

Harnish, Sharon L

From: Nicholas Davies <nbdavies@gmail.com>
Sent: Sunday, July 17, 2022 2:50 PM
To: Transportation Policy Board
Subject: RE: Shared use path etiquette discussion (72615)

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Dear TPPB,

I welcome the discussion about what we can do to make our shared use paths more welcoming and accessible to everyone. I think it's great that so many people rely on our city's path network for so many different things.

My partner and I use bikes for the majority of trips. We use the same bikes for errands as for exercise. We ride about the same moderate speed either way. I have opinions on path etiquette just like anyone, but that's beside the point.

When the gripe is about the very presence of a type of path user, and the suggestion to address that is to exclude someone, then we're no longer talking about making the path network safe and usable for everyone. Instead, we're talking about diverting some classes of path user to a street network that is not yet engineered to accommodate them safely.

Overall, there's something big missing from the slides: a lot of the complaints are fundamentally about congestion.

When it comes to vehicular congestion, we typically react to this by building more lanes or adding new routes. However, we know that this induces demand for a mode of transport that we need less of.

Why wouldn't our set of solutions to bike/pedestrian congestion also include adding throughput?

An expansion or additional multi-use path costs less per mile than a vehicular road would, and it stands to induce demand for sustainable activities that we as a city do want to encourage. In terms of paved area, a multi-use path can convey more people, and at a wider variety of speeds. But even a multi-use path has its limits.

I urge you not to take the easy out here and just blame poor etiquette. No one's perfect, but I don't think anyone's out here deliberately trying to offend. Unlike when everyone is encased in tons of glass and steel, any problems happen on a human scale, where you can interact and address them person-to-person. This makes path etiquette more self-regulating than road etiquette.

Thank you,

Nick Davies
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