

Responses to Council Questions and Comments

4/8/2024

Item : Safe Streets Update

- Question: When will the Safe Streets Nominations list be released?
 - Response: PBAC reviewed the update on this at their April 3rd meeting, and that information has been added to the "Safe Streets Update" Presentation for tonight's (4/8/24) Council meeting.
- Question: When will the Paving Plan be released?
 - Response: We currently have a four-year paving plan that will take us out to year 2027. We will be bringing the updated paving list as required by SB1 Road Maintenance and Rehabilitation Act to Council on June 3, when more information will be available.
- Question: Is the "Prioritization Criteria" about the Paving or the Nominations?
 - Response: The prioritization criteria used for the 5-year paving plan.
- Question: Why doesn't criteria include existing paving condition as a factor?
 - Response: PCI is a primary consideration in the five-year paving plan. The graphic was to depict the criteria that goes into ranking and prioritizing the streets. The selection of the streets would be dependent on the pavement condition index (PCI) and the available funding.
- Question: Why doesn't the PCI data match the data on the ABAG/TC website?
 - Response: The yearly Pavement Condition Index (PCI) values were obtained from the City's Street Saver Database which is used by MTC to populate their PCI Vital Signs webpage. The three-year rolling average was calculated based off the average of the three recent PCI values. More information is necessary to know what the ABAG/ TC website is and where they are how they are pulling the data.
- Question: What are the dates of the bikeway upgrades projects?
 - Response: North McDowell 2023; Pet. Blvd.S. 2021/22; Garfield 2023. Maria Dr. 2023. Future Projects: Howard St. 2024/25; Casa Grande Rd. 2027/28; 5th St. 2024; D St. 2026/27; Caulfield Ln. 2026/27; Lynch Creek Trail 2024/25; Rainier Ave. 2025; Sunnyslope Ave. 2024/25; Windsor Ave. 2024/25 and Redwood Way 2024/25.
- Question: What is the schedule for downtown access opportunities?
 - Response: Parking Study 2024/25; Micro Transit soft launch summer 2024 and full service start July 2025; Bike Racks ongoing; ADA, Bike, & Ped ongoing; and Parklets ongoing

Responses to Council Questions and Comments

4/8/2024

Item #4: Resolution Authorizing Award of Contract for the FY 2023-24 City-Wide On-Call Striping and Signage to Bayside Stripe & Seal

- Question: The contract is for \$826k. Will this be a budget adjustment against FY24? How much actual expenditure is expected in FY24? Will the contract carry into FY25?
 - Response: The on-call striping and signage contract was awarded based on low bid of the estimated quantities that were provided in the bid schedule. The bid schedule was an estimated quantities the City would use but the specification provided flexibility in the contract to allow for quantities to exceed the estimated amount or eliminated in its entirety if not used. The Contract is a one-year term with the ability to extend for a maximum of four years. Due to multiyear bonding and retention issues the contract was set up to bring to back council for approval of the contract extension so retention and bonding could be released and restarted.
- Question: When will Rainier Quick Build be completed? When will Fifth Street complete?
 - Response: The City acquired grant funding to extend the recycled water main from Maria Drive to McDowell Blvd North on Rainier Avenue. The grant requires the project to be complete in Summer of 2025. The Rainier Avenue quick build project which will include the extension of the lane reduction to Sonoma Mountain Parkway including paving which will be incorporated into the recycled watermain project to create a larger more cost effective project.
- Question: When we do a request for a street striping project, who sets the price/cost of each project? Our staff, the contractor, or is it time + material cost bases? Negotiated? With a 600K project maximum, one project could take up most of the budget.
 - Response: The bid sheet was set up to reflect a menu of options that could be selected for each project. As part of the contractors' bid he provided pricing for each bid item. Each project would be based on the measured quantities the contractor installed and pricing set forth in the bid documents. The primary function of the on-call stripping contract is to expedite the bidding and awarding projects for many of our smaller quick build projects that exceed the minimum contracting thresholds and require informal bidding requirements. A \$600,000 yearly contract value assumed that City's quick build / maintenance need would be approximately \$200,000 and the D Street Project would be approximately \$400,000. As the scope of work for the D Street quick build Project is refined the contract can be adjusted to reflect the correct value. Many of the City's larger striping projects (outside of D Street quick build project) are bid as a larger project such as with paving or preventative maintenance projects.

Responses to Council Questions and Comments

4/8/2024

Item #9: Updated Comprehensive User Fee Schedule

- Question: How is a fee of \$3 "cost recovery"? Seems like too small a fee to administer; just the cost of tracking the funds and process, let alone compliance, exceeds \$3.
 - Response: Small dollar fees, such as the new \$3 daily Launch Fee for Non-Trailered Vehicles (kayaks, canoes, etc. and includes parking), are collected at the time the service is obtained by the customer, and the only administrative portion is the depositing of the fees received. These types of fees are calculated by looking at the total cost of providing the service divided by the estimated number of customers; while the amounts are small per person, they will add up over the course of the year to allow the City to recoup its expenses.

Responses to Council Questions and Comments

4/8/2024

Item #10: Resolution Ordering Abatement of Nuisances Consisting of Hazardous Vegetation and Rubbish Growing Upon Public and Private Property in the City of Petaluma and Ordering the Fire Department to Abate Said Hazardous Vegetation and Rubbish by Contract if Property Owners Fail to Do So Pursuant to Chapter 10.70 of the Petaluma Municipal Code

- Question: The addresses listed for my recusal Agenda item 10 is much farther than 500 feet?
 - Response: Thanks for letting us know. The listed properties were for a second address associated with you and not your primary residence. Staff do not believe there is any conflict in you voting on the resolution and have amended the annotated agenda to reflect this.
- Question: Could this item be moved to consent calendar or just made a regular staff activity not requiring council action?
 - Response: The hearing is for due process purposes and would be a requirement under both our ordinance and the Govt Code.

Responses to Council Questions and Comments

4/8/2024

Item #12: An Introduction of an Ordinance of the City Council of the City of Petaluma to Reduce Enforceable Speed from 25 mph to 20 mph within 500 Feet of School Zones and from 25 mph to 20 mph Speeds within the Business Activity District Pursuant to Vehicle Code Sections 22358.4 and 22358.9

- Question: It does not go unnoticed that the arterial streets near the targeted schools are not proposed for speed limit reductions. South McDowell in front of McDowell Elementary is not changed, nor are Ely Blvd. or Casa Grande Road in front of Casa. How meaningful are the proposed changes going to be?
 - Response: Per the California Manual of Uniform Traffic Control Devices (MUTCD-Ca) South McDowell Blvd, Ely North or Casa Grande did not meet the requirements for school zone speed reduction. To meet the requirements of the MUTCD, the posted speed limit no greater than 30 mph and has no more than two thru traffic lanes (one in each direction). The following streets exceed the number of lanes (red) or exceeded the 30 mph speed (red).

Street Name	No. of Lanes (one direction)	Existing Speed
South McDowell Blvd	2 Lane	35 MPH
Casa Grande	2 Lane	35 MPH
Ely North	1 Lane	35 MPH

In the future there are opportunities to include these streets in the school zone speed reduction when the lanes are reduced on these streets (lane reduction) and these arterials are classified as safety corridors and the speeds can be reduced to 30 mph.

- Question: Is there accident history data showing speeding related accidents involving students for any of the streets proposed for speed limit reductions?
 - Response: Collisions history was overlayed with the 500ft school zone buffer for each school but an in-depth review of all the collisions was not conducted as collision factor was a criteria used by the MUTCD. In many instances the collision within the 500ft buffer included a bicycle or pedestrian.
- Question: Why are the new proposed speed limits to be in effect 24/7 when the current practice is to have reduced speed limits effective "when children are present"?
 - Response: Per Vehicle Code Section 22358.4, the reduction in speed only occurs 7 a.m. through 10 a.m., inclusive, and 2 p.m. through 5 p.m., inclusive, Monday through Friday, on days the school is in operation. The posted signs are required to include that language to inform the public about when the reduced speed limit is in effect. Accordingly, the reduction of speed limits in the school zones are effective while children are going to or leaving the school.
- Question: Does the Police Department have the staff bandwidth necessary to enforce a 20 mph speed limit on obscure places like Wren Court or Selmart Lane? It seems the police lack the staff needed to provide an appropriate level of traffic enforcement in town now. If there is no realistic ability to enforce these new speed limits, the public will likely regard them as "Driving While Black" rules that are only selectively, if ever, enforced.

Responses to Council Questions and Comments

4/8/2024

- Response: The list of streets was identified to meet the requirements of the MUTCD and fall within the 500ft buffer of each school. A comprehensive list of streets provides more flexibility in locating and installing speed limit signs to be most effective. Similar to the work completed around McDowell Elementary school a work order was constructed to provide to identify the most effective locations. School zone speed limits are not enforceable until the signs are installed.

In reviewing with our Traffic Engineers, we believe that the speed reductions will lead to improved safety conditions. We will monitor compliance, driving behaviors, and prioritize the assignment of officers in those areas to ensure adequate patrols and enforcement. The taking of any action or enforcement on the basis of race is unlawful and prohibited at all times. The City and its police department are committed to enforcing all laws and treating all members of the public equally and with dignity and respect.

- Question: I am confused by the interaction between the new statutes staff cite, on the one hand, and A.B. 2583 on the other, which is currently pending in the legislature but not yet enacted. A.B. 2583 would authorize reduced speed limits in school zones, which apparently the bill's author feels is not adequately provided for under existing law. [Bill Text - AB-2583 School zones and walk zones. \(ca.gov\)](#)
 - Response: Under either the proposed ordinance or AB 2583 would result in 15 mph school zones. AB 2583 would amend Vehicle Code Section 22352 to have 15 mph be the prima facie limit for school zones from 7am-10am and 2 pm-5pm. This is exactly what the proposed ordinance would do here.
- Question: I would also like to see a map of Petaluma with all the schools (public and private) shown and the streets of speed change to compare to ATP maps and future safe school route maps. It seems not all schools were put in the table so concerned if these limits are applied equally across the city including private schools and preschools. Not sure if we are asking for 20 mph in school zones when resolution states 15 mph when students are in motion coming or going during school days.
 - Response: Exhibit A and B has been updated to include the school zone map and the business activity map. Per the California Manual of uniform Traffic Control Devices (MUTCD-Ca) a school is defined by a public or private educational institution recognized by the state education authority for one or more grades K through 12. This definition was used to identify the schools that would be eligible for speed reduction during school hours. The title of the ordinance will be revised from 20 mph speed limit to 15mph to match the language in the ordinance for school speed zone reduction. Vehicle code section 22358.4 subsection (a) allows the speeds to be reduced to 20 or 15 mph with an engineering survey. An engineering survey was not completed for the streets within the school zone. Subsection (b) allows the reduction to 15 mph if the roadway requisites and only needs consideration of an engineering study. Apart of the analysis for the reduction of the school zone speeds the roadway prerequisites were analyzed and determined all the street met those requirements.

Responses to Council Questions and Comments

4/8/2024

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=22358.4

Responses to Council Questions and Comments

4/8/2024

Item #13: Resolution Selecting Design Alternatives for the D Street Traffic Calming and 5th Street Neighborhood Greenway Pilot Projects

- Question: The report calls out collision incidents. How many bicycle incidents were there?
 - Response: From 2012-23, there were two collisions involving people colliding with fixed objects and one person hit by a driver while crossing 4th Street (UC Berkeley Transportation Injury Mapping System).
- Question: What are the cross section dimensions with Median Refuge Islands at Laurel and Tenth? On Slide 28, Option 1, I don't see the parking.
 - Response: This is correct. In Options 1 and 2, there is no parking on either side of the street approaching the uncontrolled crosswalks for approximately 120' feet in order to accommodate the lane shift/transition around the median. This also provides significant sight distance for people driving and crosswalk users.
- Question: What happens to the bike lane in places where there is a bulb out? Please show a cross section.
 - Response: The bulb-out occupies the same width as the parking lane (8 ft.).
- Question: 6.5 ft bike lane wide bike lanes are proposed on D St. What is bike lane width on B St?
 - Response: The bike lanes on B Street are 5' wide, which is the minimum width for a bike lane located between a vehicle and parking lane. On D Street between Laurel Avenue and 4th Street, the proposed bike lanes exceed minimum widths by 1'6" and recommended widths by 6".
- Question: How was it decided NOT to have a 1.5 ft buffer stripe and 5 ft lanes? Wouldn't that add safety?
 - Response: Doing this would force people bicycling closer to the curb on the side of the street without parking and closer to parked cars in the "door zone" on the side with parking. The former also presents a hazard at intersection approaches due to the presence of culverts where stormwater is routed underneath the roadway. Best practices are to provide 4' of uniform surface (not including curb and gutter) when installing curbside bike lanes, which would not be feasible with a 1.5' buffer. If bike lanes are implemented, staff will explore ways to eliminate or mitigate the stormwater culverts and reduce the gutter width as part of the reconstruction project, which could lead to buffered, protected, or raised bike lanes in the future.
- Question: Speeding issues and safety issues are noted (10/23). What are the address of these issues?
 - Response: Generally, speeding issues occur south of 6th Street, where top speeds exceed the 30 MPH posted speed limit by 13 MPH and 85th percentile speeds exceed the posted speed limit by six MPH. Dating back to 2012, 71 percent of collisions on the project corridor have occurred between Petaluma Boulevard South and 6th Street (UC Berkeley Transportation Injury Mapping System).
- Question: Community engagement notes a request for reduced congestion and for slowing traffic. How does this project achieve these goals?
 - Response: It is challenging to address congestion through a striping and signage project like this one, as most congestion on the corridor is generated at the Petaluma Boulevard and 6th Street signals. To that end, staff hopes to upgrade the signal hardware in the

Responses to Council Questions and Comments

4/8/2024

reconstruction project to improve detection and dynamic timing capabilities. We will also explore the impacts of adding a left turn lane and signal to the 6th Street intersection.

The proposed traffic diverter at 5th Street should help address backups related to vehicles waiting to turn left onto 5th Street. The alternative countermeasure suggested by the Local Road Safety Plan was the implementation of an all-way stop, which would have worsened congestion in the area.

- **Question:** Does the proposal trigger ADA issues? There are no D St ADA spots. The Church has one ADA spot on Fourth St.
 - **Response:** In accordance with the Department of Justice (DOJ) and the Department of Transportation (DOT), a pavement resurfacing constitutes a pavement alteration which triggers ADA compliance. The pilot project is not a pavement alteration. See: <https://archive.ada.gov/doj-fhwa-ta.htm>. For the pilot project implementation, staff is assessing ADA compliance at the new crosswalk locations where no curb ramps currently exist. ADA compliant curb ramps – either permanent or temporary – are under consideration for these locations.

Regarding on-street ADA parking stalls, these are not required on D Street from 5th street to the city limits, as these spaces are not metered or designated by signs or pavement markings. Staff is assessing whether modifications to the block between 4th and 5th Street trigger on-street ADA parking requirements and, if so, whether those requirements can be met using the block perimeter (e.g., 4th, 5th, and C Street). Source: [Public Right Of Way Accessibility Guidelines \(PROWAG\)](#)

- **Question:** How does the new daylighting law change the parking study?
 - **Response:** Staff is incorporating the new AB413 requirements in all street projects, including this one. Many of the intersections and crosswalks along D Street already have red curb areas in place. Both Options involve parking removal where needed to meet AB413 requirements, with additional parking removal needed at uncontrolled crosswalks (Laurel, 10th, 7th, 5th) to accommodate the lane shifts/transitions around the median refuge islands.
- **Question:** Is Post office D St parking 12 minutes at all times?
 - **Response:** Thank you for raising this. Staff can add signage to clarify that the time-limited parking should only be in effect Monday-Saturday (excluding holidays) during our parking enforcement hours (currently 8 AM-6 PM). We will also review this area closely through the upcoming Downtown Area Parking Management Plan to optimize curb management strategies to best meet the needs of the Post Office and other uses in the area.
- **Question:** If given direction, how soon could the quick build Pilot project be complete?
 - **Response:** This is subject to Council's approval of the proposed On-Call Striping Contract (item 4) and, if approved, the Contractor's availability. We anticipate the project could be implemented early this summer.
- **Question:** Water and sewer are noted for replacement. What is the schedule for that work?

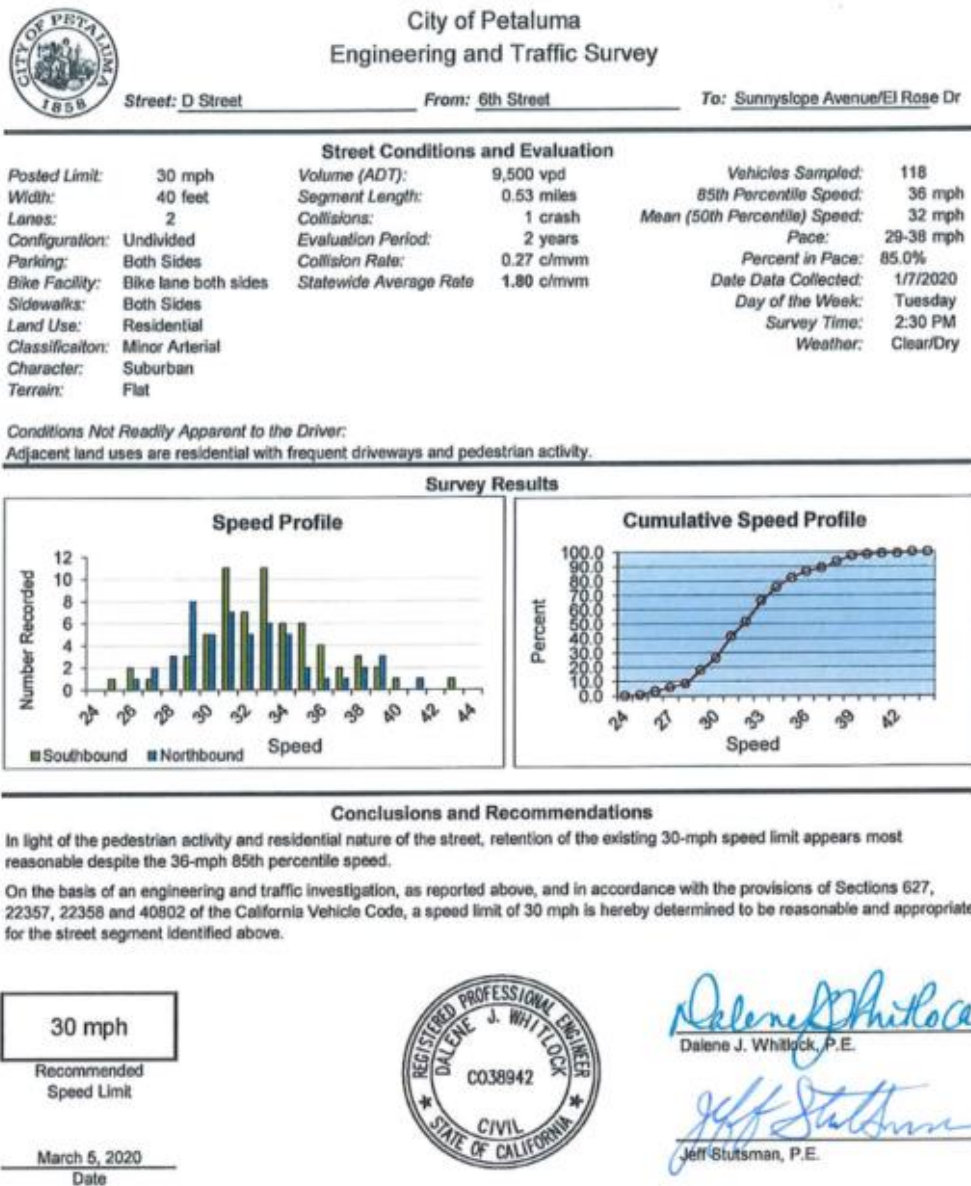
Responses to Council Questions and Comments

4/8/2024

- Response: The utility and paving project is expected to be constructed in 2026, which would include replacement of water and sewer from Petaluma Blvd South to El Rose / Sunnyslope and paving would be extended to the City Limits. The Davidon development (1860 D Street) is hoping to start construction on the roundabout and frontage improvements in 2025.
- Question: Pavement replacement is scheduled. When will that be?
 - Response: The utility and paving project is expected to be constructed in 2026, which would include replacement of water and sewer from Petaluma Blvd South to El Rose / Sunny Slope Road and paving would be extended to the City Limits. The Davidon development (1860 D Street) is hoping to start construction on the roundabout and frontage improvements in 2025. The City is exploring the potential to expedite pavement reconstruction between El Rose/Sunnyslope and City Limits in collaboration with Davidon.
- Question: When will Fifth St complete?
 - Response: This is subject to Council's approval of the proposed On-Call Striping Contract (item 4) and, if approved, the Contractor's availability. We anticipate the project could be implemented early this summer.
- Question: Do we have any speed data? Avg mph? Outlier speeds?
 - Response: The posted speed limit is 30 mph and the 85% is 36 mph with outlier speeds 13+ mph higher than the posted speed limit. See study below:

Responses to Council Questions and Comments

4/8/2024



- Question: The Resolution calls for the work to be done by "on call contractor." Does that contractor have bid items for all tasks - Circles, bulb outs, speed bumps refuges, etc?
 - Response: Yes. The proposed On-Call Contract (item 4) was cross-referenced with the D and 5th Street projects to ensure all bid items were included.
- Question: It is mentioned that there were 63 collisions over 5 years on the section of D St under discussion. Do we have data, or even any idea, as to how many of these collisions involved trucks?
 - Response: We do not have record of any reported collisions involving trucks between 2012-2023 (the years currently available on the UC Berkeley Transportation Injury Mapping System).

Sent to Council 4/8/2024 at 4:15 PM

Responses to Council Questions and Comments

4/8/2024

- Question: Some commenters have quoted traffic engineers as saying "bike lanes on truck routes are a bad idea", but I have not seen any actual data on this for specific jurisdictions. Are we aware of any Federal, CalTrans, or MTC verbiage in this regard?
 - Response: The Caltrans Highway Design Manual (HDM) to which the City adheres (through the California Streets and Highways Code) for public right of way improvements, does not restrict the implementation of bike lanes on truck routes. Section 1000 of the HDM provides the information for the implementation of bike lanes and does not identify restrictions of bike lanes on truck routes. The primary concern between truck traffic and people walking and bicycling involves the "right hook" conflict, in which right turning trucks turn across people walking or bicycling in their blind spot. However, that is less of a concern on this stretch of D Street, as trucks travelling along the corridor are not turning onto side streets.
- Question: One of the most quoted studies, by Chang in Denver, finds bike lanes to be associated with twice as many collisions as shared roadways, but does not attempt corrections for traffic volumes (cars or bikes), and admits that bike lanes are most often used on high volume, high speed, and high accident streets. They end by advising that future studies compare collisions before and after installation of bike lanes. To me, this project, in addressing this deficiency while also reducing speeds in a temporary quick-build, leads the way! Do you agree?
 - Response: According to the [Federal Highway Administration \(FHWA\)](#), adding bike lanes to two-lane roads can reduce total crashes by up to 30 percent, and there is no evidence that adding bike lanes increases collisions.
- Question: Did staff do a D St. parking study after dark, when people return home?
 - Response: Yes. Two counts were conducted to attempt to capture overnight parking use by residents and visitors: one at 7 AM and one at 12 AM. Both were on weekdays outside of holidays and while school was in session. Utilization during these two periods were 12 and 15 percent, respectively.
- Question: B St is 3 feet wider than D St. Did staff do measurements? There is existing bike lanes and parking on B St. Did anyone do a comparison between the 2 streets?
 - Response: Staff has looked very closely at dimensions and design options for both streets. Because of its additional width, B Street is able to accommodate parking and bike lanes in both directions, albeit using minimum widths for the bike and vehicle lanes. On D Street, if parking were to be provided in both directions, a minimum width bike lane would only be feasible in one direction. Option 1 would provide 6.5' bike lanes in both directions that exceed minimum and recommended widths to try to maximize comfort for people biking. It should be noted that both streets were included as bike routes in the 2008 Bicycle & Pedestrian Master Plan.
 - Other comparisons between the two streets are noted below for the stretch between Laurel Avenue and 4th Street:

	B Street & Laurel Avenue	D Street
Bike Lane Width	5'	6.5'
Highest 85% Speed Segment*	36 MPH	35 MPH
Highest Traffic Volume*	3,306	9,227
Steepest Grade	4.4%	2.3%

Sent to Council 4/8/2024 at 4:15 PM

Responses to Council Questions and Comments

4/8/2024

*Source: Streetlight Data

- Question: Was any survey done for bike and non-bike riders for D St?
 - Response: Two rounds of surveys were open to all community members, with summaries of the results shared in Attachments 3 and 4. Additionally, the second survey included handful of questions for people who said they currently bike, or are interested in biking on D Street or nearby parallel streets in order to better understand route preferences and the role bike lanes, traffic exposure, hills, and convenience play into people's route preferences.
- Question: If D St. is a designated truck route, do we have any data of accidents involving trucks on D St?
 - Response: We do not have record of any reported collisions involving trucks between 2012-2022 (the years currently available on the UC Berkeley Transportation Injury Mapping System).
- Question: Where would the parishioners of church park? Many are handicapped. Church is used 7 days a week, 9 am to 9pm.
 - Response: Both options involve parking removal on D Street between 4th and 5th Streets. Option 1 would remove all four spaces along the church's frontage, while Option 2 would remove two spaces along the church's frontage to accommodate the proposed 5th Street crossing improvements. On-street parking would remain on the other side of D Street, as well as on 4th, 5th, and C Streets. None of the spaces proposed for removal along the D Street frontage are currently reserved for people with disabilities. Staff is willing to meet with Church leadership and consider reserving some of the fronting spaces on 5th Street for use by people with disabilities and/or as a part-time loading zone.
- Question: Does the City have any data on traffic circle accidents since they were installed?
 - Response: There have been no reported crashes reported at the traffic circle implemented at Bassett/Upham. Traffic circles and roundabouts are widely recommended as an intersection safety countermeasure because they reduce conflict points and vehicle speeds (and thus, the likelihood and severity of collisions).
- Question: Flashing lights at crosswalks seem to be the best for pedestrians to alert drivers. Do we have any data?
 - Response: According to the [\(FHWA\)](#), flashing beacons can reduce pedestrian crashes by up to 47 percent and motorist yielding rates by up to 98 percent.
- Question: Photos show garbage cans on the sidewalk? I thought the garbage cans needed to be on the street? If on sidewalk it is crowding pedestrians etc. (slide 30)
 - Response: Our understanding is that Recology is able to pick up bins if they are placed at the edge of the curb. These do not impede sidewalk accessibility as long as the bins are within the area of the sidewalk typically reserved for landscaping, utilities, etc. of and leave at least 36" of clear space on the sidewalk.
- Question: Does the city have Strava bike count data for B and D Streets? If so, were the counts?
 - Response: Data obtained through Strava Metro shows bike counts as high as 4,140 trips on D Street (on the block between Laurel Avenue and 10th Street) in 2023. On the same

Sent to Council 4/8/2024 at 4:15 PM

Responses to Council Questions and Comments

4/8/2024

stretch of B Street, 1,675 trips were recorded over the same time period. It should be noted that this data includes Strava users only; total overall biking activity is likely much higher on both corridors, depending on the percentage of people who bike these streets who use Strava. Staff plans to collect manual counts before and after the pilot implementation for a more accurate comparison.

- Question: What percentage of non-D Street residents favored bike lanes?
 - Response:

Survey #1: Filtering for responses from people who did not identify as D Street residents

	Support	Strongly Support	Total
No Bike Lanes; Parking in Both Directions	9.0% (8)	14.6% (13)	23.6% (21)
Bike Lane in One Direction; Parking in Both Directions	12.4% (11)	6.7% (6)	19.1% (17)
Bike Lanes in Both Directions; Parking in One Direction	20.2% (18)	24.7% (22)	44.9% (40)
Protected Bike Lanes in Both Directions; No Parking	10.1% (9)	40.5% (36)	50.6% (45)

Survey #2: Filtering for responses from people who did not identify as D Street residents

	Support	Strongly Support	Total
No Bike Lanes; Parking in Both Directions	5.7% (10)	15.3% (27)	21.0% (37)
Bike Lane in One Direction; Parking in Both Directions	15.9% (28)	5.1% (9)	21.0% (37)
Bike Lanes in Both Directions; Parking in One Direction	30.6% (54)	23.3% (41)	53.9% (95)
Protected Bike Lanes in Both Directions; No Parking	13.1% (23)	52.3% (92)	65.4% (115)