# Listening to Residents: Project Concerns/Modifications

After proposing buffered bike lanes on Kavanaugh, the City solicited public comment. Most comments have been positive, some comments have been negative, and some proposed modifications. Here are some common concerns. Learn more at: <a href="https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/bike-lanes/kavanaugh/">https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/bike-lanes/kavanaugh/</a>

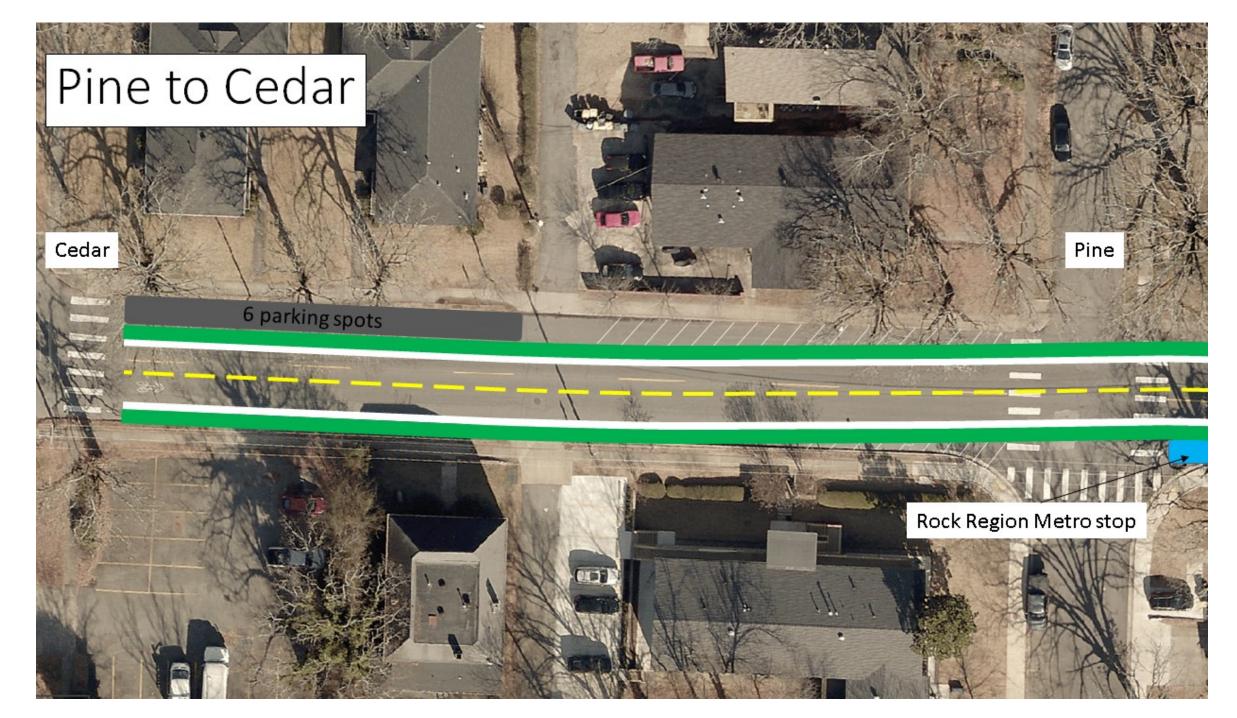
# Put the Parking on the South Side

Whether people support or are against the proposed project, a common request to modify the project was to put the parking on the south side of the street rather than the originally-proposed north side of the street. Subsequent analysis shows that where parking was preferred on one side of the street vs. another, it almost always was preferred on the south side (Blocks 1, 2, 5, 11, and 17-19). The only block for which parking was preferred on the north side was Block 12, between Pine and Cedar. The Farmer's Market modification has the fringe benefit of relocating Block 12 parking north.

We listened and we modified the project to better serve your neighborhood. Thank you for your engagement!

### What About the Farmer's Market?

Another concern about the project was how it would affect the Farmer's Market operations. We reached out to the Hillcrest Farmer's Market and the Pulaski Heights Baptist Church. While they do have some concerns about how the project will affect parking capacity, their primary concern was about access for their mobility-challenged patrons and parishioners. They use the sidewalk on the north side, immediately in front of the church, for access. As a result, we created the parking lateral shift further east, between Pine and Cedar so that parking would be on the north side in front of the church from Cedar to Rose. We listened to you and to these important stakeholders and we modified the project to better serve these interests.



# Will There Be Enough Parking?

Understandably, this is an important concern for residents. Many residents and businesses depend on Kavanaugh's onstreet parking. The first step in our feasibility study was to assess parking use in the corridor. Rather than consider parking use and capacity over the entire corridor, we drilled down block by block; someone living on Kavanaugh close to Markham isn't benefitted by a spot close to the business district. Then we did block-by-block parking counts during the day, at night, on weekdays, and on weekends. We counted in May, June, July, and August, but also went back and reviewed all available Google streetviews to make sure parking use didn't change over time. The number of assessments has increased since first presenting the project starting in early June to 30 night and ~40 day observations per block.

We found with increasing confidence that Kavanaugh parallel parking was used, but not nearly to its capacity. Parking capacities of blocks with proposed bike lanes have changed as we have modified the project, but the proposed project does not drop capacity below current use, day or night.

# Hillcrest Square Needs Its Parking

Parking capacity with bike lanes as originally proposed would meet or exceed current demand for Block 17 (between Spruce and Monroe). However, this block borders where we proposed to transition to sharrows; allowing parking on both sides of the street immediately in front of Hillcrest Square (3000 Kavanaugh) would not dramatically compromise the project. We therefore modified the project to better serve Hillcrest Square.



