

From: Erika Johnson <hattrick@umich.edu>

Sent: Tuesday, April 20, 2021 9:18 AM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>

Subject: Chapin should not receive "Healthy Street" designation

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

After looking at the comments on the public input survey, it is clear that there were numerous people, like myself, who thought that closing Chapin last summer was a disaster. And yet, I see that Chapin is still considered on the list for Healthy Streets this summer. This leads me to believe that you have either not looked at the survey results, or are choosing to ignore them.

While I don't think anything with the healthy streets program is necessary, and certainly not worth spending money on (especially when the city is planning to raise water rates and cut police funding), I accept that City Hall will do whatever it wants. However, I think you need to at least listen to the input from the survey.

Chapin needs to stay open. It provides the only vehicle access to a heavily-used public park (which my tax dollars pay for). It has sidewalks on both sides of the street. There is no reason why anyone walking would have trouble staying 6ft away from another pedestrian.

Sincerely,
Erika Johnson

From: Lidia Pomana <lidiapomana@gmail.com>

Sent: Monday, April 19, 2021 9:49 PM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>

Subject: Re: Healthy Streets Engagement Update

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hello,

I am emailing you to express my opposition to the proposed reconfigurations to add painted bike lanes to Packard, and painted bike lanes in general, and to ask you to consider instead shifting the resources to dedicated bike paths.

As a driver and a biker, I find the narrow painted biked lanes along busy roads, such as the proposed lane on Packard or existing lane on Plymouth Rd, unsafe. Bike lanes should be safe for riders of all ages. A narrow lane on the side of a road that's used by vehicles of various sizes does not provide adequate space or protection for bikers.

I enjoy biking around town, both solo and with my young kids in a trailer. As an adult, I am hesitant to use the painted bike lanes and avoid them when possible, opting instead for riding on the sidewalk. As an adult with children in tow, I never use them and always ride on bike paths or sidewalks. I would also not feel comfortable allowing children riding their own bikes to ride on these painted bike lanes, and have never seen the lanes used by younger riders anyway.

I am writing to encourage you to think about the safety and enjoyment of bikers of all ages and abilities and to shift resources instead to a connected network of dedicated bike paths in the city. Many main roads already have sidewalks, perhaps they could be widened to allow easier shared use by pedestrians, bikers, and all other non-motorized riders of all ages.

Thanks for your consideration.

Regards,

Lidia Pomana

151 Barton Dr

From: Susan O <susan.ostreicher@gmail.com>

Sent: Tuesday, April 20, 2021 11:58 AM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>

Subject: Comment on Healthy Streets initiative

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

To the Transportation Commission:

I received an email notifying me of tonight's meeting, and inviting public comments at this address.

My overall reaction to the Healthy Streets initiative has been puzzlement. I was unaware of the program when I first saw the signs last year, and found out by Googling that it was a form of street closure. I don't live on a "Healthy Street", but I drive on some of these streets frequently, especially Arborview and Crest, and to be honest the program didn't change my driving habits. I also did not take advantage of the program to walk or bike directly on the street, and anecdotally I can't say that I saw many other people doing this.

While I support walking and biking, this seems like an odd and unnecessary way to promote those activities. The sidewalks provide ample room for walking, even with social distancing -- people simply cross the street if they want more space. And the streets can accommodate cyclists without being closed to cars.

Respectfully,
Susan Ostreicher