

Hess, Raymond

Subject: FW: pain points traveling ann arbor by ebike

From: Brandon Dimcheff <XXXXXXXXXX>

Sent: Friday, August 5, 2022 9:22 PM

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

Cc: Briggs, Erica <XXXXXXXXXX >; Eyer, Jen <XXXXXXXXXX >; Molly Kleinman <XXXXXXXXXX >; Bret Hautamaki <XXXXXXXXXX >

Subject: pain points traveling ann arbor by ebike

Hello! I have been collecting a few pain points I've noticed as I've been riding my ebike ~400mi around town since I got it in June. I've been replacing car trips where I can, so I'm going a lot further than I was previously. These are the issues I've most frequently encountered:

1. There is a lot of disregard for no turn on red signs across the DDA bikeways. The signs appear to only be posted to the right of the stop lines, and not up on the traffic lights or across the street. I'd bet many drivers don't see them when they're stopped. Can we get some mounted somewhere more visible and see if that helps? (Also I think we should ban right-on-red everywhere downtown, but that's probably a bigger request)
2. I can trigger many light sensors with my bike, but not all. Brockman at Stadium I have a particularly hard time triggering. There were also about 50 cyclists in the left-turn lane to go North on Maiden Ln. from EB Fuller and we were unable to trigger the sensor. Is a2fixit the appropriate place to report these, or should I write to transportation? It'd also be great to have a little bit of paint on the ground to indicate where you should align your bike to trigger the sensor. I've seen this in California, and it seems to work well.
3. On stroads without bike infrastructure, where I'm effectively forced to ride on the sidewalk or multiuse path, it's extremely annoying to have to press a beg button and wait potentially an entire extra light cycle to cross because the walk sign won't go into walk mode without the button press. This happens at State and Eisenhower and Main and Stadium, for instance. The walk sign won't turn to walk without a button press, even when the light turns green. I frequently encounter a light that has recently turned green, and for which there is plenty of cycle time left for me to cross, but the "Don't Walk" sign means it's a game of chicken with traffic. I understand that at Brockman and Stadium the light may never cycle without a button press or sensor activation, but where lights are already cycling, can we please have the pedestrian indicators cycle too? IIRC we changed them to do this during the pandemic, and then for some reason changed them back.
4. The Packard bike lane East of the Eisenhower split is pretty spicy. Drivers frequently are traveling in it, because the right lane is very bumpy where the left wheels of a car would naturally be if you were to center yourself in the lane. People cheat to the right into the bike lane all the time. It'd be great to have actual protection in those lanes with traffic that frequently goes in excess of 50mph. Absent that, some flex posts would at least keep drivers out of the lane. I don't know if protection is planned and waiting on the mini plow, but it's a pretty unpleasant ride right now.

I'm also curious if there are any traffic studies on surrounding roads going on during the closure of Packard near US-23. If traffic is not severely impacted by that closure, it may indicate that we can diet Packard and solve (4) in a much better way. My real dream is a protected Packard bikeway all the way to Ypsi...

Thanks,
Brandon (Ward 4)