

Dear Council Member Stark,

Thank you for an opportunity to address my opposition to the Wilder - Marshall Avenue proposed median project. In addition to my previous opposition citing increased traffic on side streets, blocking access to the businesses that actually OFFER parking at that intersection, and other concerns, I'd like to offer more information that might make you and others slow down on the project.

The US Dept. of Transportation's Federal Highway Administration's "Bicycle Countermeasure Selection System (BIKESAFE)" is intended to provide the latest information available for improving the safety and mobility of those who bicycle. The resources are informational pages providing an overview of bicycling in today's transportation system, information about bicycle crash factors and analysis, and selecting and implementing bicycling improvements. They also offer tools that allow the user to select appropriate countermeasures or treatments to address specific bicycling objectives or crash problems.

A total of 50 engineering, education, and enforcement countermeasures are discussed. The treatments and programs selected for inclusion in their application are those that have been in place for an extended period of time and/or have been proven effective at the time the material for this product was being compiled. I refer specifically to recommendations for "Median/Crossing Island:" ([http://www.pedbikesafe.org/BIKESAFE/countermeasure.cfm?CM\\_NUM=6](http://www.pedbikesafe.org/BIKESAFE/countermeasure.cfm?CM_NUM=6) )

- Evaluate whether there is sufficient width for appropriately wide sidewalks, bike lanes, and planting strips before proceeding with median construction. Intermittent median islands may be a preferable option for some locations.
- Any crossings should be designed to provide tactile cues for pedestrians with visual impairments.
- Desired turning movements need to be carefully provided so that motorists are not forced to travel on inappropriate routes, such as residential streets, or make unsafe U-turns.
- Bicyclist median access pockets may be difficult to keep clear, depending on width.
- Continuous medians may not be the most appropriate treatment in every situation. In some cases, separating opposing traffic flow and eliminating left-turn friction might increase traffic speeds by decreasing the perceived friction of the roadway.

The Federal Highway Administration also recommends the following lane widths of streets:

Collector 10-12

Local 9-12

Lane width does not include shoulders, curbs, bike lanes, medians and on-street parking areas. [http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3\\_lanewidth.htm](http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.htm)

In addition, parallel parking recommendations are for 8 feet. Marshall Avenue has parallel parking on the south side.

The minimum width of a bike lane should be 1.5 meters (5 feet) against a curb or adjacent to a parking lane. Wider bike lanes are recommended on streets with higher motor vehicle speeds and

traffic volumes, or where pedestrian traffic in the bike lane is anticipated. Width measurements are taken from the curb face to the bicycle lane stripe. Since bicyclists usually tend to ride a distance of 0.8 meters to 1.1 meters (2.5 feet to 3.5 feet) from the curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and manholes that extend into this area cause bicyclists to swerve, having the effect of reducing the usable width of the lane.

That means Marshall Avenue lanes with the additional bike lanes should be between 18-24 feet (lanes) + 5 = 23-28 feet without median, parking spaces, and safe clearance for bike lane hazards like drains. In the winter the streets are often narrowed at least 2-3 feet on each side due to snow plowing. That means without the median the roads and bike lanes are often up to 6 feet less width - making the lanes only 17-22 feet at the most. Not nearly enough for safe passages of bikers.

### Right Hand Turns Unsafe for Bicyclists and Pedestrians

Several residents and businesses that are at the immediate intersection have expressed concern about increased traffic making right hand turns onto Wilder (going east on Marshall) which is not recommended. Again the FHA recommends "In general, right-turn lanes should be used only where warranted by a traffic study, as they present problems for both bicyclists and pedestrians:

- If right-turning cars and through bicyclists must cross paths.
- If the additional lane width adds to the pedestrian crossing distance.
- If right-turn moves are made easier for motorists, which may cause inattentive drivers to not notice pedestrians on the right.

They recommend a legend must be placed at the beginning of the through bike lane. Sign R4-4, BEGIN RIGHT TURN LANE, YIELD TO BIKES, may be placed at the beginning of the taper in areas where a through bike lane may not be expected. I'd also like to point out that the right hand turn onto Wilder is exactly where handicapped parking and the bike lane are. Increased right hand turns at that intersection will create a more dangerous intersection all together.

I urge you to at least slow down this process in order to get better information. Although this project has been in process for some time, as you know, many residents only learned about it recently. As my own quick research has proven, there is not enough information or evidence that the plan is safe and a contribution to the community. In fact, my evidence very much supports the opposite.

Thank you,

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