



Ben Kessler <bkessler@bexley.org>

FW: Action Alert: Bexley Protected Bike Lanes

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Sat, Feb 5, 2022 at 9:44 AM

To: mayor@bexley.org, tmarkham@bexley.org, lfeibel@bexley.org, mklingler@bexley.org, mlampke@bexley.org, smarcellino@bexley.org, jrobinson@bexley.org, jsaad@bexley.org

Hello Mayor Kessler and City Council members,

I am a Bexley resident and reside at [460 S. Drexel Ave](#), at the northeast corner of Drexel Ave and Bryden Rd, and felt compelled to send you an email since I would imagine that you're getting a lot of emails from members of Transit Columbus per their below email suggesting that their members reach out to you to ask you to show support for Option B with dedicated bike lanes, bump-outs on the east side of the street and bike lanes on the west side of the street.

As a Drexel Avenue resident, would prefer Option A with bump-outs on both the east and west side of the road with limited medians as it will have less impact to those that live on Drexel Ave as it relates to parking and creating calmer traffic.

Its my thought that the City could post signs directing bike traffic off of busy Drexel Ave to S. Columbia Ave or S. Parkview Ave., similar to what occurs along the Olentangy Trail in Clintonville where they route bikers to W Como Ave to Milton Ave to W Kenworth Rd to Northmoor PI where the trail picks back up as those are less busy streets and safer for the biking community.

According to MORPC, the traffic count just north of E. Main St on S Drexel Ave is 6,054 cars per day and DOT shows 5,581 cars per day along S. Drexel Ave. and I would imagine that the daily traffic is substantially lower on Columbia and Parkview than S. Drexel Ave and this concept would make it safer for bikers as well.

Just wanted to share my thoughts and it's my hope that you're listening to the residents along S. Drexel Ave who will be impacted the most by your decision on which option to pursue.

Warm regards,

Doug Tenenbaum

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From: Transit Columbus <info@transitcolumbus.org>
Sent: Thursday, February 3, 2022 10:29 PM
To: Doug Tenenbaum <tenenbaumrealestate@gmail.com>
Subject: Action Alert: Bexley Protected Bike Lanes

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ACTION ALERT:

Support the Drexel Ave Protected Bike Lanes

Background: The City of Bexley is planning improvements to Drexel Avenue that have the potential to provide a major north - south protected bike lane route through Bexley along with major connections to the nearby Alum Creek Trail, Main Street business district, and future Cassidy Avenue Shared Use Path north of Bexley in Columbus. **We need your help - a decision will be made February 8th!**

Highlights: The City of Bexley has landed on two scenarios:

- Option A: Medians and no bike infrastructure
- **Option B: Dedicated protected bike lanes**



Option A: Bump-outs (east and west), pedestrian landings at crossings, limited medians



Option B: Dedicated bike lanes, bump-outs on one side, parking loss on one side

Action: Please show your support for **Option B** by taking the following actions:

1. Contact: Bexley City Council Member & Mayor Ben Kessler and let them know you support **Option B**. A form letter that you can use and modify as needed is below:

Emails: mayor@bexley.org, tmarkham@bexley.org, lfeibel@bexley.org, mklingler@bexley.org, mlampke@bexley.org, smarcellino@bexley.org, jrobinson@bexley.org, jsaad@bexley.org

2. Bexley Residents: Attend the next Bexley City Council Meeting February 8, 2022 at 6:00 pm at Bexley City Hall where this will be discussed.

3. Share: Pass this information along to your friends, family, and especially Bexley residents!

Sample Letter for Bexley Residents

As a resident of the City of Bexley, I'm writing to support Option B of the

City's efforts to improve Drexel Avenue. Option A would improve access and safety for all roadway users, including for people who walk and bike frequently along the corridor. Improving the corridor for people who walk and bike will also improve the safety for street users, including drivers.

Adding protected bike lanes would not only make Bexley a leader in bike infrastructure in central Ohio but would create a dramatic improvement in safety and comfort for adults and children riding bikes on Drexel Avenue.

Option A will continue the present condition of a wide street where cars will continue to go fast creating unsafe conditions. The median (Option A) would have unintended consequences of encouraging people to drive faster since the majority of the street will be large and open without parked cars, which often are not using the space. Option B will slow down traffic and create a safe condition for pedestrians and cyclists.

These lanes were recommended in the Bike Friendly Bexley Recommendations and there are many benefits for Bexley residents and the community at large.

Benefits include:

- Dramatically increasing safety for cyclists of all ages
- Creating a direct north - south route connecting Bexley
- Providing environmental benefits, reducing pollution and helping to reduce greenhouse gasses
- Providing an equitable transportation option for residents and workers in Bexley
- Economic benefits that come with the addition of bike lanes

Implementing these world class protected bike lanes is good for the environment, good for adults, and perhaps most importantly good for the kids of Bexley. Creating separate, protected bike lanes on Drexel would allow children and families to more safely bike to school, for fun, to community events business and further Bexley's place as one of the most livable cities in central Ohio.

Sample Letter for Non-Residents

Though I am not a Bexley resident, I am a cyclist who frequently visits Bexley via bike. Creating a protected bike lane (Option A) on Drexel

Avenue would create a much safer condition for myself and my fellow cyclists who bike in Bexley. The more safe and convenient it is to bike in Bexley the more likely I am to frequent restaurants and businesses in the community.

Adding protected bike lanes would not only make Bexley a leader in bike infrastructure in central Ohio but would create a dramatic improvement in safety and comfort for adults and children riding bikes on Drexel Avenue. These lanes were included in the Bike Friendly Bexley Recommendations and there are many benefits for Bexley residents and the community at large.

Benefits include:

- Dramatically increasing safety for cyclists of all ages
- Creating a direct north - south route connecting Bexley
- Providing environmental benefits, reducing pollution and helping to reduce greenhouse gasses
- Providing an equitable transportation option for residents and workers in Bexley
- Economic benefits that come with the addition of bike lanes

Implementing these world class protected bike lanes is good for the environment and good for cyclists and ultimately good for Bexley. Implementing these lanes would show that Bexley cares about all street users, especially cyclists, even if we aren't Bexley residents.

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Get Involved in Transit Columbus

We've got a lot to do to create a more safe and connected Columbus. We need your help to build a better city with transit, bike, and pedestrian infrastructure for all users.

[Learn How to Get Involved](#)

Transit Columbus calls on leaders to commit to smart, equitable, and accessible ‘Silicon Heartland’

Given the immensity of this project, a whole new mini-city of businesses and residences will need to be developed to support this massive business and industrial growth. **Missing from this announcement was any mention of other modes of transit or any hint of smart development.** The massive state funding for this project should be used to minimize congestion and promote sensible land use.

In moving forward, we believe it is imperative for local and state leaders as well as executives from Intel and other corporations located in the area - such as Google, Amazon, Facebook – to **consider smart development patterns and multi-modal transportation options.**

Note: Within the letter is a full set of guiding principals we are asking our leaders to follow when moving forward with this project.

[Click to Read the Full Letter](#)



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