

Hess, Raymond

From: City of Ann Arbor Transportation Commission
Sent: Tuesday, November 16, 2021 8:44 AM
To: 'Adam Goodman'
Cc: Hess, Raymond; Naheedy, Cyrus
Subject: RE: S. Main Road Diet

Adam,

Thank you for contacting the City of Ann Arbor Transportation Commission. Your feedback will be provided as a communication item on the December 15 Transportation Commission Agenda.

Transportation staff are copied here so that they are also aware of your comment regarding the South Main Street lane reconfiguration, Road Diet.

Respectfully,

Eli Cooper, A.I.C.P.

Transportation Program Manager

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Thank you.

From: Adam Goodman <adamgood1111@gmail.com>
Sent: Tuesday, November 16, 2021 8:25 AM
To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>
Subject: S. Main Road Diet

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Good morning.

I noted in the "November 2021 Transportation Project Updates" document that the city is considering extending the lane reduction pilot on S. Main into the spring, and I want to express strong support for this idea - and really, for making the changes permanent. I've tried out the new configuration both on a bike and in a car, and it's really been an improvement all around.

In my car, I did note that sometimes it can appear that there's a long backup / line of cars, but in my (admittedly anecdotal) experience, this was largely an illusion - it didn't take appreciably longer to get to my destination. Meanwhile, the addition of a center turn lane means that traffic movements are much more predictable and less dangerous.

The examples of S. Main and Jackson Ave now have me so convinced of the benefits of 4-to-3 conversions that I would really like to see similar work done on W. Huron (west of First St.) and Washtenaw (between Stadium and Forest). I know this would be very difficult because of MDOT, but we can dream...

As for other uses, this project fills in a key gap in our bike network; south of Stadium, Main Street and Ann Arbor / Saline have a decent multi-use path, but accessing it from downtown via any safe/comfortable route was previously very inconvenient. I have also long been concerned about pedestrian safety and access across S. Main; keeping the 3-lane configuration should make it possible to add improvements like refuge islands at some crosswalks (potentially including, for example, an upgraded crossing at Madison to enable a near-term and relatively-inexpensive implementation of the Treeline Trail).

Thank you for your attention to this issue, and for all the good work that you do!

- Adam