



AKS & SPOKES

RALEIGH, NC

SUBJECT: City of Raleigh Green Lane Project 2.0 Application

Dear Ms. Roskowski:

I'm excited that you have chosen to consider Raleigh, NC for the Green Lane Project 2.0. When you think about great cities for bicycling, we know that the "City of Oaks" doesn't even come close to making the list. But if we only gauged places by what they have already done and not what they have the potential to do, we would be selling ourselves short. While it's true that we have our work cut out for us in the way of expanding our bicycle infrastructure, I want to explain to you Raleigh's potential going into this project in terms of the acceptance of new ideas, social capital, and willingness to not just get things done - but to go above and beyond while doing so.

Due to Raleigh's position as one of the fastest growing cities in the country, there is great acceptance of new people and new ideas, especially those that have the potential to improve the quality of life for its residents. Within that context, Oaks and Spokes exists to promote and sustain bicycle community and culture in Raleigh. As our city's token "advocacy group" on bicycling matters, I'd like to give four examples as they relate to the positive changes and relationships that exist to make Raleigh a better place to bike.

First, in the Spring of 2013 the city embraced an idea to install a bicycle corral for parking as many as ten bicycles in a parallel parking space on one of the city's busiest downtown streets. We worked with several parties and business owners over a period of over a year to make it happen, and anticipating more interest in bicycling and bike parking as the downtown revitalizes, drafted a set of standard guidelines for the installation of bicycle corrals in the city. Second, in the Fall of 2013 the city's Parks, Recreation, and Cultural Resources department has been receptive to the needs of individuals who have brought the sport of Bicycle Polo to the city. Once relegated to unlit lots and parking decks, our team now practices in a flat, lighted facility under a newly created arrangement with the city. Third, the city staff and Bicycle and Pedestrian Advisory Committee have been working with the community to identify and change policies unsafe to bicycling. While I'm not proud that city code explicitly allowed parking in bicycle lanes, we have been working together to create a strategy to successfully tackle this sensitive issue. I'm happy to report that as of December 2013 after over a year of collaboration, parking is no longer allowed in any new bicycle lane installations. Recognizing an opportunity, city code was also amended at this time to place fault on the motor vehicle operator in any "dooring" situation. Finally and most importantly, the city and staff have been receptive and supportive of the growing bicycling community and culture. Working together, a transportation bond referendum was just passed that includes 11 projects with a substantial investment in bicycle infrastructure.

Oaks and Spokes solid working relationship with the city, residents, and business owners allows us the ability to continue to tackle issues, get the support needed, and work on new and innovative projects. Oaks and Spokes fully supports Jennifer Baldwin and her team on moving forward with the Green Lane Project should Raleigh be selected. I see this as an opportunity to build on our existing momentum and continue to grow the bicycling community in Raleigh.

Sincerely,

Kristy Jackson
Chair, Oaks and Spokes