

From: Melanie Park
Sent: Friday, October 18, 2013 2:40 PM
To: Kucera, Lauren
Subject: Converting Bruce Street and Elmwood Avenue from one-way to two-way streets

As a resident on this street since 1989 I do have some questions and concerns on converting Elmwood into a two-way street.

Since there is no information on why this conversion is proposed, I started from scratch. Time to weigh out the pros and the cons. What data is there to help me settle my mixed feelings on this conversion?

I can see some benefits, namely a somewhat shorter and more direct route to the grocery store and other stores in Wortley Village, as well as not having to redirect the woefully inattentive (or willfully unlawful) drivers and cyclists who seem to be heading in the wrong direction more and more often. Yet, somehow, converting the street seems more like giving in to those who don't have the wherewithal or the courtesy to obey the law. There is plenty of revenue potential in fines and they deserve the three demerit points -- if they are driving in an unsafe manner on this street perhaps the fine and the points might urge them to pay better attention on all streets.

Safety for Pedestrians

As a parent of a young child who fits the age group that is statistically most vulnerable to an automobile/pedestrian accident, I have scoured the Internet looking for information on street conversions and found conflicting opinions on the relative merits or pitfalls of these conversions. Unfortunately most of the articles pertain to urban roads in large cities and that is not the case here, but one balanced article summed it up nicely:

Reasons for converting to 2-way streets:

- Slower traffic speeds.
- Decrease "Vehicle Miles Traveled" by eliminating indirect routes (driving around the block to get to your destination).
- Increased access to businesses.
- Possibly: safer for pedestrians.

Reasons for maintaining 1-way streets:

- Conversion is very costly.
- 1- way streets allow for more cars, thereby decreasing congestion.
- Easier than 2-way streets to time stoplights (timed lights improve traffic flow and decrease idling (& therefore pollution)).
- Fewer turn prohibitions.
- More on-street parking.
- Possibly: safer for pedestrians.

The jury seems to be out as to whether two-way streets are actually safer for pedestrians. Is there any balanced data that supports making this conversion for the safety of pedestrians?

Increased Traffic

My fear for Elmwood specifically, which as a long-time resident I feel will be less significant for Bruce Street because Elmwood is the larger thoroughfare, is that the traffic will significantly increase. It is entirely possible that folks will begin to use Elmwood instead of Bruce, leaving Bruce the quieter and Elmwood with the lion's share of traffic, thus making it a "major" street.

Increased traffic can only lead to a greater potential for accidents -- automobiles, pedestrians and cyclists all included. See safety concerns above.

Loss of Left Hand Turn Lane/Length of Light

As a resident who has waited patiently at the rather long light at Elmwood Ave/Wharncliffe Road, I lament the likelihood of losing the left-hand turn lane at that intersection. I most often turn left, but there will be a lot of those poor folks who will be stuck waiting behind me who have heretofore been able to get on their way. Will we now have even more cars backed up and idling there?

Bus Route

As a homeowner, I'm very glad not to have a bus go past my house. Will any of the bus routes be changed to have buses go further east than Edward Ave as is now the case?

Street Parking

Will there still be street parking and, if so, will it be on the north or south side of the street?

That Crazy Parking Lot at Elmwood/Wortley

Even if the streets aren't converted, can we do anything about that ridiculous entrance/exit to the parking lot for the building on the north east corner of Elmwood and Wortley? No disrespect intended but who on earth zoned an entrance to/exit from a parking lot into the middle of an already confusing (for some) four way stop where half the people carrying on to Elmwood westbound from that intersection put on their signal light to turn right when they aren't going to turn on to Wortley Road, let alone the people leaving the parking lot who don't know the rules about right of way for vehicles on public roads versus private property. It's bad enough already; if Elmwood is converted, something has to change there.

It is unlikely I will be able to attend the meeting but I appreciate the opportunity to voice my questions and concerns here. Thank you for your time and I look forward to reading the report after the meeting. I would certainly like to hear any benefits or concerns that have not occurred to me.

Regards,

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