

From: Shawna MullenEardley [mailto:smullen4677@gmail.com]
Sent: Sunday, August 30, 2015 11:30 PM
To: Council
Subject: Superior Street Monday Council Meeting

Hello Councilors:

I am emailing on behalf of the Duluth Bike Coalition in regards to the Superior Street reconstruction project. We have met with most of you and wanted to take a moment to recap why we believe there can and should be a protected bikeway (a bikeway with some physical separation from traffic, be it a curbed median, trees, ballards, etc.) included in the design:

- While a Michigan Street bikeway might be a good idea, it is not an “alternative,” as it still fails to accommodate those who travel by bike on Superior Street (and even those that might use Michigan Street will be on Superior Street at some point if that is the location of their final destination).
- Building a street with a wide sidewalk and no on-street bike facilities will create an inviting riding space on the sidewalk. Already, we currently have a 37% sidewalk riding rate (compared to only 18% in the rest of Duluth). Bicycles zooming around on the sidewalks creates a dangerous situation for people walking, the bicyclists themselves, and the car drivers who won’t see them because they are looking for faster moving traffic on the street, not the sidewalk.
- The City Council adopted a bikeway plan in January of 2014 that identified Superior Street as a route to include bike lanes.
- A survey completed by the City of Duluth in January 2015 elicited nearly 650 responses and clearly indicated that Superior Street was the preferred bike route when traveling to and through downtown by bike.
- Investment in *well designed* bicycling infrastructure has been shown to increase ridership rates (especially by those that have an interest in bicycling, but concerns about safety – about 60% of a typical population), which would alleviate congestion on the Lakewalk, as well as motor vehicle congestion downtown.
- Countless studies have shown that protected bikeways and increased bicycle traffic have significant direct and indirect economic benefits at business-district and City-wide levels. Conversely, we have been unable to find any studies demonstrating the opposite.
- Protected bikeways are the only type of facility shown to increase bicycling rates, and are the safest bike infrastructure currently being used in the United States. This really moves bicycling from the stereotype of it being for 30-something athletic guys in spandex to the reality that biking is for *everyone*.

Thank you for taking the time to review these points, and please let me know if you have any questions on any of them. We can provide the sources of our information, provide clarification if needed, and address any other concerns you might have. We look forward to attending the City Council meeting of the Whole on Monday.

Thank you,

Shawna MullenEardley

Duluth Bike Coalition