

**E-MAIL RESPONSES TO
THE OLD NORTH END
PEDESTRIAN AND BICYCLE SAFETY PLAN
(4-11-2016 to 5-4-2016)**

4-11-2016 – I've been a resident of the Old North End for 13 years and reside on North Nevada. I also occasionally ride a bicycle in the neighborhood. However, I am concerned about the safety-sizing proposals of ONEN and the city. Any effort to 'safety-size' North Nevada would cause unintended consequences. North Nevada is heavily traveled relative to the other streets proposed in the plans. Travel increases during rush hour times and when there are travel issues on I-25. Single-lane traffic would be exceptionally high and not be safe. Further, keeping two-lane traffic on North Nevada while single-laning Tejon and Cascade would funnel all traffic onto North Nevada, which is already heavily traveled. Only single-laning Tejon and leaving Cascade and North Nevada double-lane makes more sense to me. Also, this plan in conjunction with the proposal to move bus traffic onto North Nevada seems contradictory because it would further increase traffic on North Nevada.

RESPONSE: Thank you for your good e-mail concerning the Old North End Pedestrian and Bicycle Safety Plan.

I know it does not look that way, but page 11 of our Plan shows that there is sufficient lane capacity on Nevada Avenue to cut down to one lane and still move the traffic. The lane capacity is 1250 and the Peak Hour volume is only 800, giving excess capacity of 450.

As a resident of North Nevada Avenue, you will directly benefit from reducing traffic to a single lane in each direction. There will be much less traffic noise, and crossing the street at intersections will be easier and safer.

We are getting together a committee to negotiate with the City concerning moving buses on to Nevada Avenue. There are many issues involved, and the committee will provide strong input from the residents of Nevada Avenue. Whether there should be a bike lane or not will be dealt with by the committee.

Thanks again for your opinion.

4-11-2016 – I have lived in the North End for almost 30 years. My husband and I are opposed to this plan, particularly as it affects Cascade and Nevada. We believe it will cause traffic problems throughout the neighborhood as two lanes on either end of the planned routes funnel into one. Tejon is one lane in each direction, but that doesn't keep people from speeding down it.

This is an expensive and needless change.

As for Colorado College? They can well afford to build tunnels for their students.

Thank you.

RESPONSE: I know it does not look that way in person, but the statistics on page 11 of our report (attached) show that both Cascade and Nevada can be reduced to One-Lane-In-Each-Direction and still have excess capacity for carrying traffic through the Old North End. The result of this will be a great improvement in the quality of life for our neighbors who live on those two streets. Pages 9-10 reveal how much more quietly and safely traffic moves on one-lane-in-each direction streets.

Thank you again for your e-mail.

4-12-2016 – General Palmer must be turning over in his grave seeing what you are trying to do to his beautifully laid out streets. He specifically wanted them to match and compliment the grandeur of the homes in the area. Shame, shame!

RESPONSE: I am not being sarcastic or unkind. As someone who shares my interest in Colorado Springs history, I think you will want to know that General Palmer's remains were shipped to Denver to be cremated and then the ashes were returned to Colorado Springs for burial at Evergreen Cemetery.

I also share your appreciation of our beautiful Old North End homes and median divided streets. Our Pedestrian and Bicycle Safety Plan will only change the lane markings on the streets - not the medians or the curbs or the landscaping between the curbs and the sidewalks. By reducing the traffic lanes from two-lanes-in-each-direction to one-lane-in-each-direction, we will quiet the traffic on the streets and make the beautiful homes more comfortable places to live in. I think General Palmer would like that.

In case you have not already seen it, I am attaching a copy of the Old North End safety plan. On pages 9 and 10 you will find the reasons and benefit for changing residential streets to one-lane-in-each-direction.

4-12-2016 – I will try and attend the meeting tonight but in the event I can't make it I just want to weigh in and say I think the plan is not only excellent but much needed.

There is a long list that makes the current traffic arrangement unacceptable (as of course you are aware). I do not foresee any serious issues with the new plan, but even if a few minor issues arise, there is no way they could compete with the current disaster.

As one example among many, when we moved in almost four years ago I started counting the number of parked cars that had been hit by careless drivers in my area of Nevada. I stopped counting 1.5 yrs ago at 13. These are just incidents in my area that I happened to see. Who knows what the actual count is.

Nevada Ave. is currently treated like a highway by a good number of drivers. As a resident, but also as someone who drives on Nevada daily I applaud and welcome the changes. My only criticism is that Nevada will not be addressed earlier.

Thank you for your effort and hard work on this project!

RESPONSE: Thank you for your letter of support for the Old North End Pedestrian and Bicycle Safety Plan. N. Nevada Avenue should benefit greatly from it.

The one-lane-in-each-direction lane striping will leave a large area between the single driving lane and the parked cars. It should greatly reduce the number of "moving car-parked car" accidents. I am sorry to hear you and your neighbors have to put up with that.

Thanks again for your support.

4-12-2016 – I have lived at 811 N. Weber St for 45 years. My children managed, as did other children of the Old North End neighborhood, to attend Steele Elementary through Palmer High School without incident. They were admonished to be careful, look both ways before crossing the streets. "Cars are bigger than you are! Careless children can become like careless squirrels, flattened in the street!"

Nowhere in the April 12 edition of the Gazette article "Traffic" are Colorado College students called to any degree of safety practice or responsibility! Sure, four traffic lanes on Cascade – Weber Streets cause safety issues. Four lanes in "life" cause opportunities for getting hit or run over too. How will CC students ever cross the street in Hong Kong or Paris if they don't learn and practice at their college?

RESPONSE: Thank you for your comment on the Old North End Pedestrian and Bicycle Safety Plan.

I agree with you that Colorado College students often behave irresponsibly when it comes to crossing streets. Given that sad reality, however, I think it is best to try and make the streets around the College as safe as possible. The Plan does that by cutting Cascade Avenue through the College to just one-lane-in-each-direction.

In case you have not already seen it, I am attaching a copy of the Plan.

Thanks again for commenting.

4-12-2016 – Hi! I fully support ONEN's plan to limit traffic to one lane on the six streets outlined in the plan, as well as the idea for added bike lanes. It should add greatly to neighborhood safety. Thanks,

RESPONSE: Thank you for letting us know of your strong support for the Old North End Pedestrian and Bicycle Safety Plan. The Safety Committee will be working very hard to get it adopted by the City.

In case you have not seen it, I have attached a copy of the Plan.

4-12-2016 – 1. I whole heartedly support the plan to reduce Weber Street to one lane each direction with the caveat that it include additional parking around Steele ES. This area is our biggest street safety concern after the school zone and crossings on Nevada Avenue. Weber should be done as a stand alone improvement with no tie to a bigger, more comprehensive proposal.

2. I do not support the changes to Cascade Avenue. I believe that the pedestrian crossings between Cache la Poudre and Uintah should be reduced from 4 to 2 (along the Yampa and San Rafael E-W axis) and natural hedging/bordering installed to funnel pedestrians to the two remaining crosswalks. These 2

crosswalks should be improved by removing the flashing lights, installing better lighting and installing mechanical barriers to force skateboarders and bicyclists to dismount. These changes should be done now and, like Weber Street, independent of any comprehensive plan. Until CC and traffic engineers accomplish these changes and evaluate the impact, we should not reduce Cascade Avenue to one lane in each direction.

3. Has the Fire Department and Penrose Hospital provided input to this plan? How do these changes impact emergency vehicles?

RESPONSE: Thank you for your thoughtful and detailed comments on ONEN's Pedestrian/Bicycle Safety Plan. You clearly have informed yourself on the matter and are interested in it.

Point 1: There is little opposition to the Weber Street proposal. Some have mentioned changing Weber to one-lane-in-each-direction all the way down to Rio Grande Street.

Point 2: The driving force behind this safety drive is the accident in January of 2016 that took place on N. Cascade Avenue at Colorado College. The student was hit and injured when one car stopped in one lane and the other car did not stop in the other lane. The changes in the pedestrian crossings proposed at Colorado College will be helpful, but they will not do away with the main problem – two lanes of moving traffic in each direction through a college campus. That is why our plan begins with a copy of the *Gazette* editorial advocating making Cascade one-lane-in-each-direction.

Point 3: The City Traffic Department pointed out at our public meetings that, with a single lane of moving traffic, there will be plenty of room in the closed lane for drivers to pull to the side when emergency vehicles come down the street. This will be true whether the unused lane has been recycled as a bicycle lane, a buffer zone, or both.

Our committee believes that reducing Cascade Avenue to one-lane-each-direction will make living on Cascade quieter as well as safer. Since you have shown such interest in this, I attach the latest version of our Plan - #7. It eliminates Nevada Avenue from Uintah Street to Cache La Poudre Street from the plan. As you already know, on pages 9 and 10, the plan lists the benefits of “safety-sizing” for both residents along the street as well as drivers.

4-12-2016 – Just thought I would throw in my two cents on the issue... Would it be prudent to ask CC to consider an underpass (like the one that we used to have on Nevada and Del Norte for Steele Elementary)? Or an overpass? Thanks!

RESPONSE: It's great to hear from you. It was many years ago that our children were at Steele School together.

I have your suggestion that Colorado College consider an underpass similar to the one that used to be under Nevada Avenue at Del Norte Street leading to Steele School. Because of problems with flooding during rain storms, lights in the tunnel burning out and not being quickly replaced, and older kids intentionally frightening younger kids in the tunnel, the neighborhood association embarked on a drive to get the traffic signal at Del Norte and Nevada. Both the tunnel and the traffic signal were used for a while, but the students much preferred crossing with the walk light and the underpass was soon closed.

The sad accident at CC in January is what is driving this campaign for "safety-sizing" Cascade Avenue past the College and throughout the neighborhood. Please note we are not only making it safer for students at Colorado College but also at Steele and Corpus Christi elementary schools.

Thank you for your comment.

4-12-2016 – First, thank you very much for all of the work that has gone into this. I think it's going to be great step forward for our neighborhood.

I wanted to echo a concern that a few others have already expressed, but I don't feel like you've fully addressed. My concern is specifically about Tejon St between Fontanero and Uintah.

I live in the 1600 block of Tejon St. and already drivers use it as a cut-through on their way from the NE area (Fontanero/Nevada-ish) down to the SW area (Uintah/Cascade-ish) and back again during rush hour. In the two years that I've lived here I've been tailgated countless times and even passed on the left on three occasions by drivers going in excess of 35mph on Tejon St. I've seen drivers run or barely stop for the stop sign at Espanola quite a few times as well. My concern is that, with only a single stop sign from Fontanero to Uintah, that Tejon St. will

become an even more desirable North/South cut-through for drivers attempting to avoid traffic during rush hour.

I'm not sure the example you provided previously of Lake Ave directly applies since the side streets in the Broadmoor don't provide the same kind of direct route to the driver's destination that Tejon St. does. Please correct me if I'm wrong as I haven't spent much time in the Broadmoor area.

Is it safe to say that you have confidence that there will be no detrimental impact to safety on Tejon St. between Fontanero and Uintah? Will this project have ongoing research that includes determining whether safety on Tejon St. (or Wood Ave) has been adversely impacted?

Has this plan considered other traffic control measures that might help traffic flow or cut down on the desire to use Wood Ave or Tejon St. as a cut-through such as adjusting light timing at Fontanero/Nevada or a traffic light or round-about at Fontanero/Cascade? Or even additional stop signs on Tejon St. or Wood Ave.?

Thanks,

RESPONSE: It is nice to hear from a new neighbor. I live one block north of you on Tejon Street.

I do not question your story at all. It is just that, in the 40 years I have lived on Tejon Street, I have seen very little cut through traffic or speeding. I live just north of the two-way stop sign at Del Norte and Tejon, and the main problem (not a big one) is that an occasional new driver on Tejon is not expecting a stop sign and has to screech to a stop. This seems to be mainly a southbound problem – less so northbound.

However, I understand your concern about cut through traffic and speeding. Once our “safety-sizing” plan is implemented, the City Traffic Department is going to check carefully the traffic effects on surrounding streets. If there is an increase on Tejon (which City Traffic is not expecting), I would suggest eliminating it by closing Tejon Street at two places – E. Del Norte St. and E. Uintah Street. Closing

streets is widely used in the city of my birth – St. Louis, Missouri – and I have long advocated using that technique to protect the less-traveled streets of the Old North End. Note that E. Del Norte Street is already closed by the park at Steele School.

Keep in touch with me on this subject when our Plan is put in effect. Tejon Street seems to be a happy place with few complaints (and historic-looking streetlights). We can work to keep it that way.

4-12-2016 – Even though I might have the right-of-way, I do not step out in front of cars. I have to weigh pain and injury vs. right of way.

The students who feel entitled to cross, may need to develop some intelligence or critical thinking skills.

Do they think RIGHT, but injured or dead is a good choice?

RESPONSE: Thank you for your comment.

I agree that Colorado College students are quite irresponsible at times. But the severe accident that occurred to a student in January of 2016 is what has inspired this attempt to make Cascade Avenue through the College one-lane-in-each-direction. That will prevent an overtaking car in the second lane from not seeing a student and driving through the crosswalk and hitting the student.

I am attaching a copy of our Pedestrian and Bicycle Safety Plan. This Plan will also increase student safety at Steele School and Corpus Christi School in the Old North End.

4-12-2016 – I live on Nevada Ave. and am very concerned about the ONEN Pedestrian and Bicycle Safety Plan. Nevada Ave. is a major north-south street (I-25 business route) and therefore carries a lot of traffic, and the traffic needs to be able to move. I have seen traffic backed up for blocks (occasionally from one signal to the next) with two lanes in each direction. With only one lane in each direction, I think the back-ups will be even greater. I am concerned about being

able to back out of my driveway with the back-ups I think will occur. This could also cause difficulty in trying to cross Nevada as a pedestrian.

While I am referring to Nevada Ave. in the above comments, I am not in favor of changing any of the other streets mentioned in the proposal to one lane in each direction.

I believe in personal responsibility and think pedestrians have a responsibility to look to be sure traffic has stopped in both lanes before crossing the street. I am a graduate of Colorado College, and when I was going there, we did not expect cars to stop for us any time, let alone every half block.

RESPONSE: Thank you for your comments on the plan to make N. Nevada Avenue one-lane-in-each-direction.

I appreciate the concern of those who have driveways that exit out on to N. Nevada Avenue. This is of major concern when the driveway does not connect to the alley at the back of the home and provide that way to exit.

We are proposing a single lane in each direction on Nevada because the City Traffic Department says traffic counts are low enough for traffic to move adequately in a single lane. Our committee believes the benefits in quiet and livability will be the reward for safety-sizing the street.

You may have to wait a little longer for a break in traffic to come with a single lane in each direction. However, visibility will be simplified because you will only have to look out for automobiles moving in one lane of traffic rather than two.

I have attached a copy of our plan. Pages 9 and 10 list the benefits of living on a street that is one lane in each direction.

Thanks again for your comment.

4-13-2016 – As a 38 year resident of N. Weber Street just south of Steele School, I am beyond thrilled with the proposed Safety Sizing of Weber and the other streets in the Old North End! I have many friends throughout Colorado Springs and NONE of them have a four lane street running in front of their house. This configuration has had many consequences for our family over the years. When our daughter was little, playing with children across the street was never an easy endeavor. Riding her bike anywhere but the sidewalk was impossible, as getting to either the Shooks Run bike path or over to the trail at Monument Valley Park, entailed crossing so many lanes of traffic, it was simply out of the question for her and her friends.

Living just three doors south of Steele, we see children playing on the playground all hours of the day and all months of the year. With the way cars, trucks and motorcycles fly down the street, there is little if any regard given to children crossing to the school yard, balls rolling into the street or kids on bikes riding to play with their friends. Over thirty years ago, a neighbor and I begged the city to lower the speed limit, install speed bumps or anything to slow down the traffic. We were met with comments that there was nothing that could be done.

Most of the homes on our block have driveways that directly access the street. With vehicles (not our own) almost always parked in front of our house, we are forced to back blindly out into the lane of traffic before we can see if there are cars coming. This is an extremely dangerous situation for both us and those driving on the street.

We have a lovely front porch with rocking chairs and a swing that are rarely used because of the traffic noise. On summer evenings you can almost always see either two vehicles racing each other down Weber at incredibly fast speeds or leap frogging around each other just to get in front of the other. Of all the main north south streets in ONEN, Weber is unique in that there is no median to break up the street. Therefore there is no buffer from the sound and sight of cars going in both directions.

I attended the meeting last night at First Lutheran, and was dismayed at some of the comments by people who lived on streets such as Wood and Alamo or even out of the area who seemed to feel that their convenience was more important than

their neighbors' quality of life. All we are asking for is a portion of the peace and quiet they enjoy. On the other hand, I was gratified by the comments made by those who do support the issue, particularly [the man] who asked everyone to consider not the need to speed through the area, but the quality of life of their neighbors who wish to enjoy their front yards and our beautiful neighborhood. I also so appreciated [another man's] comments about how fortunate he was to live on a quiet street like Tejon and how he wanted that for all of his fellow Northenders. I completely understand the dismay and concerns of the residents of Wahsatch and particularly Nevada Aves. I can only hope that Phase 1 is such a notable success that Phase 2 will be implemented sooner than planned.

Thank you to the committee and to the City Traffic Engineers for putting forth and advocating for this plan. I am more hopeful than I have been in 38 years that something will finally be accomplished. I look forward to riding bikes with our granddaughters all around our beautiful neighborhood.

RESPONSE: Thank you for your good and thoughtful e-mail. Our committee believes our safety plan will truly increase the quiet and livability for residents of the major arterial streets through the Old North End.

To make certain you have it, I am enclosing a digital copy of our plan.

Thank you again.

4-13-2016 – After last night's meeting, I disagree that the ONEN "safety" plan and parking are not related. Streets and parking are a system. During CC's 2013 Transportation Master Plan Working Group, I remember a city planner saying parallel parking helps calm traffic. Yet the parallel parking was removed from Cascade Avenue through CC. I know some people will claim that it was done to calm traffic and improve safety yet the true reason is aesthetics. Just read CC's Master Plan. As CC deletes more parking (minus 175 parking spots due to the proposed housing project), people will be forced to park farther out which will contribute to more pedestrian traffic and more jaywalking. They will discover that a "calmed" ONEN/near north street is a perfect place to park and there will be less pressure on CC to solve their parking problem. Yes, CC does have a parking

problem even if they throw up voodoo parking statistics to the contrary. One needs only to look at the 1200 block of Cascade Avenue, 800-1200 blocks of Weber and Nevada with E-W streets and Monument Valley Park (Mesa/Glen) during the school day to see that our neighborhoods and the park are de facto parking lots for CC staff and students.

I want like to see the ONEN board push this issue with CC. Why should CC be allowed to beautify their campus at the cost of less street parking for us and those who would like to use MVP? Those are quality of life issues just as much as bike lanes.

Many of us are doubtful that a phase 1 would ever be reversed if it is unpopular or a failure (however that is defined). What happens if there is just a phase 1? Nevada and Wahsatch residents would be furious and I wouldn't blame them. Wahsatch would be very vulnerable to increased traffic because the road is in such great shape. CC would be happy with changes to Cascade Avenue and that appears to be the real agenda for the city and CC as it has been for decades.

RESPONSE: You have struck a sensitive issue with parking at Colorado College. Although I taught there for 46 years, I agree that the College does not provide enough parking and forces the surrounding neighborhoods to become parking space for the College. I know that Weber Street, where my retirement office is located, parks up completely when the College is in session. Parking on Weber Street is readily available at all other times. Incidentally, I know that the North End Board of Directors pushes this issue constantly with the College, mainly to no avail.

The City Traffic Department has promised, under continuous questioning, that there will be a Phase 2 to include Nevada and Wahsatch avenues and Uintah Street. Furthermore, they have specifically said if Phase 1 does not work, all streets will go back to the original configuration of two lanes in each direction. I think they believe what they say – that the traffic figures are so favorable that they will be able to complete both phases.

Thanks again for your e-mail.

4-13-2016 – I live at the corner of Tejon and Fontanero and attended the 4/12/2016 meeting. The meeting was very informative and answered many of my questions. I agree with the phased approach presented by the Traffic Engineer, in particular I defer to his (and his department's) judgement and experience on how to present this type of project to city management. Also, collecting traffic pattern changes and resident satisfaction data in the impacted areas can validate (or not) predicted outcome without (possibly) inconveniencing folks along more heavily traveled roads, and may uncover unexpected side effects which could be corrected at full implementation.

The Templeton Gap Road safety-sizing works great (from my driving point-of-view)!

A question I still have is how safety-sizing works out for streets with medians (say Cascade in phase 1), accommodating thru lane, left and right turns, parking, and bike lane - in particular for left turns into non-light side streets: will left turns be made directly out of the thru lane (into the median gap), or what?

Making Fontanero safety-sized at El Paso would appear to eliminate the remaining bit of contention that occurs at that light as two lanes of east-bound drivers continue and merge on Paseo Road. Making Fontanero safety-sized thru Nevada to Cascade would eliminate the daily drag racing that goes on as west-bound drivers, in right lane at Nevada to avoid possible left-turners, vie with other through traffic to be in left lane by the time they reach the stop sign at Cascade (the limit increase to 35mph a few years ago didn't help this), where the majority of west bound traffic appears to turn left (an occasional right-angle crash at Tejon, but more frequent crashes at Cascade).

The meeting attendee who agreed with the need for safety sizing, but vowed to campaign against the phased approach (because the City management might be inclined to stop the project after Phase 1 without fixing Nevada), also cited state and federal guidelines or criteria for safe road engineering, suggesting they have been neglected by the City for Nevada for a long time, possibly leaving the City vulnerable to law suits - anything to that? If so, that would be a strong argument for the City to fix Nevada no matter what (safety sizing, ripping out medians, eliminating parking...), making it less likely for the project to be considered done as "good enough" after Phase 1.

RESPONSE: Thank you for your thoughtful letter on the ONEN Pedestrian and Bicycle Safety Plan. You have raised very interesting questions.

I agree with you that the phased approach is best. Hopefully we will learn useful information as we approach Phase 2 from Phase 1. City Traffic has made it very clear they will "tear up" Phase 1 if they cannot go onto Phase 2.

Your question about left turns on median divided streets is one for Traffic Engineering to answer. I do know that at traffic signal intersections, the left lane will turn left, the middle lane will go through, and the right lane will turn right. This will be done without having to tear out the grassy median for the left turn lane.

I know this. When I turn left on Nevada to come over to Tejon on Espanola Street, I come out of the traffic lane on Nevada and wait in the paved space in the median. I do not see why this could not work with one lane in each direction on Nevada.

I agree that one lane in each direction on Fontanero Street should end the racing to be in the left lane when turning south on Cascade.

The comment on Nevada not meeting U.S. standards surprised me. I have heard the lanes are narrower than those on Cascade Avenue. My hope would be turning Nevada to one lane in each direction will at least bring that one lane up to standard.

Thanks again for your good e-mail

4-13-2016 – Thank you for hosting this public forum. Unfortunately, I left before the meeting ended as the resident from Wood Avenue's behavior was inconsiderate and giving me a headache. My feeling is that someone who lives on Wood Avenue will be the least affected by this plan. However, I would like to express my concerns and ask a few questions.

I live on Nevada Ave. just North of Jackson. There are regular times when 2 lanes of traffic are backed up from Fillmore to my house near Jackson. My concern is that with only one lane of traffic the back up will extend to Fontanero, it will be extremely difficult for me to have ingress or egress from my property as I only have access on Nevada (no alley access). As it is, I wait an average of 5-10 minutes to back out of my driveway due to people turning right on red at Jackson onto Nevada as well as the one direction sequence of the light there.

My second concern is with the change in the bus route from Cascade to Nevada Ave. I did hear talk at the meeting of a possible bus lane, however, where would

bus stops be placed along a one lane road with an adjoining bike path - these seems dangerous and impractical to me. The bus stops are already established on Cascade. This change of the buses diverts even more traffic onto Nevada Ave.

1.) Have these issues with the buses been incorporated into this plan? It did not seem like it from what the City representative was saying.

2.) It is also still not clear to me who initiated this plan and why.

I can appreciate an effort to slow traffic down in our neighborhood and I personally have motivation to support such a plan. However, I am not convinced this plan will prevent the racers along Nevada or the drunk drivers who have damaged my parkway, totalled my son's car while parked on Nevada or the crazy drunk driving 80+ miles an hour crashing into a car turning at Jackson which scattered passengers and debris the entire block in front of my house.

Your answering my questions would be helpful, as I consider this plan.

3.) My other question is who decides if this plan goes forward? Or has that already been decided?

Thank you for your response. I appreciate being informed.

RESPONSE: Thank you for your e-mail. I will do my best to answer your questions.

Driveways that only open onto Nevada (and Cascade) are a problem. City Traffic Engineering assures us that there is adequate lane capacity on Nevada to reduce it to one lane in each direction. This might help you, because you will have a bicycle or buffer lane to back into rather than two moving lanes of traffic. That lane will open up when one of the two traffic lanes now in use is closed to traffic.

City Traffic does say that people will have to wait longer for one lane of traffic, rather than two lanes, to clear. Their argument is the traffic signal will turn red, thus creating an empty space for cross street drivers and driveway owners to use. I can see how left-turners complicate this situation, but City Traffic argues empty spaces will appear.

1. The issue of buses is not addressed by this plan. We have seen this problem, and are organizing a North Nevada Avenue committee to address the bus

problem and other problems on North Nevada Avenue. The committee's work will be reported in the Old North End e-mail newsletter.

2. This plan was initiated when a student was struck and badly injured at Colorado College in January (see the third page of our plan (attached)). It was decided that, to increase pedestrian and bicycle safety at CC and in the Old North End, a joint-plan would be best. The plan originated with a subcommittee of the Old North End Neighborhood Board of Directors.

The main reason for reducing from two lanes to one lane in each direction is to curtail speeding, racing, cars cutting from one lane to another, aggressive driving, etc. Reducing to one lane in each direction can reduce accidents to up to 65 percent. See pages 9 and 10 in our Plan (attached).

3. This plan will go forward if it is adopted by City Council on May 24, 2016. It will not be instituted without City Council approval.

Thanks again for sending your good questions. E-mail me back if you have any more.

4-18-2016 – I have lived on Wahsatch and Uintah for 22 years. I live within sight of the Wahsatch and Uintah intersection. I work on Bijou and Tejon Street.

People who live on dead-end, two lane street with speed-bumps and bump-outs do not get what it is like to effectively live on a freeway. (Cascade, Nevada, Weber, Wahsatch, Uintah, Fontenero.)

Where I live the right hand lane traffic is moving at 40 miles per hour, or more, and the left (what some obviously consider a passing lane) are going 45 miles per hour, or more.

When I first moved here traffic accidents were generally fender benders. Now cars fly across the sidewalk and median and flip upside down on a regular basis. Accidents often involve multiple cars as traffic is moving so fast people get caught up before they can react.

I can hear screeching tires and crashes from inside of my home.

Aggressive driving is the norm. People tail-gate and speed around cars moving at the speed limit as though driving at 35 were some sort of affront (this happens every day as I make my way downtown). Every day I drive down Weber or Wahsatch to Bijou and turn right and can't believe no one is paying attention to all of the people who think nothing of driving at freeway speeds past our homes.

My car has been rear ended two times right in front of my house – once it was a hit and run which required extensive body work. I often see rear-ended parked cars in the neighborhood and believe this is a regular occurrence – as does my daughter-who will not park in front of my house.

I avoid parking on the street at all, unless family is visiting – when I give up the driveway in back, as it is safer. Just getting in and out of the car is unsafe as cars a block away approach much faster than you can anticipate.

A pedestrian was killed within sight of my house.

It is hard to know my neighbors across the street as it can be a major undertaking to even cross the street.

I would never ride my bike on Wahsatch or Unitah and have been in fear of my life crossing Weber. Safeway is 12 blocks away and I work 12 blocks away, but do not seriously consider riding my bike for tasks as it is frankly, often unsafe.

Even walking is an exercise in caution with the excessive number of red-light-runners.

I would never allow my grandchild to ride or walk to school from home. I live 3 blocks from North and 8 from Steel but even in a group I would not feel comfortable with traffic.

I understand that there is a certain amount of traffic inherent to living downtown, we all have cars and who does not want to be downtown? 45 or 50 miles per hour is an inappropriate speed for a neighborhood street, **55 used to be freeway speed,**

what are we thinking? Slow it down. The sooner the better, and Nevada and Wahsatch need to be included!

I encourage you to add speed bumps and bump outs and roundabouts and whatever else you have up your sleeve. I want a gas tax to fund more traffic cops and whatever else it takes to make streets safe in every neighborhood!

RESPONSE: I was saddened to read your e-mail on the perils of living on a four lane street – even a median-divided four lane street – in the Old North End. The speeding cars and frequent accidents make for anything but a peaceful existence. I am sorry you have had to put up with so much unpleasant activity around your home.

The City of Colorado Springs can install bump-ups and road barriers and Four-way Stops on quiet residential streets, but it cannot do that on arterial streets. What can be done is what is in the Old North End Pedestrian and Bicycle Safety Plan (attached). It slims the road down from two lanes in each direction to one lane in each direction. This slows down speeders (they cannot legally pass the cars ahead of them), makes side by side racing impossible, and reduces noisy fast starts and quick stops by motorists. Statistics show that “One Lane From Two” can reduce accidents by as much as 65 percent.

Be assured the Old North End is doing everything in its power to “safety-size” Wahsatch Avenue from Willamette Avenue to Jackson Street right past your home.

City Traffic Engineering is holding a Public Hearing on the Old North End Pedestrian and Bicycle Safety Plan at the City Auditorium on May 3, 2016, from 5 to 7 P.M. Since you live on one of the streets to be reduced from two-lanes-in-each-direction to one-lane-in-each-direction, I strongly suggest that you attend and, if so moved, speak at this meeting. It is the single most important thing you could do yourself to bring traffic calming to North Wahsatch Avenue.

Thanks again for your e-mail.

4-26-2016 – Greetings. I am beginning to read “A Pedestrian and Bicycle Safety Plan for the Old North End” On page 6 of this document, there is the following quote:

"In recent years there have been 30 pedestrian-related accidents at crosswalks and intersections adjacent to or within the Colorado College campus. **Ten of whose accidents involved walking pedestrians and 20 concerned bicycle and skateboard riders.**"

Recent years is rather vague. Specifically, what years is this document referring to? Also, would you happen to know how one could find the stats on how many Palmer and Steele students have been involved in pedestrian-related accidents during the same years?

Thanks for your attention to this email.

RESPONSE: Thank you for your e-mail.

I have attached a Colorado College area traffic plan on which the Old North End plan is based. On page 1 you will find Table 1-1 that presents pedestrian-bike-auto accidents at CC. Add the columns to get the totals used in the Old North End report.

Strangely, the earlier report does not cite a time frame for the accidents reported. I am sorry about that.

These are the only statistics we have. We have none on the situations at Palmer High School and Steele Elementary School.

Of course the motivating force for this plan is not statistics but the unfortunate accident in which a Colorado College was struck by a car on Cascade Avenue and dragged beneath the car for a considerable distance, getting a broken collarbone and a scraped liver. Fortunately the student is recuperating and is back in class.

Let me know if you have any other questions.

4-26-2016 – Today I received the blue card announcing the public meeting about traffic changes in the North End.

I am very concerned about the changes.

At the ONEN meeting at the First Lutheran Church, you mentioned that initially (I think finally, too) only some of the streets would be narrowed, Cascade and Weber.

I live on Wood.

If Cascade and Weber are narrowed, and Fontanero is not narrowed, a lot of the traffic on Fontanero coming into town or going to Uintah to get to I-25 will go onto Wood, Tejon, and Corona. These latter are now relatively quiet streets, and the whole character of the streets will be changed. Perhaps we will need traffic lights on Tejon, Wood, and Corona, formerly quiet streets.

To prevent this from happening, the whole plan has to be implemented, or none at all.

As you heard at the ONEN meeting, others in the neighborhood agree with me.

RESPONSE: Thanks for sending me a copy of your e-mail to City Traffic Engineering.

Be assured the Old North End will not go forward with this project unless all five arterial streets – Cascade, Nevada, Weber, Wahsatch, and Fontanero – are safety-sized to one-lane-in-each-direction. We are currently working to get a solid agreement from the City Traffic Engineering Department that all five streets will be done – or none.

Furthermore, I think we can use a variety of traffic calming techniques to keep traffic quiet on Wood, Tejon, and Corona Streets should problems develop. As you

know, I have long supported closing Wood Avenue at the railroad tracks (north) and at Uintah Street (south).

4-27-2016 – A flyer was developed on North Nevada Avenue questioning whether North Nevada Avenue would actually be included in the plan to narrow arterial streets in the Old North End from two-lanes-in-each-direction to one-lane-in-each-direction.

RESPONSE ONE: I am a member of the Old North End Pedestrian and Bicycle Safety Committee. I attach the latest version of our committee report, which outlines the plans for safety-sizing Cascade Avenue, Nevada Avenue, Weber Street, Wahsatch Avenue, and Fontanero Street. From the very beginning, our plan has specified that all five streets are to be narrowed from two-lanes-in-each-direction to one-lane-in-each-direction. If all five cannot be done, then none should be done.

The City wants to safety-size in two phases, with Cascade, Weber, and Fontanero in the summer of 2016 and Nevada and Wahsatch in the summer of 2017. We are currently working to get an ironclad guarantee from the City that Nevada will be done or all five streets will go back to the original two-lanes-in-each-direction. It is my view that, with the buses on Nevada, Nevada Avenue will be much quieter and crossing it will be much safer with safety-sizing.

Thank you for encouraging your neighbors to attend the May 3, 2016, information meeting at the City Auditorium from 5 to 7 P.M. Representatives from the Old North End Neighborhood will be there to help City officials explain our plans and how we intend them to benefit every arterial street in the Old North End, definitely including Nevada Avenue, and not just one or two of them.

RESPONSE TWO: I would be glad to talk to you about the bus portion of your flyer. I spoke with MMT many times asking about their planned route adjustments and drafted the letter from ONEN about it. I have attached it in case you want to read it. Overall, I found it to be a very disappointing “process” to implement changes. The Old North End Neighborhood is reaching out to MMT about securing a direct contact within the organization for neighbors affected by the

change. MMT was not direct about how many stops, where they would be located, what they would look like and maintenance including trash.

I am also part of the “Pedestrian Safety Committee” and a neighbor who has lived on Nevada Ave. since 2000. I share your concerns about the safety sizing and have been a very active voice to protect Nevada Ave. We are still working with the City to make sure that it is crystal clear that it is an “all or nothing” prospect. The ONEN approved plan is for “concurrent” safety sizing of all of the streets.

The City is looking to implement it all, but it will take time. We are still working on the City’s written plan for implementation and what we want to make sure is in it, but we are getting closer to something that we hope will be acceptable to all of the stakeholders.

I appreciate the active role you have taken to mobilize neighbors. It is hard but very important work!

Please give me a call at your convenience if you would like to talk more. You have many of the same concerns we do and they are valid. Please allow an opportunity to learn more before you decide you are completely against changes.

4-27-2016 – I am not able to attend the meeting on May 3, so I wanted to write to say that I strongly oppose taking Weber and Cascade down to one lane if Nevada and Wahsatch are to remain two lanes. Nevada is really too narrow for the two lanes plus parking as it is and with buses now on Nevada along with the increased traffic we’d get from Cascade and Weber, it would just be a mess and very unsafe for those of us who live on Nevada and the kids who need to get to Steele. I appreciate you sticking to the original plan with the City and making sure all four streets are dealt with at the same time. Thanks.

RESPONSE: Thank you for your e-mail concerning reducing traffic lanes in the Old North End.

I have attached our plan. Please notice on page 2 that the plan specifically provides for all four major north-south streets to be reduced to one-lane-in-each-direction.

That will be Cascade, Nevada, Weber, and Wahsatch Avenues. The City will do Cascade and Weber in the summer of 2016 and Nevada and Wahsatch in the summer of 2017. The City has promised that, if all four streets are not done, all four streets will revert to two-lanes-in-each-direction.

Fontanero Street also will be reduced to one-lane-in-each-direction under the Old North End Pedestrian and Bicycle Safety Plan.

On pages 9 and 10 of the plan we have summarized the benefits of narrowing to one-lane-in-each-direction. We believe this will get improved quietness and safety on all four north-south arterial streets in the Old North End.

5-1-2016 – Question about the ONEN Safety Plan:

When they measured the traffic impact of the Nevada Ave. bridge repair, where on Nevada, Cascade, etc., did they measure the traffic. Or at what East-West streets or North-South numbers?

Thanks,

RESPONSE: I may have already sent you the electronic copy of the 2013 study of Old North End traffic patterns conducted for Colorado College, but I have attached it again just to make certain you have access to it.

I went over the section of the report on the closing of alternate sections of the Nevada Avenue bridge for repairs. It is on pages 15 to 17. It turns out I cannot answer your question. No locations are given for where the traffic counts were taken.

I can only repeat what I noted in the Old North End safety study. We were installing the entryway sign for the Old North End at North Nevada and Lilac Street (near the Nevada Avenue bridge) at the time traffic was being diverted. I visited the site (along with others) at many times during that month. Some of the visits were at rush hour. I can say I never witnessed a big back up of traffic at the

site. Despite the fact it was one-lane-in-each-direction going over the bridge, I never saw a traffic jam.

Sorry I could not help you with this inquiry.

5-1-2016 – Unfortunately, we will still be out of town on May 3rd. Otherwise we would definitely attend the meeting.

We would like to register our opinions on the project. We are both most definitely opposed to this proposed change.

Thank you for taking our opinions into consideration.

RESPONSE: Thank you for your e-mail concerning the Old North End Pedestrian and Bicycle Safety Plan. Perhaps I can give you information that will allay your fears about the Plan.

I have attached a copy of the Old North End's compromise plan with the City Traffic Engineering Department. Please notice this plan provides a detailed implementation schedule, in writing, which commits Traffic Engineering to seeing that the compromise plan does not have negative effects on other streets throughout the Old North End.

The City has already protected Wood Avenue with four-way stops at Del Norte, Caramillo, and Columbia streets. You also have the speed bumps. If there is diversion as a result of our compromise plan with the City, I would favor additional traffic calming efforts on Wood Avenue as the best way to take care of it. However, I have been told by City Traffic engineers that lane capacity is so high on Cascade Avenue that they do not expect any diversions to Wood Avenue or any other street from reducing Cascade to a single-lane in each direction.

In case you have not seen it, I am also attaching the detailed version of our neighborhood safety plan.

Thanks again for your e-mail.

5-1-2016 – This effort seems to be very misdirected--1900 high school students at Palmer manage to cross the street without an embarrassment of large yellow signs surrounding the school.

CC needs to let students know they are crossing a city street and should use all the normal precautions that anyone uses when crossing a street – starting with getting off a skateboard or bike. CC should build a tunnel, bridge, or put one stop light in the middle of Cascade. But creating a bottle neck of single lanes is very misdirected.

This has nothing to do with increasing bike use or safety for walkers.

RESPONSE: Thank you for your e-mail concerning the Old North End Pedestrian and Bicycle Safety Plan. Perhaps I can give you some information that will allay your fears about the effects of the plan.

I attach a copy of the compromise that has been worked out between the Old North End and the City Traffic Engineering Department. It is undergoing final smoothing at the present time (thus the red ink), but its basic provisions are nailed down and will not be changing. Please note that the compromise plan contains a large implementation section designed to guarantee, in writing, that the plan will not be continued if it causes major traffic diversions to other streets in the Old North End.

You are correct that the major issue is safety for students at Colorado College. A student was badly injured in January when a car in one lane ran past a car that had stopped in the other lane for a student pedestrian. Going to one-lane-in-each-direction past the College, however, required coordination with the Old North End, because all four of our major arterial streets – Cascade, Nevada, Weber, and Wahsatch – run from the Old North End and then straight through Colorado College.

City traffic engineers have said publicly at our neighborhood meetings that lane capacity is so high on Cascade Avenue that taking that street to one-lane-in-each-direction will not divert any traffic on to other streets in the Old North End. If they

prove wrong on the point (not likely), then the implementation plan calls for returning all streets to their original two-lanes-in-each-direction configuration.

In case you have not seen it, I have attached a detailed copy of the Old North End Pedestrian and Bicycle Safety Plan.

5-2-2016 – As a follow on comment;

1. For those who worry about capacity, I wanted to point out that the highway between Castle Rock and Monument is two lanes and to realize we do not need that kind of capacity.
2. I saw it this morning and wanted to say that pedestrians are most in peril when cars veer around a car slowing or stopping for a pedestrian in the crosswalk. One would logically assume that once in the crosswalk and with a car stopped, one is safe, but this is almost never the case in our neighborhood.

RESPONSE: Thank you for your follow-on comments on lane capacity. Also thanks for noting the original reason for this campaign to increase pedestrian and bicycle safety in the Old North End. That reason is the problem of traffic stopping in one lane for pedestrians but motorists not stopping in the adjoining lane.

I have attached a copy of the latest version of the Old North End's compromise agreement with the City Traffic Engineering Department. It is undergoing final work (thus the red ink) but the main provisions will not be changing. This is the compromise plan we will be taking to City Council for approval on Tuesday, May 24, 2016.

5-2-2016 – I had commented to you via email after the 12 April Safety-Sizing meeting to express my support for the plan and the Traffic Engineering phased approach.

Last week, after receiving postcard from a group proposing a tunnel under Cascade at CC, I sent an email to Council Member J. Gaebler (copied below), supporting implementing BOTH the tunnel and the Safety Sizing ideas, the former likely to take years longer to actually work out with CC, while the latter can be phased in

soon. CC students will (like it or not) be needing to cross Cascade, bisecting their 3 or possibly 4 block wide campus, in either approach.

RESPONSE: Thank you for your additional e-mail. I agree with you that the proposal for an underpass on Cascade Avenue at Colorado College would be many years under construction and would be very expensive for the College. There is the additional problem that major utility pipes and lines are located under Cascade Avenue and would have to be relocated, at great expense, for the underpass to be built.

For your information, I attach a copy of the compromise agreement the Old North End has successfully negotiated with City Traffic Engineering. It is undergoing final smoothing (thus the red ink), but the major provisions will not be changing. This is the compromise plan we will be taking to City Council for approval on May 24, 2016.

It's always nice to chat with a fellow Tejon Streeter.

5-4-2016 – Subject: Why Weber Street Should be the Demonstration Project

1. There is no median.
2. It would benefit Steele ES by reducing speeds and making it safer for parents and kids to ride a bike to the school.
3. The city could install reverse diagonal parking in front of Steele ES and solve the parking problem around the school.
4. It would provide a north-south street bike trail on a quiet street which has easy access to the Shooks Run bike trail.
5. It would revitalize north Weber and the businesses in the Bon area by making it a cycling destination
6. It would create an eastern pathway from the downtown area, through CC and to the Bon shopping area.
7. There would be no/little neighborhood opposition and the work could be done this summer.

My guess is that a well-received demonstration project on Weber Street would generate ideas and options for other ONEN streets.

After CTAB and the open house yesterday, I believe that there is compartmentalization of efforts by various groups - City Traffic, CC, ONEN, Metro bus, Trolley Car, Bike & Trails and ? As said by a CTAB member yesterday, there should be a total plan. Residents should be asked what they want for their neighborhood and not be told what's best for them by a small group of "experts" and ONEN board members. ONEN residents may have some dynamite ideas which don't fit into the traffic engineer's vision/mold but may be the best solution for our neighborhood.

RESPONSE: Thank you for your e-mail. I agree with you that Weber Street, with no median and lighter traffic volumes, would make an ideal candidate for a safety-sized street with bike lanes. But there is the unfortunate problem of street vs. street. Residents on Wahsatch and Nevada will be fearful that traffic will be diverted on to their streets. That is why the Old North End Neighborhood has supported “concurrently” doing all five streets (Cascade, Nevada, Weber, Wahsatch and Fontanero) at the same time.

I definitely appreciate your comments about the CTAB (Citizen Transportation Advisory Board meeting). It did seem everyone was working for a better Old North End but could not get together on implementation details. Hopefully continued negotiations between Old North End residents and City Traffic Engineering will produce a plan capable of winning broader support.

5-3-2016 – Hi there!

I live on Fontanero Street, between Nevada and Weber. I would like to give my FULL SUPPORT of the Safety Sizing Plan that is being proposed. Thank you for making an effort to make this happen! It will be a terrific improvement to the quality of life of ALL Colorado Springs residents.

There are a few specific points that give me reasons to support this plan:

- I, like many residents, don't have adequate off-street parking. My family parks our two cars on Fontanero Street and when people are speeding by, it makes it a quite unsafe to enter or exit the vehicle. My wife and I are expecting our first child this July and it would be a dream-come-true if we could load our baby in his car seat without the fear of getting hit by a passing vehicle.
- As I mentioned before, I live on Fontanero Street. My wife and I own our own business. Every day, I walk to work down Nevada. I would love to be able to ride my bike down Nevada, but the way the street is set up now, it is very unsafe.
- In 2009, I was hit by a car while riding my bicycle and have only been able to ride on bike paths and streets with bike lanes. To be able to live in a bike and pedestrian-safe neighborhood would be a huge added benefit to living in the Old North End, an already great place to live.
- By "Human-sizing" our neighborhood, you will be setting a great example of what it means to be a safe, healthy and happy neighborhood!

Thank you again for all you do, and I plan on being at the City Auditorium tonight to voice my support! My pregnant wife, however, will be at home resting her feet.

Much appreciation,

RESPONSE: Thank you for your e-mail. It is great to have your reasons for supporting safety-sizing in the Old North End.

You added a new reason to our list. No one has mentioned the danger of putting a car seat for a baby into a car while standing in the traffic lane of a two-lanes-in-each-direction street. What a difference a bike lane or a buffer zone would make. We will add that to our talking points.

5-4-2016 – I am in full support of this initiative and will do anything to get this implemented as described in the formal proposal. As a Nevada resident, I just want to make sure we do not get left out in the cold, so let's do everything we can to have a successful test of Weber and Cascade.

Personal Background: married with 2 children and a dog. We have lived in the Old North End Neighborhood for 3yrs 11 months. Originally an Illinois Native and I LOVE MY NEW HOME HERE IN COLORADO SPRINGS!!!!

That being said, I attended the ONEN meeting a few weeks ago and a couple of things came up that I feel the City should be prepared to answer.

1. Has Colorado Springs reached out to any other city that has implemented these Traffic Calming / Buffered Bike Lane initiatives to get level success or lesson's learned? (Such as: Austin, TX, Billings, MT, Cape Coral, FL, Los Angeles, CA, Marin County, CA, Minneapolis, MN, New York City, NY, Portland, OR, Phoenix, AZ, San Francisco, CA, Seattle, WA, Tucson, AZ.) (This is A wonderful visual that I assume you have seen...it gives me great confidence to see these major cities implementing similar designs and have had great success.: <http://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/>)
2. Has the City invested in a software program that can run simulations on the proposed changes to gauge levels of impact?
3. I ABSOLUTELY THINK THE **SPEED LIMIT SHOULD BE CHANGED FROM 35MPH TO 30MPH ON ALL PROPOSED "TRAFFIC CALMING" STREETS.** I am not a traffic engineer but I have driven enough to know that roughly 80%-90% of all drivers go at least 5MPH over the posted speed limit. So with a 35MPH speed limit in these residential areas you get cars going 40+MPH in a residential area. **SAFETY OF MY FAMILY IS PARAMOUNT!** You mentioned that your boss was open to the idea of changing the speed limit, and I almost jumped out of my seat! **PLEASE CONSIDER THIS AS A SAFETY CONCERN AS WELL!**
4. **MOTORCYCLE NOISE!!!** I know this topic is not covered under this initiative, but the level of noise pollution that I and my neighbors are exposed to from May – December is outrageous. Perhaps this is a CSPD initiative, but I would guess that 75% of motorcycles that drive around our city are not in compliance with local noise ordinances due to altered tail pipes and mufflers. (Trucks and Cars are not exempt from these ordinances as well...they are equally loud and annoying)

Just as an FYI and “state of the union” in our neighborhood here on Nevada Avenue, there is a growing level of frustration that Nevada Ave is the “stepchild” of the Old North End and we cannot afford to have this Traffic Calming Initiative fail. The recent Metro Bus Route changes that were forced down our throat were especially disturbing. There was **NO COMMUNITY INVOLVEMENT OR NOTIFICATION GIVEN** to inform the residents of Nevada.

I like the community involvement with this proposal, and I do not see any “significant” downside to this proposal!

Thank you for your time.

RESPONSE: Thank you for your e-mail loaded with a link to ideas and designs on buffered bike lanes. We left the link in your e-mail (above).

Our safety-sizing plan has been very popular with the bicycle community, mainly because it provides room for buffered bike lanes on Cascade and Wahsatch avenues and Weber Street.

Studying other cities and computer modeling would be nice, but we really do not have to do that because safety-sizing is already widely practiced in Colorado Springs. We have lots of data and experience with how it works here. I suggest driving Lake Avenue from Nevada Avenue to the Broadmoor Hotel to see how well safety sizing works in this community. Templeton Gap Road from El Paso Street to Fillmore Street is another good example.

City implementation plans call for lowering speed limits on a number of the safety-sized streets from 35 to 30 miles per hour. The Old North End would like to see that done on all the arterial streets running through the Old North End.

Motorcycle noise! My hope would be that safety-sizing will not only slow motorcycle drivers down but will encourage them to do their high-speed driving on the Interstate.

Thanks again for your great e-mail.

5-4-2016 – Thank you so much for your reply!

After attending the ONEN meeting last night, it was very clear that many of the people who were opposed to the plan are elderly and will most likely not need a bicycle path to use for themselves. I don't see the plan as simply a better way to accommodate bicyclists (although it will help). I see it as ultimately making the Old North End a quieter and safer neighborhood with less traffic (because the cars will take an alternate route) and an enhanced ability for residents to maneuver in front of their homes.

Last evening I had a very polite conversation with an elderly woman who was opposed to the plan and by the end of our chat she had surmised that perhaps the new proposal will draw younger homeowners to the neighborhood. As a 34 year old resident, I try to do as much as I can for my elderly neighbors, but it would be nice to attract more homeowners my age and my wife's age (31) to the neighborhood. I really see this plan as a key selling point and an attraction for young families and professionals who are looking to invest their futures in this area.

Am I correct in understanding that the city council has the last say as to whether this will pass or not? Do you happen to know when that vote will be happening? I would love to be able to write directly to the councilpersons who will be making that decision. If there is any further information that you can pass on to me about that, I would greatly appreciate that!

Thanks so much for all you do!

With appreciation,

RESPONSE: Thank you for your further comments.

City Council will have the final say. The Council Meeting is scheduled for June, but could be changed. Watch the Old North End website. We will publicize the date and urge our supporters to attend the meeting.