

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: N/S BRT: if there's space for parking, there's space for bikes!
Date: Sunday, May 12, 2024 1:19:44 PM
Attachments: [image.png](#)

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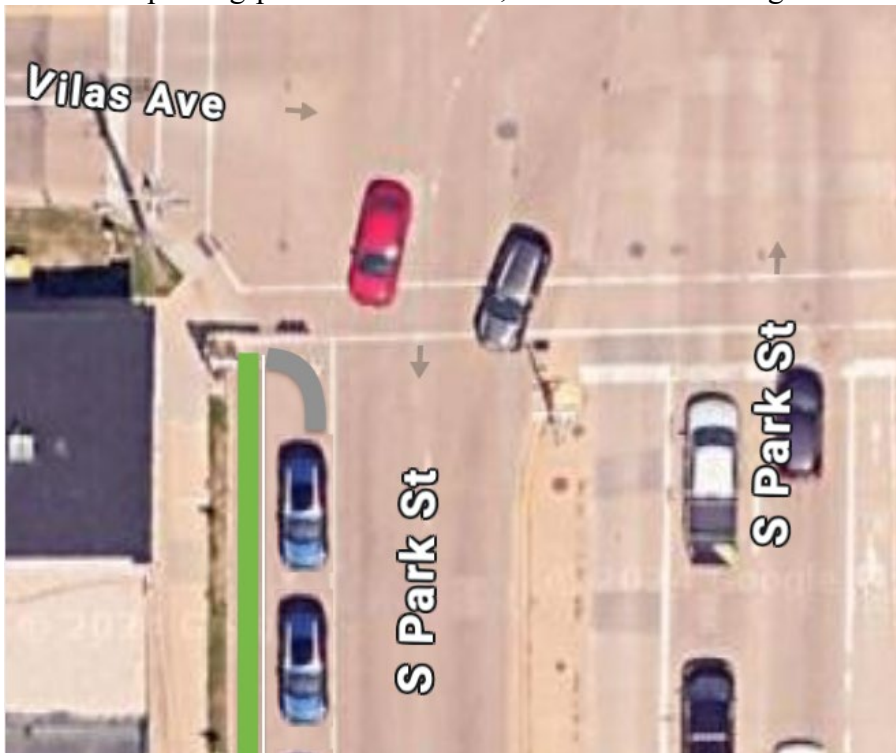
Dear Commissioners,

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
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