

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Friday, October 14, 2022 12:25 PM
To: Cespedes, Christopher
Subject: FW: All Ages And Abilities Bike Network

From: Adam Goodman <XXXXXXXXXX>
Sent: Saturday, September 24, 2022 9:32 PM
To: City of Ann Arbor Transportation Commission <XXXXXXXXXX >; Engineering XXXXXXXXXXX
Cc: Kleinman, Molly <XXXXXXXXXX> ; Briggs, Erica XXXXXXXXXXX
Subject: All Ages And Abilities Bike Network

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Hi all,

I just watched the September transportation commission meeting, and in particular, the presentation and discussion about the Seventh and Greenview project. I had hesitated to comment on that particular project because I neither live in the area nor frequently visit that neighborhood, so I'm not intimately familiar with the existing conditions there. However, I heard a number of things in the discussion that I found very disconcerting, and led me to have concerns about the *entire initiative* to build an "all ages and abilities" bike network. If we don't correct some of these issues, I do not believe this effort will be successful.

First, I want to echo Commissioner Kleinman's sentiments: if we always give neighboring property owners veto power over multimodal access and safety improvements, **we will never succeed in building an all-ages-and-abilities network**. Property owners do not "own" the space in front of their houses. It is the PUBLIC right-of-way - and how we choose to allocate it is a matter that has implications for all of the city and its residents.

Second, in the presentation, city staff recommended standard-width, unbuffered, "designated" bike lanes next to parked cars as a "compromise" solution. This is not a compromise. It is actually the single worst option that was considered for this project. These sorts of door-zone bike lanes are *never* an appropriate answer for an all-ages-and-abilities bike route. NEVER. In fact, they really aren't appropriate for any bike facility anywhere. I fully agree with Commissioner Brovan's sentiments - I will never choose to ride in them. (By contrast: shared lane markings actually could be an appropriate answer for an all-ages-and-abilities route, if used on a low-traffic street and in combination with aggressive traffic calming measures, bikes-may-use-full-lane signage, etc. I do not think they are the right solution on S. Seventh, but I would at least prefer them to door-zone bike lanes).

Third: the design presented for a "separated bike lane" makes zero sense:

Proposed Full-Width Section Separated Bike Lane



The idea of a separated bike lane (separated by delineators or a curb) is that *cars should not cross into that space*. Ideally, delineators should be placed closely enough together that cars cannot cross without hitting them. But, in this scenario, putting street parking behind the delineators renders them utterly pointless. The design should be the other way around.

I recognize that the city has had a bad experience with our one "parking protected bike lane" (or "floating parking") experiment to date on a single block of Division. However, that block of Division has a few unusual / unique issues. So, we should not be taking from this single result a conclusion that we must never try this approach ever again in Ann Arbor; rather, we should take it as an opportunity to learn what went wrong, and what makes that stretch of Division different from other streets in countless other cities where parking-protected bike lanes work just fine.

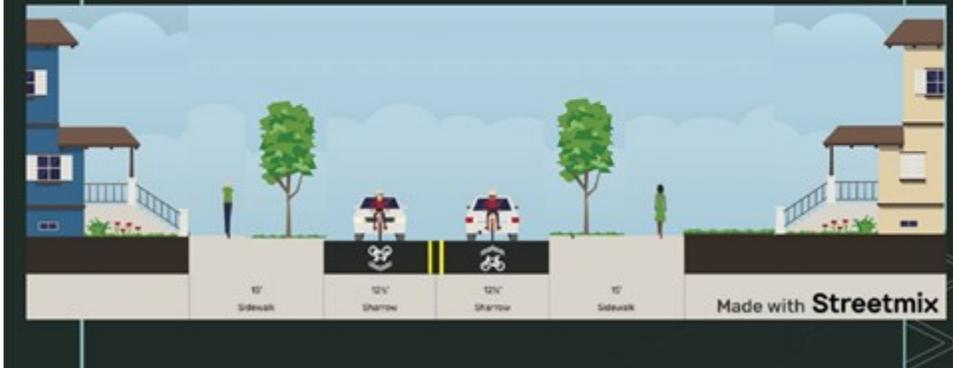
Fourth and finally, we really need to come up with a better approach to bump-outs and bike lanes such that they do work at cross purposes. In the design concepts presented, buffered / separated bike lanes get reduced to standard designated bike lanes past the bump-out:

Proposed Two Bump-out Section Designated Bike Lane



Meanwhile, with "shared lane markings" only, the bump-outs are shown to be larger, further narrowing the width of the street. This is good! It would decrease pedestrian crossing distances and likely result in more-effective traffic calming:

Proposed Two Bump-out Section Shared Use Space with Motorists



Is there not some way that we could achieve a narrower street *while also maintaining* a fully-separated bike lane? For example, perhaps the bike lane could have a ramp up to sidewalk-level through the bump-out, or perhaps it could get routed behind the bump-out - something like this:



Thanks as always for your attention to these issues.

- Adam