

Communication from Public

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Comments for Public Posting: I live in Eagle Rock near the Ellenwood and Fair Park slow streets. At first I was nervous riding with young children on bikes and scooters on these streets that were still open to cars. It felt like it required extra vigilance when everyone wasn't clear on the terms and rules of this new category of shared space. And while it still seems like the slow streets would benefit from permanent traffic calming modifications beyond just signage, when we ride on them now it feels like cars have become accustomed to the presence of pedestrians in the roadway and some understanding in how to share the street has developed on both sides. We move to the side to let cars pass at signed intersections or when there's space. On our first trip, we saw drivers running stop signs or accelerating quickly after turns. Now drivers seem to approach intersections more slowly and make eye contact with pedestrians. Truthfully, making the street a "slow street" makes it more like what a neighborhood residential street should be, further discouraging speeding and reminding drivers to be vigilant and safe. It's still a way for residents and service vehicles to access homes, but not a thoroughfare. It's a way for people in a dense city to be outside and active and see their neighbors in a city that doesn't have a lot of neighborhood park space. The slow street on Ellenwood is now part of our route when we bike with our kids to the park and coffee shop. And when kids return to school in-person it will be great for that as well. It works better than the sidewalk did before, because it is in better condition and it allows us to bike side-by-side and still have enough room for the other walkers, joggers, roller bladers and cyclists that the street has drawn. Changes to our streets that recognize other uses and don't prioritize traffic speed over everything else are a gift to their communities. I hope this is one positive change we will take out of the hardship of this year.