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Sent: Friday, July 22, 2011 9:43 AM

To: Tolley, Sabrina; Aaron Crandall; HOLLOWAY, ROBERT M; Dryer, David; Johnson, Jill; Maniaci, Bridget; Robbie Webber; PRINCE, RONALD J; Ross, Arthur; Subeck, Lisa; DEVOS, SUSAN M

Subject: RE: PBMVC Agenda July 26, 2011

I have comments regarding 7/26/11 agenda items E. 2 Downtown Bike Parking and F2. buffered bike lanes on Segoe Rd. Please include my comments in the official record of the upcoming PBMVC meeting.

RE: Downtown Bike Parking

The draft proposal looks great to me. I would add to Proposal D (Added enforcement for abandoned bicycles) the possibility that abandoned bicycle recovery be moved entirely out of MPD and into some other city agency. My department impounds hundreds of abandoned bicycles every year, and I have tried to report many more bikes abandoned in the City ROW that are outside my jurisdiction. I have found the abandoned bicycle recovery specialist in MPD to be extremely uncooperative. The lack of cooperation I currently experience, coupled with past history of MPD's decision to relieve a previous (cooperative and effective) bicycle recovery specialist of his duties makes me wonder whether abandoned bicycle recovery in the city of Madison would be more effectively managed out of a different department than MPD.

RE : Comments from Bob Schaeffer, via J Wolfe email attached to 7/26/11 agenda email below:

"He hasn't seen too many bikers using Segoe, so he wanted to make the point that taking away a travel lane for just a few bikers didn't seem real worthwhile."

Any statement that justifies a lack of facilities for bicyclists (or pedestrians) based on the (current) absence (or infrequency) of bicyclists (or pedestrians) where there are no facilities, is equivalent to stating "we don't need a swimming pool here because there aren't (m)any people hanging around in their swimsuits."

The latest examples of places where buffered bike lanes have been installed (hopefully presented by Bike Fed staff at the PBMVC meeting) show that buffered bike lanes are superior to conventional bike lanes for enhancing a sense of safety, decreasing bicyclist/motorist conflicts, increasing bicycle ridership, and appealing to women, children, and Madisonians in general. In other words, these facilities are sorely needed in areas like Segoe where some observers haven't "seen too many bikers using [the road]". Of course, cycle tracks have been shown to be every better at improving these things than buffered bike lanes, but a buffered bike lane is a significant step in the right direction.

Please include my comments in the official record of the upcoming PBMVC meeting.
Thank you,

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