

Good morning,

Last night many of the Lex-Ham community met with Councilman Carter regarding the proposed Griggs Bikeway plan. The reason this meeting occurred was because the majority of residents had not heard of the intrusions written into this plan until after the January 10th public meeting.

I have attached a list of concerns and addressed comments from the Council. It is long, though as brief as possible while still conveying the importance of amending the proposed design. Our neighborhood is relying on you to make a reasonable and responsible decision and ask that you please, do not approve this plan as it is before you today.

Mary Perry

1269 Dayton Avenue

(651) 644-4250

The current Griggs Bikeway plan calls for traffic circles at various intersections along the course of this bike route that are unnecessary and unwanted. It also calls for modification to the stoplight on Marshall Avenue, again, unnecessary and unwanted. The residents that walk, bike, and drive these streets every day do not want these modifications to our neighborhood. Please consider the following:

#### Traffic Circles

1. Safety – Pedestrian and Bus Stop – There is far more foot traffic on our streets than there is bicycle traffic. Although we shouldn't have to argue one over the other, many children cross Dayton and Griggs and our first responsibility is to them. A traffic circle at this intersection poses a danger to our kids walking to their stop and at the stop. Vehicles navigating the circle point directly at our children. No, we do not see moving the bus stop as an alternative to this design. The stop is midpoint between Lexington and Hamline.
2. Proximity - The short block between Marshall and Selby is a natural barrier to vehicle speed.
3. Restrictions in place – Turns onto Dayton from Hamline are prohibited. Traffic is primarily residents driving to and from their home.
4. City Staff said one reason for the traffic circle was to accommodate bicyclists' failure to obey stop signs. This reasoning amounts to poor public policy. Motorists due to laws, and pedestrians as a matter of reason, must obey stop signs. Ticket the jaywalker and the motorist or bicyclist failing to stop.
5. Snow plowing on Dayton Avenue is poor and most of the winter is icy and slippery. A traffic circle will impede snow plowing, making an already nearly impassable street worse, and increasing the danger to pedestrians. The second part of this conundrum is where to put the snow without again, increasing the danger to bicyclists and pedestrians or other vehicles. It's laughable to hear people cite accolades for circles from those living in other parts of the country that do not have the snowfall we're accustomed to in Minnesota.
6. Bicycle usage drops dramatically from November through March; the lack of need and seasonal use should also be considered. The residents will be responsible for the \$450 cost per year to maintain each traffic circle. At a time when property values are falling and property taxes rising, this is an irresponsible added cost to the community as a whole.
7. The residents on the south side of Dayton do not have an alleyway. They will be inconvenienced by the construction of this unwanted traffic circle.
8. Portland dead-ends just west of Griggs. How does a traffic circle at this intersection make sense?
9. We heard from the residents living on Laurel. Kids have been playing corner ball here (our 23 year old played there) for years. This is livability too. If you want families to live in the city, you shouldn't disturb the finer pleasures of being there.
10. As an alternative, Councilman Stark says that changing stop signs is "not a bad idea in some cases." The "situation" south of Marshall is "unique" and this alternative should be considered.

#### Traffic light at Marshall

1. Adding sensors, thereby requiring an audible signal is again, is unwanted and unnecessary. This was presented as an improvement for the visually impaired in our community and is disingenuous.
2. We were told that the audible signal is federally mandated with any modification to the light. We have since found that this is not true. At any rate, leave the stoplight as it is for the sake of the residents living nearby.
3. The city staffers told us the signal would only be as loud as necessary for the din of the area and can be adjusted if they are too loud. The ball fields at Dunning are in full use during the spring

and summer months thereby competing with this signal. Surely, the fore-mentioned adjustments would not be performed daily. The residents will be forced to tolerate this additional unnecessary noise.

4. Pedestrians now control the traffic at this intersection. The proposed change does not apply to the greater good of our neighborhood or benefit our residents.

## Public Process

1. In speaking with area residents, very few had heard about the addition of traffic circles or the modification to the stoplight on Marshall. I object to Councilman Stark's "... people don't find out about the details until pretty late in the game and that's unfortunately the way that works out sometimes." I don't believe three meetings within eight days and final approval at the Planning Commission six days after that, constitutes a "very good" public process.
2. We were told during the January 10<sup>th</sup> meeting that no recommended changes would be welcome. What was the purpose of that meeting?
3. We have heard from residents that the same plan was not presented at the 1<sup>st</sup> and 2<sup>nd</sup> informational meetings.
4. There seems to be a rush to get this plan approved yet, other city departments will be allowed to influence this after the Council approves these "final" plans. Councilman Stark said the district councils were able to "weigh-in from day one and still can." The weigh-in from the residents is to amend the plan.

Clearly, there is a need for north/south routes. It's unfortunate that bicycle chevrons and other obvious share-the-road declarations were considered for Aldine and Chatsworth in addition to Griggs instead of adding concrete obstacles and noise polluting stoplight modifications.