

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: Re: N/S BRT: if there's space for parking, there's space for bikes!
Date: Wednesday, May 15, 2024 1:41:18 PM
Attachments: [image.png](#)
[image.png](#)

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Hi,

I appreciate city staff taking a look at the possibility of a parking-protected bike lane. To me, if bikes and parked cars can share the lane with bikes on the left, the same ought to be true with bikes on the right, but having access to this vital section of Park St at all is the most important part, and a prerequisite to any improvement we might make in future.

With keeping the on-street parking, there are a few important but minor changes that should go along with that:

- * Each block should include a dedicated accessible spot, for those with mobility issues
- * The 2 hour limit should be extended past 6 pm
- * Each block should also have one spot converted to bike parking

For the last part, here's an example. I visited Seattle in April, and got around mostly by bike while I was there. Like Park St, the buildings on 12th Ave go right up to the sidewalk, leaving not enough space for a bike rack at sidewalk level. This bike rack in the parking lane on 12th Ave proved really useful so that I could stop and get coffee at Overcast Coffee. Without it, it would have been much considerably further to the closest bike rack, or I might've had to lock to a miscellaneous pole on the sidewalk. Or maybe I just wouldn't have stopped there if it was more of a hassle.



It could be that Park St business owners undercount their customers arriving on bike, since those customers can't park a bike out front, like drivers can with their cars. It could also be that people on bike are discouraged from visiting Park St businesses at all, because of the lack of bike parking. These things can both be true. Putting a bike rack in the parking lane will also better distinguish it as a parking lane, without having to build a bump-out.

Thanks again,
Nick Davies

3717 Richard St

On Sun, May 12, 2024 at 1:19 PM Nicholas Davies <nbdavies@gmail.com> wrote:

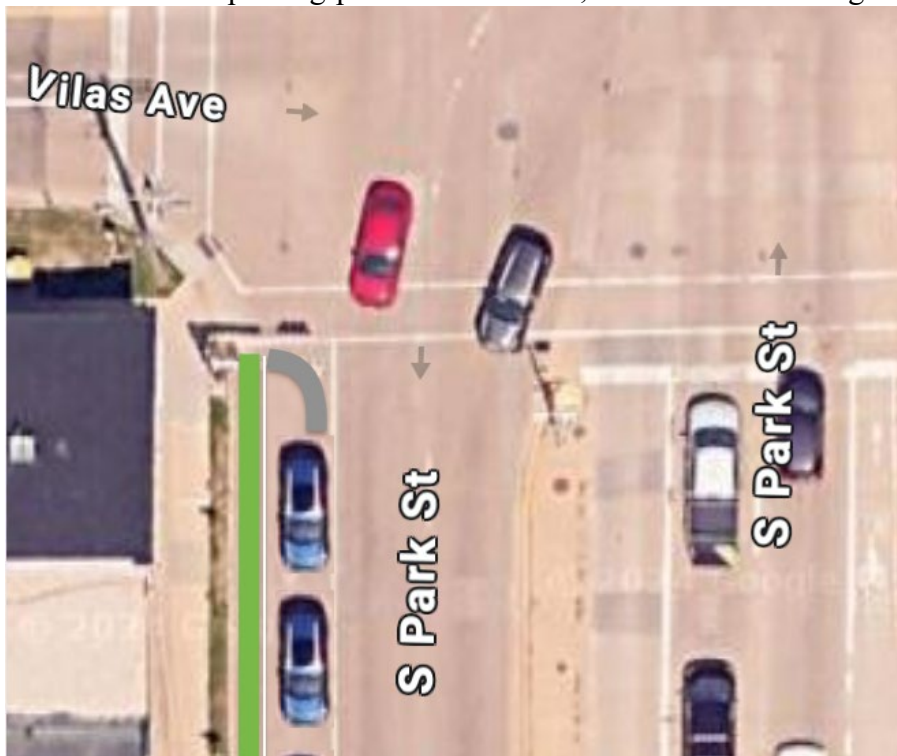
Dear Commissioners,

The N/S BRT Preferred Alternative includes maintaining street parking on a couple stretches of Park St, and having BRT vehicles in mixed traffic, in order to preserve street parking for select businesses.

I won't go into too much depth about the fallacy here--these parking spots can't be that integral for business, because only a few people can occupy them at a time, and after 6 pm, they can do so indefinitely--because this decision also represents an opportunity for providing bike accommodations.

The parking lane on Park Street is over-wide. It's like a plus-sized travel lane, and when underused, it functions as one. I routinely see people park sloppily, way off of the curb, with no problem. Sometimes, I admit, it's even been me.

Therefore, it looks to me like there's plenty of space for a standard 8 ft parking lane and about a 4 ft wide parking-protected bike lane, as shown in this diagram:



With Mineral Point Rd, cyclists experienced a bait-and-switch. Transit got a dedicated lane, and that meant abolishing the shared-use curb lane, which, while not ideal, was functional for cyclists. Then replacing the on-street lanes with an off-street path was presented as a luxury "add on" in direct conflict with tree canopy.

We're in the midst of a similar bait-and-switch on Park St. The curb lane was similarly multi-use, though not as safe as we'd want today. Now we're at the stage of being told that cyclists should just not use Park St. Even if the start/end of the trip is on Park. Even if Park

is the most direct and continuous route. Even though cyclists will go where practicality takes them, and some of them will die.

I've heard the argument that the existing facility was substandard, and if we can't replace it with an all-ages facility, we shouldn't replace it at all. I don't find that convincing. It's a textbook example of perfect as the enemy of the good.

If we eliminate the bike route *and* the designated transit lane in favor of a car travel lane and a car storage lane, that would go directly against Complete Green Streets and the adopted Modal Hierarchy. However, with the parking-protected bike lane (green paint, flex posts), we can provide some access to Park St for all modes.

I urge you to explore this option, and if it isn't feasible, to reconsider the prioritization of parking over transit.

Thank you,

Nick Davies
3717 Richard St