

Committee on Parks and Culture on 2024-09-03 9:00 AM - REVISION #1

Please note the addition of new Item 10, File No. 24-707.

Meeting Time: 09-03-24 09:00

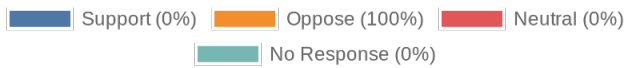
eComments Report

| Meetings | Meeting Time | Agenda Items | Comments | Support | Oppose | Neutral |
|---------------------------------------------------------------------------------------------------------------------------------|----------------|--------------|----------|---------|--------|---------|
| Committee on Parks and Culture on 2024-09-03 9:00 AM - REVISION #1 Please note the addition of new Item 10, File No. 24-707. | 09-03-24 09:00 | 37 | 6 | 0 | 6 | 0 |

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



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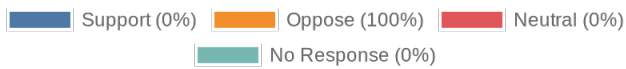
09-03-24 09:00

| Agenda Name | Comments | Support | Oppose | Neutral |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|--------|---------|
| 2 24-673 A resolution establishing a policy preference for designating bicycles lanes with white paint for Capital Improvement Project WH0250 East Mason Street Bridge over Lincoln Memorial Drive | 6 | 0 | 6 | 0 |

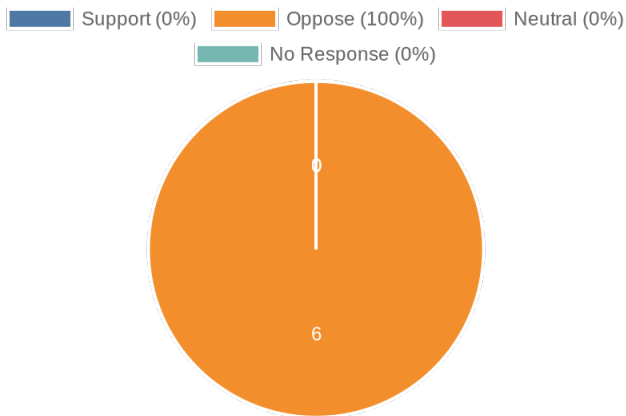
Sentiments for All Agenda Items

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Overall Sentiment



Overall Sentiment



Marybeth McGinnis

Location:

Submitted At: 10:47am 08-30-24

I am writing in opposition to this file. The county just committed to Vision Zero, and yet here we are fighting against data-driven ways to make our streets safer for everyone. This file is placed on the basis of subjective aesthetic opinion. Instead, we should use facts and data to save lives and reduce injuries. According to NACTO, colored bike lanes increase drivers yielding to bikes, reduces turning conflicts between bikes and drivers, and discourages illegal parking. As someone who has done a great deal of informal outreach to drivers parked in bike lanes, I can say with certainty that many people simply do not realize a bike lane is a bike lane. Green or other colored paint helps drivers understand that they are entering an area of the roadway where conflicts are possible. It is a basic improvement that helps drivers understand the roadway better. No driver wants to accidentally harm someone; let's provide proven, data-driven ways to improve education and awareness on our roadways.

Sam Engsborg

Location:

Submitted At: 10:26am 08-30-24

I'd like if the county could keep the bike design consistent with how other bike lanes have been rolled out in the city. The standard green color provides clarity and visibility for cyclists and is expected within city design. Aesthetics shouldn't even in the discussion when we need to get the most bang for our buck on a cash strapped project.

Charlie Megenity

Location:

Submitted At: 10:22am 08-30-24

I strongly oppose this resolution. This design already lacks the necessary elements (i.e. physical barriers and separation) to truly protect vulnerable road users. Further diluting the design is a slap in the face.

This bridge is a critical piece of infrastructure for people on bikes, as it's one of the only connections from

downtown to the lakefront that doesn't involve crossing Lincoln Memorial Drive (which is effectively a highway, and crossing it at grade is very dangerous).

In the current state, the bike lanes on the bridge have cars parked in them more often than not, in my experience. While some of these instances are bad actors who will park in the bike lane regardless of the paint color, I'm sure many are cases where drivers simply don't realize that it's a bike lane. Using the green paint will more clearly indicate the purpose of that space and lead to fewer obstructions that abruptly divert vulnerable road users into car traffic and put their lives in danger.

The county executive just signed a Vision Zero policy yesterday. We're never going to achieve that goal if we need to right tooth and nail for even the most basic design elements to improve safety.

Brooke Frizzell

Location:

Submitted At: 10:11am 08-30-24

Using white paint for bike lanes is against best practices, as clearly set forth by NACTO. The County just adopted a Vision Zero resolution. Vision Zero doesn't implement itself - it is a vision that requires implementation. I fully disagree that green bike lanes would be a poor aesthetic choice, and one supervisor's subjective aesthetic preferences should not supersede best practices for safe streets.

Mitchell Auping

Location:

Submitted At: 10:05am 08-30-24

Why is it so hard to just follow the best practice guidelines laid out by NATCO? Why does it always a fight to do the bare minimum, this can't possibly save that much money?

Mitchell Henke

Location:

Submitted At: 9:39am 08-30-24

I strongly oppose this. The County has committed to eliminating traffic deaths with Vision Zero and improving multimodal safety, and this recommendation runs counter to that.

The National Association of City Transportation Officials (NACTO) guidelines on adding distinct colors to bike lanes are recommended because research shows it:

- Promotes the multi-modal nature of a corridor.
- Increases the visibility of bicyclists.
- Discourages illegal parking in the bike lane.
- When used in conflict areas, raises motorist and bicyclist awareness to potential areas of conflict.
- Increases bicyclist comfort though clearly delineated space.
- Increases motorist yielding behavior.

This proposal should not be approved without other bicycle facility improvements being included to make up for it.

It sets a bad precedent of putting subjective feelings on aesthetics ahead of others' physical safety.