

Subject:

Bike Parking

From: Seth Peterson**Sent:** Friday, November 7, 2025 10:04 AM**To:** Planning <Planning@a2gov.org>**Subject:** Bike Parking

Hi Folks,

Heard you discussing bike parking at your latest meeting so sharing some input.

While you were discussing different classes (A,B,C) of parking, I guess my comments are on the quality of C parking with the request for more covered bike parking (maybe call it C+). I do not know what the rules are for providing covered bike parking within a public easement, but I would hope that we can, at a minimum, remove any rules that would preclude it. Ideally, the city could install some and/or incentivize the installation of such structures by adjacent property owners. The benefits of covered parking make it an order of magnitude better than uncovered parking. Benefits include:

- shelter from the weather
 - seats remain dry in the rain and cool in the sun
 - it is far easier to lock/unlock/load/unload when sheltered from rain and snow
 - racks remain more clear through the winter (obviously not immune to blowing snow)
- provide opportunity for good lighting, improving visibility and security when it's dark
- reduce necessary maintenance requirements on chains and cables which get prematurely washed out and excessively rusty when left out in the weather all the time



If I lived in an apartment without bike facilities, a covered bike parking spot would be a wonderful benefit as a place to permanently park my bike. If only uncovered parking is available, I would definitely bring my bike in the apartment to keep it out of the weather. This is obviously a hassle and an impediment to convenient biking around town.

Other thoughts on bike parking generally:

- Parking areas need to be within 30-ish feet and visible from a facility main entrance. This is not only more convenient, but more secure as racks tucked away out of sight are easier picking for thieves.
- U-hoops--please, just properly spaced u-hoops, no art bike racks, they are inevitably troublesome.

- Easy access from the street side--any chance of providing rolled curbs or ramps at these locations? Regular bikes easily mount a curb, but large cargo and e-bikes can't just pop a curb and are often too big to ride on downtown sidewalks.
- Parking areas should provide at least one spot for a longer bike or bike with trailer.
- Proper clearances from other streetscape features (the hoops outside the library are too close to the planter curb and, as a result, can be a pain to use and their capacity is effectively reduced). Access from both sides of the u-hoop is ideal.

I appreciate all your time in service to improving Ann Arbor.

Thanks,
Seth Peterson
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