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## HILL STATE PACKARD BLUES neighborhood group

June 6, 2023,

Mayor Christopher Taylor  
Mayor's Office,  
Larcom City Hall, third floor  
301 E. Huron St.  
Ann Arbor, MI 48104

Ann Arbor City Council  
301 E. Huron Street  
Larcom City Hall, 3<sup>rd</sup> Floor

Dear Mayor Taylor and City Council,

"HILL STATE PACKARD BLUES" is a group of neighborhood property, business, and apartment owners all of whom are like minded concerning the plan being imposed by the City Engineering Department, City Transportation Department, and political representatives of Ward Four whose real motivations are disguised. Members of our group were informed and parking spaces were going to remain and the addition of a single bike lane was being planned and therefore no serious response was required from our neighbor group. The State and Hill Streets Improvements Project grew from solving utility distribution, roadway paving needs to finding funding to finance narrowly focused scope changes. The seemingly narrow scope changes promote misguided opinions and desires of project management and our non-responsive political representative, however well intended.

**Key goal objective:** "This project will make the roadway safer, more comfortable and more accessible for all users, while also improving utilities and roadway conditions."

**WILL THE PROPOSED PROJECT MAKE THE ROADWAY SAFER AND MORE ACCESSIBLE FOR ALL USERS? UNFORTUNATELY, THE ANSWER IS "NO." THE PROJECT PROVIDES FOR DELETING THE EXISTING 10 AUTOMOBILE PARKING SPACES ADJACENT TO THE SIDEWALK ALONG STATE STREET AND PROVIDING ONE BIKE LANE EACH SIDE OF THE STREETS ROAD WAY.**

*Ward 4 Representative, Dharma Akmon, has communicated the following to me:*

*"The overarching goal of the project is to make the roadway safer, more comfortable, and more accessible for all users while also improving utilities and roadway conditions. This is a corridor with a high history of crashes involving people walking and biking (see attached slide). One of our key city priorities is reducing serious and fatal crashes to zero, so—as we reconstruct roads—we are working to design them so they are safer for everyone. Commercial stakeholders were engaged with the public engagement process, along with residents and commuters of all types."*

*I can appreciate that businesses on this corridor want people stopping at their businesses, not speeding through on their way elsewhere. That is what I want, too, and this is also motivating our transportation planning and design. The new design on State and Hill will slow cars by narrowing the road-width and adding buffered protected bike lanes. To accommodate the buffered bike lanes and automobile traffic lanes, parking is being removed along State. By creating a safe, comfortable network of infrastructure for people walking and biking, we are encouraging more people who can use these modes of transit to do so.*

Ward 4 Representative, Dharma Akmon, has communicated the following to me:

*"I support creating infrastructure that allows people to safely get around: something also supported by the residents I represent and who work, live, and travel across this area. I've shared the crash data for your area with you: it's not pretext, it is fact."*

**Safety is always a key objective in any endeavor:** We all know by our personal experiences and opinions of police officers, "Bicyclist are notorious at breaking the law while operating their bicycles." A few minutes on State Street one will realize the fashionable battery motorized methods of motoring also are notorious at breaking the law. We also know automobile drivers receive tickets and bicyclists are less likely.

Our group is pleased portions of the new infrastructure will make it safer for people walking and biking and encouraging more people who can use these modes of transit to do so. However, why are automobiles not included in the solution since it was stated as a "Key goal objective."

**Key goal objective:** "This project will make the roadway safer, more comfortable and more accessible for all users, while also improving utilities and roadway conditions."

### **WHAT IS REALLY HAPPENING?**

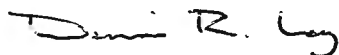
Bicycling is a possible choice for younger generations, say under 40 years of age, while the automobile accessible requires parking for the 40 years and older generations with their natural human frailties and infirmities. The existing 10 automobile parking spaces has offered the older generation the accessibility and freedom to park near barbershops, restaurants they would not be able to visit if required to greater distances away from their destination. Deleting the 10 automobile spaces might be considered a form of "Age Discrimination."

### **HILL STATE PACKARD BLUES - RECOMMENDATIONS:**

1. Bike lanes are 5-foot-wide all around the area and the new proposed bike lanes are 6.5-foot-wide on each side of State Street? The total width may possible be reduced by combining the two bike lanes on the eastside of the State Street. Project design criteria could be considered to retain the 10 automobiles parking spaces on the west side of State Street and provide a most important Key goal objective, more accessible for all users.
2. Please note after the full implementation of the project the sidewalk on the westside of State Street will continue to be used by pedestrians riding motorized vehicles on the sidewalk. We are concerned with the safety and wellbeing of walking pedestrians. "No motorize vehicles should be allowed the sidewalk" and enforced by law. Someone is going to be injured, and it maybe a member of the Athletic Department.

Our neighborhood group, thanks you for giving this matter the attention it deserves. We would be happy to meet with members of the Designers and Engineers to discuss possible alternate solutions.

Respectfully,



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