washington DC: <https://mobile.twitter.com/JuddLumberjack/status/1423047480954994691/photo/1>

Carmel, IN: <https://youtu.be/sOZQhbe5qW8>

Saint Paul, MN: <https://sustainstpaul.org/2020/11/18/overview-of-protected-bike-lanes-in-saint-paul-in-2020/>

Cedar Rapids: <https://youtu.be/VoRYmKajsOU>

Sent from ProtonMail mobile

----- Original Message -----

On Aug 5, 2021, 3:07 PM, Zabrowski, Jack <zabrowskij@cityoflacrosse.org> wrote:

In an effort to reduce the spread of COVID-19, the Bicycle and Pedestrian Committee meeting will be conducted through video conferencing. The meeting can be viewed by clicking this link (or typing the URL in your web browser address bar):
<https://stream.lifesizecloud.com/extension/4857804/db99342b-b0f4-4b27-b73d-9b80e40d0b99>

If you wish to speak or be heard on an agenda item follow the link below:

<https://call.lifesizecloud.com/4857804>

Members of the public who would like to provide written comments on any agenda item may do so by emailing zabrowskij@cityoflacrosse.org