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## FULL Support for Option B - Bike/Multi Modal Lanes in Bexley on Drexel

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Nathan Render &lt;nathan.render@gmail.com&gt;

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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,

I'm writing in FULL support of including bike lanes/multi modal lanes to Drexel as a part of its upcoming redesign (OPTION B!). We either do it now, and pay for it once, or we are on the wrong side of history and do it a few years down the line when everyone comes to their senses and realizes this is the future. We moved here from Somerville, MA (<https://www.somervillema.gov/sites/default/files/somerville-bicycle-routes.pdf>), one of the most progressive urban planning communities in the country right outside of Boston. Adding protected multi modal lanes made the community safer, raised property values, and created a healthier environment for residents of all ages.

I'll also just add that as a Bexley resident for 4+ years, I'm stunned by the harsh, vitriolic "discourse" about this on social media and other platforms. This community needs some lessons asap on active listening and understanding others perspectives. This was exacerbated by the fact that this is all being pulled together so last minute - residents deserved to better understand the results of the recent bike study and have more thoughtful discussions about this project instead of forcing through something that should've been considered the whole time based on research funded by this community that undoubtedly supports Option B as a reality. I hope this process will be reconsidered in the future. I appreciated all the efforts that went into putting together the bike study and hope we can utilize it more effectively in the future.

Now on to the rest of it...

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 B 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.

Thank you for your time!

Sincerely,

Nathan Render