



Ben Kessler &lt;bkessler@bexley.org&gt;

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## I support Plan B, bike lane in Bexley

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Carolyn Harding &lt;cinublu@gmail.com&gt;

Wed, Feb 23, 2022 at 8:36 PM

To: Ben Kessler &lt;mayor@bexley.org&gt;, jrobinson@bexley.org, jsaad@bexley.org, lfeibel@bexley.org, mklingler@bexley.org, mlampke@bexley.org, smarcellino@bexley.org, tmarkham@bexley.org

Dear Mayor Kessler & Bexley Council Members:  
Regarding the Bike Lane Council Meeting. I urge you to go beyond Option A and B.

I attended a packed Bexley City Council on Tuesday night, February 8. The big issue was regarding a proposed bike lane for Drexel Avenue.

Drexel Avenue is the main artery into downtown Bexley. From Broad Street, it passes the Columbus School for Girls, St. Alban's Episcopal Church, dozens of residential properties, and several small businesses near Main Street. It is the widest, most open and, consequently, the speediest road in Bexley.

Drexel Avenue is also part of the historic National Road, a "segment of **U.S. Route 40** or **U.S. Highway 40 (US 40)**, also known as the **Main Street of America**,<sup>[8]</sup> In **Bexley**, the route follows Main Street, using Drexel Avenue to get between Broad and Main.

After commissioned studies, debate and organizing, there were two options put before the people of Bexley, the Mayor and Bexley City Council, for the development of Drexel Avenue:

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

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There was a galvanized turnout of Drexel Avenue residents, the priest of St. Alban's church and business owners, clearly concerned about the loss of parking should a bike lane be adopted on the Avenue, and a strong, albeit smaller, group of bike advocates supporting the bike lane option, many of whom have been working on a Bexley bike plan for several years.

Both residents and bike advocates requested a slower speed limit, safe cross walks, and a safe way for families to ride their bikes in Bexley. But Drexel Avenue residents & business owners feared losing their parking.

At the end of the citizen testimony, the Mayor asked the city engineers and council members to weigh in, and it appeared if no one further objected, pushed or raised a concern, the city of Bexley may go with Plan A: no bike lane with protective bump outs. Done deal.

But Mayor Kessler is devoted to a bike plan, and concerned residents brought out the fact that we are in the middle of a climate crisis, we must take action to reduce our carbon footprint, and creating bike lane infrastructure is a vital step for our community.

Could there be a Plan C? A compromise where residents, CSG, St. Alban's and businesses near Main Street work with Bexley families and neighbors who ride their bikes to school, to Main Street businesses, to their jobs, and need safe biking lanes within our town?

Could we combine the visions for our historic and iconic Drexel Avenue, creating a safe, showcase avenue, with parking and a dedicated lane for bikers in the center of Drexel Avenue or one between the sidewalk and a parking lane, as we see on OSU campus?

Bexley leads with street-side composting, the Green Bexley program, the "Love your Ally" native plant initiative, a plastic bag ban, the electricity-aggregation program supplied by renewable energy sources, and a Mayor and city council committed to a bike friendly city.

Let's re-evaluate, develop and implement a Plan C, to celebrate our historic Drexel Avenue gem, adding an attractive, safe, designated bike lane. We can create a community where we, with our kids and grandkids, can safely play, learn, work and bike.

Carolyn Harding  
Bexley resident  
GrassRoot Ohio radio/podcast

On Tue, Feb 8, 2022 at 9:35 AM Carolyn Harding <[cinublu@gmail.com](mailto:cinublu@gmail.com)> wrote:

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