

Dear Transportation Commission members,

On Regent St, **single-sided parking** plus **side-street parking** will fully satisfy the needs of drivers, pedestrians, bikes, businesses, parking, deliveries, emergency vehicles, and others.

DELIVERIES

City engineers said they didn't consider single-sided parking at all because of the need for deliveries. But the dual-sided cutout parking in the design is terrible for deliveries. Listen to this exchange at the [Apr 22 BPW meeting](#) (1:36:50 to 1:39:30):

"*You're actually making things worse,*" observed Chair Michael Cullen.

"*Right, **deliveries will not be easier***" responded Tom Mohr. Later he added "*with our design, we have to clearly designate what-is-what for deliveries and loading*" and he also talked about curb management with different uses at different times-of-day.

At the [March T.C.](#) (pg 88-89), the City shared one day of delivery vehicle data. Here is a summary:

Vehicle	Count	Time period	Stop length
Semis	6	9:00am - 1:30pm	10 - 112 minutes; average 43 minutes
Box trucks / vans	23	7:30am - 5:40pm	1 - 30 minutes; average 11 minutes
Personal vehicles (rideshare, food delivery)	43	11:20am - 6:00pm	1 - 10 minutes; average 2.9 minutes

Designating delivery / loading zones to accommodate this delivery traffic will require giving up substantial amounts of street parking for most of the day.

SIDE-STREET PARKING

City Engineers also pointed to difficulties with side-street parking.

The streets adjacent to Regent Street are all in the [RP3 Residential Parking Permit](#) program. Within ½ block, there are 36 parking spots on the north-south streets and nearly 100 spots overall – just steps from Regent St businesses and perfect for parking and deliveries. The City should remove these areas from RP3.

The City requires that new apartment construction along Regent St include parking. However, the landlords sell those parking spots [on the open market](#) for \$150-200/month, so many residents buy residential parking permits for \$42/year and occupy the street spots instead. The City should consider halting the sale of RP3 to people living in new apartments.

BIKE LANE USAGE

The City Engineers talk about the need for Flex space. ***Bike lanes are the ultimate FLEX SPACE***, providing temporary space for rideshare, deliveries, municipal vehicles, emergency vehicles. Some bicyclists grumble, but we're not snowflakes. Sharing space is a part of urban bicycling.

Best,
Craig Weinhold

PS - The next page has a few scenes of bike lanes I've encountered in recent weeks.



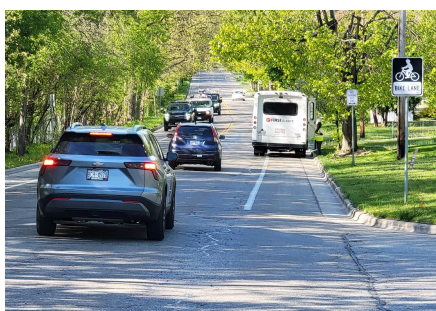
Trash Collection



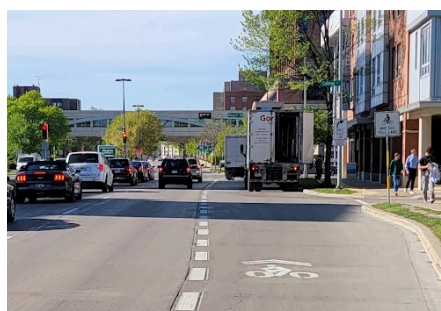
Construction truck



Landscaping crew



First Student bus pickup



Delivery N. Park St & Regent



Construction



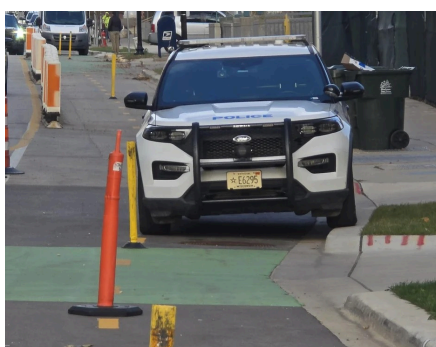
Moving van



Traffic enforcement



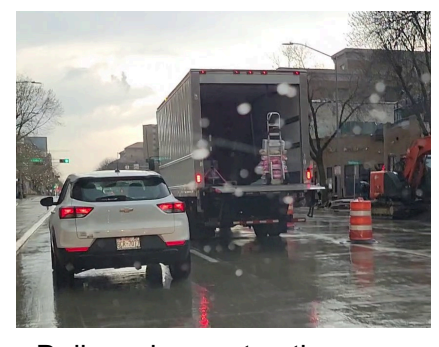
Leaf collection



Police car



Pick-up/drop-off (rideshare?)



Delivery in construction zone



Not everything needs to be All Ages & Abilities.

Bicyclists aren't snowflakes.

Do you prefer them on sidewalks?