

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Wednesday, September 11, 2024 2:21 PM
To: Cespedes, Christopher
Subject: FW: Pauline Project Concerns

From: Seth Peterson <xxxxxx@gmail.com>
Sent: Wednesday, August 28, 2024 5:10 PM
To: Bayley, Nicholas <xxxxxx@a2gov.org>; City of Ann Arbor Transportation Commission <xxxxxx@a2gov.org>
Subject: Pauline Project Concerns

Hello Mr. Bayley and Commissioners,
I finally went back and watched the TC meeting from 8/21. I share the concerns of Commissioners Houk and Brovan with regards to the location of the bike lane in the door zone. While it was mentioned that this was similar to Granger, the bicycle travel lane on that street is clearly separated from the parking lane to accommodate the door zone as seen here:



This is an improvement of what exists along Pauline west of 7th St. seen here:



and I would encourage you not to repeat this design. In this scenario, I would just ride in the buffer, but I have been biking in town for decades and know better. As we expand our network for all ages and abilities we need to be very cognizant of new riders who may be oblivious to the door zone. We cannot label something as a bike lane and make it feel safe with large buffers when it has an inherent hazard such as this. I would suggest reducing the size of the buffers on both sides of the street to provide some space for a door zone buffer. It is that important. Getting doored is the far greater hazard, especially when the rest of your design is (very thoughtfully) working to keep speeds down with narrower lanes and speed tables. If the buffer size is being determined for trash carts then let's find another solution--there is plenty of room in the grass and driveway skirts. Trash day is three trucks, once a week; bike lanes are 24/7. I appreciate your time and all the thought that has gone into this project.

Thank you,
Seth Peterson
XXX S. 7th St.