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To: [Transportation Commission](#)
Subject: Comments for Item 89848 - Support for option 3
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Thank you for allowing me to speak tonight. Here is the transcript of my verbal comments.

Hi I'm Dave Stecher a year-round cyclist and parent who shuttles my kids around on a cargo bike. As a father of kids who are learning to bike, I support Option 3.

Midvale Blvd will never be the best place to ride a bike. As an arterial street, there are simply too many cars on it for it to be comfortable. The more cars there are, the more opportunities for a near miss... or direct hit. At the intersection of two arterials like Midvale Blvd and Mineral Point Road or Midvale and University Ave. The priority will not be as shown on your graphic. Bicycles and Pedestrians will always be behind the needs of general traffic, freight, buses, and emergency vehicles. The engineering standards and design history are set up to benefit these groups, they will complain, and you will have to accommodate them.

I accept the reality that we have limited funds and engineering time and political will to implement safe streets for bicyclists and pedestrians. That is why the city needs to focus on the areas where there is support. After talking with my friends and neighbors, the area where there is support for changes to streets is the routes that kids take to school and other kid oriented destinations like parks and pools.

Along these routes, what we need to focus on is creating narrow crossings across streets and a network off-street, all-ages-paths that allow kids to get to where they need to go. If kids can get there on their own, we parents don't need to drive them, which cuts out one or two round trips in the car for each event, and improves kids sense of independence which is critical for their mental health. And... routes that are great for kids are also the most comfortable for people who are new to biking or walking.

Proceeding with Option 3 is part of this. It is neither the beginning nor the end, but rather a refinement and focus of a strategy that broadens the circle of people walking, biking and using other electric mobility devices in the west side.

The biggest issue with Midvale Blvd, is crossing Midvale Blvd. Although it is striped as two lanes in each direction, cars can and do drive down the parking lane when approaching an intersection if they are going to make a right turn. When that right turning driver is passing a line of stopped cars they typically do not stop behind the crosswalk, if they stop at all, at the peril of the pedestrian or cyclist crossing the street.

I have had many near misses crossing Midvale Blvd both as a pedestrian and while riding a bicycle. We need curb bulbouts into Midvale Blvd to prevent cars from driving in the parking lane. Paint and signs are informational, curbing is consequential. We need to encourage all drivers to do the right thing, and reward the ones who do. Wide streets with paint simply tempt drivers to behave badly, and make drivers who do follow the rules question themselves.

With that in mind, I'm proposing the city take the following two actions in addition to moving forward with Option 3. These changes will keep pedestrians, cyclists, and kids safe as they navigate Midvale.

1. Please install curb extensions INTO Midvale at the intersection with Heather Crest, Regent Street, Hill Crest and Mineral Point Road to make Midvale just the width of the two travel lanes at these crossings. Please use the narrowest lane width from the safe streets guidelines and the smallest possible turning radius. This single change would reduce the exposure by over 30% and would make crossing Midvale shorter and safer for pedestrians and cyclists.
2. Instead of the proposed RRFBs, please use a pedestrian activated red yellow green stoplight or Pedestrian Hybrid Beacon. Full stop lights are needed at multi lane streets because it frequently happens that one driver stops and the driver in the next lane keeps going as evidenced by the several people have been hit by cars on Gammon Road by Memorial High School despite the installation of an RRFB a few years ago. We should not repeat the same mistake here and full pedestrian/cyclist activated stop lights should be installed instead of the proposed RRFBs on Midvale Where Hillcrest and Heather Crest crosses, on University where Blackhawk crosses and on Mineral Point Road where Owen Drive crosses.

I am excited to see from the survey results that others in the city are also in favor of improving parallel routes for bikes and pedestrians and creating shorter, safer crossings at arterial streets. I appreciate the work you are doing and I would be happy to discuss this further.