



PUBLIC COMMENTS

1. The plans BPAC will be reviewing re SewardGlenn include a claim seen more and more often from PM&E, DoT, and AMATS which suggests that if one takes an adequate sidewalk, paves half of it in asphalt, and calls it a “protected bike lane”, you have managed a “Complete Street”. In fact all you have done is make things more dangerous for the most vulnerable users while completely ignoring the needs of bicyclists. This kind of sleight of hand needs stamping out.

A couple of reasons cycletracks are preferred to all other bicycle infrastructure are that they keep 12 mph bicycles (and commuter bicyclists in cycletracks can be seen to often do 16-20 mph) away from little children walking on the sidewalk while allowing bicycles to avoid driveways (which are deadly).

It is time to cease regarding non-motorists as afterthoughts to be tossed valueless “amenities”. A venue for strollers doing 1-2 mph should never be seen as a safe place to also host 300 pound bikers/bikes doing 20 mph (which is what we currently do!)

DoT has always focused on trying to increase automobile volume and speed employing designs proved futile decades ago while ignoring the needs of non-motorists, as to transportation as well as to the built environment.

And every DoT design is predicated on the assumption that good design, being expensive, is not on the table.

We live in a transportation hellhole created by DoT, PM&E, and AMATS. Isn't it rather bizarre to think that they will suddenly cease their blundering?

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