

From: Alan Trumbull
To: City of Ann Arbor Transportation Commission
Subject: Healthy Street Initiative
Date: Sunday, January 10, 2021 4:01 PM

This note is to share a dissenting opinion regarding the commission's actions at the December meeting to move forward with more permanent Healthy Street action based upon the analysis of the 2020 experiment. The data collected and your conclusions are preposterous.

- 1) CV19 emergency orders absolutely impacted traffic. Education systems, government offices, cultural events, sporting events, faith based events, recreational travel, shopping all reduced to a trickle of normal volume. NOT one football Saturday- irresponsible.
- 2) None of your data includes winter travel with its implicit reduced road way space and the impact of snow piles. And lack of cyclists.
- 3) None of your data includes input from local churches, and businesses along the streets.
- 4) Due to the pandemic,my personal travel was reduced to near zero. As a Senior Citizen I no longer bicycle. I love to bus & walk. CV19 stopped my bus travel and it is not realistic for me to walk nearly 3.5 miles from home to the Farmers Market. Driving is the option (or hire a delivery service).
- 5) I drove N & S Division, Catherine, N & S 5th street and Packard this year making about 12 trips to the Saturday Farmers Market. I experienced 8 near miss vehicle accidents on my 8 mile loop out of 12 trips due to the healthy street changes. Four at N Division & Catherine due to modified signage/signals. Folks just ran stop signs & flashing signals. Two at Catherine & N 5th-again due to driver confusion regarding signage. Two along Packard due to the lane closures.
- 6) Packard was a mess being one lane. Opening up the Platt intersection did help. What was the logic behind taking a full travel lane away to provide a bike lane? I observed no cyclists or pedestrians using the Packard lanes out by Burr Park to Platt. I can't imagine the standstill for a football Saturday.
- 7) A lot of thinking is needed about how many feet of roadway width is needed for bike/walk lanes. Prioritizing 100 bikes over 3,000 cars is a stretch. I understand it is a goal.
- 8) I want cars out of downtown, but I cannot forgo driving a car until there is parking & bus service. eg: I can bus to a cultural event downtown, but if my friends & I go out to eat and socialize after, there is no bus service home

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