

Bicycle Pedestrian Safety Commission

AGENDA

September 11, 2023, 5:30 P.M.

In-person and virtual hybrid meeting

McCloskey Room, #135

Online link:

<https://bloomington.zoom.us/j/6359441221?pwd=bXRYTnNJV2xMbTRLLeE00QW9XWnRjQT09>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial in: +1 301 715 8592

Meeting Agenda:

1. Vice Chair Election
2. Attendance
3. Approval of Minutes - August 14, 2023
4. New Business
 - a. Hawthorne/Weatherstone Neighborhood Greenway*
 - i. Item to be voted on
 - b. East Morningside Dr Neighborhood Greenway*
 - i. Item to be voted on
5. Old Business
6. Reports from Commissioners
7. Public Comment
8. Adjourn

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City of Bloomington, Indiana
Bicycle and Pedestrian Safety Commission

Minutes for Aug 14, 2023 meeting

1. Vice Chair Election postponed 'till Mitch Rice arrives (rain storm)
2. Attendance City Staff: Hank Duncan, Ryan Robling, Neil Kopper, Commissioners: Paul Ash, Jaclyn Ray, Mitch Rice, Rob Danzman, Kori Renn; Commissioners on Zoom: Pauly Tarricone; (Commissioners absent: Ann Edmonds) Public who spoke: only recorded names of the public who made comments, see below
3. Approval of Minutes - June 12, 2023 Jaclyn moved; Paul second; **Roll Call** vote: all approved
4. New Business
 - a. Hawthorne/Weatherstone Neighborhood Greenway (shortened to H-W in minutes, and EH means Elm Heights)
 - i. Staff Presentations **Hank** intro himself, What is a neighborhood greenway? Facility to provide comfort to pedestrian and cyclists, shared street to provide more comfort, target motor vehicle speed of 15 mph, comfortable mix of modes, previous tools just paint, now we are enhancing signed routes with bump outs and speed humps eg. Allen St. section and more, Why H-W? Already has relatively low speed and low volume, is a N-S connection to campus, Project Process outlined (in meeting packet) dates of all meetings and changes to the plans, Staff recommends BPSC approve this design **Neil**: we remove any discrete barriers from route, in-between ties the route together and emphasizes it to ensure low speeds, visual reassurance, changes made based on feedback, this is a final concept some changes may change slightly like a tree installation may not happen, went through each slide (in meeting packet) took notes only on what he said not in packet: will replace pear trees on W, some sidewalk repair if City street tree damaged sidewalk, cancelling green ribbon paint b/c the trial on Graham faded quickly and the thermal paint of cost prohibitive, met urban forester about the cut-through only one tree that was special, only three to be removed, Maxwell crossing has added speed humps on Maxwell before and after the greenway intersection for vehicles, same for 1st St. two speed humps on 1st before and after Hawthorne intersection for vehicles, parking will

be further from 1st intersection to provide better visibility, and shorter crossing distance for 1st, Atwater paired with 3rd will be a corridor study coming up so no big decisions made pending future study, existing traffic signals at 3rd to cross into campus

**during these two staff presentations approx. 5 of the approx. 30 public attendees jeered staff, said “this is not for pedestrians”, “ugly”, “oh come on”, one sucked their teeth loudly, a couple ppl interrupted with comments and questions, this was only for about the first 10 mins. ‘till Ryan and Hank had to say a few times “wait ‘till public comment to speak” (one woman apologized for her outburst when she made her public comment)

ii. Commissioner Questions **Paul:** Allen St. has done very well; **Kori:** what type of trees does the City put in? **Neil:** UDO has list of acceptable trees and they consult with the urban forester **Kori:** will there be enough space? Concrete encroachment? **Neil:** existing are in a 5’ wide strip bet’n sidewalk and curb, so in a bump out you gain more space for the tree roughly 10’ area or so, less chance for it to heave a sidewalk **Rob:** what else can be done on Atwater in terms of traffic calming that can be wrapped into this? **Neil:** we are more limited on an arterial like Atwater, not the same treatment as rest of project, anything to achieve speed limit compliance but won’t be a physical measure at this time **Kori:** could there be additional signage? **Neil:** yes, signage is easy to do but downside is drivers don’t pay attention to signs, may have sign clutter, but something we could look at **Pauly:** crash data 2013-2022 two incidents on this corridor at Atwater, so why prioritized over other greenways? **Hank:** it’s already low volume low speed corridor, if it was 7th St. it’s a case for protected bike lanes, levels of comfort, H-W isn’t the need to protected bike lane, just make conducive to sharing space car-ped-bike, why here? central location from campus to so many neighborhoods to traverse the city **Mitch:** already a corridor, so why go through the woods? Is it simply for convenience for cyclists and walkers that distance makes a difference, for peds there are no points to points **Hank:** when you provide straight points more people use it **Mitch:** what is the place? **Hank:** anywhere south of the woods is a point **Jaclyn:** every house on W and neighborhoods south is a point **Neil:** takes out the steep section of the trail **Kori:** less steep? **Neil:** compared to other hill it is a less steep option **Rob:** was that existing connector, was there examination of mitigating that hill? **Neil:** not closely, it is between two yards and would cost more than the woods cut-out **Pauly:** tendency nationally for higher income areas to get safe transportation networks, to what extent is equity a consideration? **Hank:** one thing to note is that corridors are not for just those that live on the corridor, they are for everyone who goes through the area, the greenway is

another way to do that for cyclist and peds, anybody who wants to go N-S through the city, it will be the most comfortable way through, for all of Bloomington **Rob:** is SES a consideration in choosing? **Mitch:** yes for Pigeon Hill and South Side with the B-line **Hank:** yes it is taken into consideration **Pauly:** automatic tendencies...we need intention to counteract them

Mitch nominates himself as Vice-Chair: **Roll Call** vote: all in favor, yes

- iii. Commissioner Comments and Discussion **Paul:** connector from H to W is short and relatively cheap compared to W Morton and Allen **Pauly:** \$350k number crunching less than 1500th of 1% of City budget, \$30M parking garage sits half empty at 100X the cost of this project, big picture look at the budget is important to keep in mind **Neil:** reasonable estimate, sounds like a big number but more to put in a signaled intersection **Kori:** more walkers and bikes positive investment**missed something, reduction in greenhouse gases **Paul:** Allen has increased cyclists and pedestrians greatly **Rob:** how do these projects age? **Neil:** we look at maintenance costs over time, condition of pavement, portions will be resurfaced first, then install, look at trees getting bigger, corridor get more dense talk about that a bit, as we generate more trips in town we want to create opportunity to walk and bike and not increase motor vehicle traffic in neighborhood, no big changes expected, want to keep motor vehicle numbers the same

Mitch: with so many people here **Rob:** should we modify time allowance? **John:** how many intend to speak, show of hands (lots) **Rob:** 2 mins? **Roll Call** vote for 2 mins: All in favor yes

- iv. Public Comment Period (z means public comment via zoom) **Regina Moore** 900 block northern part, 1983 home, 40 yrs. to shop, classes, events, northern blocks are very safe, residential parking permit made it the most safe, except Atwater intersection, neighbor Prof. Tang killed by car 81 yrs., Prof. Max Zorn killed by car at that intersection, put that crosswalk first; **Peter Bogendough** (z): lives at 1st and Woodlawn is there a bike safety study? Problems with accidents? Pedestrian accidents? Sidewalks in town are very bad, need to spend the money on sidewalks, tripped recently, historic district, beautiful street, to put a speed bump in middle of block for low traffic count already, restricting parking took care of problem, put Atwater and Hillside first, put this project second; **Chris Sturbaum:** BPSC is put in an awkward position, we are advising to solve a political problem, to bi-pass the public and put staff in charge, he voted for it, but at the time he was involved in W 3rd St. traffic calming but the neighborhood asked for it, not

top down, he couldn't imagine the thing tipping like this and not be citizen driven, not even approval at council, we have all these ppl here but you are not going to make all these ppl happy, where is the traffic study, 20 mph, think about the data, ask them not to make this our final political decision; **Cathleen Meyers (z)**: lives on Hawthorne for 30 yrs., followed this project carefully, walk daily and bike 4 times a week, bike to Y, actively use it, strongly believe doubling up on something they already have makes with signs, two there is also already a pass through, still \$300k more dollars, better used other parts of town, sacrificing pedestrian safety, put in the cyclists at bump outs **Betty Rosenagle**: walks H all the time, knows how to cut through, apologize for outburst, this is not about pedestrian safety, Allen is a bicycle boulevard, when I walk on H I walk in the middle of the street because I can, I can hear and see when traffic is coming, I'm safe in the middle **Steve Wallace (z)**: lived here entire adult life, cyclist, Olive and Hillside would change the way I get to campus and Kirkwood, the traffic calming this direct route would make a difference for me, crossing Atwater is a challenge but City will look at signals that is good, this would shorten my route and make it more direct and accessible, feels like an overall improvement **Leslie Robbs-Ramsey**: lives on H 2006, permit parking helped, no longer car commuter traffic from IU, not concerned about traffic at all, already a Greenway, posted and marked, the hill is not steep, how many ppl responded in neighborhood who said they want it? what is the scope? We have stop signs already, you are not elected, how do you get off spending taxpayer money on this project? **Mitch**: I won't take that personally **Some Public**: you should **Chuck Livingston (z)**: lives a block from Hawthorne, walks H every day, wide street, neighborhood with Parkinson's can walk *missed this, we need wide safe unbroken sidewalks, Woodlawn is a pedestrian corridor, ppl park at Bryan Park and walk to campus, not one block of Woodlawn is ADA compliant, 300K drop in the bucket but City Council sidewalk project has annual budget of \$300k **Stephanie Laughlin**: biking with kids 10 years we do live in Elm Heights, bike everyday with kids, until you've been in a situation where your kid almost gets hit by a car you don't know how scary that is, so we ride out of the way to go to Allen, kids complain about extra distance but it is safer, the bump outs slow the cars down, gives time to give them a heads up that a car is coming, it is the most safe street we bike on, they bike independently since they were 3 yrs, they like the bump outs specifically, they are bike able, they do a good job not slowing bikes but slow cars **Patricia Foster (z)**: lives on H walking on Maxwell and H and drives 20 yrs, reiterate waste of money b/c already peaceful, what is dangerous are the cross streets, hit by police car on cross street, there are drivers in B'ton and bump outs squeeze so two cars can't pass, scooters, what happens when they hit those bumps, waste of time, all top-

down, almost everybody is against it **Karen Kenner**: lives at end of H uphill and over a speed hump as a cyclist wouldn't choose that, when you go east you'll end up at Highland cut through, through the woods there is going to be a hill on W anyway, safety issues with ppl backing out of their driveways into possible cyclists and pedestrians using cut through, vast majority of comments are against this, already quiet street, put the money for new sidewalks or maintaining the ones we have **Layla Ohami (z)**: lives at the end of H, never had a reply from Transportation Dept. at end of H recent CBU work done, new fire hydrant, all that work will be undone, waste tax payer money 3x, path goes directly into a neighbor's driveway, this is not needed, vote to pause this project, do vital safety things first, Atwater, Winslow **Stephanie Hatton**: lives in Elm Heights really hopes this interaction is not a rubber stamping exercise, what she, the neighborhood, the community has been through hopes we can all work together, weigh concerns, some want added infrastructure, appreciates that, we are not coming together, Scott Robinson says this is an iterative process, some are heated, the neighborhood feels hurt, send this back to ask what further can be done so make this safer **Mark Federson (z)**: resident Elm Heights, couldn't possibly get more bikes and peds and children, ppl with canes walking along this corridor, they are using this corridor, not very many cars, this is a solution looking for a problem, like I-69 problem nobody wanted it but it's a nice straight line, cyclists can bike one block out of their way and biking uphill, thanking BPSC as volunteers, not our problem but it's political **Virginia Southern**: EH 1989 bike and walk, member of EH historic committee, do you need a CofA to change structure of sidewalk, thank you for getting rid of green stripe, parts with no sidewalks, use these streets like a giant sharrow, when a car comes you move to the side, what do you do at the bump outs, more comfortable with a wide street not narrowed, leave this alone, add trees, safety at Hillside and Atwater **Herb Mars**: 33 yrs lives on H right at a speed bump, danger for pedestrians at Atwater is from cars turning R from Hawthorne onto Atwater, needs a sign to car drivers to look both ways, upset about this whole proposal, professional idea put onto the neighborhood, nobody wants it, evidence speed humps don't improve safety and make driving and biking less safe, problem with passageway through the woods, all of them bike and walk no-one thinks it will improve the situation **Samson Love (z)**: City looking for N-S corridor in this area makes good sense, comments that it's safe and low traffic and all that confirms this is a smart choice, Allen and Maxwell really helped, like emphasis for more accessible paths for cyclists and pedestrians, there are other good projects in the city but this is a good spot for a N-S corridor

7pm **Staff:** are we extending the meeting? **Pauly:** can we vote on part of the project? **Hank:** vote on whole project **Rob:** how long to wrap up **Kori:** volunteer for 7pm end **Mitch:** wrap now **Pauly:** extend 15 mins so we can get to the vote **Kori:** does it need to be unanimous? **Staff:** to extend time yes, for final vote no **Jaclyn:** move to extend to 7:30 **Kori:** second **Paul:** no, ready to reject **Mitch:** no **Pauly:** can we vote now? **Neil:** option to move to finish listening to all public comment then adjourn so everyone here is heard **Jaclyn:** move to finish all public comment then adjourn **Roll Call** vote: all in favor yes

Nancy Roblesky: agree about sidewalks, live on Sheridan wants speed bumps there, cars go 60-70 mph, grandkids, she was hit on Maxwell and Woodlawn, worry about those, H is so quiet and mellow, walks and rides on H, take \$350k for Sheridan and Southdowns, sad state no one does anything about it **Mark Roblesky:** walked for 25 yrs., don't support this project, like Allen could you put flashing lights at Atwater? Who maintains the bump-outs, the Allen ones are pretty bad **Jeff Richardson:** lives on 1st St. all agree H is not a busy street, we want more cyclists and pedestrians to use H, that means Hillside and 1st are very dangerous crossings, safety is paramount, 7th St. some safety issues, no bad guys no good guys, there are issues at Hillside and Atwater, hit the pause button so not for or against, get data that we need, safety data, not hair on fire proposal, get the data and do it right **Andy Ruff:** commuter cyclists over 50 yrs. and was a city councilor, steward of public funds, fought I-69, lives in EH, raised kids there, bike everywhere, streets in large part are as safe as you can expect, the major intersections are the concern not the safe streets already there, you cannot build to lowest denominator, not efficient, use funds in most efficient way, there is better bang for buck than this project **Doug Finlay:** lives at H and Atwater family there for 80 years, more concerned with the cross streets, bump-out no advantage, cross streets are extremely dangerous, police at 80 mph, need to slow down the speeds on cross streets, clear street-scape around the stop signs **Eric Ost:** lived in EH 40 yrs. and 4 different locations, walk-bike-drive, process / safety / cost, process is most stressful contentious process, we have more agreement than disagreement, process problem, safety is how we feel and how we are, competency in riding and walking and objective data, there is objective data requested and denied, cost of morale, trust, coherence and community, those costs we've suffered, please revise plan **Stephanie Bean:** EH long time, attended first meeting, pointed out issues, pointed out intersections as problems, don't live near cut through but trust what the ppl who live there, disappointment in the process, concerns not addressed very well, read meeting comments was stunned that it said...missed this* there have been a lot of ppl willing to work collaboratively with the City and it hasn't happened **Wendy Helman:** lives at Hunter and H stop signs on all of Hunter is irregular, may need four-way stop signs, erratic in the neighborhood **Mitch:** what does this have to do with bike-pad issues? **Wendy:** running stop

signs across Hawthorne, if we can't enforce **Mitch**: we ask for enforcement all the time and it's not happening **Wendy**: it's a very little thing to do, Maxwell was changed **Mitch**: you should take your comment to traffic commission, BPSC has no input on stop signs **Wendy**: excuse me.

Jaelyn: move to adjourn **Roll Call** vote all in favor yes

v. Commissioner Questions, Comments, and Discussion

vi. Vote

b. Staff-Led Traffic Calming & Greenways Program Updates

i. E Morningside Neighborhood Greenway

ii. W Allen Connector

c. Hillside/Olive/Weatherstone Intersection Improvements

d. S Henderson Neighborhood Greenway Connection Update

5. Old Business

6. Reports from Commissioners

7. Public Comment

8. Adjourn

Memo

TO: City of Bloomington Bicycle and Pedestrian Safety Commission

FROM: Planning and Transportation Department

Date: August 10, 2023

RE: Hawthorne/Weatherstone Neighborhood Greenway

Background

Neighborhood Greenways are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction. The Hawthorne/Weatherstone Neighborhood Greenway is a recommended project in the adopted Transportation Plan as part of the Priority Bicycle Facilities Network.

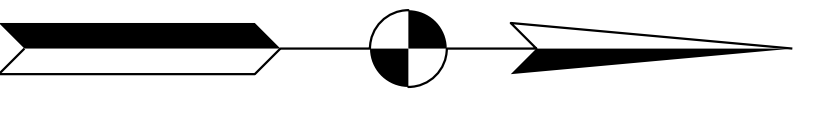
This Neighborhood Greenway Project is along Hawthorne and Weatherstone streets from E. 3rd Street to E. Hillside Drive. The intersection of Atwater and Hawthorne will be considered in an upcoming corridor study. The intersection of Weatherstone and Hillside is being designed as a separate Neighborhood Greenway project. The Hawthorne/Weatherstone Neighborhood Greenway followed the Traffic Calming and Greenways Program process, and the steps are outlined in more detail below.

Overview of the Greenway Process

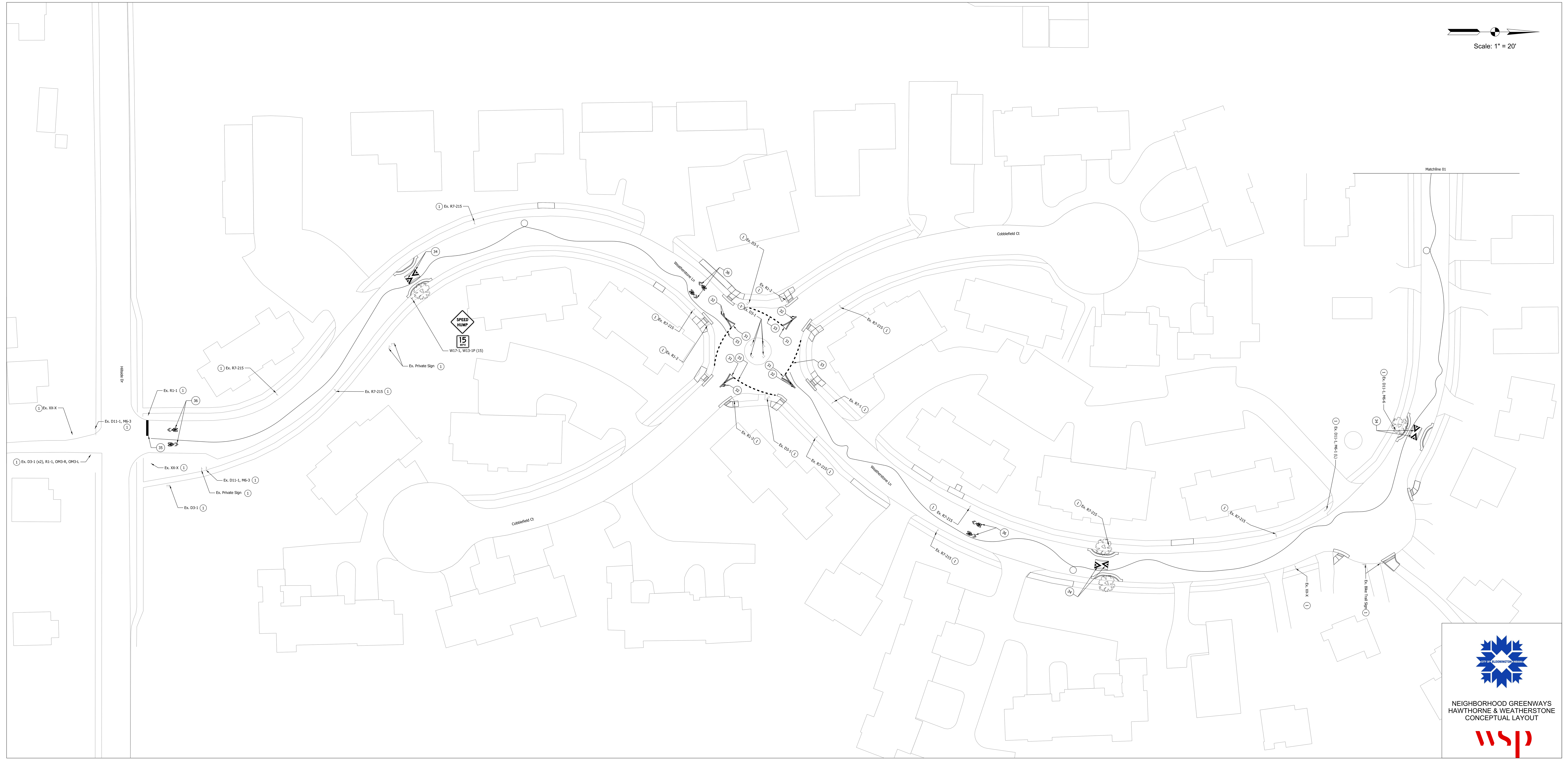
1. Notice mailing – March 2022: Mailers were sent to residents within a 300 feet of the greenway to notify them about the proposed Hawthorne/Weatherstone Neighborhood Greenway project, the greenway website, and the date of the first public meeting.
2. First Meeting – March 28, 2022: City staff held a public meeting to provide residents with an overview of the project's scope, objectives, and potential benefits. This meeting aimed to learn from residents how they use the space and to identify any initial concerns or questions from the community.
3. Second Meeting – October 24, 2022: The second public meeting focused on presenting and receiving feedback on the preliminary greenway design. Attendees were given the opportunity to review the preliminary design and provide their feedback. Attendees suggested many changes to the preliminary design.
4. Third Meeting – December 8, 2022: In light of concerns and requests for changes to the greenway design, staff held a third public meeting. Between the second and the third meeting, the greenway design was updated based on public feedback. The third meeting focused on presenting the changes that had been made to the greenway design based on feedback received from residents.
5. December 2022 – May 2023: the Planning and Transportation Department paused the Hawthorne/Weatherstone Neighborhood Greenway while the City Council considered changes to the Traffic Calming and Greenways Program (TCGP). Council reviewed the program, and no changes were made to the TCGP. Staff then continued to follow the next TCGP steps for Neighborhood Greenways.
6. Open Comment Period – June, 2023: After the third public meeting, an open comment period was initiated to give residents another opportunity to provide feedback on the project as a whole and on the design changes specifically. The comment period was open for more than 4-weeks in order to provide extended time for more comments.
7. Bicycle and Pedestrian Safety Commission – August 14, 2023: City staff will present this greenway project to the Bicycle and Pedestrian Safety Commission for final approval. Commissioners will be able discuss, ask questions, hear public comment period, and vote.

Recommendation

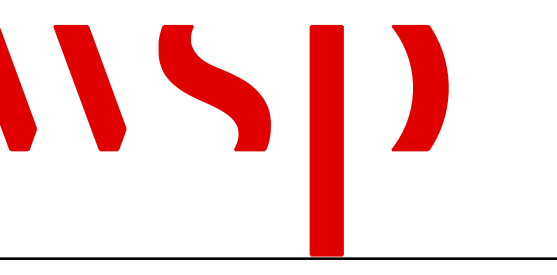
The Planning & Transportation Department recommends that the BPSC approve the Hawthorne/Weatherstone Neighborhood Greenway project.

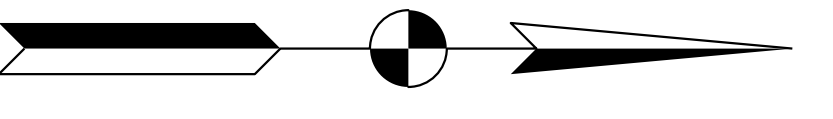


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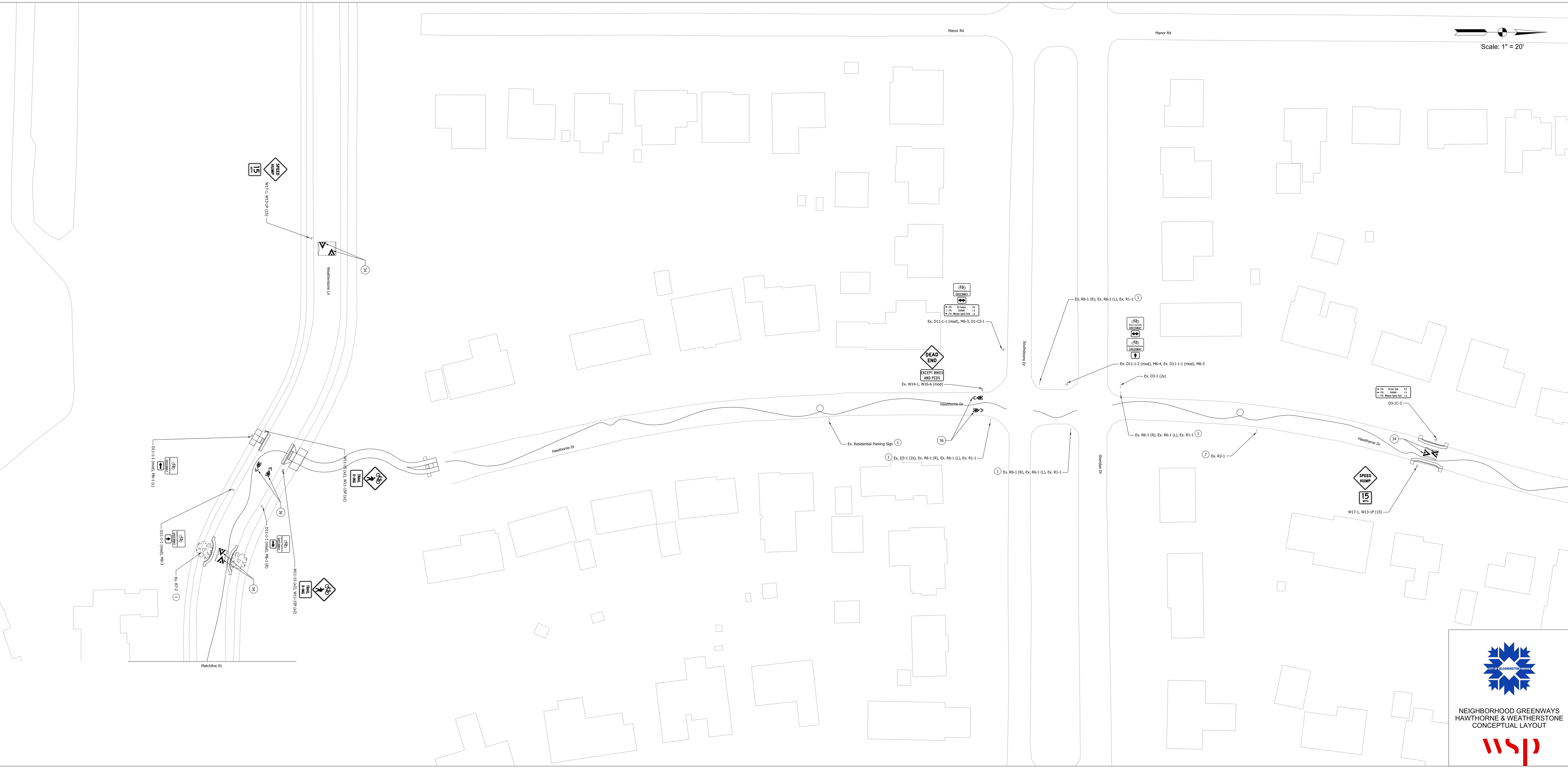


NEIGHBORHOOD GREENWAYS
HAWTHORNE & WEATHERSTONE
CONCEPTUAL LAYOUT





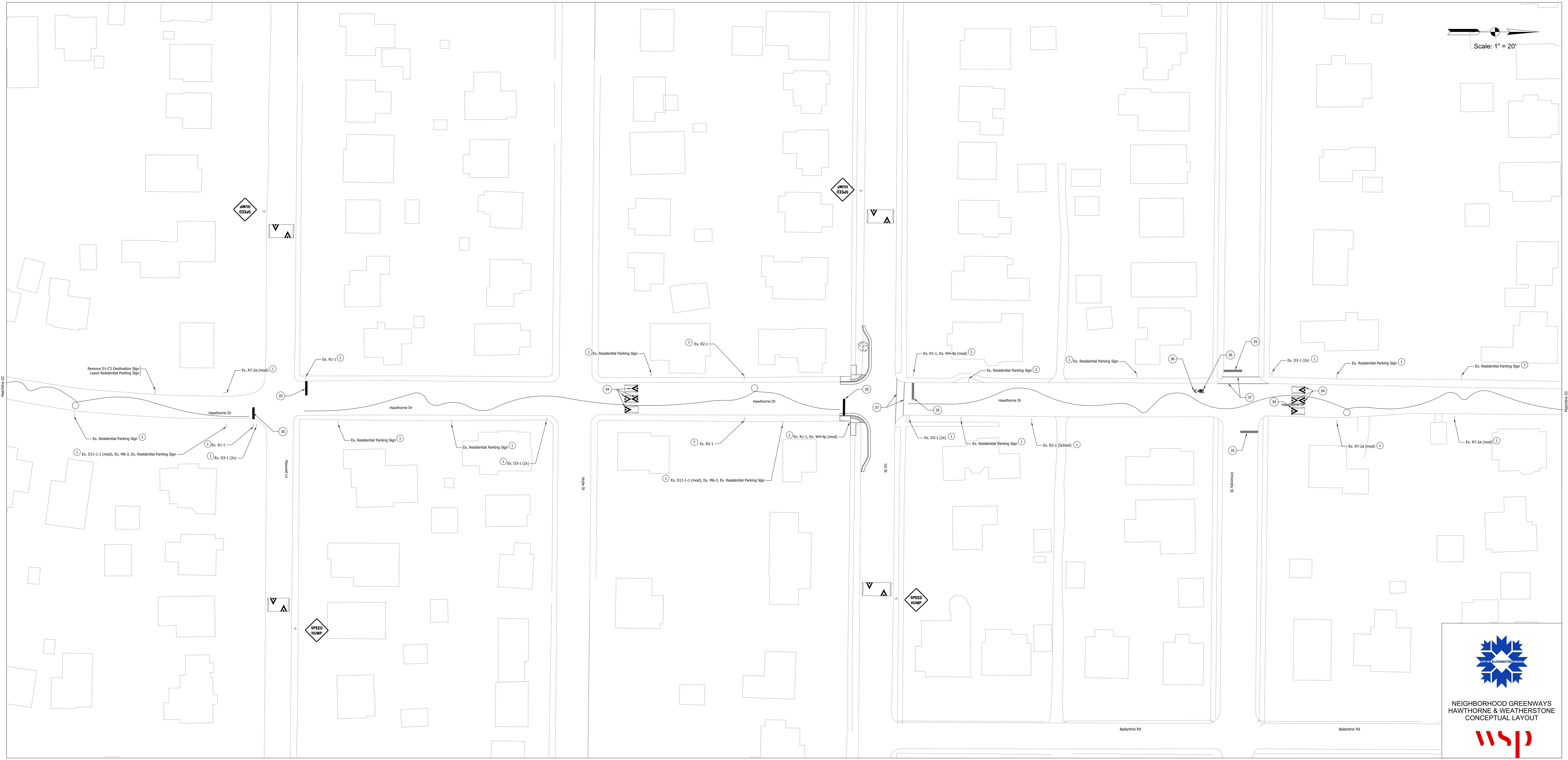
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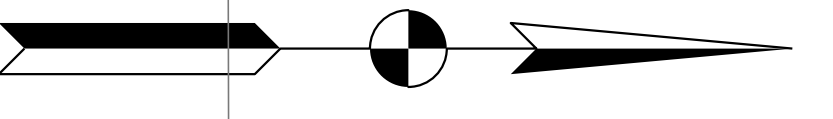



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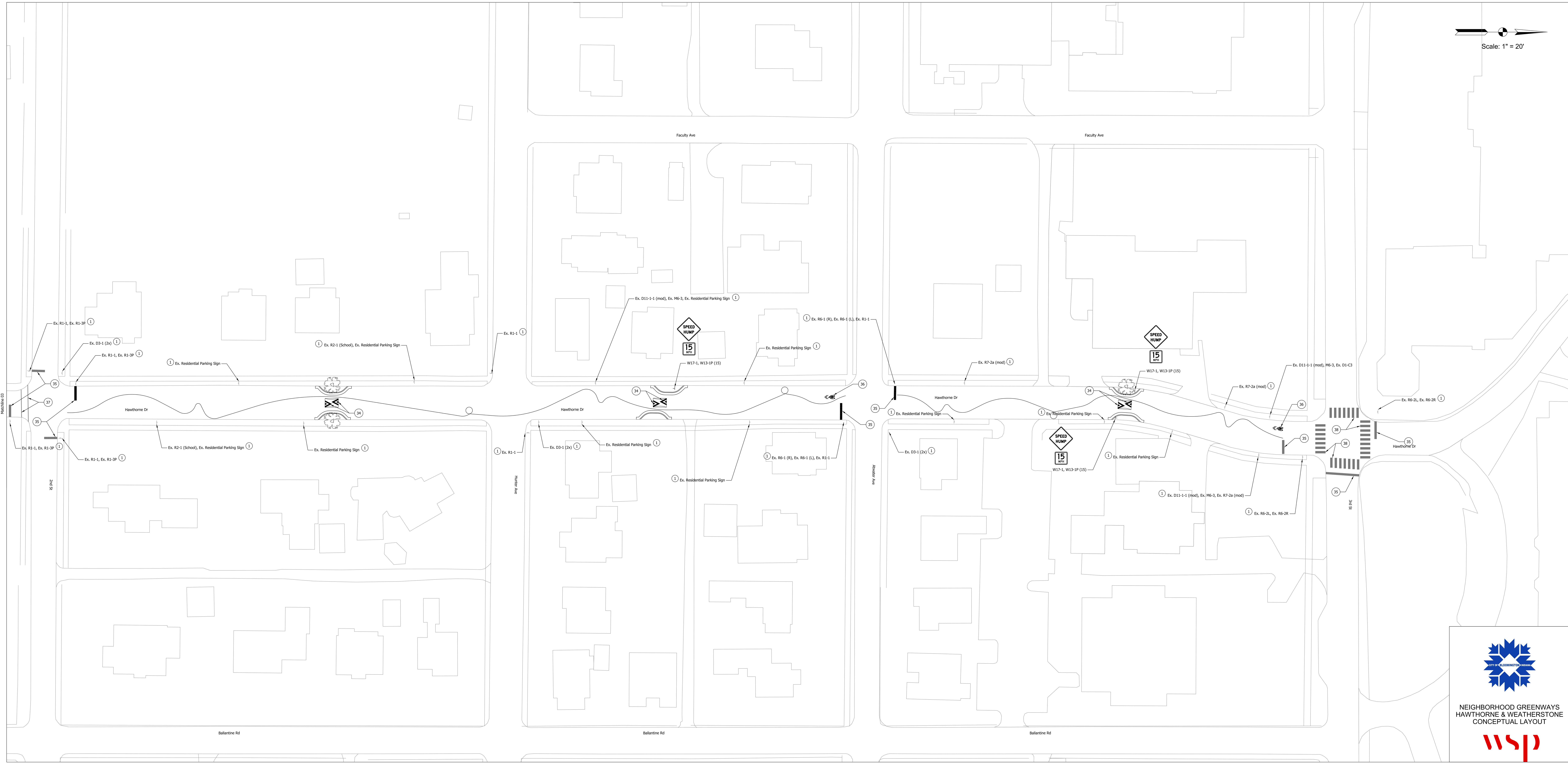
NEIGHBORHOOD GREENWAYS
HAWTHORNE & WEATHERSTONE
CONCEPTUAL LAYOUT







Scale: 1" = 20'



CITY OF BLOOMINGTON, INDIANA

NEIGHBORHOOD GREENWAYS
HAWTHORNE & WEATHERSTONE
CONCEPTUAL LAYOUT

WSP

Additional Hawthorne/Weatherstone Neighborhood Greenway Public Comments

1. Regarding the proposed changes to the Hawthorne/Weatherstone greenway.

I am a resident of Hawthorne but will likely be unable to attend the meeting due to travel.

Please consider these items in your presentation and discussion with the Bike and Ped commission and the public:

1) Higher costs on Cut-through. Proposed cut-through at Hawthorne dead-end must factor in costs of undoing, then re-doing recent CBU storm drainage work and fire hydrant installation. Building the proposed path means making residents triple-pay on utility work due to problems with project management and communication between city departments. Since there is no financial oversight, this additional cost to taxpayers should be made public at the meeting and captured in minutes.

2) Prioritise and complete the previous plan of continuing Highland Greenway to Winslow. The current proposed plan to improve the existing greenway is like adding make-up and jewelry to a pedestrian with broken legs. Fix their legs first, then reconsider if the extra elements to the existing and highly-functional greenway is necessary.

-Lylae Shamy

2. I believe the greenway project for Hawthorne will be a great addition to the bicycle network of Bloomington! I especially like the path that will connect the cul-de-sac of Hawthorne and Weatherstone, as it will increase connectivity for pedestrians and cyclists! The other traffic calming measures are great as well, and I think that the cost of the project will be worth it since bicycle infrastructure is much cheaper compared to car infrastructure. One criticism I have is that safety improvements for the intersections on Hillside and Atwater should've been included in this project. Despite that, it really is a project I fully support!

Thank you,

Collin Nielsen

3. Thank you for the opportunity to comment on the Hawthorne Greenway proposal. I am a long-term resident of the Elm Heights neighborhood and live on Hawthorne. After reading plan for the Hawthorne greenway, I am not in favor of implantation as designed.

There are three aspects of the design that I believe need to be changed or eliminated. The neighborhood has limited off-street parking. Installing bump-outs will reduce the parking spots and the pinch-point they create will be a dangerous obstacle for cyclists and vehicles to pass. The traffic calming cushions are also unnecessary. Hawthorne is a quiet street with very little auto traffic and no speeding problems. I am surprised that no traffic volume and speed survey has been conducted as part of the plan. From my experience living on the street, traffic is minimal and speeding is not a problem. Finally, the swirling painted line on the street seems silly.

-David Daleke

4. I am writing because I cannot attend the meeting; I am in Scotland, and even Zooming in would be hard given the time difference.

I am deeply opposed to this project and deeply disturbed that there is so much momentum from Planning when the neighborhood—one that very much values walking and biking—is by and large opposed. It is:

- A waste of money, because Hawthorne is already terrific for biking, since it is wide and the visibility is good; and because we already have a greenway very nearby, on Highland;
- Likely to decrease the safety of Hawthorne because the bump-outs will narrow the street in places, increasing the likelihood of a car/bike collision;
- Is a misdirected effort, since the true danger for cyclists (and pedestrians) is crossing Atwater on Hawthorne.

This seems something intended to pad someone's resume, rather than to do any real good. Please, drop this plan. Work instead on a light or stop sign on Atwater. Also, living expenses in Bloomington are already high; quit spending so much taxpayer money on projects like this needless traffic-calming.

In short: apart from the Hawthorne/Atwater intersection, Hawthorne is terrific just as is.

5. Hello Regina,

Thanks for all the information you wrote regarding the Hawthorne plan. Respectfully, while agreeing with some of what you wrote, I do have some areas where I disagree. When I lived in Sherwood Oaks and biked each morning to my job at MCPL, there were no good routes available, in my opinion. Highland near the YMCA, with its sharp turns seemed like a good place to get struck by a distracted motorist, the B line was not yet constructed and nor was the Henderson path. My own preference (priorities being speed and lack of effort) was Olive St. to Weatherstone, Woodlawn, then maybe across the park to Henderson and picking a route over to Lincoln. I still use Lincoln and Washington quite often.

I didn't mention the Highland connector because it goes in the wrong direction, and I believe the prevailing bike traffic pattern for those heading downtown from the south would cause riders to have the same choice. For students, Highland to campus might make more sense.

My preference has always been that the city should focus on Henderson and I was thrilled to see the work completed there to date. Right now, the path kind of leads to nowhere, but if they solve it and make safe from Hillside to 3rd, then it seems like the best solution from south to north. Nevertheless, if they create a connection to Hawthorne, I think it works better for many commuters than the present one to Highland, but my point is that they should focus their efforts first on Henderson (and I have seen designs that show a path there, so maybe it is in the works).

Regarding the proposed design, in my opinion, speed bumps have never been an issue; for example when I lived in Park Ridge East I navigated multiple humps each day and never thought much about it. What's more, I'm positive a thoughtful design can allow bikes to avoid them altogether. What's more, if the point of a greenway is to increase bike/ped traffic and decrease cars, I'd be all for it where I live now on Woodlawn, although I think it's probably too narrow. Your point about the traffic calming construction seems spot on; I really don't get those at all and as a bike commuter, my preference is for speed, not weaving around the barriers.

From the commuter perspective, I admit feeling somewhat ambivalent about this new greenway because it's not a route I will use except maybe as part of an evening exercise ride. Speaking as someone who made that south-north ride everyday, I might choose the new route as an alternative to Henderson or the B line because it looks like it will be a pleasant trip. And with the new project at Olive/Hillside, it would be even more attractive, but I would not choose to jibe over to Highland if I'm headed downtown. As I mentioned though, Henderson would always be my preferred route...and if I were headed to campus, I'd probably want a route that gets me to Eagleson.

Lastly, regarding your comments that the city should focus on other safety issues, I agree with that, but I also feel like a new greenway is a good thing and I'd rather have that completed now and focus on making other enhancements to existing projects later. More bike safe alternatives and especially greenways is always better to my mind because they are more visible, thus drawing more people into this mode of getting around. I've been bike commuting for 30+ years and am accustomed to picking out routes among a barren biking landscape, but I know others are not like me. The alternatives need to be really, REALLY visible and enjoyable to those who are exploring the alternative as a regular commute option and I feel like this project is a step in that direction. So, as I said earlier (and thank you for reading this far), I think Henderson is the most Important route, but after thinking it over, I think the Hawthorne project is not a terrible idea, even though some of the design seems wrong headed.

Thank you again for your email on this. I really appreciate the effort you put in to research it.

Best regards,

Steve Backs

6. Dear Ann, Hank and Scott

I regret that I am going to miss today's Bike/Ped Safety Commission meeting. I am presiding over a friend's 'celebration of life' service in DC. Carol was 97 years old and had a full and rich life. The intent of this email is to share my ongoing concern with the proposed Hawthorne-Weatherstone Greenway moving forward since I won't be able to zoom in today.

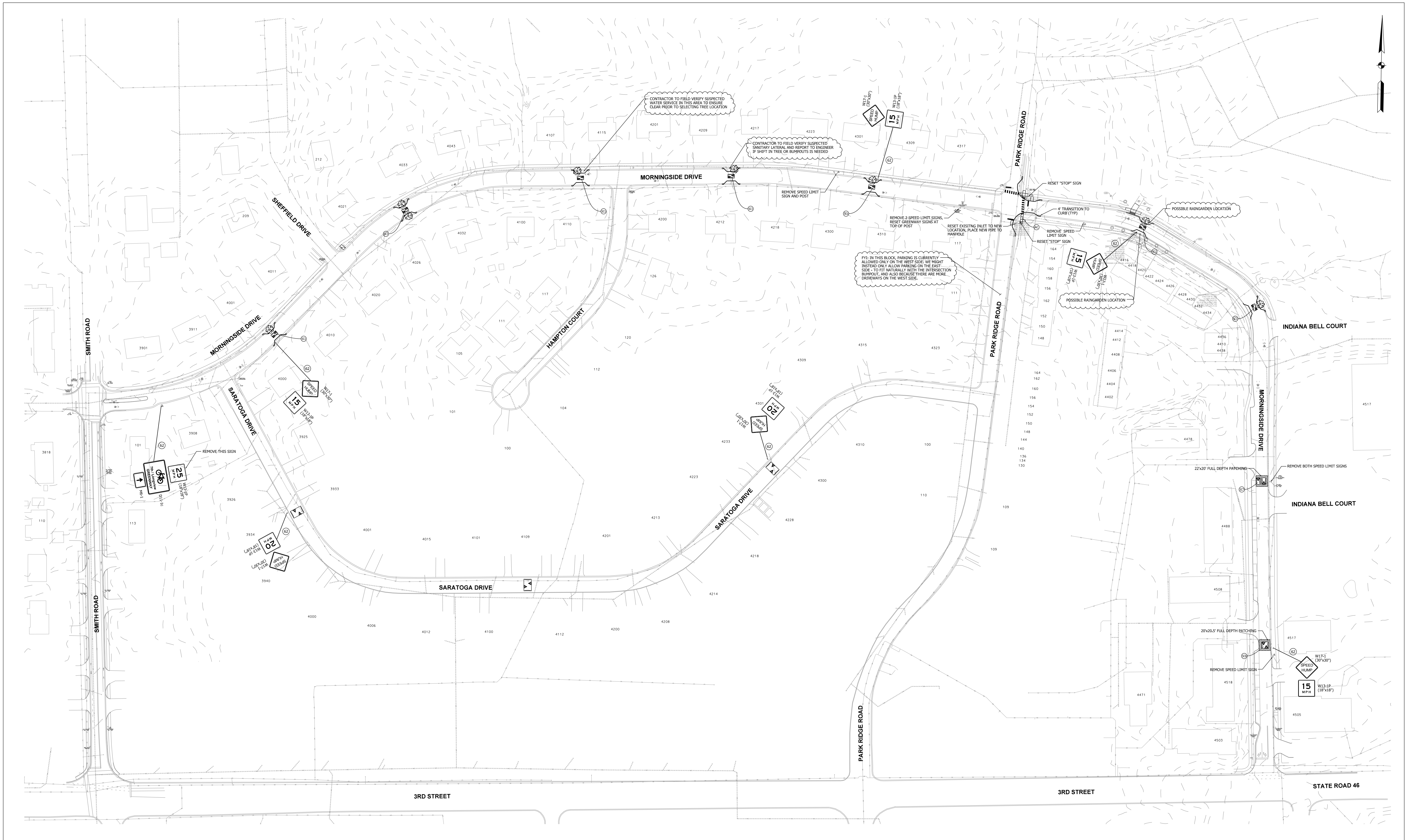
I remain primarily concerned about the lack of clarity around safety at both the south (Hillside) and north (Atwater) ends of this proposed Greenway. In addition, I am also concerned about safety at Hawthorne and First and Hawthorne and Maxwell. If this proposed Greenway was

approved it would logically draw more people and bike riders to this Greenway yet it's not clear what safety components will be in place at these critical intersections mentioned above. I don't think it is advisable to proceed until these safety issues are directly and fully addressed - including ongoing public feedback - before proceeding. This is not a 'hair on fire' initiative. We can and should take the time to do this right, if at all.

I respectfully request that the Bike/Ped Safety Commission send the Hawthorne Weatherstone-Greenway proposal back to the City Planning Department for refinement and reconsideration - recognizing that more work needs to be done to ensure our citizen's safety and in alignment with your Commission's mission.

Thank you.

Jeff Richardson



MORNINGSIDE GREENWAY PRELIMINARY DESIGN