

From: [Nicholas Davies](#)
To: [Plan Commission Comments](#)
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: BRT on Park: if we're keeping parking, then we can keep bikes
Date: Sunday, May 5, 2024 12:17:49 PM
Attachments: [image.png](#)

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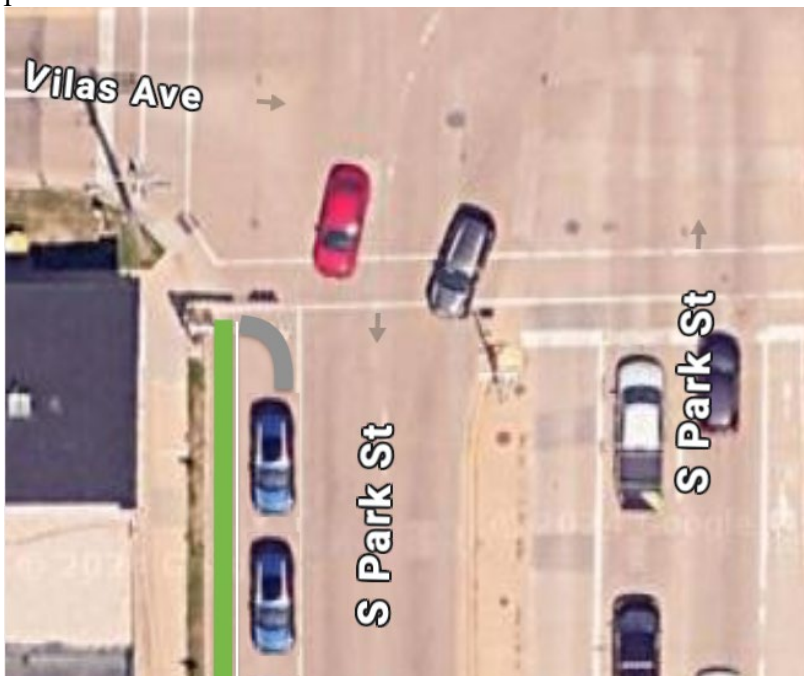
Dear Plan Commission,

I'm amenable to maintaining street parking on portions of Park Street so long as these conditions are met:

- * BRT vehicles can use a "queue jump" signal phase to get a head start on the shared traffic portions of the route.
- * Bump-outs should be added, to ensure that these stretches of parking are used as intended, not as an nth travel lane.
- * 2 hour parking restrictions should be extended past 6pm. If a spot can be occupied by one car for the entire evening, it isn't doing these businesses much good.
- * There need to be dedicated handicap/accessible spots. If we aren't doing this for those with the most need to park close to their destination, then what's the point?
- * The existing multi-purpose curb lane is at least 12 ft wide. Since we intend this lane to be for parking and not travel, it should be narrowed to a standard 8 ft, which leaves plenty of room for a much-needed parking-protected bike lane.

In addition, I want to point out that the perceived parking shortages have a lot to do with the lack of safe pedestrian crossings. If Park Street were safe to cross, we would see much more symmetrical usage of parking.

Here's an example of how the bump-outs and parking protected bike lanes would work in practice:



While I see potential for a compromise here that accommodates both parking and bikes, it

would not be acceptable to use the curb lane only for parking. To eliminate a bike lane and a transit lane in favor of vehicle storage would be completely against Madison's adopted modal hierarchy and Complete Green Streets design standards. It would also cut customers off from the last 1-3 blocks of their trip to these businesses.

Business owners routinely overestimate the proportion of their customer base that arrives by car, and the role of on-street parking in doing so. Unless people walk in the door in spandex and a bike helmet, they're assumed to be drivers. Meanwhile, the thousands of commuters driving cars past the front door have their eyes on the road in front of them, and their 900th trip down Park St won't change that. But making businesses more accessible by bike and transit? That's something that stands to actually bring in a new customer.

Thank you,
Nick Davies
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