Summary of DMPIDAC and PTRC Bike Lane Discussions

Options:

- 9 options to consider for a bike lane starting at where the Ecusta trail crosses W. Main St., to a terminus of **either** England St. parking lot or Clemson Plaza.
  1. Bidirectional bike lane against the curb on the north side of W. Main St. and ending at the England St. parking lot.
  2. Bidirectional bike lane against the curb on the south side of W. Main St. and ending at the Clemson Plaza.
  3. ~~Sharrows painted on the road with no dedicated bike lane and ending at England St. parking lot.~~ (neither Committee wished to move forward with this option)
  4. ~~Sharrows painted on the road with no dedicated bike lane and ending at Clemson Plaza.~~ (neither Committee wished to move forward with this option)
  5. Bike lanes on both sides of W. Main St., against the curb, and ending at England St. parking lot.
  6. Bike lanes on both sides of W. Main St., against the curb, and ending at Clemson Plaza.
  7. Bike lanes on both sides of W. Main St. in between the traffic lane and parallel parked vehicles and ending at England St. parking lot.
  8. Bike lanes on both sides of W. Main St. in between the traffic lane and parallel parked vehicles and ending at Clemson Plaza.
  9. Sharrows painted on the road that start on W. Main St. and take bicyclists down Oaklawn Ave., Jordan St., and up Caldwell St. ending at Clemson Plaza

DTMPC 2/11 – Bike Lane Field Trip

- Discussion was conceptual, as the bike lane is currently unfunded.
- Hendersonville has angled parking on one side of the street with a bidirectional bike lane against the curb, and parallel parking on the opposite side.
  - Options #1 and #2 are similar to Hendersonville's configuration but do not include angled parking due to width of the road.
  - Angled parking eliminates conflicts between opening car doors and the bike lane.
- Number of driveways crossing the bike lane significantly impacts potential parking loss.
- A bike lane on the south side of Main St. presents conflicts with Fire Department responses.
- The Committee agreed not to narrow the options before receiving input from cyclists on sharrows, delineators, and other design considerations. The item was referred to the Parks, Trails, and Recreation Committee (PTRC) the following week.
- **DTMPC identified the following values/priorities (in no particular order):**
  - Minimize parking loss.
  - Usable to a broad range of users, including residents, older adults, tourists and bicyclists.
  - Induce trail users into downtown to generate commerce.
  - Maintain downtown accessibility for non-trail users.
  - Prioritize safety.

PTRC 2/18 – Bike Lane Discussion

- The DTMPC's values/priorities and 9 proposed options were presented to the PTRC.
- Potential conflicts with opening car doors were noted for both bike lanes against the curb and bike lanes between parked vehicles and traffic.
- A bidirectional bike lane on north side of Main St. (Option #1) would help maintain the "Ecusta Trail experience," but would result in significant parking loss.
- Drivers may not be used to seeing bicyclists coming towards them on the right-hand side, which would apply to both bidirectional bike lane options.
- Some form of delineator is preferred.
- The Committee felt the discussion was premature because an angled parking option was requested, and there needs to be collaboration with the parking study.
- **Committee agreed they do not like sharrows, as they bring minimal value.**
- An elevated bike path in the center of the road was discussed as a potential option to preserve parking.

DTMPC 8/12 – Follow Up on Bringing the Ecusta Trail Downtown

- Discussed the lack of consensus between DTMPC and PTRC, as well as uncertainty regarding which Committee has agency to make a recommendation to Council.
- The Committee agreed that a joint meeting would be beneficial following receipt of the parking study results and trail construction estimates in September.
- The City's consultant did not recommend pursuing angled parking, as it would not yield any additional parking spaces due to frequent driveway interruptions. Although angled parking could allow for a bidirectional bike lane on one side with parking on the other, which could improve cyclist safety, Staff did not pursue the option due to the additional design cost and potential sight-line concerns for vehicles exiting driveways.
- Establishing a trail terminus would significantly narrow the focus, particularly given that the two options are on different sides of the road and each configuration has to be evaluated for both terminuses.
- The Committee noted that the option that takes bicyclists down Jordan St. to the back side of Clemson Plaza would be safer, does not eliminate parking spaces, avoids conflicts with the Fire Department, and ends where there is bicycle parking.
- Members of the Committee questioned the England St. parking lot as a terminus, noting that cyclists may not want to leave their bikes in a parking lot with cars actively moving through it and that a parking lot is anti-climactic end to the trail.