

# ANN ARBOR **HEALTHY STREET PILOT PROJECTS**

## Summary of Findings

January 14, 2021

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# HEALTHY STREET PILOT PROJECTS

City Council passed [R-20-158 “Resolution to Promote Safe Social Distancing Outdoors in Ann Arbor”](#) on May 4, 2020. This resolution directed staff to (among other things) “develop recommendations and implementation strategies on comprehensive lane or street re-configurations (and report as soon as possible concerning these recommendations and strategies), including the possible cost of such options, the research conducted, and public input received, and other relevant data.” In response to this directive, City and Downtown Development Authority (DDA) staff gave a [presentation](#) on recommendations on June 15, 2020 along with two accompanying resolutions: “[Resolution to Advance Healthy Streets in Downtown](#)” and “[Resolution to Advance Healthy Streets Outside Downtown](#).” These resolutions were passed by City Council on July 6, 2020.

On August 27th the Ann Arbor DDA and the City of Ann Arbor began installing a series of healthy street pilot projects in the downtown area to provide space for safe physical distancing for bicycle and pedestrian travel. These projects, with the approval of City Council, reconfigured traffic lanes to accommodate temporary pedestrian and bicycle facilities, such as non-motorized travel lanes, two-way bikeways, and separated bike lanes.

The pilot projects discussed in this report include the following locations:

- Miller/Catherine Bikeway (from 1st Street to Division)
- Division Street/Broadway Bikeway (from Packard to Maiden Lane)
- S. Main Separated Bike Lanes (from William to Stadium)
- State & North University Bikeway (from William Street to Thayer)
- Packard Bike Lanes (from State to Hill)
- East Packard Project (from Platt to Eisenhower)

The pilot projects were designed and implemented in alignment with national guidance, City policies and plans, and the DDA’s adopted values for the People-Friendly Streets program. These values both shaped the design of the pilot projects and provided a basis for their evaluation.

Specific goals of the pilot projects included the following:

- **Increase physical distancing and COVID-19 safety** – Provide additional space for pedestrians and bicyclists to maintain safe physical distancing and access for essential travel.
- **Reinforce the DDAs core values** – Increase equitable **access** to and connectivity between downtown destinations to support commercial activity and a healthy and vibrant downtown for all people.
- **Inform Future Projects** – The pilot projects are an opportunity to inform the design of future projects, whether on the pilot project streets or others, and better understand potential challenges and needs to meet core values. Most notably, a better understanding of how improvements can:
  - **Improve safety for all users** – Support the City’s Vision Zero policy to eliminate severe injury and fatal crashes.
  - **Improve bicycle connectivity and comfort** – Support the City’s A2Zero carbon-neutrality plan and Non-Motorized Plan by increasing active transportation options and thereby reducing vehicle miles traveled.

The pilot projects were planned to remain in place for up to 90-days from the date of installation, with the City and DDA staff and their consultants providing on-going monitoring, review, adjustment, and opportunity for public feedback. This document provides key findings after reviewing the performance and success of the pilot projects.

Pursuant to [R-20-393 Resolution to End Healthy Streets Initiative Outside of Downtown](#) passed by City Council on October 5, 2020, portions of the Healthy Streets pilots were removed in mid-October. The remainder of the pilot projects were removed starting in the first week of November to ensure restoration of the pre-install condition prior to snow events and cold temperatures.

# PUBLIC FEEDBACK & DATA COLLECTION METHODS

A range of feedback tools were used to understand how well the pilot projects met established goals and to inform future street improvements. This included direct data collection, video footage, and field observation to measure speed, traffic counts, compliance, and crashes. In addition, a public survey with 695 responses helped to assess goals and behaviors that are hard to measure, like physical distancing and access. These activities are summarized below and will be referenced throughout this document. Complete records and tabulation of data are provided as appendix items.

## Public Feedback Survey

After City Council passed a Resolution to Promote Safe Social Distancing Outdoors in Ann Arbor, an online mapping tool was launched to allow residents an opportunity to make suggestions on where to consider HealthyStreets. This initial tool generated nearly 1,000 comments and the results can be viewed [here](#). Alongside the installation period of the pilot projects, an additional web-based public survey and engagement tool was used to collect feedback from the Ann Arbor community. As of November 2, 2020 when the survey was closed, **695** survey responses and **72** mapping comments were collected. Questions were asked about which pilot projects respondents used for walking and/or biking, whether they improved their experience biking downtown, which projects best helped to meet user needs, and whether they improved sense of safety, comfort, and ability for physical distancing. In addition to quantitative questions, over **1,300 written comments** were received through the survey and direct e-mail.

Key survey results are discussed relative to each pilot project in the sections below. The appendix to this document includes a full listing of the survey results and written comments.

## Field Observations

Throughout the pilot project study, DDA staff, city staff, and engineering consultants conducted over 65 on-site field observations of pilot projects. Observations were typically associated with peak hour traffic periods, such as the AM peak hours (7:30-9:30am), PM peak hours (4:30-6:30pm) and midday peak hours (11:30-12:30pm). Observations were focused on identifying the following types of patterns and behaviors:

- Bicycle and pedestrian use of the pilot project facilities and their behaviors / compliance
- Safety issues or accessibility concerns, including bicycle and vehicle behaviors
- Vehicle traffic impacts and operational concerns (i.e. turning issues, geometric issues)

Overall, 67 field observations were conducted during the pilot project installation. Key findings from these observations are noted in the individual pilot project descriptions below, and listed in the appendix as well.

## Video Footage

Video footage was collected at multiple intersections across the pilot projects and reviewed, as needed, by the consultant team. Pre-installation video was collected July 23<sup>rd</sup> through July 25<sup>th</sup> (a Thursday through Saturday). Post-installation video was collected October 8<sup>th</sup> through October 10<sup>th</sup> (also a Thursday through Saturday).

Video footage was reviewed on a selected basis for locations where public feedback and/or field observations noted a concern that merited more focused review and extended observation. Reviewed video footage focused on the AM Peak Hour Traffic (8am-9am) and PM Peak Hour Traffic (5pm-6pm) for selected locations. Locations reviewed and resulting observations for each pilot project are noted in the relevant sections below.

Video footage was focused on identifying the same categories of issues or concerns as for the field observations (see list above)

## Volume & Speed Data

Tube counters for vehicle travel lanes and dedicated bicycle facilities were installed pre- and post-installation of the pilot projects in order to capture quantified data. Pre-installation counts and speeds were collected July 23<sup>rd</sup> through July 25<sup>th</sup> (a Thursday through Saturday). Post-installation counts and speeds were collected October 8<sup>th</sup> through October 10<sup>th</sup> (also a Thursday through Saturday).

A snapshot of bicycle volume, vehicle speeds, and vehicles volume results are presented and discussed in the sections below relative to each pilot project. A discussion of the results, alongside any analysis and contextual information is presented for each pilot project. A full compilation of collected data is provided as an appendix item.

## Crash Data

Police crash data records were collected for the entire September through October 2020 time period when the pilot projects were deployed. Crash data was reviewed to determine if any crashes involved vulnerable users (e.g. people walking or biking). Crash data was compared against the same September to October 2-month period for the prior 5-years (2014 to 2019) to ascertain whether crashes appeared to be lower or higher during the pilot project compared to 5-year averages.



## KEY RESULTS & FINDINGS

Overall, the pilot projects fulfilled the key objectives – improving physical distancing space, safety, and access during the installation period. In addition, they provided valuable insight for future design, outreach, and education. Over the course of several months, these pilot projects demonstrated how infrastructure can have a direct impact on access, safety, and increased non-motorized use, representing national trends and studies in the local context. More detailed observations and lessons learned are detailed below.

### Non-Motorized Network Findings

The pilot projects improved non-motorized connectivity and comfort and supported short-term opportunities for mode shift. A strong majority of survey respondents who used the pilot projects said that it improved their biking experience and access. This finding was matched by bicycle count data, which showed bicycle trip increases in all locations where comparisons could be made. As with any pilot, some locations and approaches were more successful than others in achieving this goal.

- 67% of survey respondents (425 out of 695) reported that they had used at least one of the pilot projects for walking and biking.
- 73-81% of respondents who used a specific pilot project reported that it improved their experience biking downtown.
- 76% of respondents who used any of the pilot projects reported that the pilot projects collectively increased their sense of comfort, security, and safety when bicycling downtown.
- During a 3-day collection period, over 4,649 bicycle trips were recorded at 13 different locations.
- Bicycle traffic increased dramatically upon installation of the temporary bike lanes on average among all sites after deployment. Thursday / Friday / Saturday average change was +54% / +60% / +93% increase, respectively.
- 23% of survey respondents reported that all the pilot projects collectively best met their needs navigating the downtown. 37% identified a specific project, with the Division Street project mentioned the most, followed by South Main, Miller/Catherine, Packard (Platt & Eisenhower), State/North University, and Packard (Hill & State).

### Long-term considerations

The pilot projects worked to fill in critical gaps in the downtown bicycle network. The most successful pilots served a higher volume of users, connected key home, work, and commercial destinations, and linked directly to other lower stress bicycle facilities. The Division Street Pilot Project was notable for these reasons. However, other locations, such as Miller/Catherine and South Main, play an important role in building a complete low-stress bicycle network, demonstrating high levels of usership as well.

### Traffic Operations Findings

The pilot projects did not result in significant impacts to motorized traffic operations in the downtown, particularly after field adjustments were made to improve operations. Through the survey, many respondents who were not pilot project users expressed concern with perceived traffic delays. However, based on direct observation and video footage review, back-ups were not pervasive and were typically limited to specific intersections at certain timeframes. Pilot treatments often rely on infrastructure-lite approaches to manage safety and access, such as all-way stops. More significant and long-term changes to signal timing and intersection infrastructure can help meet these same safety needs while moving vehicle traffic more efficiently.

- **Traffic volumes:**
  - The decrease in volumes from pre-pandemic counts varied significantly between sites, ranging from -1% to -64%.
  - The total average of all site traffic volumes comparing pre-pandemic to mid-pandemic showed a decrease of approximately -40% (not including Broadway).
- **General traffic operations:** No significant impacts to traffic operations were observed with vehicle lanes converted to bicycle lanes.

- **Traffic backups and delays:** Few significant backups (defined as 10+ vehicles) were observed outside of certain peak hour times at certain intersections (see *Pilot Project Result Summary Chart*). Based on video footage review and direct observations, most delays cleared within 30-90 seconds, and significant instances of backups affecting adjacent intersections were not observed consistently. Afternoon rush hour delays observed on South Main and East Packard were mitigated with adjustments to signal timing and project endpoints.

### Long-term considerations

While traffic volumes are slowly increasing again, the long-term impacts to transportation patterns are not well-understood or predictable. Traffic patterns may return to pre-pandemic levels, or they may see a long-term reduction due to changing work patterns (i.e. increased remote work). What is known is the impact that infrastructure has on mode choice and access. A robust low-stress bicycle network has been shown to accelerate the rate of mode shift (people walking or biking instead of driving), which helps keep long-term traffic volumes lower. This trend can help reach carbon-neutrality and safety goals.

### Safety Findings

Crash and speed data show that overall, the pilot projects improved safety and were successful in helping address COVID-19 needs for additional physical distancing space downtown. Most notably, the reduction of vehicle speeds is one of the most effective tools for reducing the severity of crashes and for helping the City to reach its Vision Zero objective.

- **Physical distancing:** Overall, 76% of survey responses from pilot project users indicated that the pilot projects contributed to their ability to maintain an appropriate physical distance while walking or biking.
- **Vehicle speeds:** The temporary street changes reduced speed at nearly all pilot locations by 1-6 mph. This reduction in speed is expected to reduce the likelihood of a severe/fatal crash by 5%, which supports the city's Vision Zero policy.
  - The speed decreased by 7% across all sites after pilot projects were installed. The range of speeds was reduced as well, with top speeds reduced from 39 mph to 35 mph.
  - Speed reduction is especially important where speeding occurred prior to deployment (Main Street, Division, Miller/Catherine, East Packard, and Broadway).
  - The Miller/Catherine pilot resulted in a significant speed reduction (6mph), falling to within posted speed limits. The other locations needed to be reduced further still to fall within the legal and safe speed limits.
  - Speed data puts concerns raised about traffic delays into context, as slower and safer speeds will, by definition, increase travel time.
  - The measured speed reductions can likely be attributed to the pilot projects, which help to counteract speeding that is due, in part, to a less traffic on the roadway because of pandemic-related reductions in traffic volume.
- **Crash data:** Crashes during the pilot deployment (October – November 2020) were compared to historical data during the same two-month period over the past five years (2014-2019).
  - Historical data generally show rear end and sideswipe as predominant crash types, with a lower percentage of pedestrian and bicycle crashes.
  - Across all the crashes recorded during deployment, the frequency of crashes was lower (although in part expected given the overall decrease in traffic volumes).

## Long-term considerations

Based on user comments and survey results, people who used the pilot projects found that they made it easier, safer, and more comfortable to navigate the downtown area. These results are nearly the opposite for people who reported that they have not used the pilot projects for walking or biking. This difference may highlight a broader community polarization about how streets are designed and used. As with all transportation projects, the relative tradeoffs that are made in street design are a matter of community values, and it is of the utmost importance for leadership, staff, and others involved to clearly articulate these values and how potential projects might reinforce or work against those values.

## Emergency Response

Staff discussed the Healthy Streets deployments with the Ann Arbor Fire Department and Huron Valley Ambulance. It is not possible to pinpoint the exact impact since an emergency response vehicle does not respond to the exact same location and use the same route regularly which could be used for before-and-after comparison. Consequently, we looked at system response times in the aggregate to see if there was a notable change during the Healthy Streets Deployment.

The results are inconclusive and it is difficult to discern if there was any impact on emergency response during the Healthy Streets deployments. In the table below, some fire vehicles had improved median response times in September/October 2020 (during the deployment) compared to September/October 2019 ('normal' conditions); while others did not. When looking at aggregated data in this way, it is important to keep in mind that other influencing factors probably help explain these fluctuations (e.g. nearby construction, reduced traffic as a result of COVID-19, and other external factors to the Healthy Streets deployments).

### Ann Arbor Fire Department Travel Times by Vehicle:

| Vehicle | Description      | Station               | Median Time (Minutes) |                       |                    |
|---------|------------------|-----------------------|-----------------------|-----------------------|--------------------|
|         |                  |                       | Sept 1 - Oct 31, 2019 | Sept 1 - Oct 31, 2020 | Delta 2019 to 2020 |
| BC1-1   | Battalion Chief  | Downtown              | 2.69                  | 2.57                  | -4%                |
| E1-3    | Engine 1-3       | Vets Park             | 3.42                  | 3.77                  | +10%               |
| E1-4    | Engine 1-4       | Huron Parkway & Platt | 3.48                  | 3.50                  | +1%                |
| E1-6    | Engine 1-6       | Briarwood             | 2.58                  | 3.05                  | +18%               |
| L1-5    | Ladder 1-5       | North Campus          | 4.33                  | 4.10                  | -5%                |
| R1-1    | Rescue 1-1       | Downtown              | 2.83                  | 2.54                  | -10%               |
| TW1-1   | Tower Ladder 1-1 | Downtown              | 4.15                  | 3.52                  | -15%               |

Huron Valley Ambulance shared similar results when comparing their response times between September 1 – November 30, 2019 and September 1 – November 30, 2020. Their response times were slightly better in 2020 in the specified time period; but this is likely attributable to less traffic on the road and fewer emergency response calls.

## Lessons Learned:

- **Education & outreach:** Public awareness and education about pilot projects is critical to establish well in advance of implementation so that the public is aware of the intended purpose, timeline, and usage of the pilot projects. This is made especially difficult during the COVID-19 pandemic where engagement can be more challenging.
- **Design:** Pilot projects present people with new and unexpected situations. Strive to keep the designs as simple and intuitive as possible. Some temporary materials and treatments appear to have worked better than others, such as tightly spaced glued-down delineators (which can't easily be moved) versus construction barrels (which create a messier look and are prone to being moved and pushed around).
- **Implementation:** An existing City contract was used to implement quickly. Contractor responsiveness to addressing issues and monitoring the layout was an ongoing challenge, and future projects should consider a contract specific to pilot project implementation. Despite these challenges, City staff, contractors, and consultants collaborated to make field adjustments and changes to improve the operations and safety of the pilot projects throughout their deployment.

Lastly, measures should be taken to ensure undesirable or unsafe behaviors are discouraged. Specifically, bikeway encroachments by delivery vehicles, illegal parking, illegal loading, waste container placement and other obstructions which inhibit bikeway use should be addressed through design considerations, enforcement, and education. Illegal parking and loading in the pilot lanes was the most consistent issue throughout the deployment.

# MILLER/CATHERINE PILOT PROJECT



## Project Description

The Miller/Catherine Pilot Project was DDA-led and included a temporary two-way bike facility on the north side of Miller and Catherine streets from First Street to Division Street. Space for the temporary bikeway was created by reconfiguring existing travel and bicycle lanes along the corridor, eliminating a center left turn from First Street to Main Street and right-turn lanes from Main Street to 5<sup>th</sup> Ave. A parking lane was removed from 5<sup>th</sup> Ave to Division. The First Street, Ashley Street, 5<sup>th</sup> Ave, and Catherine intersections were all converted to all-way stops to provide a safe way for people on bikes to enter and exit the temporary bikeway. Construction cones, delineators, water-filled barricades, temporary signage, and pavement markings were used to define the temporary bikeway.

## Key Findings

1. The Miller/Catherine Pilot Project was well-used and well supported by non-motorized users. This pilot project helped to fill a critical link in the non-motorized network and provided a lower-stress connection between existing facilities compared to the current condition.
2. Traffic and transportation impacts appear relatively minimal based on observed traffic volumes. The North Main and Miller Street intersection experienced infrequent backups, which are detailed further below.
3. Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and aligning with core DDA values.
  - 78% of users said that the Miller/Catherine Pilot improved their experience walking or biking downtown.
  - Non-motorized use increased during the pilot period; with the bikeway serving 134-170 trips per day.
  - The pilot resulted in a significant speed reduction, reducing the recorded speed by 6mph (from above the speed limit to within the speed limit).
  - No crashes occurred during the pilot period, which is below the average for the reporting months



## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 494 responses to whether respondents used the project for walking, biking, both, or neither, 43.9% (217) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 217 respondents that have used the facility, 78% said that it has improved their experience walking or biking downtown. In contrast, of the 277 respondents who have NOT used the facility, 51% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** 127 respondents reported that all of the pilot projects collectively best met their needs for navigating downtown on a bicycle. 27 respondents that identified a specific project that best met their needs, selected the Miller/Catherine pilot project.

### Bicycle Volume Findings

- No pre-install bicycle volume data was collected for this pilot project, because there was not a dedicated bike facility along the full pilot corridor (sharrows, right-turn lanes outside of bike lanes, etc.).
- Post-install data was collected at two locations, showing 134-170 trips per day. Collection at one location was interrupted due to the collection counters being damaged.

### Discussion

- The Miller/Catherine bikeway was the second most-used bikeway in the project.
- Overall, users reported that it improved their experience biking in the downtown at a high response rate (78%).
- From a network perspective, the Miller Street to the west, which feeds into the pilot project, has conventional bike lanes that are relatively higher stress than the pilot project. Finding ways to reduce stress on Miller Street and better connect to low stress neighborhood streets may have enabled more people to access the Miller/Catherine Bikeway.
- The transition from conventional bike lanes to a two-way bikeway at First Street was confusing for many users, so additional effort should be placed on managing and designing these types of transitions in future projects.
- Overall, the Miller/Catherine bikeway provided an important and effective east-west connection for bicycle travel and supports the city's carbon neutral goals by reducing vehicle miles traveled (VMT).

## Safety

### Vehicle Speeds

- The posted speed limit on Miller/Catherine Street throughout the project area is 25 mph.
- Speeds were recorded between Ashley and First Street on Miller.
  - Pre-install, the 85<sup>th</sup> percentile speed was 28 mph
  - Post-install, the 85<sup>th</sup> percentile speed was 22 mph.
- The reduction in speeds was most likely attributable to the converting First and Ashley intersections into an all-way stop, although the removal of turn lanes along the corridor may also be a contributing factor.

### Crashes

- Historically, 2-3 crashes occur on average for October/September.
- During the pilot project, no crashes appeared to occur or were reported during the same monthly time period, and no crashes appeared that involved people walking or biking.

### Feedback & Observations

- Safety concerns were expressed regarding Miller and N. Main intersection, primarily in regards to drivers either turning onto the bikeway or with eastbound vehicles approaching the intersection incorrectly using the westbound travel lane as a turn lane. Action taken to address concerns:

- Initial confusion may have been due to an illuminated left-turn lane sign on the signal wire that was left uncovered as part of the initial installation, but was subsequently covered.
- Barrels were added throughout the pilot project corridor at the start of the bikeway on each block to deter vehicles from entering.
- Vehicular lane reductions on Miller/Catherine resulted in elimination of 1 dual threat at uncontrolled locations and elimination of 11 pedestrian/vehicular conflict points at controlled (signalized/stop) locations. (*note: a dual threat represents a conflict point or potential crash location in which a pedestrian within a crosswalk is still vulnerable to vehicles which must stop for them. This situation is particularly noteworthy at uncontrolled crossings where a vehicle in one lane may stop for the pedestrian but the vehicle in the adjacent lane may not*).
- Video Footage Review – Main & Miller intersection:
  - There were no findings of conflicts, near misses, or improper vehicle operation during AM peak hour PM peak hour timeframe.

## **Discussion**

- Lowering vehicle speeds is a critical part of achieving the city's safety and Vision Zero goals, and the pilot project resulted in lower speeds. This was achieved primarily by converting signalized intersections to all-way stops along the corridor.
- No crashes were observed along the corridor, although some improper driving behavior was (see traffic operations section below).

## **Traffic Operations**

### **Vehicle Volumes**

- Vehicle volumes along the corridor were lower in both the pre-install and deployment measurements compared to historic traffic volume information (best available from 2015-2019).
- Historic volumes were approximately 9,300 vehicles
- Pre-install volumes were in the 4,900-5,600 vehicle range (2015-2019)
- Volumes during deployment were in the 4,700-4,800 vehicle range
- Interesting to note that volumes declined in the post-installation period, despite UofM being back in session and with presumably more trips into the downtown occurring. Construction along First Street and portions of Miller to the west may have affected driving patterns and could in part account for this.

### **Observations & Context Considerations**

- Overall, during field observations traffic appeared to flow well and minimal backups or delays were observed. While traffic progressed slower through the all-way stop intersections, field observations did not report any backups into adjacent intersection.
- Observations and feedback notes that between 4<sup>th</sup> Ave and 5<sup>th</sup> Ave, curbside uses frequently encroached into the bikeway. This included waste receptacles being serviced by trucks pulling into the bikeway (instead of servicing from the travel lanes with cans placed in the buffer zone), as well as delivery vehicles pulling into the bikeway. This created additional obstacles for people on bikes using the facility.
- Video Footage Review – Main & Miller intersection:
  - While traffic impacts were minimal most of the time, during PM peak hours some backups occurred. Driver behavior during this time, without a dedicated left turn lane onto North Main, was occasionally improper at times.
  - The morning traffic for this intersection was light and observed to be compliant with no delays observed.
  - In the PM peak hour timeframe, there were observed driving errors and backups

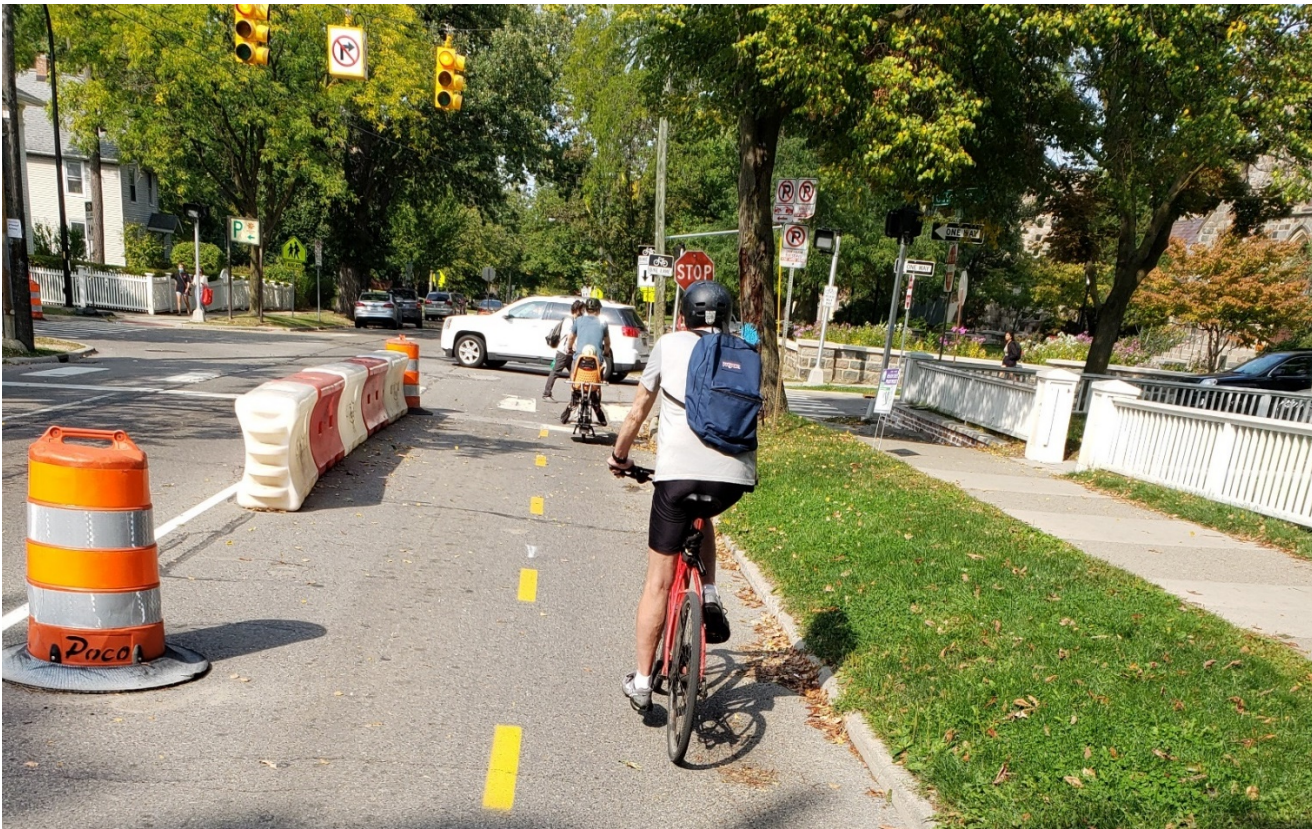
- It was found that many people driving behaved improperly, likely due to the closure of the eastbound left-turn lane. This lane closure resulted in backups in the through lane, causing drivers to improperly navigate around the left-turning vehicle.
- In cases where the drivers could not get around left turning vehicles, backups would occur. Most of the backups involved a few vehicles and only lasted about 30 seconds.
- Other turning conflicts resulted from eastbound traffic turning right. The turn seems to have been tight and vehicles would sometimes drive over the sidewalk and curb – although this lane configuration is similar to the existing condition.

### **Discussion**

- Overall, traffic flowed well across the majority of the corridor. Public comments and observations suggest that the most impact was at the N. Main and Miller intersection, due to closing the center turn lane. Future designs for this corridor should consider how the intersection would operate with a two-way bikeway and different travel lane configurations across a range of traffic volumes. Adjusting the signal patterns or adjusting the block to mimic the westbound approach might alleviate these concerns.



# DIVISION STREET/BROADWAY PILOT PROJECT



## Project Description

Division Street, in the project area from Packard to the Broadway Bridge is a multi-lane one-way road. The DDA-led pilot removed a combination of the eastern most travel lane and bike lane, converting that portion of the roadway into a two-way separated bikeway (also open for pedestrian passing). The City-led pilot on Broadway continued this installation across the east bound section of the bridge. Construction cones, delineators, water-filled barricades, temporary signage, and pavement markings were used to define the temporary bikeway. Existing intersection controls (signals or stop-signs) were adjusted at Division & Catherine intersection, where an existing signal was converted into an all-way stop.

## Key Findings

1. The Division Street pilot project (bikeway) was the most well-used and supported of the temporary bicycle improvements. Based on counts and survey feedback, Division may be the most critical low stress link to improve access downtown and serve a variety of users.
2. The volume of bicycle trips increased two to three times over the pre-install volumes and public feedback showed that this pilot project met important needs.
3. Traffic impacts along the majority of the corridor appeared minimal, with no substantial concerns observed or raised by the public – with the exception of the Division and Catherine intersection, which is detailed further below. The Broadway bridge experienced some PM peak congestion which appears to have been exacerbated by nearby construction.
4. Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and aligning with core DDA values.
  - The Division bikeway was the most well-used and supported bikeway in the project.
  - 81% of users said that the Division Pilot improved their experience walking or biking downtown
  - The volume of bicycle trips increased 2-3 times over the pre-install volumes.

- The pilot resulted in moderate speed reductions, reducing the highest 85<sup>th</sup> percentile speeds from 34 mph down to 29 mph. More work is needed here to bring speeds within the speed limit.
- No crashes involving people walking or biking occurred during the pilot period and vehicle crashes were below the average for the reporting months.

## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 509 responses to whether respondents used the project for walking, biking, both, or neither, 56% (285) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 285 respondents that have used the facility, 81% said that it has improved their experience walking or biking downtown. In contrast, of the 224 respondents who have NOT used the facility, 65% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** 127 respondents reported that all of the pilot projects collectively best met their needs for navigating downtown on a bicycle. 119 respondents that identified a specific project that best met their needs, selected the Division Street pilot project. This was higher than other any other pilot project, demonstrating the importance of Division Street as part of a future bikeway network.

### Bicycle Volume Findings

- Bicycle volumes increased significantly between the pre-install and post-install measurements. In most locations the volumes were two 2-3 times higher. The average volume across all locations increased in 95 trips per day to 189 trips per day.
- Part of the increase was likely due to addition of the two-way traffic, as Division Street was northbound only for bike traffic in the pre-install configuration. However, volumes for the northbound trips also increased in the post-install.
- Some of the increase in ridership may be attributable to UofM returning to session in September but is unlikely to explain the 2-3 time increase in volumes alone.

### Discussion

- The Division Street Pilot Project was one of the more well-used pilot projects that demonstrated the highest level of improvements to user's experience biking in the downtown, as reflected in the public survey and bicycle volume data.
- This pilot project played an important role in making a lower stress connection to other bicycle facilities in the city, such as Packard Street bike lanes, the William Street Bikeway, and bike lanes on Ann and Catherine Street.
- A similar future project could help reach the goals for reducing vehicle miles traveled (VMT), which would support the City's A2Zero objectives. This is supported by the large increase in ridership seen after the pilot project was installed.

## Safety

### Vehicle Speeds

- The posted speed limit on Division Street throughout the project area is 25 mph.
- Pre-install, the 85<sup>th</sup> percentile speeds ranged from 27 to 34 mph across the measurement locations.
- Post-install, the 85<sup>th</sup> percentile speeds ranged from 27 to 29 mph across the measurement locations, representing a reduction at the higher end of recorded speeds and bringing the 85<sup>th</sup> percentile speeds to within 4 mph of posted speed limits.
- The Broadway Bridge has a posted speed limit of 30 mph. The 85<sup>th</sup> percentile speeds went from 39 mph in the pre-install to 35 mph in the post-install condition.

## **Crashes**

- Crashes for October/September were lower than the historic 5-year average along the project corridor for the same October/September period.
- None of the crashes reported appeared to include people walking or biking.

## **Feedback & Observations**

- The project team received comments related to safety and behavior concerns primarily at the Division & Catherine intersection, which was converted from a signalized to all-way stop configuration to support the temporary bikeway installation. Most complaints related to bike/pedestrian near misses and running stop signs.
- The offset nature of the intersection created challenges for joining two bikeways through a temporary treatment and created confusion for some people driving. Actions taken to address this concern:
  - In response to early feedback, field adjustments were made to stop bar locations and barricade placement to increase visibility between vehicles, and people walking or biking at the intersection.
- Vehicular lane reductions on Division/Broadway resulted in elimination of 7 dual threats at uncontrolled locations and elimination of 13 pedestrian/vehicular conflict points at controlled locations.
- Video Footage Review:
  - Near misses for people walking and biking were a concern, however with these occurring at relatively low speeds with reasonable reaction times, none of the incidents resulted in a recorded crash.
  - Driver compliance seemed lower than normal at this location with multiple occurrences of running stop signs. Both people driving and people biking ran stop signs or failed to make a safe stop, resulting in risks for people walking and biking.
  - There was also an observed relationship between high driver compliance and heavy traffic, leading to the possibility that heavier traffic and slower speeds increased drivers' response time.

## **Discussion**

- Lowering vehicle speeds is one of the most significant means of reducing the severity of crashes, which in turn reduces the number of serious injuries and fatalities that might occur. The data indicates a reduction of speeds occurred, which supports the city's Vision Zero policy to eliminate transportation-related serious injuries and death.
- It is important to note that while the pilot projects helped reduced speeds, speeds still need to be lower in order to fall within the legal and safe speed limit. This data should help put concerns raised about traffic delays into context and inform any future improvements.
- While there was confusion and resulting compliance issues at the Division & Catherine intersection, much of this was likely due to the materials used by the pilot project and its temporary nature. Construction cones/barrels and temporary signage was likely more confusing than a comparable permanent design would be.
- Given the off-set intersection, the all-way stop configuration likely added additional confusion. Maintaining a signalized intersection, adjusted to allow for separate phases, might have lessened confusion and increased compliance for all users.

## Traffic Operations

### Vehicle Volumes

- Vehicle volumes along the corridor were lower in both the pre-install and deployment measurements compared to historic traffic volume information (best available from 2015-2019).
- Historic volumes were in the 9,900-11,200 range (2014-2019 best available)
- Pre-install volumes were in the 4,300-7,600 range (2014-2019 best available)
- Volumes during deployment were in the 4,900-7,400 range
- Volumes were also collected along the Broadway Bridge, as part of the city's pilot project deployment. Pre- and during deployment volumes were generally higher (13,300-17,900) than historic volumes (13,400).

### Observations & Context Considerations

- Traffic flowed well overall throughout the corridor, despite one of the travel lanes being converted to a two-way bikeway, except for the Division & Catherine intersection.
- The Division & Catherine intersection seemed to experience more traffic backups than other locations on the corridor, like as a result of converting to all all-way stop and due to this location transitioning to a single northbound vehicle lane north of Catherine Street. Despite observed backups, most vehicles would clear in a few minutes during the peak hour, and backups would only occasionally reach the previous intersection (Ann Street).
- Delivery and service vehicles frequently blocked the bikeway, particular in the block directly north of Huron Street and in the block south of Liberty Street.

### Discussion

- Overall, traffic flowed well, although the operations at Division and Catherine were a notable exception. While delays were experienced, most vehicles cleared the intersection within a few minutes during the peak traffic hours where observations took place. Future changes should consider different signalization options at Catherine and roadway configuration north of Catherine.
- The conversion of the intersection to an all-way stop coupled with the offset nature of the intersection and the joining of two bikeways created confusion for some drivers. The transition from two northbound lanes to one northbound lane also caused some traffic backups during peak hour. A closer examination of the design and traffic controls at this intersection to further improve safety and operations is warranted.
- On the Broadway Bridge, traffic volumes were higher during the pilot project installation than historically. This is likely due to a nearby traffic detour on Depot Street routing a significant volume of traffic headed to the medical campus across the Broadway Bridge. This may have exacerbated the perception of traffic impacts caused by pilot project. These impacts would likely not be as severe without the additional detour traffic.



# SOUTH MAIN



## Project Description

The DDA portion of the South Main pilot project ran from William Street to Packard and included an intersection approach reconfiguration for Packard Street westbound. This project reconfigured Main Street from a 3-4 lane roadway into a 2-3 lane roadway with one-way separated/buffered bicycle facilities on each side of the road. South of Packard, the City of Ann Arbor's pilot project converted the outermost travel lanes on S. Main into non-motorized use lanes, from Packard to Stadium Blvd.

## Key Findings

1. The South Main Street pilot project achieved success in improving non-motorized users sense of comfort and experience for biking downtown, and appeared relatively well-used. The pilot project appeared to fill a gap in the non-motorized network, and suggests that future facilities be considered along this corridor in order to further the goal of reducing vehicle miles traveled (VMT).
2. Traffic was impacted by the installation of the pilot project. However, this was to be expected given that a 4-lane to 2-lane road reconfiguration was significant change to the road's layout. A future configuration as a 3-lane road (with a center turn lane) could be explored as an alternative treatment that might mitigate many of these impacts. Even so, the traffic impacts observed were relatively minor (30-90 seconds) along the corridor.
3. Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and aligning with core DDA values.
  - 73% of users said the South Main pilot project improved their experience walking or biking downtown.
  - The volume of bicycle trips averaged 92 trips per location per day across the project area.
  - The pilot project resulted in moderate reductions of vehicle speeds by 1-3 mph for the 85<sup>th</sup> percentile speed. More work is needed to bring speeds down to within the speed limit.
  - No crashes involving people walking or biking occurred during the deployment and vehicle crashes were below the average for the reporting months.

## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 488 responses to whether respondents used the project for walking, biking, both, or neither, 41.6% (203) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 203 respondents that have used the facility, 73% said that it has improved their experience walking or biking downtown. In contrast, of the 285 respondents who have NOT used the facility, 49% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** 127 respondents reported that all of the pilot projects collectively best met their needs for navigating downtown on a bicycle. 29 respondents that identified a specific project that best met their needs, selected the South Main Street pilot project.
- Note that the survey referred to the “S. Main Street Pilot Project” generically, and it is assumed that respondents were basing their responses and feedback to overall length of the corridor (William to Stadium Blvd) and did not differentiate between the DDA and City implemented portions of the project.

### Bicycle Volume Findings

- No pre-install bicycle volume data was collected for this pilot project as there were no existing bicycle facilities from which to collect dedicated bicycle trips.
- Anecdotally, based on local knowledge, people biking this section of the corridor, particularly south of Madison Street, are frequently riding on the sidewalk due to relatively high traffic volumes and speeds coupled with the lack of dedicated bike facilities.
- Post-install data was collected at two locations using video footage review (south of William Street and south of Madison streets). Volumes were recorded for bikes in the roadway, using the pilot project lanes, and on the sidewalks. The majority of people on bikes were using the pilot project lanes (139 and 89 trips per day at the two locations) although people on bikes were still also on the sidewalks at both locations (61 and 78 trips at the two locations).

### Discussion

- Dedicated bike facilities on South Main can serve an important role in north-south connectivity, as there are few other parallel streets that are as straight running and direct as S. Main. 7<sup>th</sup> Street and State Street are the nearest alternatives, but both of those are much further away.
- Overall use of these pilot projects was comparable to Miller/Catherine pilot project and the State Street/North U pilot project. The bicycle volumes were the 3<sup>rd</sup> highest of the pilot projects, underscoring its potential role as part of the bicycle network.
- Unfortunately, this pilot project did experience additional impacts due to a significant construction project commencing at S. Main and William, which resulted in impact to the northbound separated bike lane and its eventual early closure.

## Safety

### Vehicle Speeds

- The posted speed limit on S. Main Street throughout the project area is 25 mph.
- Speeds were recorded south of William Street and south of Madison streets
- Pre-install, the 85<sup>th</sup> percentile speed was 27-33 mph
- Post-install, the 85<sup>th</sup> percentile speed was 26-32 mph.

## **Crashes**

- Historically, 10-14 crashes occur on average for October/September.
- During the pilot project deployment, a lower number of crashes were observed, and were typically rear end and angle type crashes.
- None of the crashes reported during the pilot project appeared to include people walking or biking.

## **Feedback & Observations**

- Feedback and observations noted that people on bikes were sometimes confused about how to utilize the separated lanes south of William Street. Improper barricade placement may have exacerbated confusion, along with the “floating parking lane” (parking between the vehicle travel lane and the bikeway) being improperly used and requiring people biking to make additional course corrections.
- As mentioned, adjacent site construction near William Street also impacted the continuity of the bicycle facility.
- Vehicular lane reductions on Main Street resulted in elimination of 14 dual threats at uncontrolled locations and elimination of 20 pedestrian/vehicular conflict points at controlled locations.
- Video Footage Review – Main & William intersection:
  - It was observed that most bikes do not turn from William on to Main Street, but instead continue eastbound on Williams. The turn box was used only once by a biker turning from Main Street on to Williams, but not vice versa.
  - As for bike and vehicle near misses, there was an issue with bikes not slowing down for cars having the right of way.
- There were reports from citizens about vehicles driving in the blocked-off lane to pass cars waiting to turn left. There was an additional report from a citizen of a car passing a bus on the right when the bus was stopped to pick up a passenger. If future deployments are considered along Main Street, these concerns will need to be addressed - a three lane configuration (travel lane in each direction with a center turn lane) or more substantial barrier between the vehicular travel lane and bicycle lane could mitigate this behavior.

## **Discussion**

- Despite the corridor being converted from 4 lanes to 2-3 lanes, there was only a slight reduction in vehicle speeds. Reported crashes however were lower during the installation period than is typically observed, which supports the move to reduce severe and fatal crashes per Vision Zero.
- It is important to note that while the pilot projects helped reduced speeds, speeds still need to be lower in order to fall within the legal and safe speed limit. This data should help put concerns raised about traffic delays into context and inform any future improvements.

## **Traffic Operations**

### **Vehicle Volumes**

- Vehicle volumes along the corridor were lower in both the pre-install and post-install measurements compared to historic traffic volume information (best available from 2015-2019) – however there reductions were considerably different between the two measured locations (south of William vs. south of Madison).
- South of William:
  - Historic volumes were in the approximately 10,600
  - Pre-install volumes were in the 6,300-10,500 range
  - Post-install volumes were in the 6,400-8,500 range
  - Interesting to note that post-install volumes were lower than pre-install. In both of those cases, volumes were much closer to the historic volume information compared to many other sites.
- South of Madison:
  - Historic volumes were in the approximately 20,900
  - Pre-install volumes were in the 7,200-9,700 range
  - Post-install volumes were in the 9,300-10,100 range

### **Observations & Context Considerations**

- Driver confusion occurred at Main and William, due to signs, including an illuminated left turn only lane sign for northbound S. Main traffic, not being covered at the time of installation. Occasionally, drivers would be crossing the double-yellow to turn left, interfering with opposing traffic. This was corrected during the pilot project install period.
- The on-street parking on the west of S. Main south of William was poorly utilized. Installing additional pavement markings and signage was considered but not implemented due to the timing of the project. The effectiveness and clarity of “floating parking lanes” like this should be considered carefully on future projects.
- Minor backups were observed at times along the corridor, primarily due to left turning vehicles holding up traffic behind while waiting for a gap in on-coming traffic.
- Video Footage Review – Main & William intersection:
  - Turning conflicts and backups related to those did not occur in the morning, but did occur in the evening.
  - The afternoon peak hour traffic volumes resulted in backups from westbound traffic, as well as some backups from northbound traffic. There were times in which there was stand still traffic with vehicles backed up through the intersection. However, most backups only lasted from 20 seconds to 90 seconds and cleared up quickly. It bears mention that some of this backup occurs under ‘normal’ afternoon peak hour traffic as well
- Backups were observed at the intersection of Main and Stadium in the afternoon peak. Signal adjustments were made and several observations throughout the pilot confirmed that traffic would clear in one light cycle. These backups were further mitigated when the pilot was removed between Stadium and Pauline per Council’s direction on October 5<sup>th</sup>.
- Delivery and service vehicles frequently blocked the bikeway, particular in the block directly south of Madison Street.

### **Discussion**

- Traffic impacts along the S. Main corridor were present but not as severe considering this was a major roadway being converted from 4-lanes to 2-lanes along most of its length. The majority of delays appear related to bigger intersections (e.g. Hill Street) where there was not a dedicated left turn or second thru lane around which vehicles can pass.
- Overall however, despite the occurrence of delays, most delays cleared relatively quickly.



# STATE & NORTH UNIVERSITY PILOT



## Project Description

This DDA-led project contained two distinct elements. The first element added a temporary 2-way bikeway along State Street from William to North University and along North University from State Street to Thayer. This removed a travel lane on each street in order to create space for the bikeway. Construction cones, delineators, water-filled barricades, temporary signage, and pavement markings were used to define the temporary bikeway. The second element removed a travel lane on State Street from North University to Liberty Street, creating additional curbside space for parking and loading, as well converting Liberty and State Street to an all-way stop. The focus of the items below is on the bikeway portion of the project.

## Key Findings

1. This pilot project appeared well-used and effectively extended the William Street Bikeway to the existing bike lanes on North University. Careful consideration of the intersection designs along this corridor will be important for future design work along this corridor to ensure that people on bikes can make safe transitions onto and off of the bikeways.
2. Traffic impacts appeared minimal in this area, despite traffic volumes on State Street being somewhat closer to historic volumes than other locations. The removal of one of the poorly striped northbound travel lanes may have better clarified roadway use and reduced unnecessary lane shifting.
3. A critical consideration for future designs will be understanding and accommodating transit and bus turning movements in this area, given the volume of AAATA and UM buses.
4. Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and aligning with core DDA values.
  - 77% of users said the State / North University pilot project improved their experience walking or biking downtown.
  - The volume of bicycle trips averaged 98 trips per location per day across the project area.
  - The pilot project resulted in minor reductions of vehicle speeds by 1 mph for the 85<sup>th</sup> percentile speed. 85<sup>th</sup> percentile speeds in this area appear to be below the posted limit already.
  - No crashes involving people walking or biking occurred during the deployment and the typical number of vehicle crashes were recorded for the reporting months.

## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 480 responses to whether respondents used the project for walking, biking, both, or neither, 43.5% (209) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 209 respondents that have used the facility, 77% said that it has improved their experience walking or biking downtown. In contrast, of the 271 respondents who have NOT used the facility, 51% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** 127 respondents reported that all of the pilot projects collectively best met their needs for navigating downtown on a bicycle. 16 respondents that identified a specific project that best met their needs, selected the State / North University pilot project.

### Bicycle Volume Findings

- No pre-install bicycle volume data was collected for this pilot project as there were no existing bicycle facilities from which to collect dedicated bicycle trips.
- Post-install data was collected on North University, with daily trips ranging from 74 to 126.

### Discussion

- The William Street Bikeway currently ends with an entrance onto the UM Diag area. This pilot project provided an alternative route that connected directly with existing bike lanes on North University and Thayer. The North University bike lanes provide an important east-west connection out of the downtown area, and so this pilot project filled an important gap in the network.
- Overall volumes and user feedback was positive.

## Safety

### Vehicle Speeds

- The posted speed limit on State Street and North University throughout the project area is 25 mph.
- Speeds were recorded on State Street (between N. University and William):
  - Pre-install, the 85<sup>th</sup> percentile speed was 21 mph
  - Post-install, the 85<sup>th</sup> percentile speed was 19 mph.
- Speeds were recorded on N. University (between State and Thayer):
  - Pre-install, the 85<sup>th</sup> percentile speed was 19 mph
  - Post-install, the 85<sup>th</sup> percentile speed was 18 mph.

### Crashes

- This section of State Street typically experiences 2 crashes during the September-October period. During the pilot project, this same number of crashes was experienced, although none of these appeared to involve people walking or biking.
- The section of North University typically experiences no crashes, and no crashes occurred during the pilot project.

### Feedback & Observations

- Vehicles were observed occasionally entering the two-way bikeway, which poses concerns for safety. Adjustments were made in the field, adding additional cones at the start of the bikeway on each block to deter vehicles from entering.
- Operationally, bicycle riders headed north on State Street experienced confusion with how to exit the bikeway and continue north of N. University on the bikeway. This is an area for further design consideration in the future.
- Vehicular lane reductions on State/North University resulted in elimination of 3 pedestrian/vehicular conflict points at controlled locations.

- Video Footage Review – State & North University intersection:
  - This location had a weekend street closure beginning before the 5:00 pm data could be collected. The following results were from the morning time period only.
  - Overall, there were no bike operational concerns or safety issues to report on.

### **Discussion**

- This pilot project appeared well-used and provides an important interconnection in the existing bicycle network, leveraging the value of the William Street Bikeway and other existing bike lanes further. No acute safety issues were noted in the design.
- Pre-install speeds were already below the existing speed limit, likely do to the volume of pedestrian traffic and short block lengths in this area. Removing one of the poorly marked north bound lanes would be expected to reduce the occurrence of side swipe crashes.

## **Traffic Operations**

### **Vehicle Volumes**

- Vehicle volumes along the corridor were significantly lower in both the pre-install and post-install measurements compared to historic traffic volume information (best available from 2015-2019)
  - Historic volumes were in the 6,500-8,400 range
  - Pre-install volumes were in the 1,300-5,500 range
  - Post-install volumes were in the 1,500-5,000 range
  - Note that volumes collected on Saturday and later on Friday evening were likely lower due to portions of State Street north of North University being closed entirely due to the HealthyStreets commercial street closure programs.
  - Overall, volume, including historic volumes, are relatively low considering the density of uses and pedestrians in this area.

### **Observations & Context Considerations**

- One significant observation was the need for the pilot project to accommodate right turning buses going from State Street onto North University. After reports of buses having a hard time making turns, the west bound stop bars were adjusted to provide more turning room, and bus operations appeared to have improved.
- Observations of the Liberty and State Street intersection indicated that few significant impacts to traffic appeared to be occurring. This is a highly pedestrian dominated intersection currently.
- Video Footage Review – State & North University intersection:
  - Turning conflicts and backups related to those did not occur in the morning, but did occur in the evening.
  - One significant backup occurred southbound that caused traffic to back up into the intersection, which was cleared in approximately 60 seconds and only happened once.

### **Discussion**

- Traffic impacts along the corridor appeared relatively minimal during the install period.
- The Liberty & State Street intersection will be important to consider carefully for future projects. Northbound traffic did not appear unduly impacted by the removal of a travel lane and conversion of the Liberty intersection to an all-way stop.

## PACKARD (HILL & STATE)



### Project Description

This DDA-led pilot project reconfigured Packard Street between the Hill Street and State Street intersection (i.e. the “triangle”) to add separated/buffered bike lanes to connect to existing bike lanes on Packard outward from this block. Construction cones, delineators, water-filled barricades, temporary signage, and pavement markings were used to define the temporary bikeway. This configuration was similar to how the road was historically configured (with complete bike lanes) prior to additional lanes being added as a temporary traffic control project related to construction detour resulting from another project. This temporary configuration was not put back into its original configuration.

### Key Findings

1. This pilot project was well-received by users and, while small in extent, filled an important gap in the non-motorized network without significant impacts to traffic operations. The pilot project configured the roadway similar to a historic configuration where bike lanes were more intact along this block.
2. Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and aligning with core DDA values.
  - a. 80% of users said the Packard (Hill & State) pilot project improved their experience walking or biking downtown.
  - b. No crashes involving people walking or biking occurred during the deployment and the typical number of vehicle crashes were recorded for the reporting months.



## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 488 responses to whether respondents used the project for walking, biking, both, or neither, 38.7% (189) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 189 respondents that have used the facility, 80% said that it has improved their experience walking or biking downtown. In contrast, of the 299 respondents who have NOT used the facility, 52% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** 127 respondents reported that all of the pilot projects collectively best met their needs for navigating downtown on a bicycle. 13 respondents that identified a specific project that best met their needs, selected the State / North University pilot project.

### Bicycle Volume Findings

- No pre-install or post-install bicycle volume data was collected at this pilot project location.
- However, pre- and post-install counts were collected further west on Packard (west of Division). Pre-install counts in the bike lane showed 128-182 trips, and post-install counts using video footage review showed 33-163 counts.

### Discussion

- Bike riders were observed using the facility in both directions.
- Packard functions as a major corridor into the downtown area. Existing bike lanes on Packard are wider than is normal for much of Ann Arbor, and anecdotally appear well-used as a major non-motorized route into the downtown. The “gap” in the route between Hill and State Street is important to fill in order to provide a consistent level of comfort and a complete network. The pilot project appeared to successfully fill this gap in the network and would be expected to contribute to reducing VMT.

## Safety

### Vehicle Speeds

- No speed data was collected for this location.

### Crashes

- This section of Packard typically experiences 2 crashes during the September-October period.
- During the pilot project, this same number of crashes was experienced, although none of these appeared to involve people walking or biking.

### Feedback & Observations

- After the installation, vehicles were observed to be frequently using the wider separated bike lane as a turn lane. The placement of barrels and cones were adjusted to deter vehicles from this behavior.
- Comments indicated that portions of the bike lane (west bound just north of State Street) were left in a narrow state. The pilot project was unable to reconfigure this portion of the bike lane due to the adjacent loading zone. A future configuration could likely widen this lane.
- Vehicular lane reductions on Packard resulted in elimination of 2 pedestrian/vehicular conflict points at controlled locations.

## Traffic Operations

### Vehicle Volumes

- Vehicle volumes along the corridor were significantly lower in both the pre-install and post-install measurements compared to historic traffic volume information (best available from 2015-2019)
  - Historic volumes were in the 6,500-8,400 range
  - Pre-install volumes were in the 1,300-5,500 range
  - Post-install volumes were in the 1,500-5,000 range

### Observations & Context Considerations

- Based on field observations, traffic appeared to flow well during the pilot project installation. At times, traffic would backup westbound approaching Hill Street, but appeared to clear within a light cycle. Anecdotally, traffic did not seem any more congested than usual for this busy location.
- Video Footage Review – No video collected at this location.

## PACKARD (PLATT TO EISENHOWER)



### Project Description

This City-led pilot project reconfigured Packard between Eisenhower and Platt Road from a 5-lane to a 3-lane road, with the outside lane in each direction being reconfigured as a non-motorized lane for people walking or biking. Barrels and barricades were used along with signage to close the outside lanes.

### Key Findings

- Of all of the pilots, this segment appeared to have the least amount of use, but this was expected given that it was the farthest from downtown. However, the facility was well received by those who used it.
- Overall, this pilot project met the goals of the program, improving safety, access and comfort, physical distancing space, and providing equitable transportation options.
  - 80% of users said the Packard (Platt to Eisenhower) pilot project improved their experience walking or biking downtown.
  - The volume of bicycle trips averaged 111 trips per location per day across the project area.
  - The pilot project resulted in moderate reductions of vehicle speeds, with average speeds in the afternoon dropping by 6-7mph. More work is needed to reduce speeds to within the posted limit.
  - Two crashes involving people walking or biking occurred during the deployment, but these were not attributable to the pilot project. Total crashes were lower than typical for the reporting months.

## Non-Motorized Users

### Public Survey Findings

- **Usership:** Out of 492 responses to whether respondents used the project for walking, biking, both, or neither, 30.9% (152) reported that they had used this pilot project for walking and/or biking.
- **Experience:** Of the 152 respondents that have used the facility, 80% said that it has improved their experience walking or biking downtown. In contrast, of the 340 respondents who have NOT used the facility, 50% said that it has not or might not improve their experience in the downtown.
- **Meeting User Needs:** In response to the question about what downtown pilot project best met user needs, the Packard Street project received 9% of the votes from respondents that identified a single project that best met their need.

### Bicycle Volume Findings

- No pre-install bicycle volume data was collected at this pilot project location, as there were no dedicated facilities.
- Post-install, 107-115 daily trips were recorded along the corridor at a location just east of Easy Street.

### Discussion

- The impetus for this project was to connect the heavily used bike lanes on Packard (north of Eisenhower) to Platt.
- Comments and feedback received from bicycle users was generally positive, and observations and data collection indicate that the facility was used by people on bikes.
- Other comments noted that the wide lawn areas with sidewalks adjacent to roadway could be utilized better in the future as a way of creating a lower stress bicycle connection along this corridor.
- Equity was a significant consideration for this deployment as there are public housing developments on this section of roadway. While unknown at the time of initial consideration, transit service was discontinued along this section of Packard on August 31 thus exacerbating the need for additional transportation options in this area.

## Safety

### Vehicle Speeds

- The posted speed limit is 40 mph.
- Post-install, the 85<sup>th</sup> percentile speed limit was recorded at 45 mph. No pre-install 85<sup>th</sup> percentile speed data was collected.
- The average speed between 12:30 and 6pm before the deployment ranged from 31 to 33mph. The average speed during the deployment ranged from 24 to 27 mph (INRIX data).

### Crashes

- This section of Packard typically experiences 6-8 crashes during the September-October period.
- During the pilot project, a lower number of crashes (5) was experienced.
- The corridor experienced two non-motorized crashes during the deployment. Reviewing the crash reports neither of the crashes seem to be directly a result of the deployment.

### Feedback & Observations

- There was concern expressed in the configuration of the barricades initially, which made it difficult for people on bikes to move around them without pulling into an adjacent travel lane. This was quickly adjusted after the installation.
- Vehicular lane reductions on East Packard resulted in elimination of 4 dual threats at uncontrolled locations and elimination of 3 pedestrian/vehicular conflict points at controlled locations.



- It is important to note that while the pilot projects may have helped reduced speeds, speeds still need to be lower in order to fall within the legal and safe speed limit. This data should help put concerns raised about traffic delays into context and inform any future improvements.

## **Traffic Operations**

### **Vehicle Volumes**

- Vehicle volumes along the corridor were significantly lower in both the post-install measurements compared to historic traffic volume information (best available from 2015-2019)
  - Historic volumes were approximately 29,400
  - Post-install volumes were in the 15,300 to 18,600 range

### **Observations & Context Considerations**

- A significant volume of public feedback and comments were directed at traffic impacts to this corridor. On-site observations noted outbound backups in the afternoon rush hour, often extending a long distance away from the Platt Road intersection. This was largely mitigated with signal timing adjustments and when the eastbound end point was adjusted from Platt to Rosedale which allowed two eastbound lanes through the Platt intersection.
- Public comments also noted that more drivers were taking detours through local neighborhood streets to avoid backups on Packard road. If future deployments are considered along this section of Packard again, complimentary 'neighborhood slow street' treatments could be considered to help mitigate the cut-through traffic on local neighborhood streets.

### **Discussion**

- Increasing access, safety, and comfort for non-motorized users outside of the downtown is important aspect to encourage a mode shift and reduce VMT. While the perceived impacts to traffic were more significant in this location than for the other pilot projects, the need for better connectivity remains.
- The higher speeds and higher vehicle volumes on this roadway make E. Packard an uncomfortable environment in which to bike without a dedicated bicycle facility. Utilizing right-of-way space outside of road itself (i.e. converting sidewalks into side paths) might be a direction to consider. If roadway changes are made, the signalization and lane configuration at intersections might be able to be optimized to reduce backups.

## APPENDIX CONTENTS

1. Survey Quest Results (word document with charts of question results)
2. Survey Question – Written Comments
3. E-mailed feedback comments
4. Safety data summary document (provided by the City of Ann Arbor)
5. Field observation summaries
6. Traffic volume, traffic speed, and bike volume data maps
7. Before & after traffic bike volume charts
8. Video observation notes
9. City council initial presentation

# **APPENDIX:**

## Survey Results

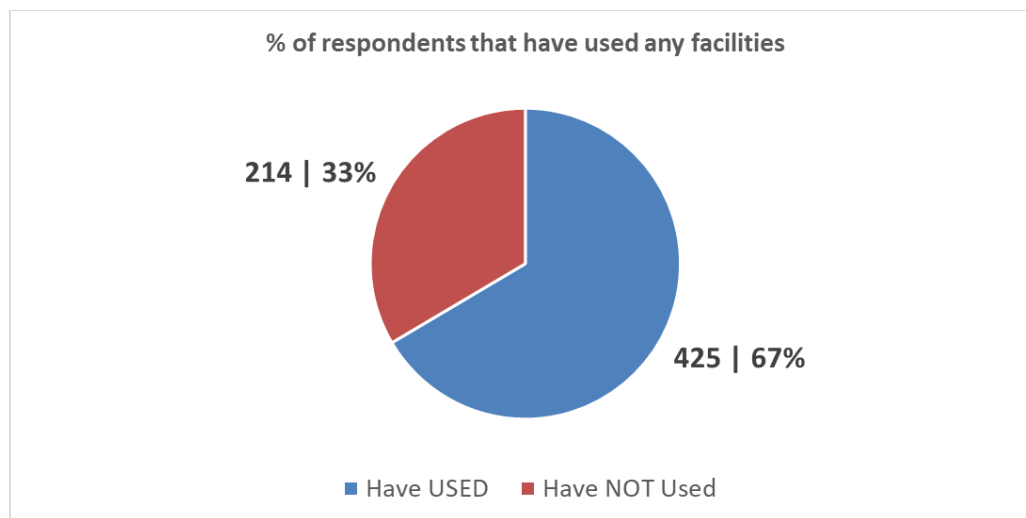
## Public Survey Results

Alongside the installation period of the pilot projects, a web-based public survey and engagement tool was used to collect feedback from the Ann Arbor community.

As of November 2, 2020, **695** survey responses and **72** mapping comments were collected. The appendix to this memo includes a full listing of the question results and written comments.

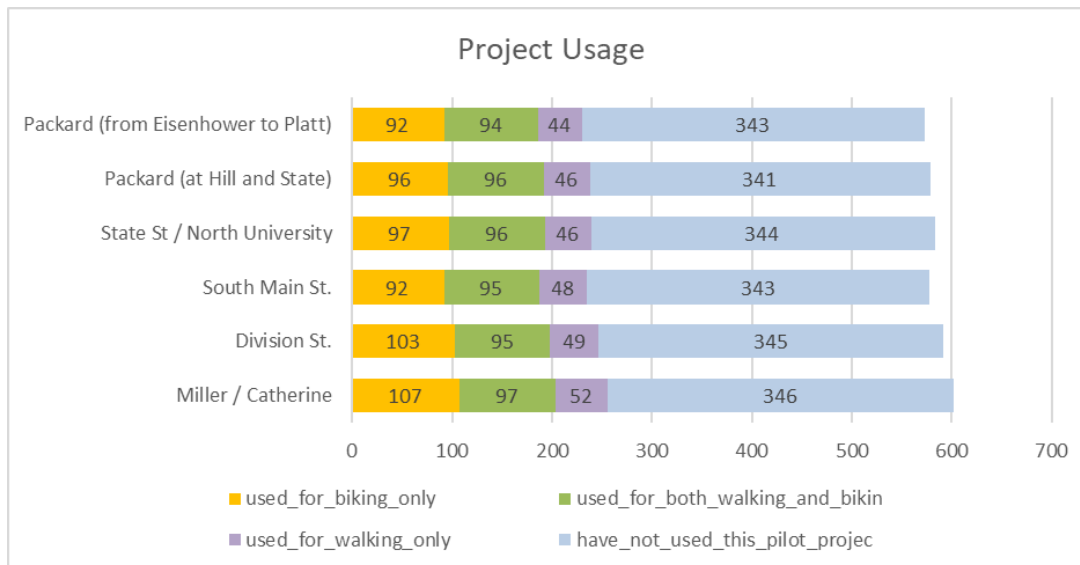
### Question 1 – Have you used the pilot projects?

This question asked respondents to identify for each pilot project whether they used it for walking, biking, both, or neither. Through this, the number of respondents who have used at least one of the pilot projects for walking or biking could be assessed, giving an general understanding of responses from direct users (i.e. walking and biking) versus non-users (i.e. vehicle drivers).



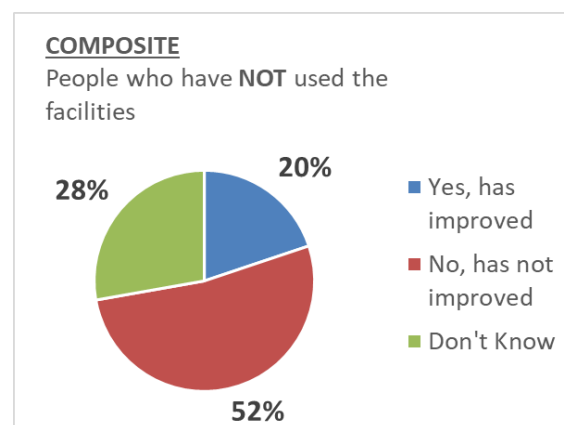
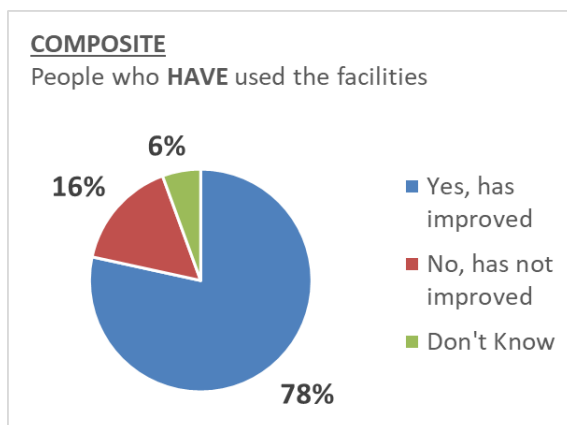
**Overall, approximately 67% of respondents had used at least one of the facilities**, with the remaining 33% reporting that they had not used any of the facilities for walking or biking.

The **project usage chart** (next page) shows the breakdown of usage for each project. Typically, each project was used for walking, biking, or both in 40-43% range. The difference between the above chart (used any facility) versus the specific project indicates that for many of the survey respondents they only be using a limited number of the facilities.

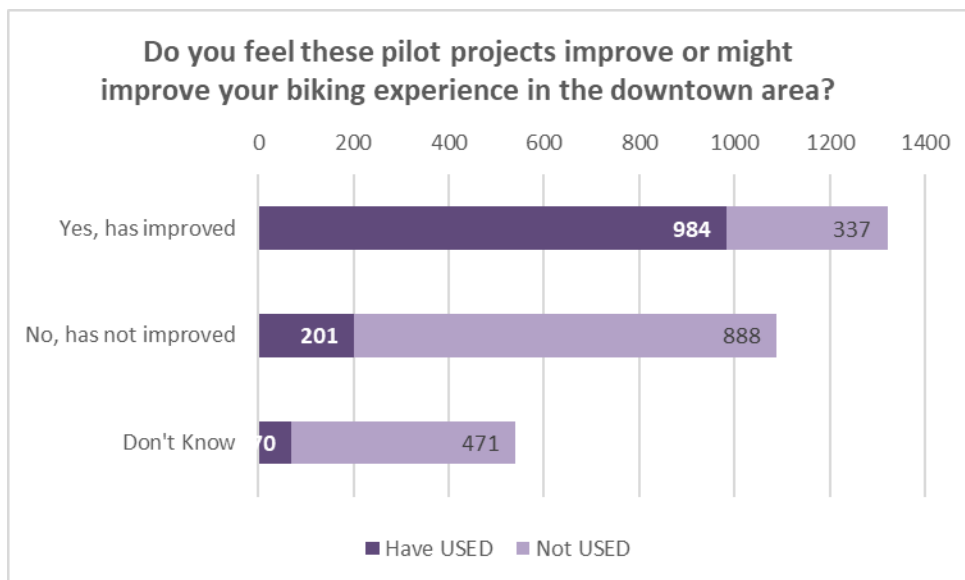


## Question 2 - Do you feel these pilot projects improve or might improve your biking experience in the downtown area?

This question was asked for each individual project in the corridor. The tables below show an aggregation of the cumulative results. Overall, for people who have used at least one facility, over 75% respond that the facility improved the biking experience. For people who have not used ANY facilities, 52% responded that it would not improv their experience, 28% are unsure if it would improve, and 20% say it would improve.

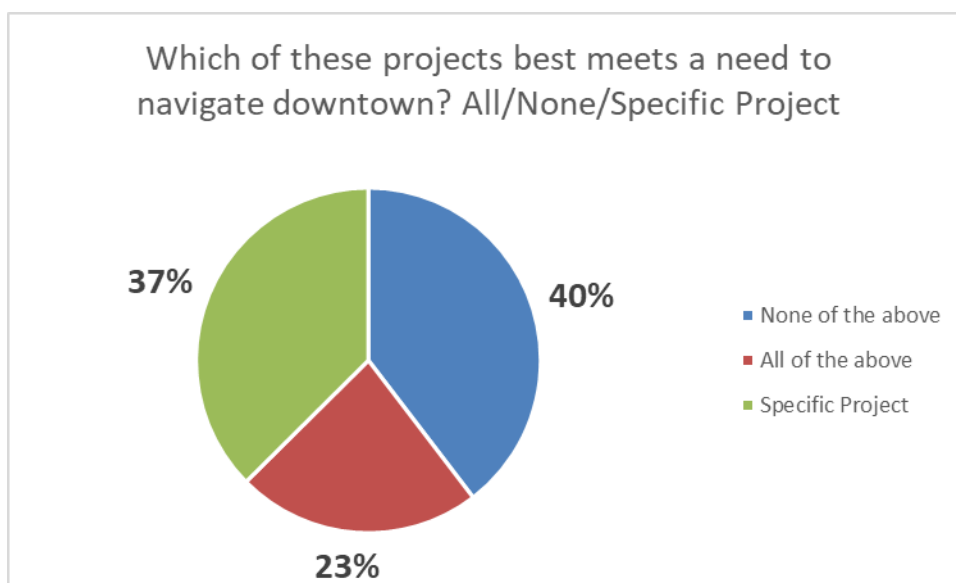


The chart below is another way of viewing the composite results. Overall, more people (whether users or non-users of the facility) said the projects have improved or would improve their experience biking in the downtown, compared to people who have not used it.

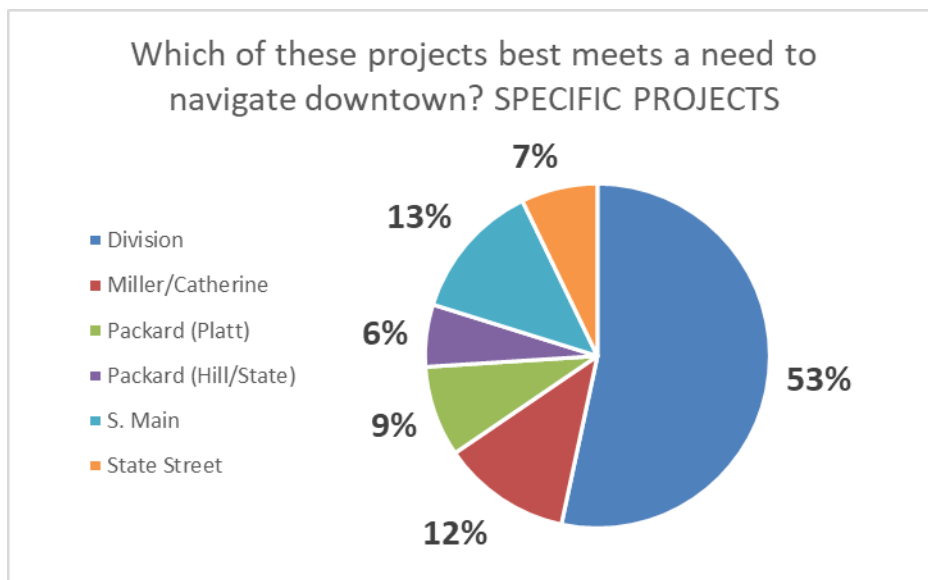


**Question 3 - Which of these routes best fills (or will fill) a need to navigate downtown on a bicycle?**

This question asked respondents identify which project (including options for all of the above or none of the above) best filled a need to navigate downtown.



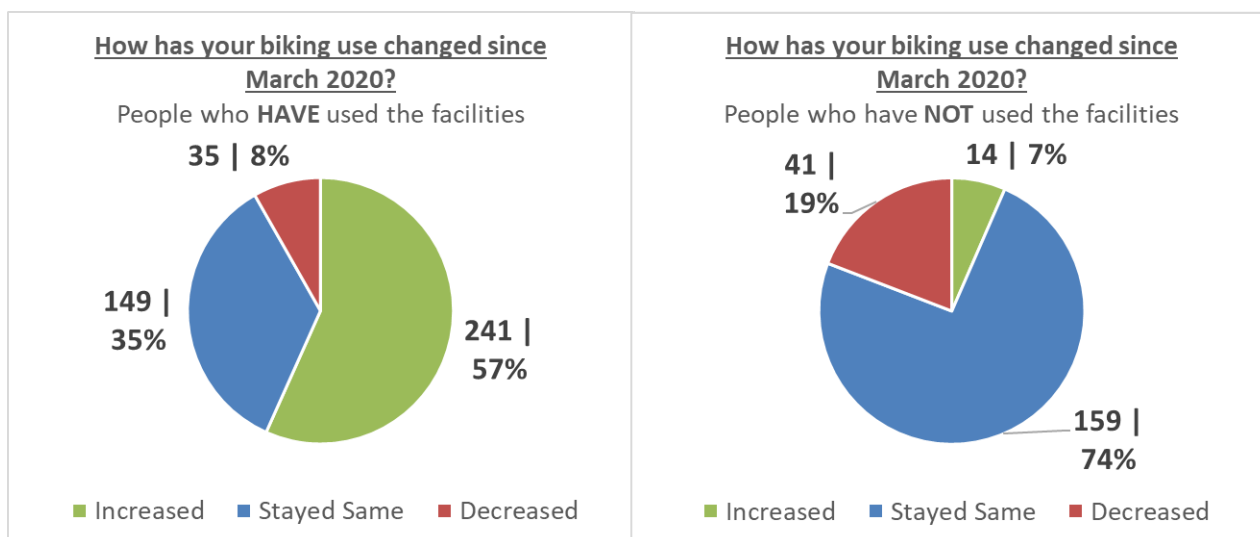
Per the above chart, 60% of respondents identified one project or all projects that best met a need, compared to 40% that responded none of the above.



The chart above expands the “specific project” category from the prior chart. The Division Street bikeway yielded over 50% of the responses to specific project.

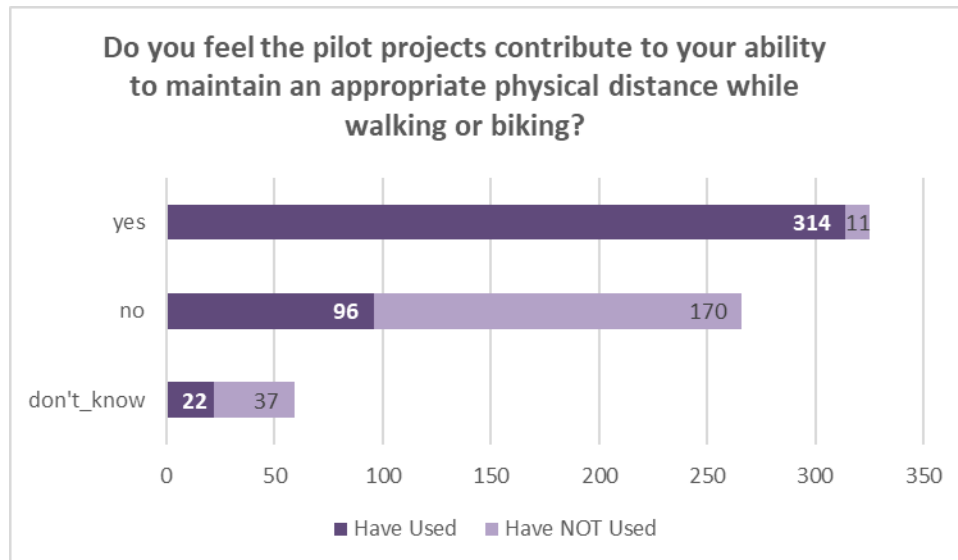
**Question 4 - Since Mid-March of 2020, has your bicycle use increased, decreased, or stayed about the same?**

The results to this question were analyzed separately for respondents who had used versus those who had not used any of the pilot projects. Overall, 57% respondents who had used a facility reported that their bicycle used had increased since March 2020, whereas only 7% of respondents who had NOT used a facility reported an increase in bicycle use.



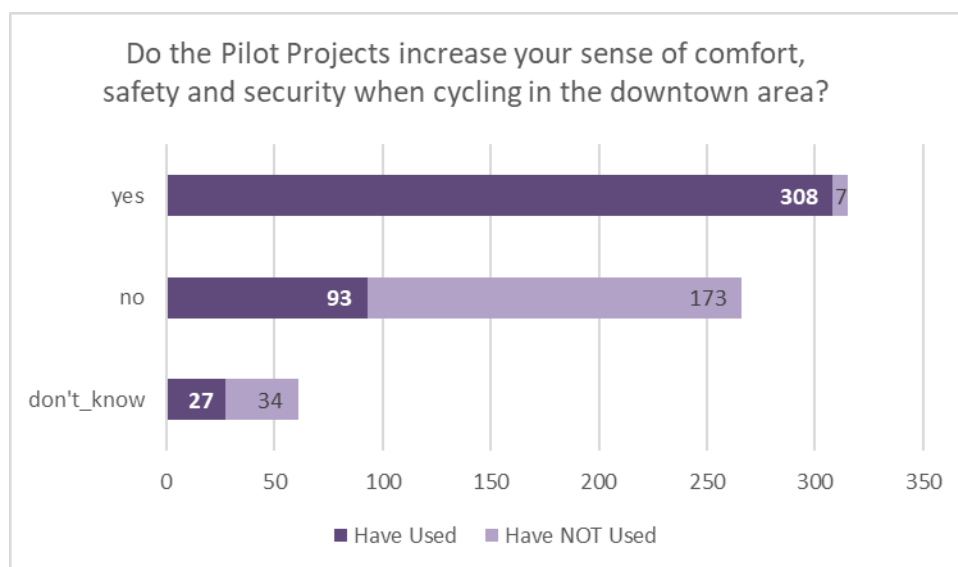
**Question 5 - Do you feel the pilot projects contribute to your ability to maintain an appropriate physical distance while walking or biking?**

Overall, a significant majority of people who have used a facility indicate that it has improved their ability to maintain physical distancing while walking or biking. Overall, considering both users and non-users of the facilities, there were more people indicating that the pilot projects contributed to their ability to maintain physical distance than there were people saying they did not contribute.



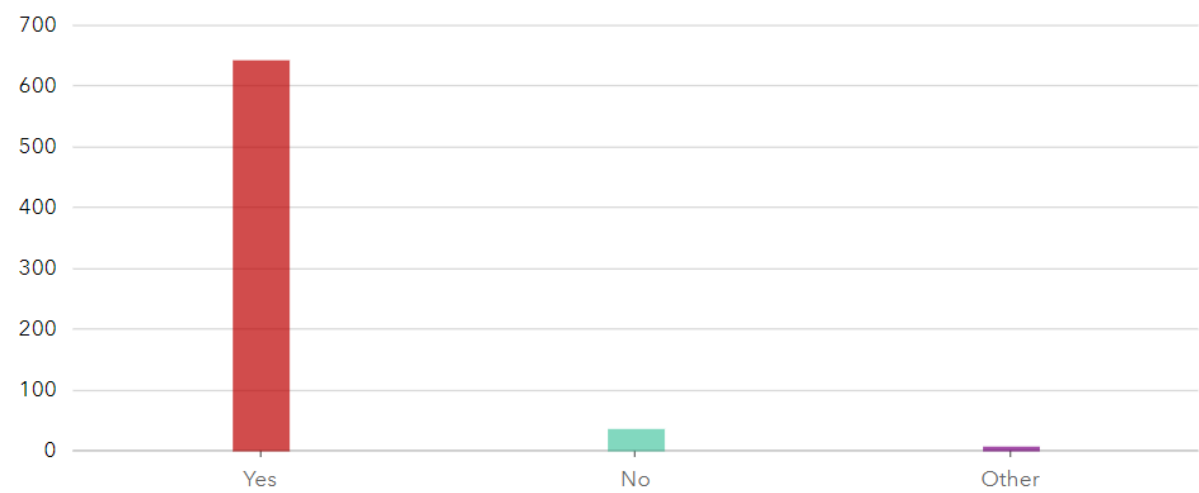
**Question 6 - Do the Pilot Projects increase your sense of comfort, safety and security when cycling in the downtown area?**

Results to this question followed a similar pattern as the previous question (#5) results

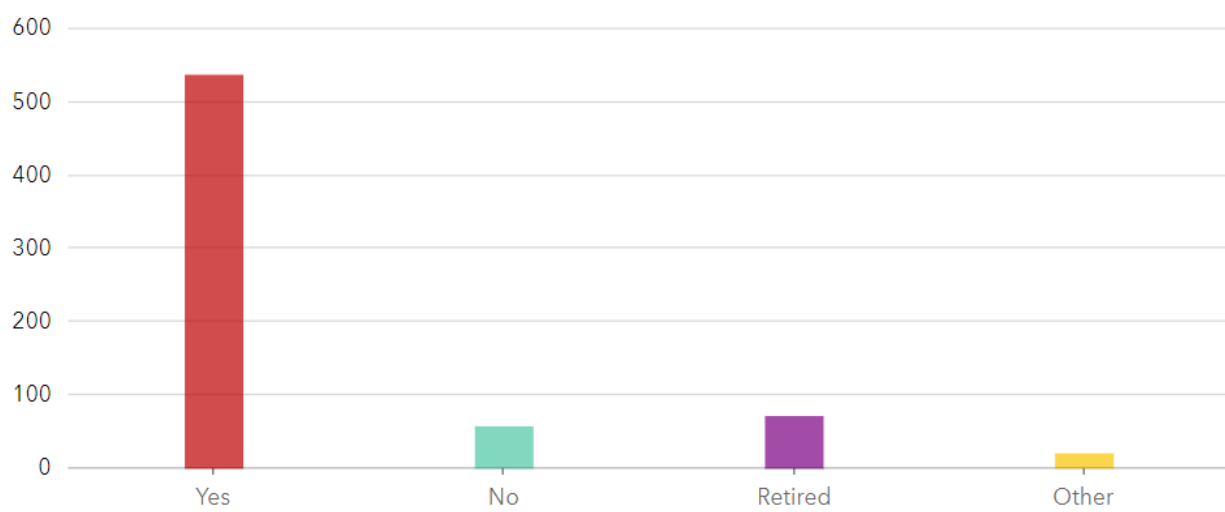




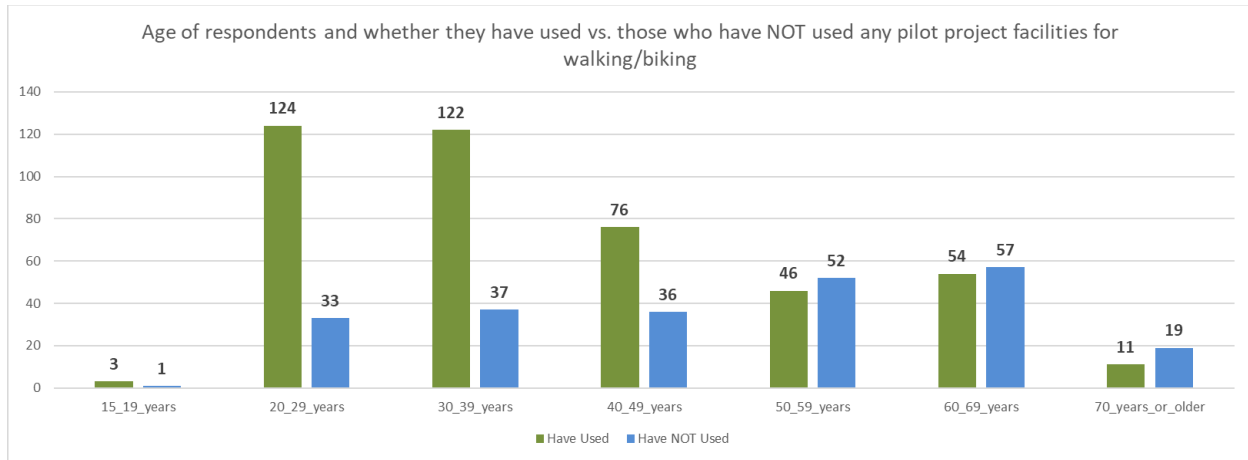
Demographic Question 1 - Do you live in Ann Arbor?



Demographic Question 2 - Do you work in Ann Arbor?



### Demographic Question 3 – Age of Respondents vs. Use of Facilities



Overall, a significant portion of the younger to middle age brackets reported that they had used the facilities, compared 50-year and older age brackets, which were more balanced between using and not using facilities.

### Demographic Question 4 – Gender Identity

| Answers                             | Count | Percentage |
|-------------------------------------|-------|------------|
| Woman/girl                          | 283   | 40.72%     |
| Man/boy                             | 330   | 47.48%     |
| Transgender Woman/girl              | 1     | 0.14%      |
| Transgender Man/boy                 | 2     | 0.29%      |
| Gender non-conforming or non-binary | 9     | 1.29%      |
| Other                               | 16    | 2.3%       |

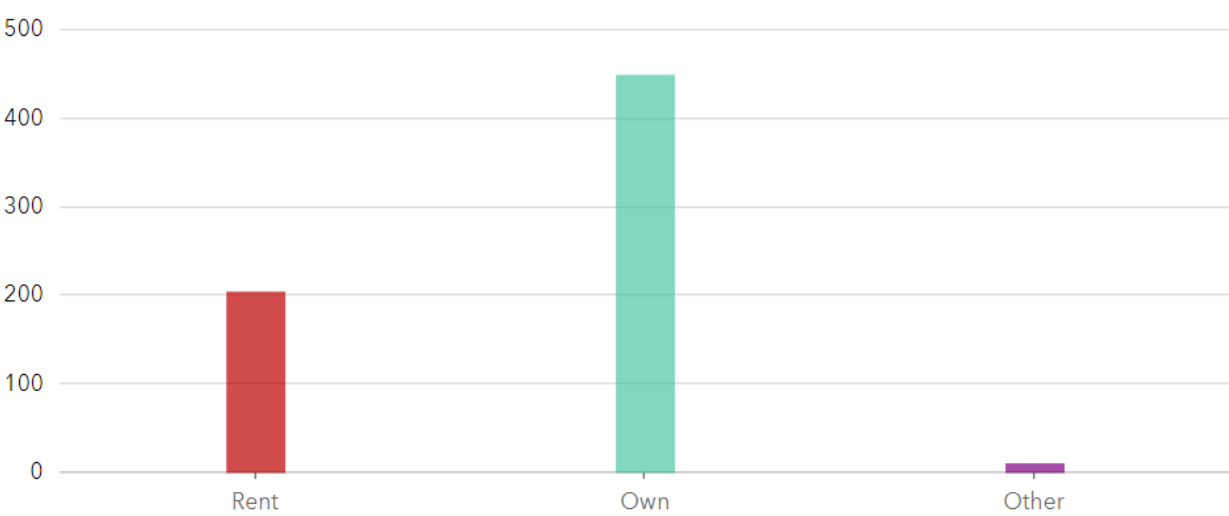
Answered: 641 Skipped: 54

Demographic Question 5 – Which best describes your household income last year?

| Answers             | Count | Percentage |
|---------------------|-------|------------|
| Less than \$24,999  | 52    | 7.48%      |
| \$25,000 - \$34,999 | 52    | 7.48%      |
| \$35,000 - \$49,999 | 45    | 6.47%      |
| \$50,000 - \$74,999 | 78    | 11.22%     |
| \$75,000 - \$99,999 | 78    | 11.22%     |
| \$100,000-\$149,999 | 127   | 18.27%     |
| \$150,000-\$199,999 | 84    | 12.09%     |
| \$200,000 or more   | 74    | 10.65%     |

Answered: 590 Skipped: 105

Demographic Question 6 – do you rent or own your primary residence?



## Written Comments

The survey asked a number of open-ended written questions. These are listed below as well as the number of responses.

- *Please explain why or why not the pilot projects increased your sense of comfort, safety, and security when cycling in the downtown area.*
- 
- *What would you change about any of the pilot projects to increase pedestrian and bicycle safety and/or promote greater use?*
- *Please list any areas in the downtown where you feel unable to maintain an appropriate physical distance due to number of people, size of sidewalks, or other factors.*
- *Do you have other questions or comments you would like to share?*

# **APPENDIX:**

## **Survey– Written Comments**

Healthy Street Pilot Project - Survey Comments

Please explain why or why not the pilot projects increased your sense of comfort, safety, and security when cycling in the downtown area.

- 1 We don't have enough parking spots (for cars) as it is so why remove ANY???
- 2 I do not think we need any of this. I do not feel the need for social distancing on a bicycle. While walking down the street now most everyone moves aside, respects others, changes directions. We don't need extra lanes to do this.
- 3 I'm as big a bicyclist as you're going to find, but please fix the existing bike lanes before you start making major changes elsewhere. The map of existing bike lanes is a joke - I didn't even know there was an existing bike lane on Ashley.
- 4 Do not bicycle in that area.
- 5 I feel comfortable cycling in town. I know how to avoid people and traffic.
- 6 I'm scared to bike in the paint and pray lanes
- 7 I used to bike Division every day for my work commute, and just having more space from cars makes a HUGE difference in my comfort level
- 8 This projects are the poorly thought out pet projects of a group in the city that does not like cars and completely ignores the fact that most people who work in Ann Arbor do not live in town
- 9 Having separate bikeways with barriers adds immensely to a sense of safety, beyond of course the intersections.
- 10 Someone is going to get killed! This was not well thought out and the motorists are confused and this has made our streets more dangerous!
- 11 I LOVE this program. I often feel unsafe biking in downtown Ann Arbor, but this makes me feel so much more secure. I am even buying warmer bike gear so I can use the lanes through the duration of the pilot!
- 12 I want to bike more, but without clear lanes and barriers it's too difficult as drivers aren't paying attention to bikes. There have been a lot of bicycle accidents, so this is a real danger. I love that the projects help with this.
- 13 You are limiting mobility for people with physical limitations that can still drive. Try applying ADA principles - can an elder with limited walking ability still get around town easily? If not - your design fails!
- 14 I am strongly opposed to the creation of a bike lane on Division.
- 15 Safer because im not dodging children or dogs on the sidewalk. Feel much more comfortable in the street because of the physical barriers and tangible proof that bikes are allowed in the street
- 16 Changes from being a bike lane to not being in a bike lane (like on Miller before the pilot) feel particularly unsafe and many of these projects help reduce that.
- 17 All these pilot projects, and particularly the Division St project, have been a massive improvement to safety while bicycling in town! It is now much easier to cross the Broadway bridge.
- 18 It's a little confusing as is! But I especially love the one on Division.
- 19 Even downtown, cars tend to drive too fast, and there isn't always separate space for cyclists. Reconfiguring our streets has improved that.
- 20 To give these projects a fair shot, they need maintenance. Just today I found trash cans, barrels and parked vehicles forcing me out of the bike lanes. When we introduce new things, it can't be once and done.
- 21 When walking, I feel like I can safely distance myself from others during this pandemic. When biking, I don't fear cars clipping me and I don't feel like I'm getting in the way of normal flow of traffic.
- 22 Having more space to bike or simply have a lane to bike safely is one of the things I most like about living in Ann Arbor. I'm close enough to downtown to use my bike for almost every trip I do to downtown. I have a 3-year old son and he loves biking too
- 23 Anything that gives me space from cars improves my sense of comfort, safety and security.
- 24 I love them, much safer
- 25 I love these! It makes biking with our children so much safer so we do it more. Please do Packard from Main to Stadium at least, please!
- 26 I would love for them to be permanent as I really enjoy the ease of access to safe biking, and to be able to safely bike to a local business or downtown destination.
- 27 Not a single question about adverse auto impacts! Your survey is so biased it is worthless.
- 28 Absolutely RIDICULOUS! PLEASE REMOVE THEM NOW!! SOMEBODY WILL GET HURT DUE TO AN ACCIDENT!
- 29 I'm a fairly strong cyclist and ride Ann Arbor streets for exercise. If I was a bike commuter I think I would love these changes. But for the way I ride they generally hem me in. But I know that more infrastructure causes more driver awareness and care.
- 30 i dont need to close a street to feel safe biking closing streets casues bigger problems for the general health of our city
- 31 Making it very clear to drivers that walkers and bikers are meant to be using the road, and are being given priority over cars, makes drivers more courteous and safe.
- 32 The Division two way bike lane ruins the most efficient way of getting from downtown to the Northside. Having upstream "salmon" to dodge, speed bumps and stop signs is counter to safe effective cycling.
- 33 THERE'S JUST MORE ROOM FOR PEOPLE AND LESS ROOM FOR CARS

### Healthy Street Pilot Project - Survey Comments

|    |   |
|----|---|
| 34 | Bicyclists still use the street, even when newly installed, permanent bikes lanes exist just feet away.   |
| 35 | The dedicated bike lanes greatly increase cyclist safety and act as a road-diet for downtown streets, limiting people trying to speed down them and increasing everyone's safety and enjoyment of downtown.   |
| 36 | I feel much more comfortable with the extra space, as it helps me practice more effective social distancing. Outside of the pandemic, I also enjoy it because it allows me greater mobility without having to worry about vehicles and accidents.               |
| 37 | Please tell me how either sitting in backed up traffic for 15 more min per day at idle while no one is in the closed lane is healthy. Or how the alternative to drive 4 extra miles to commute is helping the zero emissions????????                            |
| 38 | This is the most ridiculous project I've seen from this City. Closing down the side streets is stupid but limiting packard motor traffic from Platt to Eisenhower IS just insane.   |
| 39 | It is a bit confusing to go from a normal nike lane from Miller and transfer to a separated, double bike lane when coming into town. It goes against what a normal bike path (going with traffic) looks and feels like.   |
| 40 | if you have two way traffic in the bike lanes then you aren't allowing for distancing. Runners/walkers/ bikes are all crammed into one area   |
| 41 | I am hugely in favor of these bike lanes. I bike to work every day (even before the pandemic), and even with bike lanes have felt unsafe (and was hit by a car once) in Ann Arbor streets - especially with the need to navigate dangerous potholes.            |
| 42 | I absolutely love the pilot projects! Please make them permanent!   |
| 43 | It makes a huge difference to have that little bit of extra space while on a bike. Much safer   |
| 44 | I think this is a great idea! While traffic on Ann Arbor streets doesn't move at high speeds the streets are often quite busy and with these lanes designated for biking, I feel much more comfortable and visible when riding.                                 |
| 45 | having more physical separation from 2-ton vehicles would further significantly increase my desire to bike  |
| 46 | I live right near the Kerrytown bridge, and the Division St lane has DRAMATICALLY increased my safety, commuting ease, and overall quality of transportation. Division street was a terror to bike on and the new lane slows down cars                          |
| 47 | I'm on the bike all the time with my kids. It's a less dangerous situation because of this project.   |
| 48 | I'm so glad these are only temporary.   |
| 49 | I think these are all wonderful projects because they make me feel much safer on my bike in downtown.   |
| 50 | Thanks for piloting this and for seeking feedback - I hope it's a permanent addition to the downtown landscape!   |
| 51 | My major pain point of cycling in Ann Arbor is Packard St, between Eisenhower and Platt. The sidewalks in this area are narrow and very bumpy, cracked, and often have people walking. The new (temporary) lane of traffic for cycling this section is amazing! |
| 52 | I will stop driving downtown if the pilot projects become permanent. My family and I will take more bicycle trips to different parks in the downtown area because I feel it will be safe enough to do so.   |
| 53 | I have a family with small children, and the Pilot Projects allow us to commute/ride downtown with much less stress. It increases how often we get out biking as a result.  |
| 54 | These are wonderful repurposing/additions to each of the streets! Please continue this great work!  |
| 55 | People are not using. Just adding to traffic to traffic congestio. Looks horrible like street under construction.   |
| 56 | Not willing to go downtown yet due to COVID and age.  |
| 57 | I walk and bike---it feels good that the City is prioritizing this mode of transportation, particularly with this current need for social distancing.   |
| 58 | The barriers put in place are very confusing. It looks like you are about to ride into a construction zone -- which as a biker I would NOT want to do.  |
| 59 | I really like the idea of expanding bike infrastructure, and of 2-way protected bikeways. That said, some of the current routes do not feel like an improvement. eg. Division/Broadway bridge - the N end is very confusing, as is Huron St crossing            |
| 60 | Pilot projects only increase my sense that the city is clueless and lost touch with logic and common sense.   |
| 61 | As a born and raised Ann Arborite, the Packard from Eisenhower to Platt NEEDS TO GO AWAY  |
| 62 | Cars drive so much slower now, it feels so much safer, less noisy, and way less scary to bike. Heading south on Division, cars used to head 40-50mph consistently, now they are moving closer to 30-35mph, which is much much better.                           |
| 63 | This is such an inconvenience to cars. It slows down traffic incredibly. Not to mention no one is using the bike/pedestrian lanes. Please change it back!!  |
| 64 | I don't bike downtown.  |
| 65 | This is a biased survey. There is nowhere for those who oppose the pilot project to comment.  |
| 66 | The separated lanes, combined with flashing stoplights, allows me to bike continuously.   |
| 67 | These are much needed and improve the safety of bikers/riders as well as the peace of mind for drivers. Especially in the early morning or evening, these projects are critically important for the city and especially the Kerrytown area.                     |
| 68 | Other bikers are not observing line and signal lights appropriately. Also cars turning so not always see cyclists that are going through the line straight due to the speed of the cyclist.   |



### *Healthy Street Pilot Project - Survey Comments*

|     |  |
|-----|--|
| 69  | Increased interaction with vehicles who are increasingly frustrated with being shoehorned into fewer, narrower lanes while cyclists are VERY few and far between, including those who are just using the existing bike lanes and sidewalks.                  |
| 70  | Don't do the main busy arteries like Packard, stay in the downtown area for this program.  |
| 71  | Feel that it makes biking much safer for myself and my family  |
| 72  | I walk 15-20 miles a week. I use the sidewalks . We don't need to take the streets from cars to do that.   |
| 73  | Biking in AA is not always safe (on roads with cars who may/may not be paying attention); thus, having protected biking spaces is a must for safety.   |
| 74  | Although I think the execution of these bikes lanes has been confusing for me, for those of us who understand their use they have been a game-changer. I feel far safer being set off from cars and cars move at a slower rate of speed.                     |
| 75  | All this does is make it harder to get anywhere and make drivers angry. This is the stupidest idea you idiots have ever come up with.  |
| 76  | Makes no sense to wedge bike lanes in with car lanes. Distracted drivers next to vulnerable cyclists. Now, drivers are slowed, inconvenienced and angry -- even more dangerous for cyclists. Keep cars & bikes entirely separate!                            |
| 77  | I have been through most of these areas and the only areas where congestion is significant was already part of this plan prior the extension to more areas.  |
| 78  | Next time, put this on the ballot to vote on before forcing such a poorly executed project.  |
| 79  | There should be better signage for the pilot / temp lanes so cyclists & pedestrians know to use them and drivers know NOT to use them. I didn't even know what they were until a friend told me, I had assumed they were blocked off for construction.       |
| 80  | I like that there's more of a physical barrier for bikes instead of a standard bike lane.  |
| 81  | Nobody uses these and they are making an insane amount of traffic in Ann Arbor.  |
| 82  | I feel so much safer not having to ride in traffic. This is especially true for my girlfriend, who is just learning to ride a bike. Having protected bike lanes makes her comfortable enough to ride downtown. Now we can bike downtown instead of driving.  |
| 83  | Less fear of cars  |
| 84  | I haven't been biking very much because I'm working remotely. But I know that Division/Broadway is one of the parts of my bike commute that normally makes me think twice about biking--it's normally so unsafe.   |
| 85  | The pilot project which I have only seen while driving makes downtown so much friendlier for visitors, and as a commuter who currently only uses an automobile, I welcome any reduction in the auto traffic by making alternative transport easy is welcome  |
| 86  | I haven't been especially concerned about physical distancing when I'm on my bike, but I definitely like having space to ride separate from the cars. It makes me feel confident riding with my family. Route on Packard from Platt to Eisenhower is awesome |
| 87  | don't feel safe walking or biking despite extra space when it involves high volume multiple lane roads. Separate bike paths and wider sidewalks are better in my opinion   |
| 88  | It's just stupid. Anyone with a brain can handle distancing, and the loss of driving lanes and parking is horrible.  |
| 89  | The section along Packard from Eisenhower to Platt is totally not needed. What a waste of time and money. The closure of two lanes has backed up traffic significantly.  |
| 90  | Senseless and expensive  |
| 91  | I drive  |
| 92  | Distracted drivers and narrow streets generally make biking feel risky to health and safety. Pilot projects like this are a step in the right direction for keeping cyclist safe and encouraging biking as an eco friendly mother of commute and exercise.   |
| 93  | As an runner, this project has been fantastic! I absolutely feel safer on these streets. Thank you!  |
| 94  | It makes things downtown so much harder. End this project.   |
| 95  | Personally I don't feel that these changes a of real significance in the Covid response and end up complicating traffic. I don't feel the potential benefit is worth the cost both monetary and ergonomically  |
| 96  | This project might be a good idea but from what I know, bicyclist don't use the bike lanes installed along William street. I travel that area and have not seen cyclists using them.   |
| 97  | This program is intrusive and unnecessary.   |
| 98  | This is great! I would love for this to extend from Division all the way down Plymouth. A couple of weeks ago I was riding my bike on the side of road on Plymouth and a black, Ram truck didn't like they he had go around me and swerved to intimidate me. |
| 99  | Cars squeezed into one lane cause traffic congestion which creates chaos. Cars turning right across the bike lane is dangerous for the cyclists. Congestion causes cars to dart off down side streets, driving more traffic onto residential streets.        |
| 100 | unprotected bike lanes make me feel very unsafe; I really like the further distance from cars and barriers   |
| 101 | Not needed. Bike lanes already abundant.   |
| 102 | I have not felt crowded during my downtown trips, safe social distance and a mask were comfortable.  |

### *Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 103 | Several times cars pass very close, even though there is a bike lane there is nothing physically protecting you when that happens. This changes that  |
| 104 | I feel much more secure. Having cars whiz by your knee caps, and breathing exhaust, while walking, biking or just sitting on a patio is very disconcerting, dangerous, and a huge deterrent for me walking downtown and frequenting businesses.           |
| 105 | Division is the only free flowing northbound artery in town. Constricting it to a single lane is asinine. A major accident on US23 will shut down Ply/Broad/Div all the way to Hill with ripples back to A2Saline/I94. End this insanity!                 |
| 106 | Packard between Eisenhower and Platt is ridiculous. The sidewalks offer enough room for social distancing and the barricades every 1/4 mile or so make it hard to bike between them and the curb.   |
| 107 | It feels a lot safer to ride your bike in and not get doored or hit by a distracted driver  |
| 108 | The bike lanes make me feel significantly safer biking to/through town.   |
| 109 | This was a stupid idea  |
| 110 | I love that the city is doing this and demonstrating its commitment to safer, pedestrian- and bike-friendly spaces in downtown. Ann Arbor is called Tree Town for a reason!   |
| 111 | The Eisenhower to Platt closure makes no sense. This is not a high traffic area for bikes and pedestrians. However it is for cars. And now it's congested and frustrating for drivers. The downtown ones are good and the dedicated bike lanes are great. |
| 112 | It's hard to maintain distance when sidewalks are crowded, these ameliorate this issue.   |
| 113 | Driving lanes in downtown Ann Arbor are tight. Having more distance certainly makes me less weary of being hit.   |
| 114 | The closures of the downtown core streets to allow restaurants to move tables into the street have been great. Makes me feel much safer, and more willing to come out and support our downtown eateries!  |
| 115 | Dangerous for drivers to use the roads!   |
| 116 | Makes me paranoid about people not being aware of the project and not driving safely  |
| 117 | I have had close calls with cars many times while biking downtown. The protected lanes make me feel safer.  |
| 118 | A dedicated space for cycling reduces the risk and few associated with traveling downtown   |
| 119 | As a cyclist I really appreciate the effort to expand the city's cycling infrastructure, but safety concerns prevent me from fully utilizing the pilot projects. I frequently see vehicles turning into the closed lanes or parked in the bike lanes      |
| 120 | More traffic backups + short lights = angry drivers. I've already witnessed drivers blowing through intersections with peds walking because they're trying to beat the ridiculously short lights.   |
| 121 | Having a space without cars is safer, therefore, I can feel more comfortable.   |
| 122 | The Packard Road closure serves no purpose. It is not helpful to anyone. It appears to be government micromanaging the ability for citizens to exercise their personal responsibility. It is governmental over reach.                                     |
| 123 | The targets for this project - for me - arent large enough to make a big, safe difference. The major streets I use to commute - main, 7th, plymouth RD - are unsafe for social distancing and biking.   |
| 124 | With only 2 lanes....creates too much traffic and I feel more unsafe  |
| 125 | Division in particular was always blocked by delivery trucks, and AAPD refused to enforce the bike lane   |
| 126 | It is very very very nice to have a physical separation between cars. Makes biking feel significantly safer   |
| 127 | I feel much better protected from cars and the project allows me to enjoy more recreational activities at a safe distance from other pedestrians/cyclists.  |
| 128 | This project is a great idea but feels unevenly executed. Some cones are haphazardly placed in the middle of the lanes. (Maybe after being hit by cars?) Amazon trucks park in the lanes.   |
| 129 | there was never a "straight shot" way into town from the northside, so this seems useful. I would never had rode this street before.  |
| 130 | Packard from platt to Eisenhower needs a bike lane. There is no easy and direct route downtown from the east side of town and beyond.   |
| 131 | Having a dedicated lane to bike in is more comfortable than feeling constantly pressured by cars while on the road  |
| 132 | I feel much safer biking downtown, and I hope that these changes can be made permanent!   |
| 133 | The South Main closure in particular does not seem well understood by drivers. I have seen cars turn into the "safe" lane from Hill and from Pauline. Traffic back ups have also been noticed, especially behind vehicles making left turns.              |
| 134 | I feel so much safer and better able to navigate on my bike.  |
| 135 | This allows me to safely cycle with my children downtown  |
| 136 | You are increasing the travel time for cars. Bicyclists will still weave in and out of traffic, cut into traffic to make a left hand turn instead of using cross walks, etc. It does not to decrease the amount of traffic, only increase congestion      |
| 137 | have biked less as i am not biking to work  |
| 138 | I'm not in the S. Main section of downtown frequently enough to comment   |
| 139 | Yes, nice for biking and I don't feel like I will get hit by a car.   |
| 140 | Your questions fail to seek input about the impact of these projects on vehicles.   |
| 141 | I did not bike downtown at all until this project made me feel safe from traffic  |

### *Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 142 | The worst idea in the world is closing packard for cars by two lanes because there's already sidewalks available for pedestrians it's just creating a giant traffic jam everywhere it's super off-putting and unnecessary                                     |
| 143 | Majorly disrupting traffic on main roads has made my neighborhood less safe.  |
| 144 | Much more caution being exercised leading to slower speeds for cars and safer for everyone. It is hard to explain how much better my life is being able to actually use a connected series of separated bike paths/lanes to connect to parts of town.         |
| 145 | Safety from cars and people and finding the safe space between  |
| 146 | I'm no longer scared to ride on these roads. I feel safe/secure/comfortable knowing that whether or not cars around me see me, I'm safe. I feel comfortable going the opposite direction on division- it's never been so fast/easy to get directly downtown.  |
| 147 | I do not bike on sidewalks for pedestrian safety and I never feel safe biking in streets without bike lanes. These expanded bike lanes greatly increase my feeling of safety.   |
| 148 | I use the south Main to bike, and return home from work each day via car. It is typical that traffic is bumper to bumper from stadium past Pauline and nearly to hill. I rarely see pedestrians making use of the closed lanes, but it does cause congestion. |
| 149 | I think more clear bike lanes and lower speed limits on major roads would help more. The pilot on packard East of town is creating big traffic problems for cars  |
| 150 | poorly marked and confusing due to lack of striping/signage. Despite these flaws I like that there is an effort to improve safety   |
| 151 | Elevated danger from exhaust emissions.   |
| 152 | With students back and construction on in full swing, these lane closures feel very restrictive and a lot of people are driving through them.   |
| 153 | I was hit by a car while on my bike a little over a month ago on Jackson Rd, just East of Stadium. If Jackson Rd. had these lanes I feel that would have prevented that accident. At almost 68, I ride through downtown, Kerrytown and campus all the time.   |
| 154 | Please please please continue this. It feels like Europe and it so magical. Would love to have this permanently here or at least in the Fall/Spring/Summer.   |
| 155 | I can't ride a bicycle so I wouldn't know.  |
| 156 | They are ugly and unsightly. They confuse the many already not confident drivers.   |
| 157 | Increased chance of vehicle / pedestrian accidents  |
| 158 | Safety from cars  |
| 159 | Being separated from cars has been great for my comfort and safety. I will say that cars keep parking in them, which somewhat lessens that impact.  |
| 160 | i feel safer on the streets with these ped and bike protections moving forward  |
| 161 | I don't like biking on the road with cars -- they're aggressive   |
| 162 | The extreme traffic jam caused by the lane closures on S. Main and on Division create "football saturday" levels of congestion every day. Biking or walking alongside that is not gratifying, and the closed lane has almost no bikers or walkers in it.      |
| 163 | Lanes don't leave enough room with the barriers for real use for walking or biking. Lanes are too close to traffic, especially on Packard where the traffic is moving quite fast and gets backed up during rush hours   |
| 164 | It's a) an eyesore b) increases traffic backups c) has negatively impacted air quality with more idling cars.   |
| 165 | I walk, run and bike regularly. While I appreciate the intention of this project, I am completely opposed to how it is being executed. As Ann Arbor continues to grow we must improve the roads for driving, both quality and flow, first.                    |
| 166 | My son and I bike all the time . On Packard where there is a permanent bikelane it can have a lot of cars on it and we prefer to be on the side walk. Another thing is e is no school traffic so you are not seeing how bad it gets during rush hour.         |
| 167 | designated bike space helps everybody   |
| 168 | No one is using these sloppily blocked off lanes for cycling or walking. I have been the sole cyclist in them when I've used them. They make the route feel less safe by funneling confused drivers into narrow spaces.                                       |
| 169 | The downtown lanes have made cycling much safer and more comfortable  |
| 170 | Road conditions are still poor. Construction barrels are not an effective divider.  |
| 171 | I see about 1 bike for every 300 or so cars, so we are inconveniencing the majority for a very small minority. I can see if we had thousands of people riding bikes and there was nobody driving cars but we are not there yet.                               |
| 172 | I cannot agree with this statement enough, the barriers especially make me feel exponentially safer as a regular cyclist commuter.  |
| 173 | The added car congestion and driver frustration will lead to a car/cycle conflict eventually, with no good outcome possible.  |
| 174 | This is a way to bypass the voters... those roads are for motor vehicles. The city has stolen millions of dollars from the citizens and turned the state roads into bike lanes  |

### *Healthy Street Pilot Project - Survey Comments*

- 
- 175 I dont bike. Am always very considerate of bikers. But polluting the air while stuck in traffic on packard is bad. I'm 69 years old with ms and I'm not going to start riding a bike now.
- 
- 176 Streets are blocked through the backup traffic and crossing or turning is difficult
- 
- 177 In some cases yes, in some cases no. For example, cars frequently park in the temporary bike lanes in spite of the markings/barriers; having to dive around them is dangerous.
- 
- 178 The project is unnecessary; I bike all the time and this has not improved (or worsened to be fair) my biking experience. What it has done is severely deteriorate my driving experience.
- 
- 179 I fully support this initiative. Many of these streets have slim shoulders or no shoulders due to street parking, and adding these lanes will absolutely encourage me to commute and navigate downtown on my bike (with my kids).
- 
- 180 I feel like this pilot was very poorly implemented and completely unnecessary. It was shameful use of tax payer money that would be better applied to fixing the roads!
- 
- 181 These are ridiculous. Nobody is using them at all. For anything. It just backs up traffic.
- 
- 182 I've not yet biked in the new project area, but will be more likely to do so with a dedicated safe bike lane.
- 
- 183 Yes, having a physical barrier separating bike lanes makes me feel safer. I have been occasionally verbally threatened and physically intimidated while riding on Packard and Division in the past where no bike lane is present.
- 
- 184 I primarily use the main street. I think it would be best to put Main Street back to the way it was years ago with one lane going north and south with the turn lane in the center and bike lanes on either side
- 
- 185 Causes more congestion in "safe street" zones
- 
- 186 there is plenty of space on the sidewalk to social distance
- 
- 187 This survey is so biased! If you want info, you need to ask questions that aren't all slanted to be pro Healthy Streets! I like biking and walking, But the healthy streets are really messing up traffic.
- 
- 188 I do not bike downtown, so some questions got my "best" but limited answer.
- 
- 189 I LOVE this project and I can only hope that it will continue. seriously, it is incredible and a step toward modernizing our city.
- 
- 190 This has been great!
- 
- 191 This project is putting all at risk. Drivers are driving recklessly to try to get through traffic and it is impossible to turn on a street.
- 
- 192 I like the project but wish that (a) the roads were better, especially at State and Packard and (b) that the Miller/Catherine project was longer. It doesn't feel worthwhile to use it on a bike headed eastbound when it only goes 3-4 blocks.
- 
- 193 I feel much more comfortable with the separated bike lanes that are available
- 
- 194 The two way bike lane on Division feels much safer than the previous bike lane.
- 
- 195 I like that the pilot keeps me separate from cars, covid has not been an issue for me riding. Esp on a street like Division that has some rough spots its nice to be able to weave around the bumps that were/are in the old bike lane
- 
- 196 I was able to take my 2 year old in a trailer and get to the B2B almost entirely using bike lanes from the far West Side. I wouldn't have felt comfortable doing that without these projects. Without these there are big gaps in our bike infrastructure.
- 
- 197 I no longer have to compete for the sidewalk with bicyclists now that they have a safe place to ride in the street.
- 
- 198 It's important to integrate bikers w/ auto traffic, it helps condition drivers to pay attention to us. These dedicated areas reduce our visibility.
- 
- 199 I walk/dont bike. Its been GREAT to have more space so I'm not walking right next to other people.
- 
- 200 I believe making this a long term change will hurt, not benefit, AA.
- 
- 201 I can maintain my distance without hopping into traffic!
- 
- 202 I always felt very unsafe riding my bike across the Broadway bridge. The piolot project is so needed there!
- 
- 203 Makes access to businesses impossible. Has literally reduced our interest in spending money in the city of Ann Arbor.
- 
- 204 I am a biker and car driver but shutting down a whole lane causes a lot of traffic congestion. I am a healthcare provider and feel shutting down car lanes is not needed for social distancing. Wear a mask!
- 
- 205 As a prolific walker, I am constantly being forced into Street by cyclists. Miller is a designated truck route west of Main. Witnessing increased traffic incidents - box truck jammed under Train Trestle on Felch St. On 9/17.
- 
- 206 My husband (who bikes) does enjoy Division bike lane and the ability to cross Broadway Bridge without being on the pedestrian sidewalk (that is what he would choose normally as traffic is too fast to safely bike over the Broadway Bridge normally).
- 
- 207 I'm able to bypass people easily when walking.
- 
- 208 worse in the roads with barricades
- 
- 209 As a cyclist crossing the Broadway bridge has always felt like the most dangerous place in down. Cars are going over the speed limit and you are between them and a concrete wall. The extra space is excellent!
- 
- 210 Risk to get COVID:close, prolonged (>15 minutes) contact in an enclosed space.Passing another on the street for a brief moment won't increase your risk.Watch people movement on a street closed for restaurants. People pass by each other without hesitation.
-

### *Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 211 | This is a shitty program and should stop immediately  |
| 212 | The making driving more difficult and confusing distracts drivers and therefore makes it much more dangerous for cyclists and walkers. The smoother and easier for drivers the better they can observe and watch out for cyclists and walkers                 |
| 213 | Cars are scary and I like the additional separation   |
| 214 | Granted, I don't bicycle. I do not like the pilot projects. Even under COVID decreases in automotive traffic, crossing the Broadway Bridge is very much slowed, and I don't see bikers using the assigned lanes. Besides the Bridge has really wide walkways. |
| 215 | I appreciate having traffic control objects outlining the paths. Painted lines and road diets are not safe.   |
| 216 | The biggest barrier for biking  |
| 217 | There are already sidewalks along Division and the Broadway bridges, and adding additional bike lanes seems to me to be a waste of a valuable driving lane.   |
| 218 | nice idea for residential streets like Washington (not on the maps fsr) but entire lanes for long distances on busy arterials is harebrained, jamming up traffic  |
| 219 | Expanded width & extended lanes at intersections reduce anxiety and increase safety when bike lanes disappear at intersections, when there have been no bike lanes as in Packard between Hill & State and the road is in such disrepair that it feels unsafe. |
| 220 | None of the questions apply. I no longer ride a bike.   |
| 221 | These are the dumbest idea the council has done and a waste of taxpayers money  |
| 222 | I believe the intallation of the lane restrictions especially along Main between Pauline and Stadium and Packard from Eisenhower to Platt have actually increase the likelihood of traffic accidents with little or no benefit to pedestrians or cyclists.    |
| 223 | I mainly commute in a car through town as I work out of the city, I walk downtown frequently and the additional space has not provided me any benefit or comfort in that regard.  |
| 224 | Since working remotely, I've biked far less.  |
| 225 | A physical barrier between me and my family and moving cars has made direct walking routes downtown safer and more fun. Before, we never would have enjoyed walking so close to cars.   |
| 226 | I personally have not used any of these bike/walking paths and instead have found them incredibly frustrating and ineffective, alongside many other residents of Ann Arbor and students.  |
| 227 | Having barriers between myself on a bike and cars is a huge change. Cars have to slow down with narrower passages. It reduces accidents. I feel a lot better knowing a car can't just drift into the bike lane without noticing.                              |
| 228 | Get these barrels out of the roadway  |
| 229 | As a downtown merchant the road closures are a HUGE hinderance for business.  |
| 230 | It is just a bunch of orange construction barrels. A half hearted attempt at a solution that does not make it more enjoyable to walk and makes getting around by car (yes people still have to use a car) a nightmare.  |
| 231 | This is a total waste. Does not address my issue of Broadway & Swift.   |
| 232 | I think that the space taken up by the bike lanes are excessive.  |
| 233 | I would love to see more permanent protected bike lane infrastructure similar to Williams st especially along Packard from Stadium to downtown.   |
| 234 | General traffic flow operations analysis does not appear to have been completed by a professional. Cutting transportation pathways in half in the name of a brief moment of social distancing is not even close to worth it                                   |
| 235 | Stop Californicating the City of Ann Arbor!   |
| 236 | I like having the physical barriers reminding cars that they need to stay in the car lane only and respect bike riders and pedestrians.   |
| 237 | The healthy streets program has hugely improved my life! I have lived on South Main for years, and do not own a car. Biking has always felt unsafe for most of AA, until now. The program has given great coverage, I hope it becomes permanent.              |
| 238 | Stupid idea. Screws up traffic flow and adds to congestion. Please stop and build real bike lanes if you are serious about this idea.   |
| 239 | Love the William street bike lane. Also LOVE the Division St bike lane. Division is crowded with pedestrians, so the dedicated bike lane is much safer for ALL.   |
| 240 | Does anyone associated with this assinine project have a functioning brain cell? I should be interested in ascertaining what drugs were ingested or inhaled prior to the decision-making process. Idiots!   |
| 241 | There is plenty of room to maintain social distancing without cutting into vehicle space on the road. There is not enough foot/bike traffic on most of these roads to warrant condensing road space.  |
| 242 | Please do not keep the healthy streets. Traffic is much worse, making me feel less safe and secure  |
| 243 | Am disabled, these disruptions are of no help.  |
| 244 | I never biked on roads without any bike lane, and always felt uncomfortable biking on streets without any physical separation. This made it hard for me to feel comfortable using my bike to get around to many destinations.                                 |

### *Healthy Street Pilot Project - Survey Comments*

- 
- 245 A lot of these areas aren't even downtown. I haven't used the downtown versions.
- 
- 246 The change from regular traffic signal to flashing red/four way stop along Catherine and Division is a night mare. Drivers are blowing right through the intersections without stopping. Especially along Division and Fifth
- 
- 247 The end of Packard's bike lane between Hill and State, and left turning cars at Packard and Division are sources of constant close calls for me. I know several people who have been hit there.
- 
- 248 They all look like construction zones.
- 
- 249 Previously I was nervous about biking outside of downtown because I was unsure of how safe it would be, but knowing that protected bike lanes have been installed has increased my range.
- 
- 250 I'm able to bike with less fear of getting hit by a car.
- 
- 251 I support the initiative, but Packard surface potholes in bike lanes make it infuriatingly dangerous -- better to ride in traffic than get a flat tire or crash.
- 
- 252 This is severely impeding traffic and my commute to work. There should be more thought on what streets are closed, particularly south main (after the businesses) since there isn't enough pedestrian traffic to warrant the increased vehicle traffic.
- 
- 253 The pilot projects greatly increase traffic congestion--especially on Division, a major commuting street--thus dramatically increasing the risk of accidents, including accidents to pedestrians and bikers.
- 
- 254 These projects create a traffic mess and stress out drivers and create more emissions as cars sit longer in traffic. When biking I usually like to avoid the main streets.
- 
- 255 As a driver downtown, it actually has made things worse. It means that there's traffic that backs up into downtown. This prioritizes the few bikers at the expense of the many drivers. It's made me FAR less comfortable downtown.
- 
- 256 They are stupid and cause more idling
- 
- 257 These pilots have so much potential. I would love to see permanent improvements designating more pedestrian and bike space along these routes.
- 
- 258 I feel so much safer being separated from car traffic
- 
- 259 I never had problems biking where the bike lanes are (to be) on Miller or Division. Folks in cars curse at the bike lanes and they hate them. Seems that there are more drivers needing to turn left onto Main from Miller than there are bikers.
- 
- 260 Many of the projects actually create new hazards. To explain all of the problems would take more time than I have today.
- 
- 261 I believe parts of this program is dangerous after witnessing numerous and confused bike-car-pedestrian encounters.
- 
- 262 On the way back to our home near Eberwhite Elementary my 11-year-old son said "I can ride this route by myself". His comment reflects my view of the value of these separated bike paths: they enable less confident cyclists to ride with confidence.
- 
- 263 I'm a nervous rider, but these new lanes have given me the confidence to bike more downtown.
- 
- 264 The new lanes are awkward at turning lanes---it is tight in some areas
- 
- 265 I biked down Main St with my two year old on the back, coming home from AADL downtown. It was a delight to have our own space!
- 
- 266 The stupidity of this "program" is beyond comprehension. The fact that tax dollars were wasted on it is infuriating. The slowed vehicle traffic is a nice way to get more emissions into the air so at least this program is anti "climate change".
- 
- 267 I also drive these area and am concerned that projects should be compatible with traffic flow.
- 
- 268 Light at Platt and Packard allows East bound Packard to move when lights red, almost got killed crossing Packard
- 
- 269 There is a much larger presence between myself & cars & that helps cars from drifting into the bike lanes. The sense of safety is a small increase but it is an increase.
- 
- 270 I have seen very few people (less than 5) use the Packard Road pilot.
- 
- 271 mostly, except for Packard/Hill Pilot (see below)
- 
- 272 I have never been threatened by auto traffic.
- 
- 273 Anytime I can be in a protected bike lane I feel safer
- 
- 274 The existing bike lanes and sidewalks offer me plenty of comfort and safety. I feel less safe biking in the street through a confusing and cluttered maze of barrels where drivers are frustrated and possibly confused.
- 
- 275 Totally unnecessary.
- 
- 276 No. It has created more complex intersections where before they were simpler, see final comment box for more details. I am fearful as a driver that I will hit a biker whenever I turn right now, and likewise as a biker I am more afraid I will be hit.
- 
- 277 Leave the bike lanes as is, healthy streets are not needed.
- 
- 278 too much cognitive load when two-way bikes are in a segregated lane. Close passing on bikes is scary. Unpredictable walkers, cyclists and confused motorists add risks. Strongly prefer protected turn signals, sharrows or striped bike lanes
- 
- 279 So much safer feeling having a divided bike line. !!
- 
- 280 it's an absolute disaster and the cars are driving far worse because they're backed up for miles.
-



### *Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 281 | As a person who regularly cycles to work and for recreation, these pilot projects did not increase my usage. Each of these projects, and Division St in particular, have made me feel more comfortable while traversing downtown.                       |
| 282 | Vehemently disagree with the project at Packard and Eisenhower.   |
| 283 | There are more areas in which to bike and walk, so it increases my comfort and feeling of safety.   |
| 284 | Even when on the sidewalk it is nice to have a buffer from cars wizzing by. It slowed them a little too which was nice.   |
| 285 | It is nice to have a place to be in the street. The great irony of bikeways is that by reducing the lanes for cars, the traffic is calm enough to bike in. That being said, I'm very happy not to mix with cars.  |
| 286 | It keeps me off of sidewalks and distanced from walkers.  |
| 287 | Love the additional space for biking! We follow the same routes as before, but now it is much safer!  |
| 288 | I am concerned that the new traffic patterns will cause an increase in auto-bicycle accidents, due to bicycle traffic in both directions to the right of drivers.   |
| 289 | Because of the barriers, it feels safer to bike. If the barriers are removed, however, I wouldn't feel as safe. I'm assuming that the barriers will be like the ones that are located on Williams St. If that is the case, I would feel safer.          |
| 290 | It makes cycling safer particularly space between a car, a bike and a walker  |
| 291 | Blocking off major vehicle thoroughfares throughout town is a huge inconvenience for motorists. The excess space for pedestrians and cyclists is very underutilized while cars sit in traffic. The backlog of traffic is awful.                         |
| 292 | To make these changes permanent would not improve traffic flow or safety.   |
| 293 | I think they obstruct the road and that little to no people are using them  |
| 294 | The pilot projects decrease my sense of comfort, safety and security for me as an automobile driver. Many cyclists do not use hand signals when readying for a turn, which is dangerous for all sharing the road.                                       |
| 295 | Some of these corridors, as they existed before the Pilots, are areas where cars tend to drive fast and recklessly, which puts other users at high risk. All of these, and Division St particularly, feel much safer for biking now.                    |
| 296 | They allow for safe distancing. This is especially important for passing.   |
| 297 | These are great. The implementations are a bit awkward, with the barriers and the barrels, but with more permanent solutions and better signage they would be amazing.  |
| 298 | The closure of lanes on Packard is an utter disaster. Packard is a major artery of traffic through town. I live in the neighborhood between Packard and Washtenaw and the increase in traffic is atrocious. It's unreasonable and needs to be reversed. |
| 299 | Bicycle infrastructure should be separate from vehicular and foot traffic   |
| 300 | Increased congestion poses a greater risk than the benefits from this pilot.  |
| 301 | I love it. Please do more.  |
| 302 | Just make it all permanent!   |
| 303 | These are a waste of time. I never see anyone using these lanes and they create additional traffic issues. Please discontinue this nonsense.  |
| 304 | thanks for doing this!  |
| 305 | being physically separated from cars is a HUGE help to feeling more secure when I bike around town.   |
| 306 | As a cyclist I find that the reduction of car presence greatly enhances my sense of safety.   |
| 307 | I have been verbally and physically threatened before for daring to bike downtown, so having the added separation is very helpful.  |
| 308 | It's a great pleasure to feel that alternative modes of transportation are being supported and encouraged. The entire experience feels much more secure.  |
| 309 | barrels and plastic obstructions > paint  |
| 310 | I do not want to walk in the street, it feels more dangerous than walking on the sidewalk. Passing people on a sidewalk does not scare me re: COVID as much as walking in a street.   |
| 311 | This is really great! Love to see neighbors out and about, it really increases the sense of the sense of community and ability to interact with neighbors too   |
| 312 | I'm not currently going downtown, but I know from previous experience it's tough to keep any distance while, for example, using the Broadway bridge sidewalks.  |
| 313 | More protection from cars   |
| 314 | Safer from cars   |
| 315 | More congested traffic with closer proximity to moving cars   |
| 316 | I think the issue on Division is that it's now very hard to make a left onto Catherine with the stop sign instead of the light. Also I think cars are less aware of bicyclists when turning right, thinking the traffic cones are just                  |
| 317 | I think the project is absolutely amazing. I especially appreciate the Division Street lane, but they're all great. Please keep them going!   |
| 318 | Protected lanes are the only ones I feel comfortable with my kids riding in downtown.   |
| 319 | I think this is a big waste of tax payers money. It also creates a traffic backup on Packard.   |
| 320 | These pilot changes are truly fantastic! I feel sooo much better on my bike on my Packard / Division route to and from town.  |

### *Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 321 | I often bike with my children (ages 8 and 11). I don't feel safe in regular bike lanes or in streets, and it is difficult to bike on busy downtown sidewalks. These projects, along with the protected bikeways on William (and soon on First) are great!       |
| 322 | I love how pleasant it is to walk and bike. So many more people out! I also love that we closed streets entirely downtown - Main St should have always been a pedestrian mall.  |
| 323 | I really don't believe this project has or will justify the expense associated with it. Too expensive and unjustifiable cost and inconvenience!!!!  |
| 324 | Hate this. One bike was seen during my time crossing through town and young person riding it was nearly rubbed out as s/he ran the red light at Huron and Division, in the stupid bike lane. Ridiculous.  |
| 325 | The pilot projects are not working.. and they slow traffic and are distracting. Also, please address the mess on northbound division from hill to Packard. This is a terrible design and idea   |
| 326 | There are ongoing issues with cyclists and motorists understanding how this all works. Signage and education would be helpful. Delivery trucks parked in these lanes greatly decreases safety, especially for bikers going against traffic.                     |
| 327 | I am confused about these projects. The Healthy Streets signage is unwelcoming and elitist and implies I shouldn't be on the street if I don't live there. I think something is lost in your message/intent.  |
| 328 | These are great projects!   |
| 329 | I likely wouldn't bike downtown for fear of safety if there weren't these barriers to protect me. I get more exercise because they're there.  |
| 330 | I feel safer when I'm the pedestrian and when I'm the rider because it's a specific lane with barriers so cars can't scoot over and accidentally run me over. If possible I would like to see more of these lanes and pilot programs.                           |
| 331 | I am both a walker and a driver. I think that blocking out two lanes on Packard is NOT a good plan. Please reconsider.  |
| 332 | The more separation from cars the better. Love these projects/ thank you!!  |
| 333 | I live downtown and ride my bicycle. I see no benefit from this program.  |
| 334 | All of the Healthy Street Pilot Project areas would benefit from permanent protected bike lanes. In lieu of that the Healthy Streets Initiative is great!   |
| 335 | To be honest, I've biked around a bit the last several days downtown and I don't remember exactly which streets I was on. But overall the entire network feels more connected, welcoming, and safe.   |
| 336 | Without proper intersection setup, going straight in the bike lane can be dicey with cars not looking for you and turning right. Also, the cones are too sparse, cars drive into the lane to pull off, turn, etc.   |
| 337 | I rarely bike in Ann Arbor proper.  |
| 338 | I don't feel comfortable biking in traffic  |
| 339 | I feel that the bike lanes are not safe. Bikers and pedestrians are expected to follow the rules of the road (for example: stop signs, street lights, turn signals). Pedestrians are not required to take any road test to prove that they are aware of the law |
| 340 | really poorly thought out and executed project ... not professional at all  |
| 341 | Avoiding other cyclists is still a problem, especially for pedestrians.   |
| 342 | I only live a few miles from downtown, but I'm on a section of Packard that has no bike lanes. I would bike to work, Mallets Creek library, and shops and restaurants regularly if we had a bike lane, preferably protected, to Platt or preferably Carpenter   |
| 343 | The Division St bike lane is amazing!! It feels so much safer to bike from downtown across the Broadway Bridge. The State Street/N University project is promising but drivers ignore the markings so it is basically unusable.                                 |
| 344 | They are necessary. Bike users safety depends on having our space and not in car drivers mood.  |
| 345 | i just do   |
| 346 | I have heard lots of positive feedback about the Division bike lane from cycling friends. So helpful! I personally LOVE the Miller street lane. More education is needed though. Many seem confused about usage.  |
| 347 | The confusion this project creates is likely to directly cause fatalities.  |
| 348 | having to operate around barriers and cones almost makes it more difficult for biking   |
| 349 | Better infrastructure for biking and walking are needed.  |
| 350 | I hate these road blocks. It has made commuting via car impossible and incredibly dangerous. Additionally, this project has caused my grades to slip (I am a U of M student) due to the new traffic patterns causing me to be late.                             |
| 351 | I am a driver - this makes sense in downtown but not on Packard where I travel weekly. I have seen only an occasional biker in that area over the weeks of the project  |
| 352 | I love the Miller-Catherine and Division St sections. I live on N 7th/Miller and (per-pandemic), commute by bike daily to UM north campus. These sections are always tricky and would require that I go on the sidewalk.  |
| 353 | Any level of impedance to car travel makes cycling safer. The goal is to get rid of car traffic entirely.   |
| 354 | Make some permanent. It's time to slow people in cars down going through downtown.  |
| 355 | biased questionnaire . need room for physical distancing during pandemic only   |

*Healthy Street Pilot Project - Survey Comments*

- 
- 356 Ann Arbor is a city that was never designed for the amount of traffic. This is a very flawed survey that essentially ignores the needs of the driving community, which is by far a much greater percentage. I have lived and worked in AA for 30 years.
- 
- 357 I dont bike
- 
- 358 I stopped biking years ago because I was scared of the cars--these projects have gotten me to ry out biking again!
- 
- 359 Bike lanes are mostly useless as drivers do not appear to understand the myriad of barrels. They make right turns without considering a bike many be approaching at speed. Backup of traffic on the Broadway bridge and south Main really annoys drivers.
- 
- 360 This is difficult to answer because there is less traffic now than typically(because of COVID). The car traffic adjacent to these healthy streets appears to have greater volume than before COVID because of only (1) lane being available.
- 
- 361 Drivers are lesscourteous now that they "have" to use those lanes. The curbs are a nuisance for me when I am walking with my walker. I think they are a huge waste of money.
- 
- 362 The Healthy Streets pilot program is scary. People don't know how to drive around bikes as it is, but here you make it more dangerous and confusing for drivers. Plus, more carbon in the air by cars!
- 
- 363 Existing bike lines are far too narrow to use comfortably. I still use them, but I believe a lot of people who would otherwise feel uncomfortable could be encouraged to bike by wider bike lanes.
- 
- 364 Biking in downtown Ann Arbor is dangerous because one way streets (like Division) encourage drivers to speed, and the terrible condition of paving adds to the risk or an accident. The dedicated bikeways make biking safer, quicker, and more fun
- 
- 365 I use the one -way bike lanes on Ann and Catherine and feel safe using them. I dont think the 2 way bike lane on Catherine is an improvement.
- 
- 366 Dedicated bike lanes are so much safer than sharing the road.
- 
- 367 I have not used any of these projects.
- 
- 368 Protected bike lines make me feel more safe than those just painted on the road (painted bike lanes have been shown to be LESS safe than no bike lanes!)
- 
- 369 More distance from traffic
-

**What would you change about any of the pilot projects to increase pedestrian and bicycle safety and/or promote greater use?**

- 1 Just fix the existing bike lanes before you try to expand.
- 2  
Division Street — I know these are temporary so this might not be possible, but barricades in addition to barrels would make me feel safer from cars. Also, I think this is still in process of being built, but going Southbound on Division is a little weird because there are not signs indicating when it is safe to proceed through an intersection when going south bound.
- 3  
Catherine St is a residential street with paid residential parking permits to allow people that live here to have somewhere to park. While the scheme I'm sure will have benefits, what consultation or allowances are given to people that live in the immediately affected areas to ensure this doesn't push out more residents from downtown. Residential parking bays have been recently eroded and replaced by paid meters on this street. Are we being squeezed out of Kerrytown/Old 4th?
- 4 These projects are ill-conceived, just as is this survey. I have seen but 2 bicycles used to project. In exchange, we are creating significant traffic issues, by eliminating left turn lane to and from high-traffic streets.
- 5  
Get rid of these ridiculous bikeways, there is no demand for these and if you build it people will come is not reasonable
- 6 This might be the most poorly planned project I have witnessed in Ann Arbor in decades! The planning, the signage, the execution - all a HOT MESS! This is an utter fail!
- 7  
For Miller/Catherine and Division, there is no signage and no real indication for cyclists or drivers what's going on. While cycling on these I experienced people driving and parking in the separated bike lanes. It just looks like a convoluted, confusing construction zone. I worry the lack of signage is going to lead to confusion and will be used as an argument against the improvements. These projects are good ideas but poorly implemented, and I worry they are destined to fail because of this.
- 8 No bike lane on division
- 9 please remove the cars parking along catherine that are blocking the bikeway. The intersections on division on the north side seemed messy and confusing, esp when bikes are coming south and hoping to turn west and be seen
- 10 Miller/Catherine - There are not clear directions on how transition from the bike lane west of first to the new pilot bike lane. Between Division and Fifth there are cars parked in the lane.  
  
State & North U - The road itself is in such a state of disrepair that it is very hard to ride a bike in this section.  
  
All of them - many of the dividers seem to have been set-up poorly or have been moved by cars/people afterwards. This makes some of them too small to pass another bicyclist.
- 11  
Make them permanent! Again, I can not stress enough how big of an improvement these bike lanes are over the previous car-centric lanes. Besides making them permanent, here are a few tweaks that might help:
  1. Better signage for the south-bound lane on Division and the east-bound lane on Catherine. Since these lanes flow opposite traffic, better signage and traffic signals could improve safety for cyclists.
  2. Larger barriers to prevent cars from entering the bike lanes to make right turns. I have seen this several times on Division.
  3. A city-wide ban on "right on red" turns could help improve the safety of the bike lanes.
  4. Remove the speed bumps in the bike lane on Division and instead install them on the car lanes
  5. Anything that helps make this kind of installation permanent and normalizes cycling as a method of travel within the city is a step in the right direction!
- 12 Division streets pilot project is great.
- 13  
I don't think the project on Packard from Eisenhower and Platt has actually been implemented yet, and if it did I'd be using it almost as much as all of the other ones combined due to where I live. Please make that happen!  
  
I'd probably advocate using more of the water-filled barriers to mark off the bike lanes on Division, Packard at Hill and State, and Miller/Catherine, rather than the construction barrels. It'd make it more clear that the lanes are not for cars and provide a larger barrier to cars going into the lanes. Having more signage on all of the bike lanes to make it clearer to delivery vehicles and others that there's a bike lane where a road or set of parking spaces used to be would be good as well.
- 14 Nothing.

### Healthy Street Pilot Project - Survey Comments

|    |  |
|----|--|
| 15 | Make them permanent!   |
| 16 | Maybe more signs for cars to be aware of bikers. When sharing the road, cars some times get very close of pass you very fast.  |
| 17 | Stop vehicles, especially delivery trucks, from using them as parking zones (e.g. Division Street). And please be more proactive in keeping them clear of trash dumpsters (e.g. Packard in front of Jimmy John's, which was reported to A2 Fix It five days ago and never addressed). These lanes are useless to cyclists if they're blocked.  |
| 18 | Please make permanent with concrete dividers!  |
| 19 | Packard needs help the entire way from Main to Stadium (or past). It's way too stressful to ride in the bike lanes now.  |
| 20 | <ul style="list-style-type: none"><li>- Be balanced and consider cars too.</li><li>- Start bicycle enforcement. I see daily violations (running stop signs, failure to yield).</li><li>- Educate bicyclist that they must follow traffic laws.</li><li>- Educate bicyclist that car drivers cannot see them when they enter intersections late.</li></ul>  |
| 21 | Remove the new speed bumps on Division north of Huron. I have encountered them, and I now know that there is no chance that I will father any more children.   |
| 22 | this survey is way overboard in bias to bikers   |
| 23 | Some signage inviting bikers and walkers to use the routes would help. I keep seeing bikers still using the other side of the street instead of the walk/bikeways. There's no news source that we all read or watch or listen to, so public education is difficult; signs on the routes would (maybe) do it.   |
| 24 | Make Division one way, full width bike lane all the way to the bridge. On the bridge do a road diet to three car lanes and have traditional bike lanes on each side. Encourage uphill south bound bike traffic to use the gentler grade on 5th, or have an alternative South bound route on State St.  |
| 25 | Better barriers on S Main! This is the one I use the most and there is HEAVY traffic in this area during rush hour. Cars are clearly annoyed with the barriers and I don't trust them to respect widely spaced traffic cones alone.  |
| 26 | Ticket bicyclists who don't use dedicated bike lanes.  |
| 27 | The closure from Packard from Eisenhower to platt has created additional traffic in the nearby neighborhoods due to people trying to escape the massive traffic logjam. This may have been fine during the Covid lockdown but traffic is back to near pre-Covid levels after the university classes started. Please end this experiment before a child is injured due to angry driver speeding in the neighborhoods.                               |
| 28 | Cars need to use these roads. There are not enough cyclists to warrant this project  |
| 29 | I think some of the marking for the bike lanes are unclear to how it's split from the road, but this is a function of the fact that they are temporary (the william st markings are clear).  |
| 30 | Expand them all, or simply make it clear where they end so there's no confusion.   |
| 31 | South Main   |
| 32 | I would eliminate this program altogether but limiting Packard motor traffic to one lane between Eisenhower and Platt is the worst.  |
| 33 | While the idea behind these projects is great, you have taken away significant parking for Ann Arbor residents. This is unreasonable and disproportionately causes issues for people who live within Ann Arbor. It is unacceptable to take away resident parking while leaving so much government employee only parking on Ann Street and unneeded metered parking garage spots. You have sold resident parking on streets and then taken it away. |
| 34 | please get rid of them   |
| 35 | Nothing, if anything just continue to expand these bike lanes; they're excellent!  |
| 36 | There needs to be clearer signage for cars cutting across the Division St bike lanes to go down Carey St.<br><br>I would extended the State St bike lanes to make a more comprehensive bike lane going up and down State St. I think protected bike and pedestrian use in this area is critical due to heavy bike/pedestrian traffic and physical distancing needs.  |
| 37 | Division St - difficult to get from the street to the bridge   |
| 38 | I strongly support all of these pilot locations and would support all lanes becoming permanent.  |
| 39 | These may already exist - but more "look both ways" signs for traffic turning onto or crossing Division would be great.  |
| 40 | Put in physical concrete barriers to protect the bike lanes  |
| 41 | all of them  |
| 42 | I think they're all wonderful. My only comment might be fine-tuning some of the intersections where the mix of bike lanes/temporary cones/streets can be confusing to traffic flow.  |

*Healthy Street Pilot Project - Survey Comments*

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43

I really applaud the effort to expand the bike infrastructure via these pilot projects. We sorely need a bike commuter friendly north-south route and I appreciate this being provided via the Division St pilot. However having both biked and driven this route since its opening, I'm concerned that the primary danger to bikers -- turning cars -- is not really mitigated by the changes, which may come at a high cost of congestion over this route. As an alternative, it would be great to have a two-way bike lane on the east side of Division, with (red/green) turn arrows for the car traffic crossing this lane. This lane could occupy the curb right of way and/or the existing parking spaces for much of the route, though I realize that would require engineering work going well beyond the scope of a pilot.

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44 Obviously, we need COMPLETE, connecting, safe bike routes. And better maintained surfaces. I've been cycling for fully 50 years in A2. It's improving but still a long way to go. N. Main and Huron River Dr. are heavily used cycling routes but still not safe. W. Stadium Blvd/Maple is much better but still has gaps.

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45 Packard (from Eisenhower to Platt):

I would create a harder division between the lane for biking and the lane for driving. Cars still go fast here (speed limit ~45 mph?) and I don't feel comfortable having my small child bike in the (temporary) bike lane on Packard here with only minimal temporary orange barrels separating the 2 lanes.

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46

I would add a Healthy Street pilot project to Packard between Eisenhower and Stadium. I've often used this artery to get to downtown for work, however, cars drive really fast on this road and the distance between bicyclist and motorized vehicles do not feel safe.

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47 No recommendations.

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48

Division street + Miller/Catherine -- These have greatly increased my ability to commute to the areas in town in which I need to, without going out of my way to stay on pre-established bike lanes. Furthermore, I think it has contributed to a greater sense of awareness by car drivers for bikers and runners - I have felt much more respected on the road recently.

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49 Packard (to Platt)

This is absolutely ridiculous to create such a traffic problem with nobody is using these lanes. I sincerely hope these healthy streets will be removed before the snow flies. It's really getting ridiculous

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50

I do not use these streets to walk or bike. Like hundreds (thousands?) of others, I regularly drive. I am most concerned about the lane reductions on Packard, from Eisenhower to Platt. This is a busy stretch of road in a largely commercial area. To reduce traffic to one lane in each direction is ridiculous and, in my view, hazardous. I just spent 4 changes of traffic signals to get through the Packard/Platt intersection. I witnessed several near misses as frustrated drivers attempted to "jump the line." For someone like me, who lives near the intersection of Packard and Stadium, I will now take residential streets next time I go to shopping areas on Carpenter Road, as I witnessed others doing today. Is this the intent of the closure? PLEASE RETHINK THIS DECISION!!!

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51 Nothing - just need more confidence in the COVID safety behaviors of others.

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52 Nothing... I would just say that I particularly like the pilot project work on Miller/Catherine.

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53 I understand the barriers are temporary to see if this works or not, but they are very cumbersome and make the bike/walk lanes not actually bigger.

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I think the Broadway bridge was created to be a multi-use sidewalk. Why not just paint a bike lane on the bridge's pedestrian/bike lane (which btw is already PROTECTED! from cars). It is scary to ride on the Broadway bridge on the road, and the barriers to not make it look less scary.

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54 Division - at N end either end at Division/Beakes merge, or continue to Pontiac Trl light. I think better to end at Division/Beakes, but add single-direction bike lanes to traffic in both directions, reducing car traffic to 3 lanes if necessary. Install bike signal for crossing Huron. At all sites, more signage to alert users (in all kinds of vehicles) would make it feel safer. But I love the slower traffic on Division with the 4-way stops.

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State/North U - Would be much better to just have single-direction bike lanes on State on either side.

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55 Take in to consideration cars. Poor intersection layouts.

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56 What the hell were you thinking? "Healthy street" on a MAIN ROAD is asinine. Traffic is now even worse. Note the sarcasm when I say Great fucking job, assholes.

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57 More permanent infrastructure, stop signs for bikes at all of the intersections, maps of where the bike network is for cyclists, and more trees/bushes/flowers separating bicyclists from cars.

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58 Packard from Eisenhower to Platt is of great concern.

Traffic going west in the morning is backed up as it is and this causes more congestion. One lane really?

Traffic going east bound between Eisenhower and platt at 5 pm is horrific. People are flying down the middle lane To get to platt to turn left. Starting at Easy Street.

Plus there is a bike path on both sides of Packard.

Social distancing doesn't even play into this. There is going to be some fatalities and a lot of frustrated motorists trying to get home after work.

What's the point ???!

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*Healthy Street Pilot Project - Survey Comments*

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| 59 | Don't do any of them. They make it much harder for those who must drive both because of distance and age to go from place to place. Some make it very hard to turn left.   |
| 60 | Division and Broadway should not be one lane. Speed bumps on Division are not clearly marked and are hard to see early in the morning or after dusk.   |
| 61 | Division already has bike lanes and the Broadway bridge has wide sidewalks. Seldom does a cyclist use the road across the bridge using the wide sidewalk instead. Division has very few cyclists and I've seen fewer since lanes were blocked. The connection to the bridge from Carey Street is confusing at best and now it's miserable. Trying to turn right into one lane onto the bridge is dangerous. Packard at Hill & State is a silly squeeze for a block that eliminates turn lanes and results in traffic backups.  |
| 62 | Don't use construction materials that are too hard to get around. They are not placed adequately, easier just to stay on the sidewalks. Referring to most of the projects.   |
| 63 | Packard at Hill and State forces bikes into some of the more cracked pavement which adds another layer of risk, so that area needs attention to the road conditions in order for a project like this to be fully successful. Also SIGNAGE. The lack of signage that drivers can see to explain the project - and to signal that it is not construction, but a road change - would help with motorists being more understanding of what is happening and (hopefully) reduce some of the anger around these changes.   |
| 64 | Packard from Eisenhower to platt<br>This is a very busy area and motorists are angry they are stuck in only two lanes now  |
| 65 | This idiotic idea needs to be put to sleep.  |
| 66 | Don't allow bikes on major arteries like Miller, but then don't allow cars on the parallel routes like Arborview.<br>Actually, it's difficult to see how you're going to make this work, given the small scale of the existing streets. You've chosen a moment when people are already feeling trapped & isolated to impose an "experiment" which only serves to increase tensions. We've watched you go ahead with other projects despite expressed concerns and outright opposition (lower town development, the ridiculous "art" on the Stadium bridge, etc.). As a result, this survey feels disingenuous.   |
| 67 | Eliminate the south main, division, and, Packard projects. These are primary automotive thoroughfares. The need to remain primary automotive routes. Secondary and tertiary routes should be prioritized to bicycle traffic like William Street. Limiting automotive traffic on in-town "highways" will force traffic further into neighborhoods and onto streets where traffic should be limited. Drivers will self select routes to find their own fastest route if a primary path is not provided.  |
| 68 | With roadblocks at driveways/streets, how do you use these lanes? Barrels haphazardly placed and confusing to navigate. As a car driver, pulling into traffic is hard to navigate. There are already bike lanes along Packard. There isn't enough bike riders to justify the chaos. Bring back all bus routes to decrease traffic. As a handicap person, covid-19 AATA limited routes/stops have made taking a bus an impossibility. Coming into winter in 2 months, timing is stupid and the project poorly executed. With all budget shortfalls due to covid-19, is this really good use of funds we have left? Most people that work & support our city are being priced out of Ann Arbor & have to commute. Making people idle needlessly in traffic is going to negate what little benefit this brings. Make the bus routes not take an hour to get across town would do better. Oh, and this survey is slanted only to measure the input of those that approve. There isn't even a question that asks if you approve or not. |
| 69 | I strongly prefer one-way lanes on both sides of the street (like the excellent lane on S 7th), instead of an extra wide two-way lane like on William. It is safer for making turns because drivers can see you more easily. Single one-way lanes are also better for when a cyclist needs to exit the bike lane due to an obstruction (e.g. parked car, garbage bin) blocking the bike lane.  |
| 70 | Not sure.  |
| 71 | They should be removed. They are creating massive amounts of traffic. They are barely used. Even fewer people will be using them in the winter when it is cold.  |
| 72 | I love the physical barriers on Division and would like to see them made permanent.  |
| 73 | Install a light rail system that runs at hospitality worker hours (like late at night) throughout the Ann Arbor metro area. That is the only thing that makes sense to decrease car use. Ann Arbor has snow half of the year and biking is next to impossible for half of the year because of it. Why are we spending so much money on this instead of something practical that would work all year round for everyone (not everyone can physically bike)?   |
| 74 | Even though I like the extra bike lanes, it takes too much away from car traffic which is substantially more people, so overall it's just not worth it. Nice try, but no.  |
| 75 | Division/B-way   |
| 76 | Nothing  |

*Healthy Street Pilot Project - Survey Comments*

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| 77 | I think the large barricades on Packard help motorists understand that the lane is closed for them, but I think there are some bikers and walkers who may feel like that means the space is also not for them. It's not clear at every barricade (usually located where Packard intersects with a side road) that the lane is for riders/walkers because there are only signs at each end of the project, not in the middle of the route. So I'd recommend adding more signs and using cones instead of the larger barricades to open up the way.   |
| 78 | Don't put them on multi lane high traffic roads - it is too dangerous despite dedicated space using only dumb orange cones to protect people. Separate bike paths and wider sidewalks would be better.  |
| 79 | I did t realize this project would close major roads like packard. It's ridiculous! Traffic is backed up forever on Packard, causing more people to cut through residential neighborhoods! And why on earth or the signs up in residential neighborhoods with wide streets and sidewalks???? Does the city need something to do, something to make them feel productive during this pandemic? Because this is a giant waste of resources and creates traffic congestion.  |
| 80 | I would get rid of all of them, as well as the bike lanes on William. As an older person, I NEED to drive and all of these changes make it more difficult.  |
| 81 | The Packard road closure is not needed. All the closures of the two lanes has accomplished is increased drive time and vehicles forced to wait longer for lights to move the traffic. Bikes don't move people nearly as much as vehicles on Packard. Please think before doing another waste of tax money in the name of Covid19. Social distancing on this section of Packard is not a issue.  |
| 82 | Amount of Pedestrian / traffic doesn't justify this.  |
| 83 | Stop taking traffic lanes. Do people even drive downtown ever? Division and Broadway were a mess before you started all of this, and now rush hour is even worse.   |
| 84 | Packard (Eisenhower to Platt) have not seen one single bike. I drive that road and noticed traffic backed up because of this.   |
| 85 | Extend the Division one up around Plymouth around the bend. Get rid of the speed bumps. They are very dangerous on a bicycle in a poorly lit area.  |
| 86 | South Main and Division. Put them back. One lane is ridiculous. I actually drive a scooter, but the new traffic pattern makes it too dangerous for me to ride it across town. I've actually reverted to driving my larger car for safety. You've created congestion and frustration on the few streets developed to actually move traffic around this town. Its becoming more attractive to move out of the city and pay lower taxes elsewhere since the commute time is now the same from out of town as it takes me to cross downtown. You are making traffic more congested and erratic, which is less safe for everyone. It feels like you're using COVID to justify a bike lane grab. One lane traffic makes it so difficult to turn left, backing up traffic, causing cars to peel off and zigzag through residential streets. I understand you want everyone to ditch their cars and ride a bike, but we live in MI with winters, that isn't going to happen. You're just making it more attractive to live in Brighton. |
| 87 | There's a lot of potholes which makes it precarious to swerve around to avoid in bikes!   |
| 88 | Miller / Catherine, Packard (Hill & State, Eisenhower to Platt), these areas have both heavy traffic from cars and many pedestrians and bikes. I think the bike lanes save lives.   |
| 89 | The Packard section looks like a construction zone. It needs more signs within the project to make it clear that it is a bikelane.  |
| 90 | For the first 4 in the list, better signage is a must. Thinner cones would make sense too, as many of the cones get pushed into the bike lane which reduces it's space. More information for the residences that business on the lanes too would be helpful as often they leave garbage cans in the middle of the lane.   |
| 91 | I would love to see much of the downtown permanently closed to vehicle traffic - especially the blocks around Main. There is never any parking here anyway, just a bunch of loud trucks and motorcycles 'cruising the drag'. Everyone seems much happier now and the restaurant are busier. We are making much more of a point to use the downtown, walk, shop and eat because it is MUCH more pleasant!  |
| 92 | Biggest issue is cars traveling in/parking in the lanes which creates a large safety issue in having to exit the lane to avoid them- lack of enforcement needs to change to make everyone safer   |
| 93 | Division: Eliminate it.   |
| 94 | I've member seen anyone walking in the new area on Packard between Platt and Eisenhower. I wouldn't feel safe waking in this party of the road.   |
| 95 | Miller/Catherine. There are still people parking in it which totally makes the lane dysfunctional. I've never seen any tickets even when cars were parked in the lanes for days on end. This makes me feel like people aren't taking the lanes seriously.   |
| 96 | Having a more clear crossing road crossing and defined end for the bike lane over the Broadway bridge on division street (north end)  |

### Healthy Street Pilot Project - Survey Comments

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|-----|---|
| 97  | Eliminate them. They are unnecessary.   |
| 98  | Packard   |
| 99  | I am not sure how to change it, but the project on State and N. University heavily favors people turning onto N. University.  |
| 100 | Open all the streets back up to drivers! ASAP!  |
| 101 | I think promoting bicycle use in a city that is under snow 6 months out of the year is unnecessary.   |
| 102 | The use of barriers within the lanes that are supposedly for biking in are hard to bike around. Consider switching them out for a barrel or two.  |
| 103 | The projects on division Street and the Broadway Bridge impose more traffic on the area. I drive through that area daily and I have never seen anyone walking/riding in the closed off lanes. It seems like people do not know what the lanes are for and there is not adequate signage. The lane closures cause traffic to move much slower, and because of the series of 3 stop lights on Plymouth just past the bridge, it takes me more than 3 times as long as it normally would to travel to downtown. This coupled with the fact that the Barton rd highway exit is closed is too much to bare for my daily commutes. The exit closure means I am forced to try and travel though the health street closures. My daily commute is twenty minutes longer because the ann arbor government foolishly decided they could take on too much construction at one time. This project is pointless and it makes it infinitely harder for people to travel throughout the city. |
| 104 | As a cyclist I really appreciate the effort to expand the city's cycling infrastructure, but safety concerns prevent me from fully utilizing the pilot projects. I frequently see vehicles turning into the closed lanes or parked in the bike lanes (especially on Division). Now that more students have returned and traffic is heavier, constantly watching for cars that aren't anticipating cyclists and can't read road signs is stressful enough that I stick to the off-road paths.  |
| 105 | Remove this stupid waste of taxpayer money. More sitting in traffic = more carbon. SMART.   |
| 106 | Regarding the bike routes, an integrated network is absolutely necessary: the current routes are a good start but I would hope for an expansion of the network. In addition, the city should do everything they can to create <b>**protected**</b> bike lanes so that all bicyclists can feel safe using them.<br><br>A large majority of movement along these streets, but especially Division, Miller, and William is pedestrian and bike traffic, and yet a large majority of the road space is dedicated to (often single-passenger) vehicles. I encourage the city to pursue a more equitable street design across the city, rather than prioritizing a mode of transport primarily used by the wealthiest part of the city population.  |
| 107 | Projects that are on major traffic routes (ie. South Main between Madison and Stadium) need all of the lanes for car traffic. Cutting down to one line in each direction makes turning on/off Main from residential side streets without stoplights more dangerous. Additionally, if traffic picks up to pre-covid levels the effect on rush hour traffic will be disastrous. Prior to Covid it sometimes took 20 minutes with two lane traffic just to drive from Hill to Stadium due to congestion. The sidewalks are not crowded on this part of South Main and are more than adequate for bicycle/walking traffic in this area of town.   |
| 108 | I am opposed to the project on division. There is already a pedestrian bridge on division over the river. I'm this project certainly does not help pedestrians. It makes it dangerous for cars. Particularly a right turn from Carey onto divisions as already challenging due to traffic e coming at high speed and low visibility. Now we have to cross a bike lane too. I am very opposed to this being a permanent change. Your surgery questions are also all written from the perspective of bikes and you seem uninterested in opinion of motorists.   |
| 109 | All of them   |
| 110 | Packard   |
| 111 | For all of the pilot projects, they back up traffic and make driving harder and more difficult at all times of day  |
| 112 | replace S Main with first street  |
| 113 | Division street pilot project should either be done after the street is widened or scrapped. That street is a thoroughfare for the city and cutting it down to one full lane is counter productive.   |
| 114 | More than just scattered cones to denote the bike lanes, to make it feel safer and protected from cars and so it's not so hideous. Better signage denoting the bike lanes, including how to get onto a two-way bike lane in the direction against car traffic.  |
| 115 | I love the potential and experimentation, but it's confusing and rough right now. Scared it will turn people off of the idea before it can evolve. Confusing with just the traffic barrels. Paint/signage helps. Unclear about how to use Swift street to Broadway bridge, no signage and danger of right turners? Is this part for bikes even? Unsure how to properly take a left onto Catherine going east on division, maybe that isnt possible? Going west on Division and getting to that temporary four way stop was confusing. Was there even a stop sign?It was VERY weird to see the back of the traffic lights and no clear signage! Going straight with ped signal makes a lot of sense.   |
| 116 | The barricades on Packard from Eisenhower to platt should take up less space in the lane. It makes riding difficult because you have to dodge the barricades.   |

### *Healthy Street Pilot Project - Survey Comments*

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| 117 | Do away with this "healthy streets" and have bikes and pedestrians use the sidewalk.  |
| 118 | <p>I saw the Packard (from Eisenhower to Platt) street closure for the first time yesterday. I like the concept, but I think the execution was poor. It looks like a construction zone and the bikers were not using it. The barriers set perpendicular to the road made it appear like that lane was off limits. In the long run, a wider sidewalk turned into a shared bike path seems to make more sense for that spot. I live just east of carpenter rd. It would be awesome for me if the bike path went out that far instead of stopping at Platt.</p>  |
| 119 | Packard heading west into the one lane is a huge traffic problem.   |
| 120 | <p>Packard from Platt to Eisenhower - stuck in traffic backups both Friday and Saturday and witnessed an accident at entrance to Buhr Park on Friday. Healthy Streets should not be encouraging people to cut through surrounding neighborhoods!!! Come on! Some of us still need to use our cars and this is punishing us for that need. You've completely lost my support for this ridiculous idea!</p>   |
| 121 | N/a   |
| 122 | Division Street - make barriers permanent and plan for removal of snow & ice  |
| 123 | <p>Not close off a lane on Broadway bridge. I was on the design study committee for the bridge. We designed it with extra wide protected pedestrian/bike lanes to keep bikes out of the traffic lanes. By closing one lane you are defeating the design process that went into it.</p>  |
| 124 | <p>If you are going to takeaway parking on the street, more parking needs to be added elsewhere. These bike paths create traffic.</p>   |
| 125 | This experiment demonstrates the failure to consider the tailpipe emissions of vehicles stuck in traffic congestion.  |
| 126 | Division Street, the south side of Huron. Unclear if the bike lane is also the turn lane. There was a car in what I thought was the bike lane turning east.   |
| 127 | Packard from Eisenhower to Platt  |
| 128 | <p>I would get rid of all of them. They seem to be underutilized and just cause more traffic congestion. This leads to more air pollution as anyone driving has to wait twice as long to get through lights and navigate the many obstacles now in our town. This town was a mess to get around in previously but now borders on the ridiculous.</p>  |
| 129 | <p>Packard (from Eisenhower to Platt)</p> <p>This project should be removed immediately. The idling cars sitting in unnecessary traffic back ups are contributing to decreased air quality in the area. Common sense says this is not a good thing to contribute to during a pandemic that affects the respiratory system.</p>  |
| 130 | <p>For all of these projects I think I would use green barrels or something to differentiate this kind of project vs. just a construction project.</p>  |
| 131 | <p>All programs - I am new to town, and thought the barriers were construction zones on the sides of streets, and talked to other MBA students who had the same thought. We were all avoiding the temporary bike lanes and diving into traffic because we thought it was the only option! How counterintuitive. Maybe the entrances to these can have a sign or paint on the road. The cone at the entrance (even while I know it's to keep out cars) makes it look like even more of a deterrent.</p>  |
| 132 | <p>Stop signs for bikes on Division, Catherine, and anywhere where bicyclists should stop. Maybe signs on Fifth (at Catherine) telling cars to look for oncoming bikes from their sides. Barrels to stop being moved out of the center of the lanes on Division. Cars keep getting in the right turn lanes because the barrels have been moved. Signage showing that these lanes are open to bikes and pedestrians and not just construction-- I've seen a lot of people biking next to them on the sidewalk. Benches in some wide lanes could indicate they are open to people.</p>  |
| 133 | South Main does not seem as residential as the other areas. It seems that it is likely to cause traffic rather than provide benefit to pedestrians.   |
| 134 | <p>Packard (from Eisenhower to Platt)</p> <p>The standing barriers require bikes to navigate around them fairly close to traffic, especially wide bikes (e.g. the adult tricycle I ride, or bikes with a child trailer.)</p>  |
| 135 | Physical barrier between car and bike lanes. Better signing. better traffic striping.   |
| 136 | <p>Packard (Eisenhower to Platt). I would recommend removing this pilot project. It is (1) unsightly, (2) unsafe, (3) unnecessary, and (if ignore the prior three points) (4) not executed well.</p> <p>(1) The barrels make the street look like it is under construction and a mess.</p> <p>(2) Westbound on Packard coming to Platt, the barrels force traffic into the left lane. But I often want to turn right (north) onto Platt to go to work or shopping. The pilot project causes an unnecessary lane shift for traffic, which is unsafe. I have to move left, into an even more active lane of traffic in order to come up to the intersection; then I turn right immediately. If anything, you should remove all obstructions on Packard East of Platt.</p> <p>(3) The amount of bicycle and walking traffic in this area is very low. Social distancing is easy to maintain by stepping aside into a driveway or off the sidewalk.</p> <p>(4) There are many barriers along the blocked-off lane, making use of it impractical, esp. for bikers.</p> |
| 137 | Off campus student housing density along south State St creates a serious need for bike lanes along that corridor.  |

### *Healthy Street Pilot Project - Survey Comments*

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| 138 | I see buses having trouble negotiating corners at times. Maybe do something to ease enough space on corners for big vehicles to be able to turn easier.  |
| 139 | I haven't actually used any of the projects. But driving by and looking at them, I applaud the idea but they do not look terribly attractive. Some of the barriers and cones have gotten moved so that they block part of the bike lane, and on Division street there are a couple huge "speed bumps" extending from sidewalks, which look really unpleasant to bike over at any but the slowest speed.  |
| 140 | Get rid of the lane blocked off between Eisenhower and Platt!!! That is usually a traffic bottleneck during rush hour. And both signals need battery backup power during rush hour. Power goes out at Packard and Platt, traffic backs up all the way to Eisenhower and it takes half an hour to get through there. If anything, having a wider shared-use path, like along Washtenaw between Platt and Stadium, would be a far better solution than blocking off a lane on Packard.   |
| 141 | Packard from Eisenhower to Platt. This is EXTREMELY disruptive to traffic. During rush hour times, especially afternoon rush hour, traffic is backed up horribly. It is extremely stressful being stuck in traffic because the road has been taken down to one lane in each direction. There is not a substantial amount of walking or biking traffic on this road. Auto traffic is the majority of traffic and it is being hindered considerably by this!   |
| 142 | The South main corridor should not be used, there are plenty of other options for safe bicycle ingress and egress to the downtown area. At some point you need to consider the people who are not going to walk or bike into town and who are the predominant economic impacters. If we quit coming into town, the whole town will be able to be bike and pedestrian friendly, because there will be zero economic activity downtown. The people that come and patronize downtown businesses need to be accommodated. If you make it too difficult or traffic unfriendly, we will just start utilizing other establishments outside of downtown and out of town (I love Toledo too). I go to Afternoon Delight 2 to 3 times a week for lunch/brunch and to various dinner establish 1 to 2 times a week. I can easily find other places to dine. I also regularly go to Kilwins, Cherry Republic, 16 hands, Shinola, Four Directions, Running Fit, and Downtown Home and Garden. |
| 143 | Stop the program   |
| 144 | The Division St. project needs to stop atg the bridge and route traffic to the existing sidewalk across the bridge. And also fill the existing gap on Division.<br><br>Love the Packard at Hill & State lane!  |
| 145 | For any of them -- more extensive separation from cars. I've seen cars driving and parking in the Division lane, and some of the barrels have been demolished.   |
| 146 | Increased signage and better use of barriers so those using the non-motorized lanes don't have to swerve into traffic to avoid the barriers.   |
| 147 | eliminate packard -eisenhower-platt. i drive this route several times daily and have never seen anyone use the lanes allotted for biking or walking, only for illegally cutting past the line of traffic through the neighborhoods to avoid the congestion that occurs all the time due to the lane closures.  |
| 148 | I'm thrilled about the miller/catherine and first street areas becoming more ped/bike safe   |
| 149 | There are giant temporary barriers in the Packard (Eisenhower to Platt) lanes, which make them not very useful for biking.   |
| 150 | Immediately cancel the experiment on S. Main and on Broadway/Division Street (especially north of Liberty) to eliminate the extreme traffic congestion they cause.   |
| 151 | Packard (from Eisenhower to Platt) is just dangerous. Having one lane for traffic causes major backups during rush hour a and agitates drivers who are more likely to speed then. Lanes are too close to cars that are going fast along Packard and barriers don't leave enough room for walking or biking   |
| 152 | Get rid of them  |
| 153 | Get rid of them until we've addressed both road quality and improved traffic flow. Then explore projects like this.  |
| 154 | Open up Packard at Eisenhower and platt  |
| 155 | I think this project would be much better if you closed streets THAT ARE NOT MAIN THOROUGH FAIRS! I can't believe you added this much congestion, on purpose.<br><br>Magical thinking is believing closing streets, main streets, will make cars go away.  |
| 156 | At first I stayed out of the Miller/Catherine space because I thought it was a construction zone connected to the 1st street or Kingsley construction  |
| 157 | This seems like poorly thought-through symbolic gesture that does little to address Ann Arbor's real transportation needs. I am a regular commuter cyclist who does not support this pilot at all. I am all for more pedestrian friendly streets, but you also need reasonable traffic flow also makes a city more livable. You need actual, real public transport that serves the 80,000 commuters (who commute because they can't afford to live here) FIRST. Then you can do the 'nice' (and easy, and symbolic/feel good) 'healthy streets' stuff, especially on these major thoroughfares. This pilot is creating backups on what would otherwise be relatively quiet streets right now. Idling traffic is a major source of carbon emissions.  |

### Healthy Street Pilot Project - Survey Comments

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| 158 | The non-downtown projects (S Main and Packard/Eisenhower) have a lot of barricades that prevent cyclists from traveling safely through the intended lane (too often need to swerve onto the sidewalk or into the motor vehicle lane)  |
| 159 | You might as well just close all traffic a mile out from city center. That way nobody can get hurt by a car. Of course there are more car accidents there are 1000x more cars than bikes at least. We have a ton of beautiful parks with beautiful biking trails, way better scenery.   |
| 160 | Dont do packard Eisenhower to platt. I take that route every day to my mom's and see few if any bicyclists. And to then sit in backed up traffic makes no sense.  |
| 161 | closing of main street on the weekend has a huge benefit.<br>Limiting big streets like south main or Packard is not very helpful. Traffic is backed up and almost no people or bikes are using either the sidewalk or the additional lane.  |
| 162 | Division: Great idea to try to build a contiguous connection through lowertown, but...<br><br>- Carey St. needs to be permanently closed; there's no other way to make that intersection safe for all users. Sight lines were already bad, but with bidirectional traffic in a bike lane, there's yet another place for turning cars to fail to look. I tried using the bike lane heading toward downtown, and was more scared to ride in it than ride in the southwest-bound car lanes with traffic.<br>- Swift: go look at it. It's a joke. Maybe putting unidirectional bike lanes on either side would've worked better than attempting a 2-way cycletrack when there isn't space to have one.<br>- Connections to Broadway & the Plymouth Rd. side-path. This is a critical link and no attempt was made to improve it.<br><br>Packard (Hill & State): heading northwest, nothing's changed, the "bike lane" is still a lousy narrow strip of paint in the door zone. Remove the parking.<br><br>I have more thoughts, but I'm out of space! |
| 163 | I would honestly eliminate all the bike lanes. Biking was never a big problem before putting these lanes in (I've been biking in Ann Arbor since 2014). All these lanes have done is reduce car lanes and worsened traffic for the times I need to drive downtown. This also feels a bit odd to do since by definition only able bodied people with bikes can use the bike lanes, which seems to completely ignore those who are disabled or in some way unable to utilize the bike lanes.  |
| 164 | Build wider sidewalks, complete and expand the border to border trail, but stop junking up traffic in this town! This entire project is so stupid. Pure Ann Arbor.  |
| 165 | I would eliminate all of them. All its doing is causing traffic backups and increasing carbon emissions in those neighborhoods.   |
| 166 | on miller, when the safety lane ends, there needs to be a better way to get back to the opposite side of the street if needed   |
| 167 | On Catherine and Division I've seen delivery trucks parking in the bike lane. Companies like Amazon and UPS should be told to park elsewhere or face tickets.   |
| 168 | All- use real bollards and better signage rather than confusing construction barrels. Most people don't understand these are bike/walking areas. Division - do a one way heading north, and do a separate bike lane south on 5th, with bollards for both on opposite sides of the Broadway Bridge.  |
| 169 | More signage about the project. Using non-construction materials, bollards instead of barrels, or different color barrels if such a thing exists. It application just looks ugly and I think many people not in the know assume it's construction.  |
| 170 | I think more free parking needs to be added back. I like the idea of having space to social distance, but it took away a lot of our areas parking options, and that makes it difficult to find all day parking if you work in the area like I do. I work in the Kerrytown area, and it has become increasingly difficult to find parking.   |
| 171 | I think it would be best to put Main Street back the way it was years ago with a turn lane in the center north and south lanes on either side and then have room for a bike lane on either side that would give a bike lane for the bikes and also an area for people to walk a bit in the street for social distancing   |
| 172 | Thumbs down   |
| 173 | Again, why is it assumed that we would want them? Create a bike lane, make sidewalks user friendly but stop with the healthy streets.   |
| 174 | Division, Miller/Catherine  |
| 175 | EXPAND THEM!!!!   |
| 176 | I would decrease the width of the lanes to promote better traffic flow and still be able to utilize the lanes for biking or walking.  |
| 177 | Streets need to be paved! And on division, are those GIANT speed bumps (I think they're for the bus?) staying?  |
| 178 | Packard from Eisenhower to Platt is a little difficult to use with the spacing of some of the barriers, but I understand their need. Division it feels unclear when to cross the street at an intersection when going south, but I ended up using the pedestrian walk signs and it worked well.   |



### Healthy Street Pilot Project - Survey Comments

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| 179 | Miller/Catherine is an odd transition as I'm biking eastbound from the West Side, when I cross Main St. Likewise with the transition at the other end   |
|     | Division -- before the pilot, the way the alignment of the lane striping for cars varied created an uncomfortable driving and biking experience from Catherine to the Broadway Bridges. Cars always crossing lane lines because the lane varies. One nice thing about the pilot was not having to worry about this as a cyclist (or motorist since it's only one lane) -- especially where the bike lane just died out with no real transition, at about Detroit Street. Also, very nice on the bike to have more room to take the downhill curve in that area, onto the bridge. to take that curve a little wide   |
| 180 | Perhaps better signage or communication about them. I saw people parking in some of the lanes for a while and the cones can be a bit confusing if you don't know what is going on. Perhaps some additional paint on the ground too with bike symbols.   |
| 181 | Much better signage (or frankly any signage) as part of the pilot locations outside downtown. The yard signs (e.g. Division) are very helpful.  |
| 182 | Packard - Eisenhower to Platt - serves no useful purpose and disrupts the only major east- west route in an area that with good access through neighborhoods to commute downtown - or anywhere else in the area. Packard and Platt is surrounded by one of the most densely populated areas outside of downtown. It is also a major corridor into the city from Pittsfield in the south and east. There are paths on the south and north of Packard. In my walks and runs, I have not used the street, will not use the street and have seen no one else using the street.  |
| 183 | There isn't info about the pilots so it's easy to think it's a construction project. Some locations have yard signs with info. But other locations have zero info for users or nearby residents.  |
| 184 | Do not involve Main Street. I have seen no pedestrian or bike use and traffic is impossible.  |
| 185 | Miller/Catherine & Main intersection is incredibly confusing with a central bike lane east of intersection changing to a right curb bike lane west of Main intersection on what is clearly marked as a truck route on city documents. Results in not enough space for trucks to turn off Main onto Miller- exemplified by the truck that took out power lines and a utility pole at that intersection. I have repeatedly witnessed Miller cyclists on sidewalks or wrong side of street not utilizing temporary bike lane. Better luck to have bike route on Kingsley. It is often used westbound by bikes. It is a one way street. It is not a truck route. It would connect to Allen River trail and First Street project though it also leads into ground zero of flood plane. |
| 186 | I've noticed cars and busses having a hard time turning left onto William, maybe decrease the footprint of bike lane barriers on intersections?   |
| 187 | The Division route needs to continue so that it can connect with other bike lanes. Given the construction at Maiden Lane and Broadway it is challenging to ride up Division right now. Continuing the lanes to Maiden Lane will allow cyclist to connect to the wide path up Plymouth. This would result in a protected bike/multi use path across nearly the whole NE side of town!  |
| 188 | Stop the S Main pilot. There is only 1 lane in each direction and when a car stops to make a left or right turn traffic stops. When a bus stops to let riders on or off, traffic is also stopped. This is a major street to enter or leave the city and 1 lane is not enough now and will be woefully inadequate as post covid life ramps up. For some streets it is safer for bikers to share the sidewalks with pedestrians vs sharing the road with 2K vehicles (cars, buses, trucks).   |
| 189 | Eliminate all of them   |
| 190 | I would eliminate all 7 of the healthy streets projects. Drivers find them difficult and don't see much usage of the bicycle lanes. I've seen some elderly drivers having difficulties with the changes which also puts bikers and walkers at increased risk.   |
| 191 | Halt them.  |
| 192 | Extend Miller all the way to Maple.   |
| 193 | The biggest barrier for biking downtown is the proximity of cars. And having increased distance between lanes designated for cars versus bicycles makes the experience feel much safer  |
| 194 | If you want to add bike lanes on any of the downtown streets, I don't have any serious objections -- with these three exceptions: Division Street, Fifth Avenue and Huron Street. The fact is that Division Street is the best street we have for traveling north via automobile through downtown, just as Fifth Avenue is best suited for use by automobiles for traveling through downtown southbound. And given the fact that Huron Street is part of the MDOT Business Loop, it's obviously inappropriate to add bike lanes to this thoroughfare.   |
| 195 | In all that I have traveled, I would rather see tall narrow cones to mark divisions. The barrels are so wide that they inhibit movement when passing pedestrians or bikes especially on two way spaces (Division Street). On Packard (from Eisenhower to Platt) I am not sure why barrels and in a number of places barriers are placed in the new bike lane. We are not sure we can safely get around them with the trailer which we usually take to market.   |
| 196 | The bike lane on Division is poorly conceived. It blocks traffic to a standstill which makes it unsafe to cross streets with all the cars. It is terrible, remove it please.  |

### *Healthy Street Pilot Project - Survey Comments*

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| 197 | Any changes made to Division in the last few years have only increased my transit time and reduced the social distancing between my car and others  |
| 198 | Get rid of them, go back to regular bike lanes and shared use lanes   |
| 199 | <p>For the love of god bring the major streets back. As someone who has to commute through town every day on a trip that is not feasible to be replaced with cycling, the continual appropriation of traffic patterns to cyclists from cars makes me want to tear my hair out. Traffic was never amazing and now it is nothing short of miserable between the construction on 1st street and Main being reduced to 1 lane. It seems like an awful change made to pacify a vocal minority. Every day I see lines of cars idling in the now single lanes taking much longer to progress through each light, god forbid someone tries to turn left. On these same days I may see 1 or perhaps 2 cyclists and it is laughable to think that the hundreds/thousands of commuters are being sacrificed for the good of these few.</p> |
| 200 | Just ban all cars from the city core. To accomodate heavy winter snows convert parking garages to stables and offer low cost horse rentals.   |
| 201 | There needs to be much more clarity about what's going on. The barriers are slapdash and look like construction, especially on South Main.  |
| 202 | <p>All of the above areas deserve permanent, smaller, less distracting barriers and signage to allow for biking and walking in our amazing city. Giving people the confidence to ride bikes on routes will definitely increase healthy tourism and commuting. As a resident of the Mitchell area, I was so happy to be able to walk Packard without being right next to people driving 50 mph+ while staring at their phones. Walking on such a busy stretch of road would never have been fun before. A walkable city is very important to me. Thank you.</p>  |
| 203 | Remove cones/barriers at all of these roads and intersections.  |
| 204 | There needs to be more public education about the existence of this initiative and more clearly marked information. Huge billboards with small print in a couple of places aren't ideal. Some folks are going to think it's construction prep area instead of a safe place for pedestrians and cyclists.  |
| 205 | Packard could continue further. I've used the route over to Packard and down south of Stadium many times. It's a highly trafficked bikeway for people living south of Stadium and off of Packard.   |
| 206 | None. Get the barrels out of the roadway  |
| 207 | ALL of them!  |
| 208 | in general more permanent designated bike lanes   |
| 209 | <p>Division Street: I regularly commute via car on this road as it is the only throughway through downtown towards the north campus area. Often during the morning/evening commute, it is already packed with cars in all 2/3 lanes. Reducing it to one lane and adding stop signs north of Huron make this impossible. From a motorist perspective, dedicated an entire lane of the road including the bridge to minimal cyclist traffic is counter productive. We should be addressing the congestion in traffic to make it safer for cyclists, not increasing it.</p>  |
| 210 | Please, please, please don't reduce the traffic lanes heading NE on Broadway Bridge. The routine driving commute to cross the bridge northward then turn left onto Moore Street is soul-crushingly long, already dangerous, and is the only travel route for many who commute from downtown to homes off Pontiac Trail.   |
| 211 | <p>South Main St is an artery line for downtown and the city. Closing two lanes is an incredibly stupid idea, businesses are hurting enough but actively making it harder for people to get to and from downtown so a handful of people use the healthy streets does not seem like a realistic trade off. And again having it look like a construction zone, thrown together because you felt like you had to do something maybe seemed like a good idea but it certainly does not mean it was the right idea. or in this case the best idea.</p>   |
| 212 | <p>I would create single bike lanes like the one that was on Division, and that is on Packard, a small lane for bikes. I have seen bikes not using the lane on Division, but riding in the right lane for cars, probably because the pavement is horrible in the bike lane. I have never seen anyone going against traffic on Division in the "two-way" bike lane. Creating bottlenecks for cars will create impolite/unkind driving or at worst, road rage which is dangerous to all, drivers and bikes.</p> <p>Fix the roads first, please</p>  |
| 213 | Packard (from Eisenhower to Platt) does not lead to many useful locations for cyclists. If you provided more protection on Packard st toward downtown, maybe people would use it more. I see plenty of people biking Packard from around Stone School all the way to downtown. Imagine if you made it even safer for cyclists, I think there would be a large increase in users on that street and there is ample space to put in a protected two way bike lane like Williams st.   |
| 214 | <p>I would immediately discontinue the Main Street project - cars are behaving extremely dangerously due to only have one lane either way as the main exit/entry artery into downtown. A pedestrian is going to hit at crosswalk points because of this. Consider indirect consequences of decisions and let data drive decisions instead of a few people's emotions to allow for milliseconds of social distancing. If one person gets hit and severely injured crossing a crosswalk it immediately disqualifies the perceived benefit of this project. Perception and emotion is not meeting reality and facts right now.</p>   |
| 215 | Signs large enough for cars to read safely, as they drive by. All of the sites.   |

### Healthy Street Pilot Project - Survey Comments

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| 216 | In general, we could use a bit more education. A few problems I've noticed on multiple occasions: people have left their garbage cans in the healthy streets bike/walking lane so that I can't get around them on a bike, and I've had cars enter and park in them in disruptive ways.   |
| 217 | Get rid of them  |
| 218 | I feel that the bike lane across the Broadway bridge is not needed, bc the sidewalks on the flanks of the Bridge are amazing.  |
| 219 | Packard Eisenhower to Platt is plain stupid  |
| 220 | Better lane markers, smaller signs to delineate start of pilot project that don't block start and end of lane  |
| 221 | I have lived in Ann Arbor for most of my life - this is one of the stupidest ideas I've ever seen! I live in the Darlington neighborhood next to Packard and Platt. Although we have the only stop light on our street and we always have more traffic at certain times of the day, this past week it feels like we're living on the infield at Indy! People are avoiding the Packard/Platt intersection and cutting through the adjoining neighborhoods. We don't have sidewalks and now I'm afraid to walk my dog in the evenings. There is nothing "healthy" about this program from my street. It should be stopped and the lanes re-opened for car traffic on these main thoroughfares before there are tragic consequences in the neighborhoods.     |
| 222 | The orange barrel approach is definitely unattractive & confusing when unsigned; it looks like construction and not clearly a bike route, especially w/ so much active construction going on around town.  |
| 223 | <p>I would like to see the data on:</p> <ul style="list-style-type: none"><li>-Pedestrian accident changes</li><li>-Bike accident changes</li><li>-Vehicle accident changes</li><li>-Net carbon change from reduced traffic flow (increased idling</li><li>-documented virus transmission from walking on sidewalks</li></ul> <p>Before commenting. Thanks</p>   |
| 224 | Remove lane closures from Packard (Eisenhower to Platt). I am an avid runner who regularly works out in this area. The closures solve a problem we didn't have. There is plenty of room to distance and risk of transmission is already low. Instead, the closures make it harder to cross at pedestrian crossings because visibility is reduced and traffic is more dense. Studies show that outdoor recreation is already low risk so I'm not sure what this supposed to be doing. Even though I could use the road, I always stay to the sidewalk since it is safer and nicer for running.  |
| 225 | Change the traffic signals back to regular signals instead of 4 way stops so pedestrians can safely cross. Drivers are either driving right through, or are paying more attention to which driver had the right of way, rather than paying attention to pedestrians.   |
| 226 | <p>Barrel placement next to where Carey turns onto the Broadway Bridge is dangerous. Cyclists coming downhill from Division are likely moving quickly and have trouble dodging the large barrel between the two sides of the bike lane.</p> <p>Division seems less impactful than other streets because bike lanes there and on Fifth were already so wide (except for the block north of Ann where Division had none and close calls are common!) Separation would probably encourage others to ride. Until they have to turn left out of a separated lane, or right when traveling southbound on Division.</p> <p>Similar thought about Catherine and Miller's disappearing lane.</p> <p>The Broadway bridge part is definitely good for distancing.</p> |
| 227 | Do away with them all and use the sidewalks, that is what they are for.  |
| 228 | Packard (from Eisenhower to Platt) seems to begin kind of suddenly, and it was a little hard to navigate into around the barriers.   |
| 229 | All of it. This is one of the most stupid things Ann Arbor has done in a long time. Anytime the City Council will screw things up, they will. Anytime the flow of traffic is stopped, they will do it.   |
|     | This has nothing to do with social distance and you all know it.   |
| 230 | I've really only used the Packard between Platt and Eisenhower one and the thing I'd change is to use something other than traffic cones. It could also use more signage.  |

## Healthy Street Pilot Project - Survey Comments

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- 231 Using construction materials and having several different projects all under the name "healthy streets" was incoherent.
- Better to have chosen one (such as protected bike lanes on Miller / Packard) only. I thought I was requesting such a thing on my street (Washington) but only got a mostly useless barrier that impedes turning auto visibility instead. Those measures (such as on Chapin, etc.) were useless and undermined support for the other initiatives.
- The protected bike lanes are a great idea --- as long as the city leaves some major thoroughfares for cars, too. This isn't Amsterdam: it gets cold here in February and even though I am a dedicated cyclist, I want passable roads for cars, too.
- 
- 232 South main
- 
- 233 Division: ABOLISH this project. It creates horrendous rush-hour back-ups, especially on the Broadway Bridge. Moreover, I often walk this stretch and have NEVER seen either a pedestrian or a biker use the block-off lane. Yet another negative effect of this particular project is that it greatly increases congestion on the Glen Street hill.
- The "healthy streets" project, like the city's utter indifference to the condition of streetsurfaces, seems to demonstrate an anti-vehicle mindset.
- 
- 234 The orange barrels are awful. The climate in Michigan is not suitable for year round biking so taking so much of the street away from car traffic makes no sense. What a waste of time and money. How about improving public transport to reduce car traffic??? Or maybe traffic is already significantly reduced by the pandemic and this whole healthy streets project comes at exactly the wrong time to test its effectiveness!!! I have seen less than 10 bikes total using those lanes Over the summer and there is also confusion as to what's going on. Is it construction?? Is biking/walking there even allowed??? Why extend it all the way to the stadium without football crowds?? Just not well implemented or thought through. I'm an Ann Arbor homeowner and I'm very unhappy that this is how our tax dollars are spent.
- 
- 235 Packard (from Eisenhower to Platt): Barriers at street corners need to leave space for bikers to pass between barrier and curb.
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- 236 I think the worst two pilot projects are South Main and Division Northbound. They should be removed altogether. You don't have a lane to spare - particularly on Division. The bike lanes that have been built on William and First make some minimal sense because those are the least used streets in town. However, Division and South Main are your major traffic thoroughfares. If this were football season, you would be suffocating businesses. As is, you're severely limiting the desire of anyone that doesn't live downtown to patronize downtown establishments. By ruining your roads, you ruin your economy. Also, I'd argue that this creates a safety hazard because it routes more traffic from downtown to the north side of town past the hospital. I would think that creating more traffic jams near the hospital is dangerous and will cost lives if it slows down ambulances.
- 
- 237 Eliminate them entirely
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- 238 I drive on Division a lot and I can see that the buffered bike lane doesn't get much use because of poor signage. It simply looks like the lane is closed due to construction because: 1. You are using orange barrels 2. Minimal to no or small signage 3. The lane adjoins an actual construction zone where the lane is closed (north division/Broadway near swift and maiden lane). So people still use the sidewalk over the bridge.
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- 239 Expand it further!!!
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- 240 Miller / Catherine is ridiculous. I both bike and drive. Traffic gets backed up on Miller. It will get worse when folks have to drive to work, get their kids to school, and of course football and other campus activities. Please get rid of that one lane only on Miller!
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- 241 More housing in Ann Arbor so people can take advantage of city living. Otherwise these are wasteful, sometimes dangerous projects.
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- 242 Although I was aware of the healthy streets pilot in general, I did not know where the routes were. On my way to the farmers market I continued on my usual route along Liberty to Forth a saw another cyclist turn onto First and then saw him rejoin at Catherine. I found the alternative route using the separated pilot routes even more comfortable. On another occasion I allowed my 13 year old son to lead us to the jump park on the border to border trail he took split off of Liberty to catch the William st. route which happened to put us on the Division route which was an absolute delight while guiding three children 11-13 years old. I'm not looking for changes along these routes - they exceeded my expectations.
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- 243 It's a shame that the AAATA decided to put a ramp all the way from the curb across the lane on Division. Wheelchair access is critical, but I don't understand why they couldn't just build a shorter ramp up to the curb. This is dangerous for cyclists traveling at speed.
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- 244 Miler and catherine is very tight and scary at main street ---there is so much traffic at that corner ----route bikes from miller to first or maybe ashley to reduce congestion on main corner?
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*Healthy Street Pilot Project - Survey Comments*

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| 245 | I'd be curious to try a two-way cycle track on S Main, if the result of the pilot is that two lanes of vehicle traffic is too great a cost. Could two-way bike traffic fit into one of those lanes? Packard and Main both involved weaving in and out of the bike lanes, that was tricky.<br><br>And I had difficulty making left turns across Main (traveling south, turning onto Hoover) and across Packard (traveling east, turning on to Easy) from the bike lanes.  |
| 246 | Get rid of all of it. Stop promoting fear and implementing useless nonsense that waste tax pay dollars so the city can look "proactive" for no reason. Take the money and fix some pot holes.  |
| 247 | Main street from Huron to Williams is terrible and a real concern for bike traffic!  |
| 248 | When crossing Packard on NE corner and red lights appears to stop all traffic it's not, crossing Packard heading South East bound traffic continues which will result in bike or pedestrians car accidents   |
| 249 | <p>The pavement heading east on Packard toward state is in horrible condition- many bikers will use the car lane instead of the barricaded area as the pavement is so degraded.</p> <p>what is with the speed bumps on division? doesn't help my biking safety and don't think it does anything for runners or walkers.</p> <p>I am more nervous about cars turning right into a cyclist with the divided lanes- especially at Packard &amp; State ( heading east on Packard) as the angle of sight there is too acute.</p> <p>On division it is more of a barrier but I think the increased safety is minimal.</p>  |
| 250 | I would get rid of all of them!  |
| 251 | Eliminate South Main as a part of this effort. Too vital as an automobile access to shops and restaurants  |
| 252 | <p>Packard at Hill:</p> <p>Until a solution for a left turn at Hill St. (inbound Packard at Hill) is found, eliminating the extra lane for left turn has created a traffic nightmare of backed up cars that sometimes stretches from Hill back to Wells during high volume times of day. Cars trying to turn left on Hill from Packard sometimes have to go through three cycles of light changes before they can turn. Through traffic is trapped behind the turners and sometimes the intersection at State and Packard is blocked. Similarly, traffic is backed up on Packard (outbound) waiting for turners to turn right on State. This is a safety issue for both cyclists, pedestrians and motorists.</p> <p>As a cyclist, it is problematic to safely bicycle through the stretch of Packard (inbound and outbound) from State to Hill without the cones. But it also isn't safe to deal with backed up traffic going both ways either-especially with motorists trying to dash through gaps in traffic.</p> |
| 253 | I would remove them all. It is confusing, unsightly, and it doesn't make me feel safe to use them as a biker or a pedestrian.  |
| 254 | <p>On Division especially, it is reckless to have bikers moving against the flow of traffic. Drivers don't expect it, and different intersections are very dangerous now. All traffic on a oneway street should move in oneway.</p> <p>Likewise on Main St south of William, there is no reason to have bike lanes on both sides of the street. Just have it on one side. Have the Southbound lanes remain 2 lanes so drivers leaving the city can exit faster. This is sold to the community as bike lanes not a road diet.</p> <p>Finally, what is the plan for Winter maintenance? (If this becomes permanent) The current bikeway on Williams is scarcely used in the winter, and I would hate to see so much of the city's roadway under utilized during 5 months of the year.</p> <p>The current one-way bike lanes are great; just add some pegs to provide some better road separation and everyone will be happy.</p>   |
| 255 | <p>Sadly, when left turn lanes are removed, car traffic gets backed up and creates ill will toward cyclists. It is difficult to exit from the two-way bike lanes and join ordinary traffic at the final parts of my itinerary. Love the motivating intention. More streets that are fully closed to cars, more striped bike spaces or green aprons at intersections, protected left turn signaling, sharrows, well marked transitions between B2B and surface streets, I do support slowing car traffic. Not sure that about removing a lane of the Broadway bridge is helpful. Definitely do not like the two blocks of miller btw main and first! lots of four way stops are NOT good for cyclists, especially at the bottom of the hill. Good luck - this is tough I know.</p>  |
| 256 | better signage to motorists, so they are discourage from using the pilot corridor for parking.   |

*Healthy Street Pilot Project - Survey Comments*

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| 257 | Division - Broadway bridge... maybe connecting better with the existing walking paths for bike lanes? It is such a pinch point.  |
| 258 | i'd keep the bike lanes on roads that don't require taking a lane away like liberty and miller and i'd have people walking on the sidewalks instead of on the street protected by a plastic cone. drivers are at least 100% worse now that so many roads have been narrowed and they're tired of waiting for 5 lights. the crosswalk at chapin always has at least 6 cars running the red light.   |
| 259 | At present, the installation on the Broadway Bridge ends abruptly and does not offer the user a clear connection to the B2B for recreation, the bike lane on Pontiac Trail, or any clear safe path to north side destinations such as the UofM North Campus or businesses on Plymouth. Filling in these gaps would make the network more useful as a whole.  |
| 260 | This should be eliminated and returned to a four lane road as Packard is a key thoroughfare.   |
| 261 | Packard (from Eisenhower to Platt) - this should go all the way to Platt, I don't understand why it doesn't.   |
| 262 | There are sometimes barriers sitting in the middle of the pilot path that you need to weave around into traffic to continue, a little dangerous on a bike.   |
| 263 | I'm not sure if some of the barriers have been bumped by cars, but some locations can be a little tight. I know it's tough to balance access for bikes, but not for cars.  |
| 264 | Very confusing arrows... I think I get why you have the lane closest to cars going in the direction of cars but it is not consistent with traditional traffic flow AND it is different than the flow on Williams.  |
| 265 | Would recommend one way only bike traffic, 4 way stops on Division will be a nightmare when traffic increases as more university employees are returning to on campus work.  |
| 266 | I think this is great for residential streets but Packard from Eisenhower to Platt is just making traffic worse. this IS NOT a residential street and this is just making people pissed off.   |
| 267 | The concerns I have with the project is that they sometimes start in an area that's not easy to get to to begin with. For example, the Packard (Eisenhower to Platt) location. To get to the barricade, it seems to just start out of nowhere. The area west on Eisenhower (Industrial to Packard) is definitely not bike friendly. Cars drive fast along that road so to get to the Packard/Eisenhower/Platt project location safely, it's challenging. And then the barricade ends a bit before Platt. What are the bikers supposed to do then? Will the bike lanes continue to extend east? I appreciate the efforts the city is taking to make Ann Arbor more biker/pedestrian friendly, it's definitely needed and I'm all for it. But the bike lanes need to be extensive throughout the city, not just a few blocks here and there. Challenging to do, but that's the only way to do it. People say Ann Arbor is biker friendly. Some areas, yes, and the changes being made have been great. But overall, it's not really. |
| 268 | I would not have the following as pilot projects (1) Packard at Hill and State and (2) State and North U. Too short and do not connect at all with other pilot projects.   |
| 269 | End program immediately  |
| 270 | There is almost no visible use of several of these - by either bicycles or pedestrians.  |
| 271 | Miller and Catherine is the worst  |
| 272 | Some pedestrians (new students?) are not aware of designated street cross walks. it might be appropriate to have a bicycle safety course requirement for those riding in the streets. Must bikes be licensed to travel on the road?  |
| 273 | Connectivity. A bikeway that appears out of nowhere (and disappears just the same), doesn't offer much help for a person actually trying to get somewhere. I hope these Pilots have demonstrated how helpful this sort of non-motorized transportation infrastructure is to our community.   |
| 274 | Maybe some signage letting people know what they are for. Also, sometimes people park in them.   |
| 275 | Better signage, they often look like construction and can be confusing.  |
| 276 | The Packard (from Eisenhower to Platt) project has just congested the route for drivers and transit users from Ypsi. It would be ideal to widen paths adjacent in this area instead. The Division project makes it even harder for motorized users to cross town. The other projects seem like they are highly effective for all road users.   |
| 277 | Packard needs to be restored to its normal prepilot state.   |
| 278 | This whole survey is about the walkers and bikers. I do walk downtown and do NOT use any of the Healthy street areas, as I am walking with my dog and need grass. I live on the old West Side and have lived here for 33 years. These decreased traffic lanes are a terrible inconvenience, and merchants such as Busches and Whole Foods should know that I am not frequenting their stores because of the ridiculous hassle of turning on and off of Main onto Mosley where I live. I have been going to Kroger and Plum Mkt instead. It is dangerous and takes way too much time to turn on and off Main st from Mosley where I live. I see backed up traffic, difficulty turning and virtually no one who wants to walk or bike with all that backed up traffic. I don't know whose idea this was, but they need a different one.....  |
| 279 | Division street - larger barriers  |
| 280 | Do more of them and make them permanent.   |
| 281 | On Packard from Eisenhower to Platt, it is totally unclear that the lanes that are closed off are reserved for pedestrians and bikers. I think the vast majority of people just think they are closed. Those who use the lanes love them and many more would use if they knew they could!  |

### *Healthy Street Pilot Project - Survey Comments*

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| 282 | In general it would be better off the lanes were separated by jersey barriers instead of barrels. I think some people see the barrels and believe it's just a roadwork project. Plus cars often park in the temporary bike lane on Division.  |
| 283 | I would like the Division street project to extend about 20 feet further north to Wall street so that one doesn't have to contend with traffic before turning onto the less busy side street.   |
| 284 | I think the markings on some of them could be better - it's not always obvious what it's for if you don't know about the healthy streets program.   |
| 285 | Most of my suggestions would require making them permanent :) I would love for the separation to not just be construction barrels, but a little clearer and inviting, particularly on Division, which is the one I used the most.   |
| 286 | I would make the signage a bit more clear. I would also replace the barrels and barricades with something else as to not communicate "construction". I avoided these roads on my bike until I learned of this effort as road construction typically makes cycling more dangerous (less room).   |
| 287 | Definitely keeping an eye out for when cars hit some of the barricades. Trying to use a lane that has crushed barrels in it is not very inviting. But again, that is the fault of drivers of course.  |
| 288 | My only request would be that something other than orange barrels be used for the project. People (especially drivers) seem to be conflating street closures for construction with the safe streets program. Of course people always complain about the inconvenience of street repairs they also demand, but now they seem to think it's all healthy streets work-- especially the road repairs on 1st. I hear a lot of grumbling about bike lanes. It's super frustrating when we all know how necessary this work is to move towards a more sustainable and functional city.   |
| 289 | More signs to explain what they're for?   |
| 290 | Less flimsy and temporary looking barriers<br>Clear pathways to turning left<br>Clear pathways where bike lanes end: e.g., how are you supposed to turn left onto Packard from southbound Division?   |
| 291 | Poorly executed project. Has only contributed to more traffic which feels dangerous in these new lanes.   |
| 292 | Not a thing, except I'd live to see more of it.   |
| 293 | I'd expand this to everywhere.  |
| 294 | Make sidewalks bigger by eliminating green space or just add regular bike lanes...do not make streets smaller traffic is worse and cars are more reckless....   |
| 295 | I think the issue on division is that it's now very hard to make a left onto Catherine with the stop sign instead of the light. Also I think cars are less aware of bicyclists when turning right, thinking the traffic cones are just construction. Finally, I've found that cars now feel more comfortable parking/waiting in the bike lane if they think they'll be in and out   |
| 296 | Make signage bigger.  |
| 297 | more signage that it's a bike lane and not a construction project   |
| 298 | Network interconnections are key, and right now they are a little shaky. That's not really a criticism as the 1st St. construction etc makes it tough, and that's being addressed. In general, the simpler it is to get from residential locations to downtown, and to the b2b trail, the more I will use.<br><br>The number one issue I issue I see is people driving cars getting confused, and turning into the protected lane. The second biggest issue (including city vehicles!) is people parking or stopping vehicles in the bike lane, and obstructing both lanes.   |
| 299 | NO  |
| 300 | The bump-out on Division is really great. I don't want to criticize anything because the changes are so good already. But if you really want to know what would be best, in general, it is better to have one-way protected bike lanes on each side of the road than a single two-way bike lane on one side. When there's a single two-way bike lane, it creates confusing intersections, and I always worry cars will freak out and react unsafely when I go the way the built infrastructure is taking me. I know Division is currently a one-way street, but when it's converted to two-way, the bike lanes belong on either side, not to one side. Thank you! |
| 301 | For Miller/Catherine, Division, South Main -- make these permanent like the William Street Bikeway.<br><br>I have less experience with the others, but they seem like a good idea.  |
| 302 | Make them permanent!  |
| 303 | Discontinue! Not enough benefit and lack of utilization by citizens!  |
| 304 | Better signage!!! It took us WEEKS to figure out the Packard section was for walking/biking and not just weird construction that never had a work crew. In general there needs to be better (or any??) Signage to know that use is allowed. Honestly I never heard of this project until just recently. It would also be helpful if some of the routes were connected.  |
| 305 | All silly, vastly, VASTLY, underused, sets up bikes to feel entitled ergo don't have to follow traffic rules.   |



### Healthy Street Pilot Project - Survey Comments

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| 306 | Division: delivery trucks parking in the lanes at the Foundry and YUonoin apartments make this stretch super scary. That needs to be resolved for the 2-way to work. Also the traffic from Carey street does NOT expect bikers coming from the north over the Broadway bridge. That needs to not be a yield for motorists.<br>Miller/ Catherine: interface with Division needs to be redone. Very unnerving to bike there.  |
| 307 | More clarity about the project's intent to increase walking. I see the signs and think I'm not supposed to walk there if I don't live there.  |
| 308 | I still find that part of division just before the bridge to be really confusing  |
| 309 | I would eliminate the Packard Street (from Eisenhower to Platt) project as it's a complete disaster for motor vehicle traffic. It's unmarked and as far as I've seen unused and not understood. It looks just like a delayed construction project. USELESS.   |
| 310 | I am both a walker and a driver. I think that blocking out two lanes on Packard is NOT a good plan. Please reconsider. It just makes traffic worse. Today I had somebody pass me using the left turn lane to do so, while I was going the speed limit. I do a lot of walking but manage to stay a social distance without needing the street blocked out.   |
| 311 | This program is not needed.   |
| 312 | Put in permanent protected bike lanes in all locations.   |
| 313 | All.  |
| 314 | I prefer that you fix the roads in the downtown area first. In my opinion that will increase access to biking more than creating the pilot project bicycling roads.   |
| 315 | Division needs needs way more semi-permanent barriers to feel safe (the non-cone rectangular kind that are filled with sand or water) or a TON more of the stick/skinny cones separated barriers. This is a very important bike downtown connection from North campus Plymouth/Nixon area   |
| 316 | Mostly Miller and Division  |
| 317 | I would either pur in skywalks or an underground path. At the very least, you could put bike lanes on the easement, so they are on the same level as the sidewalk. The bike lanes are not creating a safer environment. They actually make things more dangerous, because the bikes and pedestrians cannot be expected to have knowledge of the rules of the road, because there is not licensing required. They are also hurting traffic patterns, which is harming commuters. During the winter, the traffic will only get worse, and the bike lanes will be useless. |
| 318 | Eliminate the whole project and start over  |
| 319 | Put us out of our misery and just close the entire city to car traffic.   |
| 320 |   |
|     | I've used the Miller/Catherine route to go to the farmer's market. It's fine, although that area felt pretty safe to bike in before so I'm not totally sure it's needed.  |
|     | Division St needs to have some way of stopping cars from parking in the bike lanes, because it's being used as an extra-convenient parking space. On the Broadway Bridge bikers don't seem to realize it's a bike lane - maybe green paint would help?  |
|     | South Main: a little confusing how to turn left onto Hill (going S) or Madison (going N) without either doglegging and blocking the path for others or having to exit the cones mid-block. Also, the way the billboards are placed makes you go slightly into traffic if you're turning right into the bike lane.   |
|     | State/N U: Cars ignore it completely. It's definitely needed though!  |
|     | Packard @ Hill & State: the NW-bound side is great but the SE-bound side basically requires you to go over all the major potholes.  |
|     | Packard at Eisenhower: maybe better signage? Otherwise all good!  |
| 321 | Better long lasting identification. And some parking in downtown.   |
| 322 | wouldnt change anything   |
| 323 | For any/all the are continued, better markings are necessary. Cones are confusing, looks like construction. The speed bumps and oddly marked arrows on the Miller street one are confusing and make it challenging when coming downhill.  |
| 324 | Miller/Catherine<br>Division Street<br>South Main   |
| 325 | please put the lanes back on Packard, it's a nightmare trying to go anywhere because it's a big commuter street   |
| 326 | both packard locations and division st. as well as state and north university   |
| 327 | Please just get rid of them.  |
| 328 | Blocking off two lanes on South Main seems excessive. Traffic backs up a lot. Only one lane is needed for walkers/bikers.   |

### Healthy Street Pilot Project - Survey Comments

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- 329 Miller/Catherine - close the street to cars entirely and open it to pedestrians and cyclists  
Division Street - close the street to cars entirely and open it to pedestrians and cyclists  
South Main - close the street to cars entirely and open it to pedestrians and cyclists  
State & North University - close the street to cars entirely and open it to pedestrians and cyclists  
Packard (at Hill & State) - close the street to cars entirely and open it to pedestrians and cyclists  
Packard (from Eisenhower to Platt) - close the street to cars entirely and open it to pedestrians and cyclists
- 
- 330 If you intend on moving vehicular traffic around the city center, then start by designing it for that purpose. What we have today is a mishmash of terrible experiences for all involved. I primarily drive through AA, and added 15 minutes to my 15 minute drive yesterday to get around for the benefit of the few, not the many. I love AA and love a city that cares about it's citizens, but why no voice from the drivers? I only see opinions of the pedestrian or bicyclists. The roads were designed to handle large amts of vehicular traffic. Until you can safely redesign how the thoroughfares in AA move the huge amount of traffic, efforts like this simply fail on top of failures of leadership years past. You cannot drive through or around AA, and have upwards of 75,000 commuters. Rearrange the roads to split Main street to go around the center of town. Use eminent domain to buy buildings and remove them or add raised streets.
- 
- 331 Think 1/2 the people in town due to covid and still causing traffic jams
- 
- 332 I wish it were the way it used to be.
- 
- 333 For these to be used in meaningful volumes a more permanent barrier should be constructed (although I would oppose this). I don't trust drivers to not be distracted/inattentive these days and don't believe the temporary barriers provide any real protection to pedestrians/cyclists if a vehicle were to accidentally enter the designated space.
- 
- 334 Division St. is scary! There is a big speed bump area. No thanks! Then you are counting on cars to stop at stop signs too at Miller/Catherine. Scary scary! I won't bike downtown ever again until the Healthy Streets are gone!
- 
- 335 I would only suggest adding more, because the more places people can rely on them to get, the more they will use them.
- 
- 336 Division: The speed bumps are big, and not ideal for bikes. I would seek other ways to deter cars, or incorporate narrow channels through the speed bumps for bikes.
- 
- 337 Division: Restore the traffic signals, I think they are safer than stop signs. There is no confusion on who is going.  
With the upcoming development in lower town, I'm concerned that taking away a lane of traffic will create backups. I'm no fan of the biking options over the bridge. I prefer the using sidewalk if I have to cross that bridge - it's wide enough for bikes going slowly and walkers.  
South Main: there needs to be a turning lane for cars. It's hard to make a left turn because there are fewer breaks in traffic.
- 
- 338 The only change I recommend: make it all permanent!
- 
- 339 Turning major thoroughfares, like Division, into 1 lane for car traffic and one lane for bike traffic is a BAD idea! I live on the northeast side, and have witnessed at least 3 times the traffic backups this has caused on the Broadway bridge. I can't even imagine what the backup would be if there weren't people working from home. Meanwhile, I counted at most 4 cyclists in their dedicated lane on one occasion. The other times I observed it was 1 or 2. Read the comments on Nextdoor about the Healthy Streets Project. Even some serious cyclists don't think this is a good idea.
- 
- 340 We need education for drivers on how to act around these pilot bike lanes. As an example, while biking on the Division St pilot bike lane, a driver's ed car (with no students in it, just a driver) pulled in ahead of me to park in the bike lane!
- 
- 341 There are speed bumps on division bike lanes which are really dangerous because they are car-sized (i.e. raised >9 inches)
- 
- 342 Easier ways to enter/exit bike lanes (all, but particularly the opposite direction on Division).
-

Healthy Street Pilot Project - Survey Comments

Are there areas in downtown that you feel unable to maintain an appropriate physical distance due to number of people, size of sidewalks, or other factors?

- 1 Main Street and nearby areas along Washington and Liberty
- 2 Downtown Main Street business area. I don't have three.
- 3 Main St, Liberty at Main, UM Campus
- 4 State Street near campus, and generally Division too but the bike lanes will hopefully help!
- 5 Liberty and Main seem to be two points at which sidewalks get crowded beyond the ability to maintain social distance.
- 6 main st and washington st downtown
- 7 Washington between Main and Ashley. The outdoor dining, especially in front of Frita Batidos, has taken up all of the sidewalk and most of the street, as people stand outside of the restaurant waiting.
- 8 I love that Washington is closed off for cars, but it's been increasingly more difficult to bike through - planters and signs have been placed there to prevent crossing.
- 9 State Street (all the way south to Granger -- I recognize some of that is outside downtown). The sidewalks are too narrow and it's not safe to walk in road or cross midblock
- 10 S. Fifth
- 11 State St down to Packard, and all of Packard
- 12 State street
- 13 You have no credibility if you don't consider all forms of mobility.
- 14 Main St area and Kerrytown shops area. I haven't been to either of these places since mid March.
- 15 East Liberty and Main Street
- 16 State primarily..
- 17 Liberty
- 18 When walking down Main St when it is not closed off, it is difficult to maintain physical distance. It can also be difficult to maintain distance on State St under the same circumstances.
- 19 Liberty Road
- 20 State Street
- 21 E Washington
- 22 State Street (near Liberty), Main Street (north of Huron), North Ashley Street (north of Miller)
- 23 Main street restaurant area
- 24 4th and 5th around the farmers market
- 25 The State Street corridor between Washington and Williams
- 26 Main Street
- 27 Packard from State to Eisenhower - the existing bike lane should be better protected from traffic which tends to speed.
- 28 See above - staying away from downtown for now
- 29 Anywhere on downtown Main Street on a non-weekend day.
- 30 Broadway bridge, Main Street, Catherine Street, all around the farmer's market, Washington Street, Liberty Ste.
- 31 Main St.
- 32 Cascades
- 33 Main street between william and huron
- 34 State St near campus
- 35 Main from William to Huron
- 36 Mostly in and around the farmers market on market days.
- 37 Where ever there is outside restaurant dining on sidewalks
- 38 Main Street area is very crowded, the street is already blocked off, so I'm not sure what can be done.
- 39 Basically anywhere on a Friday or Saturday seems to be swarming with people.
- 40 Many of the busiest downtown streets, especially at peak hours, that are not part of the project are impossible to distance when using on foot. I typically just avoid these as I do not feel comfortable on them.
- 41 S. University
- 42 There is a lot of seating right in front of restaurants but the walking path between is too narrow. Maybe extend the restaurant seating down the street more but away from the end more.
- 43 I feel safe most of the time. There are occasional incidents of individuals that simply occur. The people who make life scary in public are those who resent compliance with public health recommendations.
- 44 All - much better with streets closed. I don't go down when streets aren't closed as there isn't enough room to distance.
- 45 Main Street and liberty st when the roads are open on the weekdays
- 46 Everywhere downtown. It's so crowded that, while the closed streets are great, the restaurant seating creates bottlenecks that force people together.
- 47 I would feel dicey about Main Street were it not for the street closures.

### Healthy Street Pilot Project - Survey Comments

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| 48 | Can't get to places by car because the streets are closed!  |
| 49 | Main st   |
| 50 | All of main street, kerrytown   |
| 51 | Main st: William to Washington; State st: North U to Washington. Liberty: State st. to Division   |
| 52 | state street near the theaters  |
| 53 | Washington Street is a death trap, esp. on a bike but it's also extremely, extremely difficult to manage on foot now because the sidewalk tables/chairs have reduced sidewalk to a v. narrow, unsafe corridor in which it's imposs. to keep social distance |
| 54 | If people would wear their damn masks we wouldn't have this problem. Closing roads is not the solution.   |
| 55 | Around State/Liberty  |
| 56 | Most areas. I wish people would just wear masks! it's so frustrating.   |
| 57 | Main street normally  |
| 58 | Main Street between William and Huron, Liberty near State   |
| 59 | Most places downtown  |
| 60 | Liberty   |
| 61 | First St at Liberty sidewalk (near the Ice Cream joint)   |
| 62 | Main, downtown blocked off areas when busy  |
| 63 | All closed streets during weekends.   |
| 64 | The farmers market  |
| 65 | People tend to walk by on the sidewalk too close to my table when I eat on a restaurant patio, such as at Blue Tractor on Washington St.  |
| 66 | I don't eat out ever. I try to spend most of my bike riding on the river when possible. I see many people w/o masks at the rapids, at Gallup Park and in the Arb.   |
| 67 | State/Liberty area, Main Street downtown area   |
| 68 | main st through downtown. liberty st. through downtown, Washington st through downtown  |
| 69 | Any restaurant seating outdoors. It scares me.  |
| 70 | State St  |
| 71 | all over Division and State Street area   |
| 72 | pedestrians and bicyclists have options where to walk/ride. Cars do not.  |
| 73 | Sidewalk space is covered by restaurant chairs and people gathered and don't leave way for passer. Too crowded no social distancing protocol followed at all  |
| 74 | Main from Packard to Huron  |
| 75 | Washington between Ashley and Main  |
| 76 | Main north of William area can sometimes be difficult on crowded weekends   |
| 77 | mainstreet sidewalk, student campus   |
| 78 | State Street and Main Street  |
| 79 | sidewalks much too narrow to physical distance  |
| 80 | Liberty st  |
| 81 | The worst part on Main Street is between Williams in Liberty with the restaurants taking up so much of the sidewalk.  |
| 82 | Everywhere in the city that hasn't been updated. We need to ban cars from the core. It's so nice on the weekend to have all the space.  |
| 83 | State st outside of the part currently modified   |
| 84 | State street just above and below the area that gets shut down.   |
| 85 | This is a horrible pilot program. It should be discontinued.  |
| 86 | There are too many places to list. When streets are shut down it's super easy   |
| 87 | Liberty Street sidewalks outside downtown - I am often chased onto people's yards because bicyclists are using the sidewalk and I don't want to be run over   |
| 88 | SU and Washington St  |
| 89 | State St; Maynard   |
| 90 | Washtenaw between Hill and Brockman   |
| 91 | State Street between Williams and Liberty. Three of the three corners at Ashley & Liberty. Current construction on First between Miller & Liberty   |
| 92 | Broadway Bridge sidewalks. Maiden Lane sidewalk on east side where condo construction is occurring.   |
| 93 | State Street between Washington and William and Liberty between State and Main are the main roads I try to avoid.   |
| 94 | Liberty Street, between Ashley and Fourth, where the restaurants are concentrated. That stretch should be closed to traffic until further notice.   |
| 95 | Liberty, State, Packard, Stadium, Washtenaw   |
| 96 | Liberty, any one way street with narrow sidewalks- have to go out on street to avoid people   |
| 97 | Kerry town  |

### *Healthy Street Pilot Project - Survey Comments*

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| 98  | Except during the weekend street closures, it is difficult on Main north of William, and Liberty. These streets should be closed to car traffic permanently! They are the heart of our vibrant downtown area.                       |
| 99  | Division street, State street.  |
| 100 | Most of downtown without the current pilot projects in place, farmer's market   |
| 101 | Walking along North Main, especially north of Huron.  |
| 102 | On Liberty street   |
| 103 | Liberty, State, Main streets in Downtown  |
| 104 | State St between Huron and campus   |
| 105 | I answered no. Even if there were, the answer would not be to consume an entire lane of road traffic.   |
| 106 | Liberty and Washington closer to downtown get so crowded  |
| 107 | Division on the Broadway bridge   |
| 108 | The problem is scooters. Scooters on sidewalks, scooters cutting off bikes and cars in the street. Scooters are a menace and the riders are not conscious like car drivers or bikers. They are untutored .                          |
| 109 | Along Liberty on weekend evenings   |
| 110 | Washington and Liberty.   |
| 111 | on main --the side walks are packed at times---no where to move to except closer to dinning tables where people are sitting unmasked.   |
| 112 | Narrow sidewalks, e.g., on Ashley near Washington.  |
| 113 | Packard Platte  |
| 114 | Main Street between William and Huron.  |
| 115 | State Street between William and Huron.   |
| 116 | Everywhere, its a city. It is a considered risk to go out in public areas right now   |
| 117 | Liberty and State   |
| 118 | Sidewalk under AA railroad bridges (Miller, Huron, Washington). Sidewalk on south side of Washington, between First and the alley (next to new high-rise). Sidewalk in front of most pot dispenseris seems inadequate/crowded/busy. |
| 119 | Anytime there are cars in the street, the sidewalks get tight.  |
| 120 | There are some sidewalk pinch points between the buildings and the sidewalk/street dining, like near Ravens Club  |
| 121 | Ashley can be challenging without walking in the street, though I suspect next years project should be helpful there.   |
| 122 | around the diag but good mask use in this area  |
| 123 | Main Street from William to Catherine St  |
| 124 | Farmer's Market area  |
| 125 | Main Street between William and Huron, Liberty between Ashley and Fourth  |
| 126 | East Liberty  |
| 127 | Practically any downtown street not blocked off.  |
| 128 | First and liberty. But that is mostly due to construction. It's going to be heady once the bike lane is open.   |
| 129 | on any roads open to automobile traffic, particularly those that have outdoor dining on the sidewalks   |
| 130 | Many of the streets downtown, like State Street and Main St.  |
| 131 | State St, Main, Liberty   |
| 132 | Main St and State street on weekends are NOT safe. Neither is the Farmer's market. Maybe if more streets were closed to traffic people could spread out more? Student housing neighborhoods are also too crowded on weekends.       |
| 133 | Main St downtown, the streets and sidewalks have so many restaurant tables that there are only narrow corridors to walk in.   |
| 134 | Farmers Market, in front of Zingermans, Williams Street sidewalks near State, bike lanes where other users aren't masked -- the drinking trolleys are especially dangerous  |
| 135 | Main street   |
| 136 | Liberty   |
| 137 | Kerrytown   |
| 138 | anywhere near first and Washington is packed and I've had to walk in the street   |
| 139 | Liberty   |
| 140 | Main between William and Washington, stretches of Liberty, and State between William and Liberty are tough.   |
| 141 | Street closures help a lot, but many areas downtown can be busy and have relatively narrow sidewalks. I avoid main street even with the street closure.   |
| 142 | Main street, liberty street, Washington street.   |
| 143 | Mostly near campus  |
| 144 | Main street   |
| 145 | State, Main, and Liberty Streets  |
| 146 | Liberty   |
| 147 | Anywhere without a designated barriered bike lane.  |

### Healthy Street Pilot Project - Survey Comments

|     |  |
|-----|--|
| 148 | Anywhere without a barrier lane because there's a lack/low sense of safety due to automobile drivers and sometimes other riders.   |
| 149 | Main Street when not closed down on weekends   |
| 150 | Main Street  |
| 151 | Main St when everyone is eating and hanging out outside  |
| 152 | Most of downtown when the streets aren't shut.   |
| 153 | Liberty  |
| 154 | specifically outside the noodle bar on Liberty lol, might be a personal problem but every single time I go there there's a line out the door and they don't enforce any kind of social distancing                |
| 155 | All streets that still allow cars  |
| 156 | Washington, liberty between state and main   |
| 157 | Huron Street, Geddes Avenue  |
| 158 | Main Street  |
| 159 | Main St between William and a Huron  |
| 160 | Main St.   |
| 161 | Anywhere the streets are not shut down   |
| 162 | Main Street, State Street  |
| 163 | Everywhere within the pilot safe zone  |
| 164 | Division   |
| 165 | Kerrytown Farmers Market, the sidewalks near the State and Liberty intersection during the week.   |
| 166 | State St @ Liberty   |
| 167 | On Washington St. at Ashley, with all of the tables on the sidewalk and people waiting for food, it's hard to maintain some distance when passing through.   |
| 168 | Main St  |
| 169 | Broadway Bridge, since council removed this installation. Now construction signage is blocking half the sidewalk on the bridge.  |
| 170 | My partner has walked through downtown on S. Main and said that he needed to stay alert about getting too close to people. I went downtown once and haven't gone back because some people weren't wearing masks. |
| 171 | Liberty, 4th Main  |
| 172 | When streets aren't closed it can be hard when you pass someone on the sidewalk without a mask   |
| 173 | Most of the downtown area with outdoor restaurant seating.   |
| 174 | Stadium between Main and Pauline   |
| 175 | The population density with limited students is so low, we do not need the closures.   |
| 176 | Mostly just downtown, shutting down the roads those few time made me much more comfortable moving around.  |
| 177 | When Liberty/State are not closed to traffic, those corridors are much too narrow to feel safe during the pandemic.  |
| 178 | Liberty street between main and division   |

Do you have other questions or comments you would like to share?

- 1 I think the city should close the streets as they are doing for more outdoor restaurant space every May-October not just during Covid. Summer outdoor dining is wonderful. Dining outside on Main Street with traffic and trucks is not a pleasant experience.
- 2 While I think this whole project is well-intended, I fear that we're wasting money and time on projects that will actually have more negative effect than positives. I'm a big bicycling fan, but we need to fix the existing paths before beginning anything new. Plus, the byproduct automotive traffic congestion will be outrageous, I can't imagine what Main St. at Stadium will be like during rush hour. Great intentions, but typically misguided here in A2.
- 3 Big fan!! I dream of the day when these are made permanent. Riding through what is completed of Division just now felt revolutionary in terms of how safe and comfortable I felt compared to my normal rides on this road. I really hope that I don't get harassed by drivers parking in bike lanes or otherwise messing this up!
- 4 Catherine St is a residential street with paid residential parking permits to allow people that live here to have somewhere to park. While the scheme I'm sure will have benefits, what consultation or allowances are given to people that live in the immediately affected areas to ensure this doesn't push out more residents from downtown. Residential parking bays have been recently eroded and replaced by paid meters on this street. Are we being squeezed out of Kerrytown/Old 4th?
- 5 Please get some common sense and move return the left turn lanes. The juice is simply Not worth the squeeze here.
- 6 , these projects proceeded without requests by 20% of people in an area that was supposed to be the threshold yet they went ahead anyway  
This just shows that they are a pet project of a group at city hall who want to do it no matter what
- 7 Your anti-car bias is evident.
- 8 would love these to be permanent and clearer for drivers to understand so they dont park in them etc. Would be nice if there was a welcome sign or something on the north side of the Broadway bridge bc it's not obvious that the barrels are for a 2 way bikeway and i saw ppl still riding on the sidewalk
- 9 This is a wonderful project! Ann Arbor is sorely lacking bike infrastructure and these pilot lanes will go a long way to improve that if they are made permanent. It has drawn my attention to a few things that make Ann Arbor still a difficult city to ride a bike in. Many of the roads in Ann Arbor are filled with potholes or poorly done patches. It's one thing to go over a pothole in car, but I almost feel like I need to trade in my bike for a mountain bike the roads are so bad. Drivers in Ann Arbor also seem very unused to having to share the road with bicyclists compared to other places I've lived and I would like to see a bigger education project around that.
- 10 Make the pilot bike lanes permanent!
- 11 I'm working from home for the next year during COVID, so this hasn't actually helped with commuting, but PLEASE continue it! My work bike ride commute up Division + Broadway Bridge each day is nerve-wracking.
- 12 Please don't use police for enforcement against vehicles that make issues in the new bike lanes.
- 13 Overall, I'm very supportive of these projects and I hope they continue throughout the year and into the next one.
- 14 Expanding the protected bike lane network can only be a benefit for this city. I look forward having a large, safe network in the (hopefully near) future!
- 15 I would like downtown to have more bike racks.
- 16 My girlfriend and I wanted to write to give feedback about how much we love the pilot projects. We both rode our bicycles before the recent projects, but are doing so more often now. The Division street segment is near where we live by the medical center, and has made it much easier to get downtown. We hope that the projects are continued beyond the 90 days.
- 17 Please make permanent with concrete dividers
- 18 Please keep and expand areas for increased walking and biking access!
- 19 AADDA and the smithgroup seem determined to turn downtown into gridlock for cars. Is this really a good idea?
- 20 Thanks for all your work. This is a great effort. Promoting a landscape that welcomes all modes of transportation is equitable and fair and the right thing to do. Automobiles and their massive infrastructure greatly dominate our lives. You are helping to bring some balance.
- 21 the plan is too drastic for the bike use overall
- 22 My family hopes that these changes will be permanent, as they have improved our quality of life.
- 23 MORE SPACE FOR PEOPLE (and bikes and buses) AND LESS SPACE FOR CARS! Reconfiguring downtown to be a place that is friendly to the folks who live there and folks who commute in on bikes or on the bus is ESSENTIAL. It will make downtown safer and discourage folks from driving to and around downtown unnecessarily.



*Healthy Street Pilot Project - Survey Comments*

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24

The closure from Packard from Eisenhower to platt has created additional traffic in the nearby neighborhoods due to people trying to escape the massive traffic logjam. This may have been fine during the Covid lockdown but traffic is back to near pre-Covid levels after the university classes started. Please end this experiment before a child is injured due to angry driver speeding in the neighborhoods.

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25

The results of these pilots have been universally positive in my opinion, allowing for safer pedestrian travel and a much more pleasant downtown (the street closures are another positive and should be expanded). Really, the city should look at the general results of these pilots and consider making many of our downtown streets transit/bike malls. There's no reason cars should be treating certain downtown streets as through-streets/arterials (always trying to kill all the students crossing N State it seems). The argument against this always seems to come from people who want street parking downtown, something which should really be removed in most cases. We have ramps for that purpose, and it's a high cost for the rest of us to pay for someone's minor inconvenience.

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26

Make more areas walkable!

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27

Why do you think that the fairies and gnomes can just make cars going away???? All this is doing to Main street is forcing traffic into neighborhoods. Actually get out of your cushy loft apartments and see the chaos your are creating. Much like your pedestrian killer crosswalks

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28

I think you should all be fired.

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29

Don't take away resident street parking.

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30

please get rid of them. particularly the one on Division. If the interest is in bike lanes, then add one, but don't take away a full lane of traffic

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31

this is a ridiculous and expensive project. traffic is already backed up - we don't need further reduction in traffic lanes and narrowing of streets. we can't take aata right now and not everyone can walk or bike. in addition, the changes are confusing to drivers. bikers should not have to use the streets - give them a separate path off the roads.

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32

I feel unsafe with delivery drivers parked across the two lanes, and the giant speed bumps on Division are dangerous

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33

These are great!!! All for more -- and for making them permanent!

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34

It is the Tour de France bicycle race now. They have a phrase they use a lot: Traffic Furniture. It means all those things that are impeding the cyclists in the roads: curbs in the middle, pedestal signs in the middle of the roads, etc etc. You are on the way to compete with the French countryside in Traffic Furniture. North Fifth Avenue is a classic case, there by Kerrytown. I understand you have done the same to South First Street. At least your STOP flaps re removable for the winter months but these curbs are not. I can hope for another winter with hardly any snow.

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35

This is fabulous and I'm so happy the city is doing these pilot projects. Division Street in particular feels so much safer and less of a thoroughfare where cars go 45 mph from Huron to the Broadway Bridge. Thanks very much to all the folks who were part of getting this together, I really appreciate it.

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36

Traffic on Main St. from the Stadium an on is awful. That is the main road in and out of campus and you all decided to go down to one lane? Traffic was already worse enough as it was when it was 2 lanes. Sat there for over 45 minutes the other day trying to get out to Ann Arbor Saline Rd. Now with all the projects and "Healthy Streets" you've got going on, nothing is worth coming into Ann Arbor anymore. Will be going somewhere else where I can actually get around the town.

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37

These projects have increased accessibility for our family with children, and allow us to travel by bike as a family more often. This also increases our use of and purchases from small businesses in the downtown area. We live off of Packard and Platt, and have witnesses many accidents impacting pedestrians/bicyclists and are grateful for the pilot project which will hopefully also help to slow wildly speeding traffic that puts our children, pets, pedestrians, etc. in danger.

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38

For the entry/exit zone at the north end of division's bike lane, it would be really advantageous to configure better signaling to the bike lane. As I write this, the paint lines have not yet been extended beyond only the southern portion of the bridge demarcating the bike lane.

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On another note, please remove the cones on the center lines (in the middle of the bike lane(s) - these are more hazardous than helpful to bikers/pedestrians.

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All-in-all, I really hope these lanes and initiatives continue in AA and are able to expand further. Thank you for making the streets for people!!!

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39

Please get rid of these traffic obstacles. There is plenty of room for biking and walking without the need to create More obstacles for drivers.

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40

I do not use these streets to walk or bike. Like hundreds (thousands?) of others, I regularly drive. I am most concerned about the lane reductions on Packard, from Eisenhower to Platt. This is a busy stretch of road in a largely commercial area. To reduce traffic to one lane in each direction is ridiculous and, in my view, hazardous. I just spent 4 changes of traffic signals to get through the Packard/Platt intersection. I witnessed several near misses as frustrated drivers attempted to "jump the line." For someone like me, who lives near the intersection of Packard and Stadium, I will now take residential streets next time I go to shopping areas on Carpenter Road, as I witnessed others doing today. Is this the intent of the closure? PLEASE RETHINK THIS DECISION!!!

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### *Healthy Street Pilot Project - Survey Comments*

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|----|--|
| 41 | I would eliminate completely. I do not see anyone using. Almost all people I have spoken to don't like it. I'm know there was good intentions but it really missed the mark. I'm a business owner. People love weekend Street closures, nothing but favorable comments regarding that. In fact almost all people say it should be expanded more days.  |
| 42 | This was a nice idea, but I haven't seen anyone using them. I think the 'if you build it they will come' mentality did NOT work for this. I also think the implementation was bad. Sorry Ann Arbor, better luck next time. Not all ideas or pilots will work. Don't fall for the sunk cost fallacy. Cut your losses and try something else!!   |
| 43 | This won't matter. The Mayor and his cronies have declared this to be the way. No one cares about anybody. Keep shutting down roads. Keep running unfilled, overweight buses which our roads weren't designed for. Keep the city center happy, screw the working neighborhoods. I have lived here all my life. I always vote democratic and lean liberal, but Ann Arbor has gone to far, no idea to stupid or dumb. Let's just keep focusing on pet projects. Add more, so you can take care of less. Roads are crumbling, sewage back ups, street flooding, inadequate equipment/funding for snow removal, outrageous housing costs. But we'll have bike lanes. How are you going to maintain these? Hire more worker? Buy more equipment? Where will the increased costs come from?  |
| 44 | Get rid of the Packard one between Platt and Eisenhower. You people are going overboard  |
| 45 | The protected bike lanes are AWESOME. It makes it so much safer, slows traffic way down, and is fun to use. For the first time ever it feels like we have a real bike network to get around the city. We need more of these, and they need to be permanent! We must move into the future where cars are not the primary mode of transportation.  |
| 46 | Can I show you pictures?   |
| 47 | Again, this is a very biased survey that does not let nonbikers comment, it also assumes that the entire city population want to bike. That is not true.   |
| 48 | Thank you very much for your work and thoughtfulness in this.  |
| 49 | Why was Broadway taken down to one lane on the bridge going east? This has made cars back up during peak travel times. I can't imagine if we were not in a pandemic what traffic would be like or even worse on a football Saturday. The Division area is a mess and confusing.  |
| 50 | Blocking the lane on Swift today has put me over the edge as I commute from the Northside neighborhood through town to work on the south side and back each day. Traffic already backs up along Pontiac Trail while waiting for the traffic light to change. I see almost no cyclists using any of the blocked lanes as I travel through town. The Longshore slow street is completely ineffective with one sign at the canoe livery that was facing the wrong direction the last time we walked past and nothing else farther into the neighborhood. It stops/slows nothing. Flashing traffic lights forcing four way stops at busy intersections impede traffic. Does anyone even use the Washington bike lane except cars that get confused and drive down it? Please stop. When I walk downtown, I use existing sidewalks and don't have a problem sharing them with cyclists who are uncomfortable with bike lanes. Please don't assume that just because we cycle and walk that we don't also drive. |
| 51 | Do not take lanes from main arteries for bikes and pedestrians.  |
| 52 | I suspect there will be many complaints from drivers about these changes, but I think part of that will be the result from misunderstandings - people who think these are permanent changes, especially. I really support and have benefited from this pilot project, but the execution has been confusing even for those of us who have followed its development - in terms of both how to use the lanes, how long they will be up, when they would roll out, etc.  |
| 53 | If you want to make streets safe for bicycles, how about fixing their atrocious condition? It's called maintenance.  |
| 54 | Who reads these survey responses? What weight do the answers carry against vested interests? How do you get feedback from citizens without access to computers?  |
| 55 | This survey does not address automotive users that guarantees confirmation bias in the results. I've seen trump surveys that are less biased.  |
| 56 | This only helps able bodied people that already own a bike. Not everyone can ride a bike or can afford the expense of getting one. Over half the year it is too cold to rely on a bike. The city's maintenance with snow makes this a no go. Our streets are so poorly maintained for potholes as it is.   |
| 57 | Please please please make sure it is possible to safely exit the bike lane to the regular lane at any point in time / along the lane in case there is an obstruction in the lane. There needs to be adequate spacing between cones/barriers to exit the bike lane safely. This is also not ideal with the extra wide two-way lane on William; I perceive the bike lane on S 7th as much safer and am far more comfortable riding on S 7th despite the higher speed limit.  |
| 58 | This is the dumbest idea ever and needs to be removed. This project is going to get people killed from the increased traffic and the poor integration of bike lanes with areas where cars will be turning. Also, this survey was poorly put together and worded in such a way as to only provide data which will support the argument that these are a good idea. It is embarrassing and whoever put it together should be ashamed.  |
| 59 | This has really made downtown feel more safe and welcoming. It makes me more likely to go downtown and less likely to drive.   |

*Healthy Street Pilot Project - Survey Comments*

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60

Invest in a light rail system if you want to change things for the better for pedestrians, bikers, and emissions. This experiment has been a confusing, chaotic mess that has made commuting into Ann Arbor extremely unpleasant for those who have no other choice because the buses barely go anywhere and have terrible hours that don't cover hospitality or hospital workers. The only good thing has been the Main Street outdoor dining initiative. I've met literally nobody who likes all these street closures.

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61

As much as I approve the Division/B-way improvements as a cyclist, it feels very awkward as a driver. And I will have to be a driver at least 7 months out of the year when it is cold and slippery!! I think this awkwardness will be better when the permanent structures are in place. But I hear from many residents (and experience myself) that Division is a real choke point for people getting to the Northside at peak commute times and there aren't alternatives other than Main/M-14 which are also parking lots during peak commute times. So, is there a way to make this a win-win??

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62

The inconvenience to drivers is minimal and the benefit to people choosing cheaper, cleaner forms of transportation is substantial. Kudos to the DDA and Ann Arbor City Council for being so forward thinking in their management of \*our\* Ann Arbor.

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63

This program is just dumb. Get rid of it - this was a waste of money.

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64

I would love to see the project expanded to better connect Ann Arbor and Ypsilanti. I live near the border between the two cities and it's pretty easy to get to downtown AA on a bike, but there aren't as many nice routes to get to Ypsi.

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65

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66

I don't want to compete with cars in the road walking or riding on streets with multiple lanes 4 or more of car traffic. Separate bike paths are better and for dedicated space on roads such as 7th Street, there needs to be a safety barrier for bikes from cars, not plastic cones.

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67

I didn't realize this project would close major roads like Packard. It's ridiculous! Traffic is backed up forever on Packard, causing more people to cut through residential neighborhoods! And why on earth are the signs up in residential neighborhoods with wide streets and sidewalks???? Does the city need something to do, something to make them feel productive during this pandemic? Because this is a giant waste of resources and creates traffic congestion.

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68

Look at the Ann Arbor townies site. This program is VERY unpopular.

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69

Stop wasting our tax money on these ill advised projects because it looks trendy in other cities.

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70

I'm not a fan of the aggressive reduction of car lanes in Ann Arbor. I bike, and I am a fan of bike lanes, but not when it takes roads to 1 lane, which in many of the "healthy streets" areas is the case. Half of the year, it's cold or snowing here. People need to be able to drive. During the COVID lockdown, traffic is reduced, but I can't imagine having Division St. down to a single lane for cars with normal traffic levels. Also, it seems like the city is prioritizing bike lane construction over the essential maintenance of roads. Many roads go neglected for years with dangerous (for cars and bikes) potholes, yet we seem to be considering elaborate bike highways. I prefer the city to prioritize resurfacing and maintaining the roads correctly. I've blown three tires and bent two wheels on my car in the past few years in Ann Arbor. I wouldn't ride my bike on many of our streets for this reason. Also, while biking certainly can help reduce carbon footprint, cars will soon be electric.

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71

Reducing to one lane for streets is absolutely horrible. Especially the busier ones like Packard. I also work for DoorDash and Postmates. The constant road closures and one lanes is making it harder for me to do my job in Ann Arbor. I do like on the weekends they have certain parts near main closed for outside dining. That makes complete sense but last night trying to navigate because of lanes closed and traffic was horrible. Are they going to fix the roads that are blocked off? Or are they just blocked off for bikers? I don't mind the bike lanes that were actually physically made or sharing the road but seems absolutely ridiculous when Packard and other streets are busy and we can't use the other lane.

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72

This is great! Keep up the good work. I would like to see more solutions like this that facilitate BOTH traffic flow of bikes/pedestrians and cars. Also, since Michigan is less bike friendly in the winter maybe this could be summer traffic flow meaning the patterns flex with the demand/season. Would like to see Main become permanently a pedestrian space on the weekends, like in Europe where there are steel pillars that raise and lower in the ground.

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73

Way to go, you've managed to take the danger and frustration of the bike lane at S 7th and Stadium and replicate it across the city. Cars turning right are crossing over the cyclists in the bike lane going straight. I was talking with a neighbor about our frustration of this new downtown scheme and she told me about a near collision she had at this intersection just yesterday. Plus, if you drive a motorcycle or bike, you're too light to trigger the traffic light and you get stuck at intersections waiting for a car to drive up and trigger the light. Then there's the new death defying turn at the top of Carey St where you have to make a sharp, uphill merge onto N Division. Now I have to weave between the large orange barrel and the pedestrian walkway marker to join traffic that has been narrowed to one lane. Someone's going to get hit here for sure. Again, this is too dangerous for motorcycles and scooters - now I'm driving my larger vehicle for safety.

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74

Who decided to close Arborview, one of the widest streets in Ann Arbor, to through traffic? It's absolutely ridiculous.

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75

Please build more protected bike lanes. I'm an experienced cyclist, and am still wary of cars. So many people I talk to say they'd love to bike but are too scared because of the lack of infrastructure.

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### Healthy Street Pilot Project - Survey Comments

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|----|---|
| 76 | I can hardly express my anger at this change. As far as "healthy streets" go, the exhaust emissions when cars back up for more than a half a mile at rush hour certainly don't qualify. To escape, cars go tearing through my neighborhood, where children play along the streets. The total mileage amassed on cars certainly increases, which is hardly a sustainable course. And as for me? Only at the lowest-traffic hours can I make a left turn out of my street (Easy Street). Even a right turn is a challenge. So I, too, take a longer route, burn more gas, etc.  |
|    | Please remove the barriers.   |
| 77 | Ann Arbor, seems pretty considerate.  |
| 78 | Where is the survey asking those who are NOT cyclists how they feel about these? Packard between Platt and Eisenhower already gets terrible backups at busy times, and closing these lanes has made it worse. There are no great alternative routes - Washtenaw and Ellsworth are equally bad. I have seen a grand total of OBE cyclist riding in the closed lanes. Closing these permanently would create a daily commuting nightmare for a large number of people - please don't do this.   |
| 79 | Despite some valid criticisms, this is a good start to making AA a more friendly pedestrian/cycling city. Kudos to everyone who has played a part in getting it to where it is now.   |
| 80 | I had no idea this was a thing - its has had a terrible rollout. it sucks for drivers and bikers. The one on Division over the Broadway bridge was so dangerous the other day. Heavy equipment was blocking the "bike lane" and the bikes swerved into traffic without looking causing cars to have to slam on their brakes. Please consider putting more money into affordable housing and less money into this ridiculousness.  |
| 81 | Just keep up the good work and keep protecting citizens from vocal truck lobbies! And please ignore the 'street parking' whiners, there is loads of parking in easily accessible and cheap lots. We never have a problem!   |
| 82 | This pilot program is a huge pain for commuting by car. The roads downtown are already a nightmare and reducing the number of car lanes makes it worse. Not everyone has the luxury to bike to work.  |
| 83 | Passing someone on the sidewalk is not the same as "not consistently maintaining 6' distance". You people are nuts. STOP!   |
| 84 | I hope you make all of the temporary lanes permanent! I love them!  |
| 85 | As a person driving down Packard and Eisenhower to work it is taking much longer and less safe for driving. I feel penalized for having to drive to work not having the luxury or opportunity to work from home to use the healthy streets. As Eisenhower is a major thoroughfare I think the healthy streets can remain in the park nearby and the sidewalks.  |
| 86 | I hope we'll continue doing the street closures on weekends even after COVID. It's great for downtown restaurants, and we customers don't have to breath the fumes and listen to the noise of traffic right beside our tables.  |
| 87 | "Healthy Streets" is the dumbest thing city counsel came up with!   |
| 88 | This whole project is a joke. I have to work in downtown ann arbor and getting here is already a struggle. Having to wait at every single traffic light 2 cycles because so many cars are backed up is ridiculous. I have not seen a single person use these lanes. Not once. Even the bike lane installed on williams isn't used AT ALL. I am so confused as to why the ann arbor city council wants to make driving in this city so impossible and difficult. I have seen many people driving the wrong way in these areas that used to be 4 lanes that are needlessly down to 2. Please stop it. Please. It's insane and ridiculous. |
| 89 | I haven't seen a single person use these pilot project bike/pedestrian lanes. They're not in places where the foot traffic is so high that sidewalks are crowded. Closing Main St to cars on weekends has helped, but it gets so congested with pedestrians there on weekends I avoid the area anyway for Covid-19 safety.  |
| 90 | Please never do this again. It was a mistake to even try a trial run.   |
| 91 | I appreciate the expanded space for safe biking and walking.  |
| 92 | People are driving much more aggressively on Division, particularly near Division and Huron, because of how backed up traffic gets now. This makes it less safe for everyone, including any bikers or pedestrians.  |
| 93 | This is the worst idea ever. Strictly punishes commuters that cannot afford to live within the confines of Ann Arbor. Ann Arbor needs these people to function yet now you're making them sit in their cars more. YAY! Just wait until working from home starts to not be possible for the majority of A2 companies next year. This dumb idea is only going to get worse. You owe the city a refund of the tax payers money that you wasted on this silly project. Get better at critical thinking before you implement another dumb project.   |
| 94 | Restricting one lane on Packard just creates congestion with traffic. Does not make sense.  |
| 95 | The project is a nice idea but woefully inadequate for where it's needed most - we need to get downtown in the first place from outlying areas of A2!   |
| 96 | Doing this now while more than half of workers are not working because of covid will give you misleading information. If you base what to do off of this 90 day test...it will not be correct in the future when everyone is back to work. Last year on an average day at 5 p.m. with 2 lanes open traffic backs up from Plat road all the way past Briarwood. I can't imagine the nightmare if you made Packard one lane when everyone is back to work.  |

### Healthy Street Pilot Project - Survey Comments

|     |   |
|-----|---|
| 97  | I have never seen anyone use the protected biking/walking area in any of the project zones, but I have seen traffic backed up more than ever before. I makes me dread driving each and every day. Great job.  |
| 98  | Consider bike highways like in Denmark and Holland. Streets that are *just* for biking  |
| 99  | <p>Just wanted to comment on the idea that local streets belong only to people who live on them, &amp; that misleading signs (implying that the route is closed) should be put up to get rid of "those other people."</p> <p>We all pay taxes for the roads &amp; therefore have the right to travel on them. Pretty scary when one is trying to get somewhere &amp; sees these signs implying (falsely) that the road is closed. Do you realize people often have to get places urgently?</p>  |
| 100 | Physically separated bike lanes make commuting and biking around Ann arbor so much better. Please continue adding more as they make my life and many others lives easier  |
| 101 | <p>I live on the Northside and biking was my primary year-round mode of transportation to get to work before working remotely the pandemic. I still bike to do errands downtown and bike through downtown to get to other neighborhoods or the mall. This project is a great idea but feels unevenly executed. The temporary lanes feel like a construction zone, not a special bike zone. Some cones are haphazardly placed in the middle of the bike lanes. (Maybe after being hit by cars?) Amazon trucks park in the lanes. What if the bike lanes on the Broadway bridge were in the direction of car traffic on the bridge but the Division St bike lane still had two-way lanes? Thanks for considering. I hope this project becomes permanent, but with a bit cleaner look and more intuitive experience.</p> |
| 102 | I like that you are just "going for it" with these projects while you have the chance.  |
| 103 | <p>Bike lane on Packard from Eisenhower all the way to carpenter. Please. This is a very long main road and would allow tons of ppl to ride downtown in a safe manner. Frankly, a lack of contiguous bike lane from the Packard and platt area going to downtown is the only thing that stops me from commuting to UM by bike every day. My current route with the backroads is slow, riddled with a potholes and requires riding on platt north of Packard which is insanely dangerous due to the traffic speed and horrendous road condition</p>  |
| 104 | <p>Having the outside lane closed on packard to platt is extremely inconvenient for rush hour drivers. Back ups are even worse.</p>   |
| 105 | Keep the healthy street closures OFF OF THE MAIN STREETS IN ANN ARBOR!!!!   |
| 106 | This pilot is wonderful, should be made permanent, and expand to other areas.   |
| 107 | <p>As a driver, I am not sure why packard from platt to eisenhower is helpful to pedestrians and bikes. I use this area daily and haven't yet seen anyone in the new designated lanes; all have been on the sidewalks. I won't be using this stretch of the road during morning and afternoon rush hour as I can already see cars lining up down packard going west to get into town because of traffic. this is normally a heavy traffic road and I feel all 5 lanes need for cars and traffic flow of vehicles; there are sidewalks on both sides of that stretch of the road and very little businesses in that stretch. I realize there are bikes and foot traffic; there are cross walks in that stretch of the road as well.</p>  |
| 108 | <p>This project makes absolutely no sense at all. Please focus on what Government is supposed to provide and what the tax dollars are collected for such as; road repair, infrastructure maintenance, sewer and water, law enforcement, and other pertinent issues such as Dioxane contamination which was ignored by the city for decades. It is not the job of the city to ignore road repair while spending millions of dollars on protected bike lanes. I have, and many others, have serous concerns when watching lavish spending and firing a city administrator without just cause.</p>   |
| 109 | <p>You need to think street/lane closures through more carefully. I know people who would need to drive to downtown who now go other places because it has become difficult to get around. You are limiting the business to people who live within walking distance to the downtown. This is not NYC; you so not have a downtown population large enough to support the downtown businesses.</p>  |
| 110 | <p>I think the barrier over the broadway bridge should NOT be present. making the turn from Carey street right onto the bridge is already challenging. these barriers make it dangerous. I do not think there should be a bike lane over that bridge. the sidewalks are fine.</p>   |
| 111 | <p>The closure of a two full lanes on Packard between Eisenhower and Platt is inappropriate for the amount of traffic flow on this artery. Please discontinue the pilot in this area as soon as possible.</p>   |
| 112 | <p>What are you thinking? This experiment is a terrible idea that will make the downtown completely unwelcoming to those who use vehicle, such as out of town visitors and those who live in outlying neighborhoods.</p>  |
| 113 | <p>Please keep the bike lanes! They make Ann Arbor so much more accessible.</p>   |
| 114 | <p>it's ridiculous to close lanes on a major thoroughfare</p>   |

115

Your projects are so poorly thought out and dumb that I am having a hard time even writing something respectable to you.

1. How can you do a pilot project when the world is half working and think you will get any decent feedback with regards to roads and traffic? 2. The havoc it is creating in the streets and adjoining neighborhoods is brutal and dangerous. You can't even turn onto main street from any of the non light streets. People are burning thru my neighborhood to cut thru because you can't get on main street. I can't believe people vote and hire people who are so incompetent to put some of these ideas into place. I wish I didn't have to pay such ridiculous taxes to such idiotic stewards of our money. Thank you.

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116 Working downtown I find these street closures to be an added stressor in an already stressful time. We have a wealth of park land in the area and plenty of open space. All I see as a result of this is more traffic congestion. I would consider riding the bus, but frequent service is not available and I'm sure they don't run on time due to the increased traffic caused by these projects. I rarely see them being used and thought it was a construction project until recently. Open the streets up to traffic and make pedestrians responsible for looking both ways and being aware of their surroundings. Incredibly disappointed by this and other city council solutions to non existent problems.

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117 Disappointed tax payer money was used for a project like this.

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118

All programs - I am new to town, and thought the barriers were construction zones on the sides of streets, and talked to other MBA students who had the same thought. We were all avoiding the temporary bike lanes and diving into traffic because we thought it was the only option! How counterintuitive. Maybe the entrances to these can have a sign or paint on the road. The cone at the entrance (even while I know it's to keep out cars) makes it look like even more of a deterrent.

GREAT project, very much up my alley, but it wasn't obvious to a newcomer, and I made it worse by avoiding blocked off areas rather than using them as a bike lane!

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119 This is horrible. The traffic is ridiculously bad because of this project. This is unacceptable.

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120 Your survey questions assume bikers/walkers are the only ones who would need to be surveyed. But there are far more automobiles on Packard (Eisenhower to Platt) than pedestrians. So you should offer a survey to drivers!

One reason for more auto use is we are so far from downtown. Walking is difficult at such a distance. Even biking is, esp. in much of the year's weather conditions.

There are many of us that use this route who are NOT going downtown. We are going out of town or to shopping that is not downtown. Therefore biking or walking is out of the question.

Finally, I would like to submit this comment: the project, at least on the southeast side, seems to be very ill conceived. Why spend precious city resources on a project that has no value-add? It is less safe for drivers, unnecessary for COVID social distancing, looks ugly, and is not well executed. Basically, us drivers would like our lane back, and think the whole idea is kind of silly. There are much bigger fish to fry.

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121 It's late sept...time to end this experiment to ease the commute through town.

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122

Management of the construction associated with this plan has been atrocious. Construction workers have poorly placed signs, are disrespectful to residents in the areas, and are very obviously stretching out "improvement plans" as long as possible. Is it people friendly to deliberately obstruct roads, walkways and more for 10-20 minutes at a time, leading to the associated delay with commuters? How about to start extremely noisy construction at 7 AM everyday, only to stop work 45 mins later and for the next 2.5 hours as the workers go on break. It is very obvious that neither the DDA nor the City Council actually cares about Ann Arbor residents. I am deeply disappointed in this organization and firmly do not believe that any of these "plans" are motivated to improve the City of Ann Arbor. Frankly, at this point it appears the motivation is to invent a reason to funnel money into Whitmore Construction.

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123 I think one of them has been misplaced. There is a sign on Hikone street which is a 2-LANE street that runs into a neighborhood and ends. This causes people who want to pull in to have to stop on Eisenhower and wait, if someone is exiting at that time. Getting in and out of that neighborhood with the road being so narrow was already a challenge and now this is absolutely ridiculous. I don't know about the other "healthy streets" but that one will surely cause an accident some day. What's more, that area is all walking paths and sidewalks—including Mary Beth Doyle Park being just behind the neighborhood and having half of the road blocked does absolutely nothing but cause chaos.

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*Healthy Street Pilot Project - Survey Comments*

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| 124 | <p>Know this inconveniences some people in cars. But I love that A2 is trying to get ahead of the curve regarding the explosion of more people biking for everyday needs. It has to happen. Not just for the environment and our health, but more importantly for our own personal happiness. At almost 68, I've been riding bike and have been carless for about 6 years. I've never felt better! I was working full time when I started. Admittedly, now that I'm retired, it's easier for me than many to bike year round. And I don't mind walking my bike through snowy days to get my supplies. I'd rather do that than take a bus any day.</p> <p>But the main point I'm trying to share is that I think we need to promote this transition by stressing how GREAT and HAPPY riding bikes make us feel, along with the health benefits and the environmental advantages.</p>  |
| 125 | <p>I fully support increased street enhancements for pedestrians and bicyclists. However, far too often I have seen adult cyclists using sidewalks when there is a perfectly good bike lane right alongside, and as a walker and runner I have experienced rude and entitled behavior by cyclists, and unwillingness to give up the right of way to pedestrians using shared paths. I sympathize with cyclists who regularly experience disrespect from motorists, but improvements for cyclists must come with a campaign to encourage courteous and respectful riding in areas where pedestrians may be present.</p>   |
| 126 | <p>I do not understand why Packard from Eisenhower to Platt is being considered for this. Do you have any idea of the amount of traffic on this road, especially in this area? It is extremely inconvenient for auto traffic!!</p>   |
| 127 | <p>Don't bite the hands that feed you...</p>   |
| 128 | <p>Keep up the good work! I've been seeing some negative comments on facebook but I really appreciate that the DDA doesn't cater to the windshield perspectives. Everyone I know really, really, appreciates these projects.</p>   |
| 129 | <p>I love these projects and hope they can stay around long enough that people get used to them and begin to take advantage of them. Right now I think many people don't know what they are for.</p>   |
| 130 | <p>i can see the advantage to the downtown streets baing closed, but the packard rd between eisenhower and platt closure is only causing traffic problems.</p>   |
| 131 | <p>Packard (Eisenhower to Platt), and Division both need bike lanes permanently! Packard should definitely be separated, given the the speed of the cars</p>   |
| 132 | <p>Creating artificial congestion on the heavily trafficked roads risks skewing your survey results negative, from the other roads where this experiment would benefit.</p>  |
| 133 | <p>Great idea on residential and less busy roads. Terrible idea for busy roads with fast cars</p>  |
| 134 | <p>Blocking liberty and Washington had been hard for shoppers and retail business. Atleast they should have opened one way or one os the street liberty or Washington</p>  |
| 135 | <p>I often bike, run and walk in Ann Arbor, but I am completely opposed to this project at this time. Our climate does not lend itself to year-round bike and foot commuting. Our population growth and community spread has created traffic congestion. Our roads are still in terrible shape. Cars and drivers are not going away. We must address road conditions and improved traffic flow before (or along with) any pedestrian/bike project. This seems like an effort to appease a very small number of people at the expense of a majority who simply want to be able to drive efficiently through town.</p> <p>As a lifelong Ann Arbor resident of 54 years, I have never thought...man, we need crosswalks (another well-intentioned and completely mis-managed project fwiw) everywhere and expanded bike/walk lanes at the expense of car lanes. On the contrary, I've been much more concerned about increased traffic congestion and crappy road surfaces.</p> |
| 136 | <p>This program has created some benefits, but also a large traffic burden on those that have to use cars for one reason or another</p>  |
| 137 | <p>Love the closed blocks on weekends for more pedestrians and fewer cars downtown!</p>  |
| 138 | <p>I see a lot of angry comments from car users in the survey results already. This anger is the typical response from a privileged group when they are slightly inconvenienced. No doubt that these projects have slowed car commutes in some instances. However, I think we need to be mindful that the city is for people, NOT vehicles.</p>  |
| 139 | <p>Street closures on weekends for dining ok. Skip the rest.</p>   |
| 140 | <p>The Main Street lane reduction in particular has caused a nightmare of traffic daily. I've been fortunate enough to be able to work remotely so I haven't had to enter it regularly but I watch it daily from my apartment window. Closing all the closest detours to the construction on First street has also caused lots of issues with traffic and confusion in getting around on that side of town.</p>  |
| 141 | <p>Thank you so much for expanding this bicyclist/pedestrian infrastructure. I can imagine you will be receiving many disgruntled comments and feedback from motorists but the truth is we need more of these kinds of projects. I hope they're permanent, there's no way we can move into a sane, sustainable future if we don't prioritize bicycle/pedestrian/public transportation infrastructure.</p>  |

### *Healthy Street Pilot Project - Survey Comments*

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| 142 | The Packard from Eisenhower to Platt has made our commute terrible. This is a major artery through which many commuters travel. Reducing the available lanes causes more car pollution as the vehicles are backing up. We are not seeing any increase whatsoever in bicycle or pedestrian traffic. Please do not adopt this as a permanent change.  |
| 143 | I would urge the city to reconsider spending so much money on bike lanes when it is trivially easy as a biker to just bike without them. As someone who routinely bikes around Ann Arbor and has done so for years, it is simply not an issue to bike without bike lanes (how do you think people in towns/cities without dedicated bike lanes bike? They do so without issue). If making dedicated bike lanes did not decrease car lane availability (like how Vancouver, Canada does it), then sure that's a great addition to our city. But the way Ann Arbor is doing it it decreases the car lane size significantly at a time when more and more people need to drive into downtown from far away for their commute (since they cant afford to live in Ann Arbor)   |
| 144 | Stop doing all of this. The only thing it does is make traffic worse and more stressful for drivers. There is no need for any of it.  |
| 145 | I hate this project and it needs to be ended as soon as possible, There are near constant accidents almost every day, in particular on Division and Main. Division is the ONLY route from Ann Arbor to northern ann arbor and the healthy lane which absolutely nobody is using is causing massive problems. Ann Arbor is not just downtown. In addition, the UM busses can not navigate the streets with these lanes blocked off. Some don't even know which side of the barrier they are supposed to be on, If you want to bankrupt downtown business, this is the way to do it as you have now blocked off access to downtown for anyone who doesn't live downtown. Using neighborhood input to see which streets should be "healthy streets" just created blocked off neighborhoods where people will never use the healthy street lanes, but don't want traffic -- which is ignoring the signs and just going through anyway. It's worthless. It's the stupidest urban planning project I have seen anywhere in my 60 years. |
| 146 | Nice first effort but needs better communication and rollout, like with Williams St Bikeway, and also do it in the summer rather than fall! Bollards are way better than construction barrels.  |
| 147 | As a cyclist I've had a positive experience with this project, and applaud the city in making such a bold move, but I also understand that they've created a headache for rush hour traffic in some areas. I'd like to see some other configuration that can be beneficial for drivers and bikes. I love that the speeds have been reduced and cars now travel closer to the actual posted speed limits. I'd like to see that continue but with the ability to move rush hour traffic through signaled intersections. Of all of the projects, the Division installation seems like it could be permanent if you stopped at the Broadway bridge and developed a better transition to the bridge walkway for cyclists. I commute from Golfside & Packard and would use a Packard bikeway almost daily if available. Thank you.  |
| 148 | Only that there need to be more free all day parking options available. I appreciate the space to social distance, but it has taken away a significant amount of parking, and with students back, all day parking is almost impossible to find. I work in Kerrytown, and need to be able to park all day for free.  |
| 149 | This 'project' is a terrible idea.  |
| 150 | Create surveys that are not biased.   |
| 151 | Those changes that back up traffic because turning (especially left) is made more difficult should be removed.<br><br>The extension of changes to Division to include the Broadway Bridges is misguided. Traffic leaving town is held up, and turning onto the Broadway Bridge over Depot from Carey Street has been made more difficult. Today, I saw a biker leaving town. But he/she was actually in the traffic lane rather than using the pavement lane blocked off for biking! Moreover, there is a fairly-wide sidewalk over the Broadway Bridges, so a concerned biker could have already been using that.  |
| 152 | Please expand this project! Please keep the streets blocked off permanently now!  |
| 153 | How are you supposed to make left turns when you're in the bike lane?   |
| 154 | This program is horrible. It not only makes Ann Arbor look awful cluttered with cones, it is also dangerous. It is impossible to turn from Keech to Main St or any other street for that matter. Cars are driving recklessly to try to make the turn before the next stream of congested traffic comes along. This is NOT SAFE. Remove this project. As a biker and walker, I have not used these lanes once. I do not feel safe in the lanes designed FOR CARS. Bikers and walkers do NOT pay road taxes; vehicle drivers do, so we should NOT be using half of lanes for non-paying customers. Please STOP THIS PROGRAM.  |
| 155 | I love this program I hope it becomes permanent.  |
| 156 | I am concerned about the rush hour when driving, as outbound Division traffic has historically backed up from the light at Maiden Lane across the Broadway Bridges and up Division. I have a hard time envisioning a one lane street on Division for a prolonged period.  |
| 157 | I really appreciate the city trying this out and valued being able to get all the way across the city with my kid in a trailer feeling perfectly safe. I hope that these lead to filling in gaps in our bike infrastructure so biking feels like a real option for everyone and so people and families can use their bikes to go downtown.  |



*Healthy Street Pilot Project - Survey Comments*

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- 158 I'm also a car driver. And I have not experienced any problem driving on the streets where these pilots are located. One travel lane each way works great, even when I drive during what used to be peak periods (morning or evening rush hours). Making better accommodations for bicyclists makes it safer/more comfortable for me as a pedestrian, with zero negatives to me as a car driver.
- 
- 159 Outdoor physical distancing is a very minor concern given low rates of outdoor transmission. Masks are enough. Encounters in motions are of extremely limited duration.
- 
- 160 I've also driven these streets and I didn't experience any slow down or inconvenience.
- 
- 161 This program has not been well thought out or communicated to the public. Is it legal to arbitrarily close public streets? How will closing or limiting access to neighborhoods affect housing prices? The closure of Packard is ludicrous--it is a main thoroughfare for the city. While current circumstances present the opportunity to monkey around with the streets, we will not be in this situation forever so any data obtained will not be relevant when things return to normal.
- 
- 162 I experienced the changes on Division as a driver passing through. As much as I like the idea as a biker, I don't believe doing this long term will benefit AA in general. Your pilot will not give you accurate data, because during your pilot period we have much lower traffic volume due to covid: e.g., public schools not in session, fewer UM students on campus; and no winter weather impacts. If you make this a permanent change without further testing during more usual traffic conditions, you will have a big traffic bottleneck mess and many unhappy drivers.
- 
- 163 The involvement of Main Street and division is limiting access to Ann Arbor and hurting local business.
- 
- 164 So many of the city projects seem to contradict common sense. Why are you combining a bike route and a designated truck route? Why is a bike lane 'appearing' on Catherine at Detroit without advance warning to drivers? Why is the bike lane sandwiched between a thru lane & a right turn lane at Catherine & Main? (Confusing as Cyclists are posting on ND about who has the right of way.) Why do we have a new bike lane being created on First between Miller & Kingsley (into the flood plane) if the proposed bike lane is Miller? Trees are being cut down for this bike lane that will likely be hazardous due to the amount of silt that accumulates at the Intersection of First & Kingsley. A standard street sweeper will have difficulty operating in a bike lane- so how do we maintain bike lanes? Why was the only traffic survey at Kingsley and First laid out midweek during the early days of the CoVid shutdown? This cannot be 'good data'.
- I am For a Thoughtful grid of bike lanes to support safe cycling.
- 
- 165 Why are you not also asking about the effects on drivers with this survey? As a driver, I don't mind the Division Rd lane reduction, although my husband reports (as a biker) that delivery vehicles are constantly parking in the bike lane; making the benefits of the bike lane moot.
- Also, is the R lane reduction on Swift to Broadway part of the pilot program? If so, its creating a significant traffic back up with the morning commute (cars lined up past the railroad; takes 10-15 minutes to reach light); and this is just with a quarter of the commuting traffic due to pandemic and also due to Barton Dr construction. Not working on that stretch.
- 
- 166 I see ann arbor will soon be auto free. Having mobility issues i cant bike. I feel i am being shoved out of downtown area so will no longer be able to shop there
- 
- 167 This is not an honest survey. It's just propaganda for unused bike lanes.
- 
- 168 These efforts are a great start, but I want to see full-on promenades, especially on Main between William and Washington! Or even East Liberty!
- 
- 169 I walk and drive in Ann Arbor. I have lived on Mosley St for 33 years and I am VERY upset about what is happening to the streets around my home. I HAVE to drive places and it has become increasingly dangerous. Cyclists and runners DO NOT observe traffic rules. I drive a truck with limited visibility and large blind spots. Let's just say, I have nicknamed many as the Ann Arbor Suicide Cyclists." Not only that, but as a local inhabitant, it is not Main st that I have EVER chosen to walk on. Now I will be using those that I did like to walk on to drive as Main St is becoming increasingly impassable. Rather than face the terrible back ups on Main St right now, I will instead be using 7th St and the smaller streets in my neighborhood, which I previously avoided because they are narrow and a slightly longer route. Also, how can it be called "Healthy streets" to walk alongside stalled and backed up traffic and breathing all that exhaust. Main St was certainly not a good choice.
- 
- 170 Good job. I know a bunch of people are experiencing consternation about these pilots but I like them. Reminds me of Europe.
- 
- 171 I just discovered the Jewett Healthy Streets initiative this weekend, and honestly, I don't understand why this street, which has a light to assist with crossing or turning left onto main drag Packard was chosen. Why not Rosewood? Jewett was finally nicely resurfaced and speed humps installed just within the past few years, and now cars are not supposed to drive on it? Also not fond of the bottleneck-creating South Main healthy street configuration, especially when there are sidewalks available for pedestrians.
- 
- 172 The way the temporary lanes are marked with the orange and white poles look like construction areas. I have seen quite a bit of confusion from drivers with folks moving into oncoming traffic where turn lanes used to be. Perhaps more signage to explain what is going on could help?
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*Healthy Street Pilot Project - Survey Comments*

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- 173 Decreasing traffic congestion by opening up major streets, will go a long way to increase safety for pedestrians, bikers and drivers.
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- 174 This a ridiculous waste of taxpayer money
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- 175 By far the main mode of transportation in Ann Arbor is driving vehicles. Let's make driving as safe and simple as possible. This is what adds to the safety of Ann Arborites. As a person who drives only 3,000 miles per year, I have no problems with getting around town safely and comfortably without the healthy streets project. I actually find the healthy streets project makes me feel less safe.
- 
- 176 I feel like the streets changes were very much like the ill advised firing of the city administrator in that they were undertaken virtually in secrecy, and certainly without any fanfare nor vigorous solicitation of public opinion. Like the city administrator mistake, and in keeping with out recent electoral results, these decisions should be halted, curtailed, and/or minimized. Where was the public support? Where IS the public support?
- 
- 177 In general, I like the pilot. We need protected bike lanes. In many cases these can be paired with sidewalks, so you have a combined walking biking set of lanes that are protected from the street but not each other, facilitating use of Snow Buddy type snow clearing.
- 
- 178 I would love to see these changes made permanent. I would also love to see agreements made with Pittsfield township and Ypsilanti to put bike lanes on Packard for the entire length
- 
- 179 Given what we now know about the usefulness of masks, the idea that we need to continue to maintain social distancing at ALL times is an idea of the past. And, in my opinion, we need to recognize that most people still use cars as their primary means of transportation -- to take away lanes that have been traditionally used for cars on Ann Arbor's primary thoroughfares will only add to downtown gridlock once we return to pre-COVID traffic volumes.
- 
- 180 am not much concerned with covid distances while biking
- 
- 181 Thank you so much for doing this project. My spouse & I use bikes for all our travel around AA with a few exceptions such as transporting large loads. We live near Packard & Platt so the Packard road changes are particularly helpful. We hope that this project will encourage more folks to walk & bike both for essential trips & recreation. Many friends have not done so in the past as they do not feel safe. I only hope that getting it in place now instead of earlier when the weather & school not in session would have encouraged more folks to get out & become accustomed to it. Now I am concerned that usage numbers will be lower, thus reducing the success of the project. I would like to see it become permanent. If it needs to be removed for the winter, I hope putting it back as a pilot in the spring is a serious consideration.  
I also suggest consideration of reducing city speed limits to make car use less appealing, reduce accidents, & reduce the need for some kinds of barriers. Thank U!
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- 182 I am more interested in the reasoning behind closing streets outside of downtown area such as Chapin, Sunset, Arborviewetc. there is more than enough room on these streets for walking and cycling and closing them has been an inconvenience and in some cases hazardous for drivers. The closed signs have been mostly ignored and on Chapin there is going to be an accident off of Huron!
- 
- 183 I live on a dirt road in Ann Arbor and I pay plenty of taxes. If the city has (my) money to spend on something I will never use, maybe they can spend (my) money on paving our streets.  
  
I noticed today that we can afford to repave the bike lanes on Miller Rd, but apparently we are too impoverished to spend (my) money on repaving the part of the street I use.
- 
- 184 It doesn't make sense to pilot these driving lane closures when traffic is so light due to COVID and people working from home along with AAPS being closed. This will be a traffic nightmare when we have in person school in the district. Anything that is being considered as a permanent change needs to be piloted during normal traffic. Small local businesses are already struggling and making it more difficult to drive thru town only promotes more purchases from Amazon etc
- 
- 185 I believe the intallation of the lane restrictions especially along Main between Pauline and Stadium and Packard from Eisenhower to Platt have actually increase the likelihood of traffic accidents with little or no benefit to pedestrians or cyclists.
- 
- 186 I said much in my previous comment, but I would like to emphasize how much these changes, compounded with the other changes that have already occurred/are occurring downtown have completely butchered the viability of the roads for reasonable travel in a motor vehicle. I am a very left-leaning person and pro-environment, but I see no scenario where the thousands of people that have to commute into, out of, and through town every day spend longer on those commutes is good for the environment. Perhaps some few cars are off of the roads if the cycling is that much better, but it is just not a viable or feasible option for many, including myself. As a frequent pedestrian downtown in spare time, I have had no trouble maintaining social distancing as I travel, except in the instance on the weekends when crowds pack both the sidewalks and streets when they are fully closed. As this is fully independent of car lanes being used for pedestrians and cyclists, it does not seem relevant.
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| 187 | <p>I am in favor of these initiatives, as an avid runner, walker and -- when I was working in an office -- bike commuter. I am concerned that the way they've been implemented are giving ammunition to those against ceding any portion of our roadways to non-motorized traffic.</p> <p>The worst implementation is South Main, which I initially defended because that stretch of road is not bike or pedestrian friendly. I have to wonder whether the goal is to make people hate it. Anyone turning left creates a bottleneck. Going south on Main, you can't access the left turn lane to Stadium even when it's clear because the center lane is now even further backed up with the elimination of the right lane. I had to sit through TWO light cycles to try to turn left for this reason last night. And this is with low traffic volume.</p> <p>It also appears scarcely used, probably because it's not clear what it's for! It looks like prep for construction. Reconfigure or eliminate this, ASAP, please.</p> |
| 188 | <p>I personally have not used any of these bike/walking paths and instead have found them incredibly frustrating and ineffective, alongside many other residents of Ann Arbor and students. Rather than promoting additional space to walk and/or bike (which no one has been using because the sidewalks have been more than sufficient), this pilot project has increased traffic and delays commuting to downtown and other areas around Ann Arbor. The cones have also been placed very narrowly in a manner that does not allow for appropriate space to drive. I would advocate for removing these cones all across the city, especially as fall/winter is approaching and driving will be impeded by weather and snow, which will make traversing through this obstacle course more difficult. I would very kindly advocate for the elimination of these cones and barriers, opening up roads again to residents of Ann Arbor who are trying to drive safely and effectively through the city.</p>                         |
| 189 | <p>Resume this initiative in the spring please. There's needs to be more time to educate the public and allow people to use it!</p>   |
| 190 | <p>Keep improving the program! We need more!</p>  |
| 191 | <p>Get the barrels out of the roadway. I see thousands of cars on the city streets everyday. I see maybe a dozen bikes per day.</p>   |
| 192 | <p>The population density in Ann Arbor does not warrant these street closures. It is harming the economy of the town.</p>   |
| 193 | <p>We need to maintain an automotive route through downtown ann arbor to prevent gridlock. Cyclists routes should be placed on less heavily traveled roads than division.</p>   |
| 194 | <p>Please ask this survey again, but ask about all pilot locations and ask about the opinions of car drivers. I bike, walk, and drive a car in this city - but it feels careless to ask me my thoughts on some aspects of the experience and not others.</p> <p>I'm concerned for the safety for ALL travelers (bikers, walkers, and drivers) at the Pontiac/Swift/Wright/Broadway street intersections. Drivers are routinely confused by the one-ways and the lane changes, and I'm regularly on my guard for cars, bikers, and walkers all doing stupid things to cross these intersections. The proposal and temporary solutions are even more treacherous for all involved -- walking, biking, driving.</p>  |
| 195 | <p>Drop the construction zone feel. It just looks like a barricade.</p>   |
| 196 | <p>Why is the right lane on Pontiac Tr and Swift St. closed? It makes no sense. The road is wide enough to accommodate the amount of bike traffic. As a biker, I have never felt crowded or in danger.</p>  |
| 197 | <p>I would really like to see more protected bike lanes. It provides opportunities for families who like to cycle but are afraid of sharing the road with cars without a protective barrier. Also if our goal as a city is to become carbon neutral, biking is one of the easiest, cheapest ways to achieve this goal. If you create the infrastructure for it, many people will use it. Especially with how much electric bicycles and electric scooters have advanced in the past couple of years. Ann arbor is the perfect size for a bike-friendly city and it is relatively flat. Many other cities across the world with our similar climate are doing it <a href="https://copenhagenizeindex.eu/">https://copenhagenizeindex.eu/</a>.</p>  |
| 198 | <p>When will the streets be re-opened for safer flow of traffic and lessen the likelihood of wrecks or pedestrian injury due to automobile accidents?</p>   |
| 199 | <p>I came here to leave feedback about the Healthy Streets project from the perspective of a car driver who commutes into downtown Ann Arbor, but all the questions are directed towards cyclists and walkers.</p>  |
| 200 | <p>Stop Californicating the City of Ann Arbor!</p>  |
| 201 | <p>As a long time resident (35 years), I have seen our roads widen and car traffic increase. I would love to see these changes made permanent. This would send a very clear message to all the cars that come into the city, especially on game days, that pedestrians and bikes are top priority. It may also encourage ride sharing, and adherence to posted speed limits.</p>  |
| 202 | <p>Please stop this ridiculous plan. Build real bike lanes if you are serious.</p>  |

### *Healthy Street Pilot Project - Survey Comments*

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| 203 | 1. a BUS STOP SHELTER on the CORNER OF PLYMOUTH AND UPLAND would greatly improve ridership of the AATA.<br>2. The sidewalks on Plymouth are already great as well, no dedicated bike lane needed.   |
| 204 | Thank you so much for piloting these projects. I think they are very valuable and hope to see them installed in a more permanent fashion  |
| 205 | For the section of Packard from Eisenhower to Platt: I love this section and it makes my commute WAY BETTER!! But this section is not well-marked as a bike / walk lane. The orange barrels and few signs make it look like imminent or ongoing construction. I have talked to many bikers who continue to bike on the sidewalk because they don't realize it is a bike lane and many car drivers to think the barrels are up for construction and that I'm biking through a potentially dangerous construction zone. Can we improve the signage?   |
| 206 | I'm glad we're doing something with Division; northbound cycling to and over the bridge was harrowing. And I loooove the closed off State/Liberty/North U zone.   |
| 207 | I would strongly support keeping the expanded walking/biking lanes throughout the year while there are Covid restrictions, and if possible, forever!  |
| 208 | Please share the costs, benefits, and science behind this program.. I am happy to support it if a net positive to society and a reduction in the carbon cycle can be proven. Given the many idling cars and the several near accidents I have witnessed, count me as a skeptic who hopes I am wrong.  |
| 209 | <p>Most of these expanded protected bike lanes were not planned very well. The bus stop is on the other side of the bike lane, so big ramps had to be put in for accessibility. These are effectively large speed bumps for cyclists. The cyclists going North on Division have no traffic signage to indicate they're approaching a 4-way stop. No signage to indicate that cyclists need to stop at all at these intersections.</p> <p>Parking was removed on Catherine street to make way for this bike lane. Parking is already limited for residents without off street parking. Most of these houses have multiple tenants with very few places to park. And residents that live on Ann St can't park there because it's reserved for city employees. You're trying to force people to use other modes of transport, but the fact is most people still need a car to reach places outside of the immediate downtown Ann Arbor area.</p>             |
| 210 | If I had a second vote for best improvement it'd go to Packard between Eisenhower and Platt. You can't bike through downtown to downtown businesses if you can't get downtown in the first place, and routes from the east side are lacking compared with the west side.  |
| 211 | You can't fix STUPID!   |
| 212 | Honestly, just keep installing more bike lanes and filling sidewalk gaps. I say this as a person who still drives an awful lot but works prefer to bike instead. If you make it easier for outdoor to bike and walk around, they will come and we will all be better for it.  |
| 213 | Thank you for your efforts to make Ann Arbor more sustainable.  |
| 214 | Please reconsider the vehicle traffic patterns. Cars are safer for social distancing. Thank you.  |
| 215 | See my comments above. This was an ill-conceived, badly-designed, and mechanically-implemented program. It has pretty much failed, as well, in that the blocked street lanes are not used by walkers and bikers.  |
| 216 | Shutting down portions of Main, Washington & Liberty to create pedestrian zones for dining and distancing makes absolute sense.   |
| 217 | Why is there still no bike lane on Eisenhower between Packard and State?  |
| 218 | Please reconsider. I cannot tell you how strongly I hate what you've done with the roads downtown.  |
| 219 | Please see above comment. Better signage would improve outcomes   |
| 220 | <p>The bike lanes need total physical separation like the b2b. On campus, everyone drives. The high rises bring more drivers, not fewer. Students all have cars if they can afford the high rise prices. They park on the west side of town and the cars sit a long time in front of people's homes, but are not neighborhood cars. Do not bring more living quarters into the west side.</p>   |
| 221 | <p>Several of these projects have created significant traffic snarls which would be even much worse if implemented at normal (pre and post pandemic) traffic levels. Any data collected will significantly underestimate traffic problems. Just a couple of obvious problems: 1) Packard is a major route. Slimming it to one lane each way would cause immense traffic backups at rush hour, both on Packard and on Washtenaw, the alternate route. It has also already caused drivers to cut through neighborhoods at too-high speeds. And bikers have sidewalks; part of which are bike paths. And the barricades are too far into the bike lanes to properly use anyway, borderline dangerous at fast bike speeds. 2). Miller at Main needs a left turn lane at normal traffic volume rush hours. 3) the Broadway bridge has already backed way up in several directions even now during the pandemic. These are just a few of the many problems.</p> |

Keep downtown Main St. shut down during weekends. Same with State and Liberty.

Dangerous conditions have emerged on S. Main, past downtown, heading towards the Stadium. Traffic is now very congested and testy with the closures. People are making risky moves to negotiate the backups. I've seen incidents between vehicles and other travelers.

S. Main is a major thoroughfare connecting a densely packed downtown with suburban areas, as well as drivers from Metro Detroit. Until mass transit and more housing can be built in Ann Arbor, major car-based arteries must remain usable and safe.

I also have concerns with the Packard project. Similar incidents there as well. People use cars because Ann Arbor contains employers, but it does not provide housing for employees, or reliably adequate mass transit. (Busses are not enough, since they're mired in the bad road conditions.)

I hope someone looks into this before people get hurt.

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223 My family has really loved the closed streets downtown. We have created a new tradition of going downtown as a family by bicycle for dinner and a stroll.

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224 These have been so helpful to slow cars down. THANK YOU! My only complaint is that the barrels look bad. Can we make them permanent bollards?

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225 The Division street project from Huron to the intersection with Maiden Lane is a bad place for a lane closure. The sidewalks in this area And particularly across the bridge are wide and infrequently trafficked, but closing the second lane to vehicle traffic has severely congested one of the main arterials out of the downtown area. As a resident of the north side of the city, the Broadway bridge is one of the only ways I can access the rest of the city, and increased congestion here has impeded my ability to do so. I think a lot of the adaptations the city has done for COVID-19 safety are great, like the weekend closures of streets downtown, and the other healthy streets projects. However, the restriction across the Broadway bridge is unnecessary for social distancing.

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226 Please make the bike lanes permanent!

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227 This project has impacted people who take buses and/ or drive---why is there no evaluation of the impact of this change on these folks. A little one sided in the feedback collection--not sure why the overall impact of this change on all transportation is not being evaluated.

Some of these changes have made driving harder- More Information on safe driving with bike lanes is needed. I am not sure of the R turn etiquette with bikes lanes--i see all kinds of things happening---would like this to be clearer. How much distance to allow a bike that is approaching in the bike lane when you need to make a R hand turn thru the bike lane. This is the practical info people need to learn to diver safely around bikers.

Happy to see more bike lanes-- wish i understood the overall bike and driver transportation assumptions used to make these bike lane pilot decisions and the overall evaluation criteria.

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228 All these questions are about biking. Why aren't you asking about the impact on automobiles? Some of these temporary measures have created dangerous intersections. Try driving westbound on Kingsley from N. Ingalls. When you get to Division Street, the light is flashing, cars are coming from only one direction, bikes may be coming from either direction - and fast, pedestrians may be crossing traffic or bike lanes. There is too much of a risk of accident here. Not well thought out.

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229 The Division lane being two-way, on a one-way street, was really handy. I was biking children back from Fuller Pool to the Old West Side and took Division south, which was by far the best north/south option we had. I'd love to see more streets in Ann Arbor, including residential streets, be one-way with a two-way bike lane.

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230 End the stupidity of "programs" like this for ever.

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231 Because Division St is a one way street will there be two way bike traffic? There needs a safe way to go north from downtown.

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232 I am curious about the change from red yellow green street lights to the 4- way stops. Is it to also slow down traffic? How's that working during rush hour....

You should add 4 way stop sign signage.

I would consider Division & Fifth as major North south arteries for traffic. For now with Covid the reduction of Division seems manageable, but if we get anywhere close to the traffic levels pre-covid I think the back ups will be pretty awful....there are other streets for bike lanes that may be more appropriate- 4th avenue maybe?

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233 firstly it would of been good to let car users know about the layout change - it at first through me off (Miller between 1st and main street. Also with no left turn lane for Mille rot Main and Miller to first I think there will be a large number people jumping lights duet backed up traffic

I have already had to sit through a number of light changes just to get over main street on Miller due to people turning left.

I think a good idea would be to change the light pattern and have east and west go separately - hope this makes sense.

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*Healthy Street Pilot Project - Survey Comments*

|     |   |
|-----|---|
| 234 | It is unbelievable to me that the city would inconvenience tens of thousands of vehicles a day for a program that has so very few users. Please stop this misguided experiment.   |
| 235 | "Which best fills a need to navigate downtown?" question is limited by being able to answer only one, none or all. I would have liked to answer with more than one but not all, but was not able to do it. So I didn't answer that question.  |
| 236 | The zone on Packard/Eisenhower is a bad idea. It's not needed and creates unnecessary backups Westbound at Platt. Having to wait thru multiple cycles of the traffic light because there is only one lane WASTES GAS and PRODUCES EXTRA CARBON DIOXIDE. Those who set up these zones should be cognizant of the science. When you restrict auto traffic you create more pollution and waste fuel. There is no reason to restrict lanes on Packard. There is plenty of sidewalk space that can be used and plenty of space on either side to go around someone ahead of you on the sidewalk. I have not seen cyclists in the road, as there are too many driveway openings.  |
| 237 | I hope these will be permanent  |
| 238 | This is a failed experiment. Not only do I not feel safe riding or walking in the street, but I don't think anyone else does either. I have not seen one walker or biker using these street lanes. Instead, every bicyclist and pedestrian I see is using existing bike lanes or the sidewalk. Meanwhile traffic is backing up a quarter mile at lights causing frustration, road rage, and extra carbon emissions from idling cars. In addition, these empty blocked off lanes look terrible, like we are living in a trashy construction zone all over the city. I am embarrassed to walk, drive and bike around my city. Please end this pilot.  |
| 239 | I think this whole project is a waste of time and money and it should stop. Packard from Eisenhower to Platt is especially foolish. Only exception is the closing of downtown streets for outdoor dining.   |
| 240 | <p>I think this project is overkill. Most of the major routes already had (uni direction) bike lane, all that needed to be done was put up pegs to provide some separation from traffic. Now as a biker, I have people that walk in what used to be a solely dedicated bike lane and have to worry about being hit by a biker or skateboarder that is moving the opposite direction (before they would be on the other side on the street)</p> <p>As a driver, this has made intersections much more complex, with blind spots in areas that used to not have them. Many drivers might be visiting Ann Arbor and the setup is strange and confusing for them and local. Meanwhile, the only reason there is not currently major traffic jams and backups on Division is due to reduced commuters from Covid Work-from-homer's. These lanes take away curbside access from different spots, making it harder for the disabled to board buses, or get deliveries</p> <p>I feel less safe both biking and driving in downtown Ann Arbor than ever before</p> |
| 241 | <p>The South Main project area is a nightmare. Traffic is always backed up (even during a pandemic) and I have yet to see a pedestrian use the space.</p> <p>Even though UM football will not have spectators, they will still be visiting the city. The traffic, if this is continued, will be horrendous.</p>   |
| 242 | most important to develop better expectations from motorists and cyclists about how to coexist and share downtown streets. I like the emphasis on creating vibrant street life. love the fifth avenue area around kerrytown. It seems like first avenue may be heading the same way - i hope so. looking forward to the "greenway" joining the stadium area to the north main/depot street area. hope for connectivity between Huron River Drive, Bandemer Park, and the greenway.  |
| 243 | I think this project should be ended immediately especially on Division - Broadway since all it has done is promote traffic congestion at the end of the work day. If you free up traffic, less pollution will be emitted from those vehicles.  |
| 244 | all of us who've lived here for decades feel the city has been ruined. and no one is going to walk or bike from brighton because you made driving damn near impossible.   |
| 245 | A bike path on either side plus a left turn lane in the middle would greatly improve the experience on S. Main for cars, possibly enough for them to not mind it! S. Main is admittedly a bottleneck for car commuters during peak hours and left turns on Main can really cause issues.  |
| 246 | Thank you so much for making these happen. I really appreciate your efforts.  |
| 247 | This is FANTASTIC... please keep it if car traffic at rush hour is able to remain manageable (not backing up more than a cycle)   |
| 248 | Make the pilot projects permanent!  |
| 249 | In addition to my concerns about traffic flow, risk for accidents, and seeing very low use of lanes, this project also decreases needed street parking used by residents.   |
| 250 | No, thank you for experimenting to help transportation challenges in our city!  |
| 251 | This is a crazy idea. A solution in search of a problem, and worse creates a new problem. I drive around in snarled traffic due to lane closures and see NO ONE using your increased space. Please end this program and fire whoever thought of it. It's incredible that we're spending money to implement this   |

### Healthy Street Pilot Project - Survey Comments

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| 252 | Yes. Why don't you have a feedback section for drivers? I use the Packard/Eisenhower to Platt everyday and have seen 1 bicyclist use the lane and no walkers. During this same period I see more than a dozen walkers and bikers walking/ riding on the sidewalks. The only noticeable difference I've seen is that traffic is gridlocked even worse during rush hour.   |
| 253 | Please reevaluate blocking off traffic on the most highly used streets in our city. Traffic is bad enough without limiting lanes of traffic for no good reason.  |
| 254 | These zones are a real disservice to drivers/cars. Low usage by pedestrians and bikes just make it even more annoying and unsafe.  |
| 255 | I really like the flashing red lights replacing full traffic lights down Catherine and Miller. (From the hospital) Traffic moves steadily and there is overall a shorter wait than when the full lights were being used. I also feel that this compliments the bike lanes making the ride smoother at intersection points.   |
| 256 | This survey only addressed the experiences of pedestrians and cyclists in the pilot project areas. Drivers of autos and motorcycles also have safety concerns when sharing the road with cyclists who are seemingly unaware that they should be following many of the same rules of the road as automobiles.   |
| 257 | Closing Main Street downtown to cars (for those 3-4 blocks) on the weekends has been WONDERFUL! I encourage the city to explore doing this permanently. Especially once COVID is under control (yes, I believe the day will come!) and people begin to flock back to downtown. Before the pandemic, Main Street always felt like a crowded and dangerous place for cars to be driving. During lunch, evenings, and particularly weekends, there are so many people there that cars just seem out of place and the road really cuts through the places people are mingling and it's difficult to drive there anyway. So why not just take cars out of the equation and make the street a city park or something to truly encourage a safe and healthy place for humans to be? ;-) |
| 258 | Yay Healthy Streets! More Healthy Streets! Make them all permanent.  |
| 259 | Reverse the Packard pilot.   |
| 260 | Please make a survey for everyone. If cyclists want to continue to consider themselves in traffic, they need to obey traffic laws and wear helmets. I find many do neither and create a dangerous situation for drivers of vehicles like mine. (and old pick up with limited visibility and turning radius.  |
| 261 | Please make these permanent and maintained in the winter!  |
| 262 | I have never actually seen anyone use these. It just makes the street look like an abandoned construction zone. If the sidewalks are empty there's no point in blocking traffic flow   |
| 263 | Please continue this program, especially for the main arteries outside of downtown. It is really helpful to have a safe lane to use to bike downtown.  |
| 264 | More of this sort of thing, please!  |
| 265 | Please keep the program for long enough to collect useful data. I've also driven in many of these areas, including at peak times, and the traffic impact has been negligible. I used to be unwilling to ride my bike on Packard from Eisenhower to Platt, but now it's mostly great.   |
| 266 | I love these changes!! Please don't give into the windshield bias of people who don't even own bikes!  |
| 267 | These have been so great for me as I try to run more errands by bike! They allowed me to spend time with my friends doing safer socially distant activities, like walks and bike rides. Motorists don't have to think twice about whether there will be a safe route to where they want to go, so I think this is the bare minimum for what cyclists need and deserve. Cars are safer when they are slower, so motorists should stop acting like their lives are physically threatened by having to go a little slower.  |
| 268 | More of this! More of this forever! Keep it over the winter.   |
| 269 | I would suggest reconsidering many of these "healthy streets." I believe lane reduction has been executed poorly, but I think the flashing red lights in many areas (such as Division) has worked well to slow traffic. Reducing lanes has been frustrating and is not used.   |
| 270 | More of this please! Love it.  |
| 271 | I believe it's generally safer (for cyclists, bicyclists, and people in cars) to restrict road width to the minimum necessary. That doesn't mean we shouldn't monitor car traffic for long delays and fix them. I'm OK with that as long as it's based on good data.   |
| 272 | Close Main Street to vehicle traffic forever   |
| 273 | Not a good solution creates bigger problems, i.e. more traffic on heavily used streets and zero people utilizing the "pilot project"   |
| 274 | Thanks for trying this, and being willing to experiment! If you are collecting data it would be interesting to make it available for analysis by anyone who's interested. I'm thinking some UMSI students would love to tackle diving into that as a class project.  |
| 275 | Again this is a big waste of money. who ever voted for this is not getting my vote in November.  |

*Healthy Street Pilot Project - Survey Comments*

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| 276 | Thank you for trying these pilot projects. For too long our city resources have focused too much on cars and parking. Building bike infrastructure has encouraged me and my family to bike more often from our west side neighborhood into downtown, campus, and other neighborhoods. Bike lanes just aren't enough for families with elementary and middle school aged children.   |
| 277 | please expand to main street downtown, washington street, and liberty street!   |
| 278 | I have witnessed less pedestrian and bicycle traffic since these ideas have been implemented. They are confusing for cyclists and motorists alike. My own street is now a safety jammers as is the Broadway bridge and Division street at afternoon rush hour.  |
| 279 | Please recognize that community engagement like this serves to amplify the voices of mostly white, wealthier, older people. The "keep everything the same always!" folks can really dominate the conversation. Anecdotally, I can say with confidence that I haven't spoken to a single person who thinks the program is a bad idea.  |
| 280 | One of the most ridiculous wastes of taxpayer money!  |
| 281 | Please figure out a way to mark these areas that differentiates them from construction!!!   |
| 282 | Whose idea is all this? I love A2 and consider myself a progressive, but, really?   |
| 283 | Really appreciate these trials. Our family relies on biking as our primary mode of transportation in Ann Arbor.   |
| 284 | Please close Liberty to car traffic permanently   |
| 285 | Do you think the auto traffic volume will stay the same, increase, or decrease over time. If not decrease, would it just move more to side streets?   |
| 286 | Please keep this up. I know a lot of commuters appreciate this effort and with cooler weather people want to be able to safely get some outdoor activities in.  |
| 287 | I drive into Ann Arbor then park and walk around. I have not found these measures to be necessary. As a driver, I have never seen many pedestrians in the area I frequent most (Division), and few bikers. My impression is that this is not worthwhile, however I would be interested in feedback by bikers. I think they are most vulnerable on many levels.  |
| 288 | What about drivers? Don't we have "rights" to drive on city streets? We ALL pay taxes!  |
| 289 | See above   |
| 290 | The program makes it very difficult to drive in downtown Ann Arbor. While I bicycle and walk downtown, I also drive. The program has made it a big hassle to drive in and out of downtown or to get out of downtown by car.   |
| 291 | <p>I understand that the division bike lane is currently temporary but in the event it becomes permanent (which it really REALLY should, there needs to be better signs and lights for people on bike, especially those going in the opposite direction of car traffic. As it is now it's difficult to tell when the light changes and we can proceed through the intersection.</p> <p>Also, Packard between Platt and Eisenhower is amazing and I love it. It should also become permanent and the construction barrels replaced with something more fitting for a street in A2. I'd also like to see that extended to Carpenter, if not further though I understand that goes outside the city limit.</p> |
| 292 | I prefer that you fix the roads in the downtown area first. In my opinion that will increase access to biking more than creating the pilot project bicycling roads.   |
| 293 | Would love more consistent expansion into the street outdoor seating - or maybe you just need to put out better information about what streets are closed for expanded seating and when? We found ourselves searching for this information a lot and never feeling confident we knew what was closed vs open. The city construction projects page was not up to date.   |
| 294 | Please consider the fact that we live in Michigan, and Michigan winters render the bike lanes useless. Skywalks or an underground path would be much more reasonable.   |
| 295 | Really , Really badly done project.   |
| 296 | This project is driven by noble ideals, but is hamstrung by streets that are crummy to being with. Building better streets will cost money but prevent gridlock. Even City Engineers concede that nobody wants to pay for better streets. So the entire city has to cope with massive road construction EVERY SINGLE YEAR.  |
| 297 | The bike lanes are amazing! I'm so glad they've been put in. I can finally bike down Packard @ Eisenhower, Division/Broadway Bridge, and S Main without feeling like I'm going to die! Please don't take them away.   |
| 298 | Thank you for thinking about bike drivers   |
| 299 | no  |
| 300 | I am a pedestrian, bicyclist, motorcycle rider, and automobile driver. This project improves none of these experiences.   |
| 301 | Get rid of these roadblocks. Please.  |
| 302 | The downtown area should be entirely car-free. Cities such as Paris, Madrid, Barcelona, Copenhagen, and others are moving in this direction and has made their respective downtowns much more vibrant and livable. Why should Ann Arbor continue to insist upon an antiquated transportation paradigm to the detriment to our health and well-being?  |
| 303 | Make some permanent. Work with the University to prohibit freshman and sophomore from bringing their cars unless they live outside of the downtown area.  |
| 304 | Where is the feedback for people who don't use the bike lanes.  |



*Healthy Street Pilot Project - Survey Comments*

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| 305 | My favorite Healthy Streets are the ones in my neighborhood. I live in Water Hill and I have started biking everyday on these streets!! I love the Healthy Streets thank you for implementing them!!!  |
| 306 | Car traffic is backed up and out of control on Division-Broadway Bridge, South Main and Packard experiments.   |
| 307 | All projects, but especially South Main, Packard (Eisenhower to Platt, Hill & State), and Division St These projects, while a good idea in theory when traffic volume was reduced early in the pandemic, are no longer useful and lead to a significant increase in traffic jams and frustration when navigating the area by car. I've rarely seen them used by cyclists or runners, the vast majority of whom use either I previously in place bike lanes or existing sidewalks from what I see. I believe these projects make the roads less safe. The projects are poorly marked in many areas, specifically intersections downtown like Division and William and Packard and Hill. Further, they reduce traffic flow rates and lead to frustrated drivers. They also offer little actual protection to cyclists/pedestrians using them. I've used them briefly downtown to social distance when walking but wouldn't use them otherwise; the barrier between the road and the designated space would not stop an errant vehicle. |
| 308 | Please, just get rid of the Healthy Streets program. Create more bike lanes. Fund community bikes like Boulder, CO and other places. Do more to educate drivers on how to drive around cyclists. Get rid of speed bumps for cyclists. Making cars wait longer in intersections or drive around closed Healthy Streets creates more carbon emissions. Don't you have a zero carbon goal? Get some common sense.   |
| 309 | The poor condition of the street paving and the danger posed by speeding cars force many cyclists onto sidewalks, setting up risks for and conflicts with pedestrians. These protected bikeways are an essential improvement. Let's add Huron next!  |
| 310 | It does seem that this project was undertaken to pilot these 2 way bike lanes, using coronavirus distancing as an guise. I'm not sure how these projects create more room for pedestrians, because bikes already use the roadways, not sidewalks. It feels disingenuous.   |
| 311 | I love, love, love these lanes--thank you so much for trying them! I hope we can make more permanent bike lanes like the ones on William St.   |
| 312 | I am in favor of the changes that make the city more bike and pedestrian friendly. However, I have serious concerns about how this questionnaire was structured. The questions don't follow best practices for survey design and questions are asked in a biased way. E.g. The question "Do you feel these pilot projects improve or might improve your biking experience in the downtown area?" should instead be phrased as "How do you feel these pilot projects will impact your biking experience in the downtown area?" with the answer choices then being on some scale of make worse to make better.   |

## **APPENDIX:**

Other received feedback and comments

Compilation of Citizen Email input regarding Arterial, Outside of Downtown Healthy Streets Program  
November 18, 2020

From:  
Sent: Sunday, August 09, 2020 9:48 AM  
Subject: Lane reduction of Packard

I live on Lookout Circle, just north of the Packard/Platt intersection. This sounds crazy. For social distancing, really? That sounds like a “feel good” reason, come on. Thank goodness I’m retired and can usually choose my times to be out and about. You certainly are aware of the backups during rush hour at the Packard/Platt light in all directions. Besides it being almost laughable I’m concerned about emergency vehicles trying to traverse this area during the heavy traffic times. Have you included HVA in your decision? If there are barriers closing off the right lanes how are cars to move into those lanes? I certainly hope no one loses their life as you experiment with “social distancing”. A BAD IDEA.

Sent from my iPad

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From:  
Sent: Friday, August 07, 2020 5:19 PM  
Subject: Packard Rd. Changes

After the construction is over, will there still be a turn lane in the center? Otherwise, it will be very difficult for me to turn left onto Packard from my neighborhood.

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**From:**  
**Sent:** Friday, August 14, 2020 11:30 AM  
**Subject:** Healthy streets update?

Hi Eli,

Are there any updates on when the healthy streets will go in that are supposed to be going in from August 10th-November 10th? Went on a ride around town last night and did not see any installed yet.

Is the 90 days starting from August 10th, or from when the streets are actually installed? I'm concerned that by the time the streets are actually closed it's going to be more like 70 or 80 days instead of the planned 90.

Thanks,

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**From:** **Sent:** Wednesday, August 19, 2020 8:11 PM  
**Subject:** Healthy Streets expansion

Hello:

I have feedback about the upcoming HealthyStreets expansion. With all due respect, whoever identified the Broadway Bridge as a good spot for this must be unaware of how backed up the bridge gets. Twice a day at rush hour traffic is backed up all the way over the bridge and backwards for one or more blocks. It barely inches along. Removing a lane from this is frankly, insane.

From the personal perspective, I live 500 feet from the bridge on a one way street. I already can't exit my driveway for fifteen minutes to an hour in a normal rush hour. This is going to exacerbate that. You really need to consider the impact on the Beakes and Division residents who will bear a much heavier burden from this.

Thanks,

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**From:**

**Sent:** Friday, August 21, 2020 12:57 PM

**Subject:** Proposed Street "reconfiguration"

Hi Eli-

I read the article in the Ann Arbor News on 8-16-20 about plans to reconfigure some of the streets for pedestrian and bicycle traffic.

I can not believe this is really going to happen. Division, South Main Street and Packard are all major through ways for traffic. They get backed up with traffic now, even with Covid and no school. You want to eliminate lanes on these roads for pedestrians? Really?

I am a tax payer in the City of Ann Arbor. How much is re-striping the lanes going to cost- only to have to switch back in a couple of months. Is this what I voted for on August 4<sup>th</sup>? I must have missed it in the fine print.

Who authorized this? Do any of these people actually drive around this town? Why don't you use some of this money to fix some of our crumbling roads- Miller between Seventh and Pomona, Geddes from Observatory to Vinewood and Brooks are all horrible to name a few. The county dirt roads are better than these.

I strongly encourage you folks to reconsider this. Why would you need a pedestrian lane on Packard to Platt? People out doors should have no problem social distancing without closing off our streets. For the record, I am all for cycling and walking, I bike several hours a week.

Thank you for your time.

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**From:**

**Sent:** Friday, August 21, 2020 5:09 PM

**Subject:** RE: Proposed Street "reconfiguration"

Eli-

Thank you for the quick reply.

Apparently I missed the opportunity for public input.

When/where was this posted? Should I contact my council person?

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**From:**

**Sent:** Friday, August 28, 2020 7:05 AM

**Subject:** Healthy Streets Feedback

Hello!

Thanks for the work you're doing to help make Ann Arbor a safer place for people using all modes of travel. I wanted to provide some feedback on the Healthy Streets Program. I am really supportive of the overall framework, but have found a couple of pain points as a driver that I think could be remedied. It might just be confounding due to the locations of construction projects this summer. I'd like to share the feedback in the hopes of improving what streets might get permanent infrastructure to support more walking and biking even after the pandemic.

I've been trying to avoid driving on Healthy Streets to allow for reduced traffic, but with the locations of Healthy Streets and ongoing construction projects, I've been unable to find reasonable ways across town! I'll just give a quick example - I need to get between the two stars on a daily basis:

With construction at Barton, Fuller, and yikes when Depot was closed, I couldn't come up with a better way to do it. Or to get from there to Packard without driving through everybody's neighborhood on the Old West Side, which also seems to work against keeping car traffic down in the nhoods when more people are out walking and biking. Maybe I'm approaching this incorrectly, but I'd love to avoid streets in my car like Main and Third and others so people can enjoy outdoor dining and more space to safely walk around, but I can't figure out the best trade off of where else to go! This would all be better if Barton was open, but I imagine others might be in the same spot, and would hate that to be a reason for a lack of support for the overall goals. As you're looking at data and feedback for the pilot, it might help to share that context of how this could work when Barton, Fuller and other places to cross the river are open.

Personally, I'd love to see Main St be able to be closed to support the retailers, and divert cars around it on First and Division at the edges. I think getting the cars a clear way across town would build some support, and honestly, reduce the risk of frustrated drivers flying down other streets where there are more bikes and pedestrians. I would love to not have to drive at all, and the first 3 years I lived in Ann Arbor did not own a car, but I haven't been able to make that work anymore with kids - so trying to make the best of a necessary evil (driving) to move us toward a place where we don't need to drive around so much!

Thanks for considering,

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**From:**

**Sent:** Monday, August 31, 2020 11:08 AM

**Subject:** Healthy Streets Program - Traffic Light Changes

Hello,

I have a concern about the recent changes in traffic lights on Catherine St, which I presume are part of the Healthy Streets Program. The street lights on Catherine/Miller have been changed to flashing red in all directions. I am particularly concerned about the intersection of Catherine and Division. I cross this intersection at least twice per day, and now that the traffic signal is flashing red (4 way stop), drivers are now rolling through the intersection, or not stopping at all, failing to yield to pedestrians, making this intersection difficult to cross. Drivers are now paying more attention to which driver has the right of way, rather than pedestrians approaching the intersection. I have almost been hit several times trying to cross here now.

Do you have a traffic pattern survey or study to indicate that a change from traditional traffic signal to flashing red/4-way stop is a safer, healthier option for this particular intersection? Especially for pedestrian safety? I don't understand how installing a bike lane would require a change in traffic signals on this street.

Thanks,

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**From:**

**Sent:** Tuesday, September 01, 2020 11:10 AM

**Subject:** Re: Healthy Streets Program - Traffic Light Changes

Thank you for your response. The problem with crossing two lanes of Division heading east on Catherine is that approaching the crosswalk, if there is a large vehicle (ie, a bus) in the turn lane, it blocks the view of drivers in the middle lane. They can't see you entering the crosswalk, and may not stop for you.

---

**From:**

**Sent:** Tuesday, September 1, 2020 3:55 PM

**Subject:** New road changes

Dear Mayor and Council Members,

I've lived in Ann Arbor for 16 years and overall, have been supportive of road changes. I think changing parts of Huron and Stadium from four lanes to two lanes with a center turn lane were great decisions, and have worked well in spite of the many grumblings of motorists before the changes went into effect.

But I'm utterly baffled and frustrated by what's happening now. The elimination of left turn lanes on Miller at Main, William and Main, and other busy intersections was an extremely poor decision. If I'm understanding it correctly, it was done to add very wide bike lanes. If you're trying to get people to quit driving cars and start riding bikes, it won't work. These are places where people are commuting into and out of Ann Arbor to work. I'm told this is a 90-day experiment, and I'm counting the days until it ends. Heaven help us all if you make these changes permanent.

I am a walker, a cyclist (for pleasure, not for commuting to work), and also must drive a car across town frequently for work. I used to work with a person who commuted to work on a bicycle. We had no showers at our workplace and she smelled all day, every day. Some of us would prefer not to show up at work sweaty and stinky.

If you really want to make cycling a safe mode of transportation along with auto traffic, follow the examples of places like Bogota, Colombia. They created raised bicycle paths in the middle of boulevards. They didn't get rid of left turn lanes. If a poor, emerging, third world country like Colombia can figure this out, I would hope that the city of Ann Arbor could do so as well.

I realize that quite a few council members and some city residents loathe automobiles, but you cannot change the fact that a lot of people commute to work in Ann Arbor in cars. These people can't ride their bicycles from their homes 20 or 30 miles away, and they can't afford to live in Ann Arbor due to the extremely high taxes. Many Ann Arbor residents cannot ride bicycles for health or age reasons. If you want to keep jobs in Ann Arbor, you'd better respect the needs of people commuting to work here. Local cyclists, on the other hand, can find plenty of side streets to ride on. They don't need to be riding on Main Street or Miller. As a walker, I always take side streets to my downtown destinations, cutting over to Main Street only when needed.

I hope you rethink this decision soon.

Sincerely,

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**From:** Lumm, Jane <JLumm@a2gov.org>  
**Sent:** Tuesday, September 08, 2020 11:41 AM  
**Subject:** RE: Lane closures and red lights

Dear David,

Thank you, as well, for taking the time to thoughtfully share your input on the "healthy streets" project. I appreciate CM Bannister's copying Engineering and Alternative Transportation staff, and am also copying DDA staff as this project has been led by the Downtown Dev. Authority.

As Anne notes, council has received many resident communications that echo your concerns – concerns I share. I did not vote for this "pilot" for many of the reasons/concerns you experienced and observed, and agree that it's short sighted to penalize car drivers with this removal of car lanes which does not drive (pun unintended) people to give up their vehicles, but often leads to drivers finding alternate routes – we certainly saw this as an outcome when the lanes were reduced on Huron in conjunction with construction with cars utilizing adjacent neighborhood streets to get around and in/out of downtown.

I am also concerned that these lane closures, while called a "pilot", are actually a test to see if lane closures can be made permanent – all the more reason why your and our community's input is critically important and helpful. I am hopeful that all the citizen feedback will be compiled and utilized to inform any future street closure recommendations.

Thank you very much for providing your helpful input, and all best, Jane Lumm

**From:** Bannister, Anne <[ABannister@a2gov.org](mailto:ABannister@a2gov.org)>

**Sent:** Tuesday, September 8, 2020 11:28 AM

**Subject:** Re: Lane closures and red lights

Dear David Haig,

Thank you for sending your input. I'm forwarding it to City staff members Craig Hupy, Raymond Hess and Eli Cooper, who may respond with more information about what they've planned for the streets you mention, and how they're monitoring performance and tracking resident feedback, etc.

Council and staff have received many emails and phone calls from residents with similar concerns. Thank you again for taking the time to add your input.

Anne

Anne Bannister  
Ward One Council Member  
cell: 734-945-1639  
Term Nov. 2017 - Nov. 2020

**Messages to and from me regarding City matters are subject to disclosure under the Michigan Freedom of Information Act (FOIA) without regard to what email account they are sent or received.**

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**From:**

**Sent:** Tuesday, September 8, 2020 11:06 AM

**Subject:** Lane closures and red lights

Dear City Council Members and Newly Elected City Council Members:

Please, do not make the lane closures and red lights on Division, Broadway, Ann, Huron, and Miller permanent. It's actually hard to tell what's temporary and what's permanent. But it's already hard to get through those areas. The changes on First Street will already make it harder to get around downtown. Closing lanes in any of those other streets will make things worse.

For the record, I am for adding bike infrastructure, but I am opposed to actively making it harder to use cars and removing driving lanes. You can make it easier and safer for bikes and pedestrians without penalizing car travel. Some of us depend on travel through the city for work. I also use it for my disabled daughter as well as my mother in law. The proposed bike lanes that include a loss of car lanes and extra stop lights are ideas I do not support at all.

Thanks for your attention to this.



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**From:**

**Date:** September 11, 2020 at 12:10:47 PM EDT

**Subject:** S Main Health Streets Voice message from Pacek Carla[5862065597] MB: 43678

Eli,

This message came in today. The caller is concerns about safety, and expressed a suggestion to open the streets up more at the intersection for left turners.

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**From:**

**Sent:** Friday, September 11, 2020 3:45 PM

**Subject:** HealthyStreet Program

I made my first visit to Downtown Ann Arbor since the implementation of the extended lane closures along South Main. Living in Travis Pointe at Ann Arbor's very southern end, Main Street is my main path in and out of downtown.

At best, the drive, at a low traffic time, was uncomfortable. Ann Arbor drivers are not known for their superior driving ability. Along with losing lanes, the plethora of traffic cones, barrels, barriers, and signs just exacerbated the usual confused and timid driving common in Downtown Ann Arbor, making travel in and out of downtown that much worse.

When at home, which was most of 2020, I make an effort to patronize downtown businesses. I eat lunch at Afternoon Delight often and visit two or three different downtown restaurants each week. I am all for closing down central business district streets on the weekend to allow for more outdoor seating - that was a huge plus and easy to navigate. However, closing down major pathways in and out of the city is business genocide. If this is to continue, I will no longer frequent downtown establishments. It is just too frustrating to be trapped on these long passages with little to no options to move around bad drivers.

Most people with a downtown destination for dining or other commerce are not going to be riding bikes. I will not be strapping a bike to my car, parking at Pioneer, and then riding into downtown - not going to happen. The people who might use those "healthy streets" are most likely not the major commerce consumers (nor did I see a single bike in those designated lanes on my way in or out today around the lunch hour).

I doubt many consumers will write to complain, they will just quit patronizing downtown businesses. There are many options outside of downtown. For the sake of the downtown establishments, don't push people to use and get accustomed to them. I also like going to Toledo occasionally and I'd rather drive to Toledo than deal with the disaster on South Main.

---

**From:**

**Sent:** Friday, September 11, 2020 5:41 PM

**Subject:** N. Division Street

Eli,

It has been my personal experience that the reduction of the travel lane on N. Division during the evening rush has caused a great deal of vehicle congestion. How is this being monitored? How will this work when we get snow?

As someone who uses the bus to get to and from work, I have found the configuration on N. Division to be confusing and unsafe. I am not sure where to stand to wait for the bus, so that I am seen by the driver.

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**From:**

**Sent:** Sunday, September 13, 2020 5:56 PM

**Subject:** "Healthy Street" Packard between Eisenhower & Platt

Hello Mr. Cooper,

I live off of Platt road, near the intersection of Platt and Packard. I am writing you regarding the closure of 1/2 of Packard for the "healthy streets" initiative. While I can only assume there were good intentions with this initiative, Packard is not a good candidate for a partial road closure.

This is extremely dangerous for a heavily traveled road. Even more cars are speeding through the neighborhoods than normal to avoid these lane closures and subsequent traffic back ups. The traffic backup during rush hour is absolutely unnecessary, as this road is already busy without lane closures. I find it disrespectful to make people who are working during a pandemic to sit in unnecessary traffic during rush hour and take longer to get home to see their families after a long day of work.

I would encourage the city to reconsider the poor decision to make Packard a "healthy street" and remove the barriers prior to Nov. 10th.

Thank you,

---

**From:**

**Sent:** Sunday, September 13, 2020 4:27 PM

**Subject:** Healthy Streets: Packard rd feedback

Hi,

Thank you for providing a safe way to ride down Packard (around Platt to the other section of Packard with the bike lane). It was so nice to be able to ride into town from my house and not have to go through winding neighborhoods with poor streets. I felt so free and got a good workout in. I will definitely be using this several times a week!

It would be so amazing if a bike lane could be painted from Carpenter to the Packard/Eisenhower split. This way folks that live on the east side of town finally have a safe and direct way ride their bike into town or ride to the west side by turning west on Stadium from Packard. This would also give a safe way for folks to go to get groceries on carpenter since Washtenaw is one of the least bike friendly streets in town.

Please consider this bike lane, there is plenty of room as this section of Packard is very wide. I am not asking for a protected lane, just a painted lane like there is in Ann Arbor-Saline Road and on (parts of) Stadium.

Thank you for the consideration.

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**From:**

**Sent:** Saturday, September 12, 2020 12:59 PM

**Subject:** reduction of Packard to one lane

I can hardly express my anger at this change. As far as "healthy streets" go, the exhaust emissions when cars back up for more than a half a mile at rush hour certainly don't qualify. To escape, cars go tearing through my neighborhood, where children play along the streets. The total mileage amassed on cars certainly increases, which is hardly a sustainable course. And as for me? Only at the lowest-traffic hours can I make a left turn out of my street (Easy Street). Even a right turn is a challenge. So I, too, take a longer route, burn more gas, etc.

Please remove the barriers.

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**From:**

**Sent:** Friday, September 11, 2020 4:23 PM

**Subject:** Packard Road Question

**Good Afternoon,**

**Can you tell me why Packard is down to one lane each direction between Eisenhower and Platt ? I see no construction going on.**

**Ann Arbor,MI**

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**From:** A2 Cityworks <Cityworks\_PS@a2gov.org>

**Sent:** Monday, September 14, 2020 11:24 AM

**Subject:** Service Request: 387054

Ann Arbor Service Request Notification

|                                  |                             |
|----------------------------------|-----------------------------|
| <b>Request Number:</b>           | <b>387054</b>               |
| <b>Complaint Code:</b>           | CUSTOMER COMMENT            |
| <b>Associated WO Number:</b>     |                             |
| <b>Description:</b>              | Customer Comments           |
| <b>Problem Address:</b>          | 2900–2958 Packard St, 48108 |
| <b>Additional Location Info:</b> |                             |
| <b>Date / Time Reported:</b>     | 9/11/2020 1:54:42 PM        |
| <b>Service Priority:</b>         | Medium                      |
| <b>Submitted To:</b>             | Redinger, Cynthia           |
| <b>Initiated By:</b>             | A2User, Joe                 |
| <b>Prj Complete Date:</b>        |                             |

#### Caller Information

| Call   | Name  | Home Address | Preferred Phone | Other Phone |
|--------|---|--------------|-----------------|-------------|
| 379272 | SEECCLICKFIXAN<br>ANONYMOUS<br>SEECCLICKFIX<br>USER |              |                 |             |

#### Caller Questions and Answers

| Questions | Answers |
|-----------|---------|
|           |         |

#### Field Investigation Questions

| Questions   | Answers        |
|-------------|----------------|
| PARKING     | Not Applicable |
| COMPOST     | Not Applicable |
| SOLID WASTE | Not Applicable |
| INVOICES    | Not Applicable |
| TAXES       | Not Applicable |
| OTHER       | Not Applicable |

#### Comments:

By A2User, Joe : 9/11/2020 1:54:45 PM

Traffic is backing up owing to the healthy streets closure for the light at Packard and platt. This is causing a lot of local air pollution. The lane closure should be removed

SCF source: <http://seeclickfix.com/issues/8566168>

By A2User, Joe : 9/11/2020 3:03:53 PM

I appreciate the healthy streets initiative, but it is actually causing more cut throughs down Nordman and Rosedale in order to avoid the light at Platt.

By A2User, Joe : 9/11/2020 3:51:47 PM

Completely agree. The lane closures are unwarranted given the number of people who use the sidewalk. I do not understand why the city would choose a major thoroughfare to close for this purpose.

By A2User, Joe : 9/11/2020 4:37:35 PM

I agree! I am SHOCKED that the entire street of Packard was ok'd but Rosedale was not??? Closing part of Packard is making the residential streets WORSE.....totally confused who was in charge of this decision???????

By A2User, Joe : 9/11/2020 8:19:12 PM

So much for the city's goal of zero carbon emissions based on the long line of cars idling while they wait their turn to get through the light at Packard and Platt. I also wonder what exactly is healthy about walking or riding your bike past this line of cars and inhaling their exhaust?

By A2User, Joe : 9/11/2020 9:02:08 PM

I concur completely with the complaints. I live nearby and No-one uses Packard for healthy streets. It's like closing a lane of I-94 for a "healthy lane." This is municipal wrongheadedness at its worse. Please pull up the barrel barricades and reinstate Packard for what it was designed -- a thoroughfare in and out of the city. This is stupidity.

By A2User, Joe : 9/12/2020 11:33:37 PM

The healthy streets initiative is a bad use of A2 resources. The barricades prevent safe travel by bikes / pedestrians as the barriers are blocking the very street the City wants them to use. Just because another City is doing the same program doesn't mean it would work for our city streets. Packard is well out of the downtown district and has little bike and pedestrian use. Use our tax money for better purposes. Remove the barriers and think these ideas through before implementing them.

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From:

Sent: Sunday, September 13, 2020 11:10 PM

Subject: S Main Street

Hi CM Bannister, Hayner and Griswold,

I am writing tonight to share my experience in driving north on S Main Street this past weekend.

On Saturday afternoon, about 3:30 pm, I was headed north on S. Main Street. The traffic light at Stadium and S. Main was red and the traffic was backed up to the football/lacrosse field. My car was equal to the most southern part of the Pioneer HS parking lot. I was not able to get through the light when it turned green. Then I was stopped at the light at Pauline and S. Main and a vehicle, about 4 cars in front of me was attempting to turn left. They were unable to do so, as there was a steady stream of cars headed south, thus preventing a left turn. The reduction in the traffic lanes from 2 down to 1 in each direction is really impacting traffic flow.

Today I was trying to make a left hand turn from Berkley Avenue (just south of AAA on S. Main) onto S. Main Street headed north. It took me 4 minutes to be able to make this turn; the breaks in traffic flow (both headed north and south) were minimal and it took a long time for them to occur simultaneously so that I could safely make a left turn.

How could a traffic engineer agree to this plan? Please work to restore S. Main Street to 2 lanes in each direction.

Thank you.

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**From:** >

**Sent:** Monday, September 14, 2020 11:08 PM

**Subject:** Re: No healthy streets on busy roads

this is James hamstra. I called you Monday pm, 9/14 to complain about the traffic Jam on Packard because of this "healthyStreets" nonsense. We've talked about the issue, so im just sending this email to add to the number of other complaints you implied you've been getting. You seemed reasonable on the phone so I'm not going to rant at you. Im just going to say that I thought it was my local governments job to IMPROVE living conditions in my town in case there may be people who outrank you who foolishly believe that this idiocy actually improves conditions for anyone. As anyone marginally competent must realize, all blocking off streets that don't go anywhere does is give residential neighborhoods the idea that they have the right to restrict thru traffic. People who were going to walk or bike would do that anyway. blocking streets didn't cause one extra person to do the same. And when you restrict lanes on major traffic conduits you not only cause a massive clusterbump on that road( I counted 30+ cars at 3pm) but a huge spike in people ducking into residential neighborhoods, and speeding through them, putting walkers and bikers you were trying to encourage at greater risk!

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**From:**

**Sent:** Monday, September 14, 2020 5:07 PM

**Subject:** PACKARD LANE CLOSURES

The reduction in lanes on Packard between Eisenhower and Platt must be removed. Cars going east are now using Nordman, Springbrook and Rosedale to get past the obstacle of slow moving traffic caused by the reduction of lanes. Without a dedicated right hand turn lane onto south bound Platt, to alleviate the back up of traffic on east bound Packard at Platt, people are once again cutting through the neighborhood to go south on Platt. It is beyond comprehension that this proposal made it past ANY approval process.

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**From:**

**Sent:** Tuesday, September 15, 2020 10:22 AM

**Subject:** Re: reduction of Packard to one lane

Thank you for your response. I would add that cyclists aren't using the new space, either—they go by on the sidewalk just like they always have.

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**From:**

**Sent:** Tuesday, September 15, 2020 11:28 AM

**Subject:** Re: Packard Road Closure Problems

Thanks Eli,

Put up a wildlife trail cam and start counting the actual number of bikers that use Packard so we, the public can see actual data as opposed to assuming there's 100's of bikers wanting to ride over 4 miles (about 20 to 25 minutes at a vigorous pace, arriving sweaty to work) it takes to ride from East Ann Arbor to downtown - it's not happening, and will never happen cause there's not that many die-hard bikers that will put up with Michigan weather to commit to riding year round. I've lived here in East Ann Arbor for 20 years and have ridden my bicycle to town on many, many occasions have made a lot of observations - none of which indicate there's a pent up demand for bicyclists to take over 2 lanes of a 5 lane 40 mph arterial road. Nor from a traffic engineering perspective, does it make any sense to take 3 lanes of traffic (2 from Eisenhower, one from Packard) and merge them into 1 lane going east for a 1/2 mile and then open back up to 2 lanes at Platt - did a traffic engineer really approve that configuration?! Whenever I-94 has traffic congestion at State St., drivers use Eisenhower to Packard, causing 2 lane back ups back to S. Industrial; I can't imagine what would happen if Packard was one lane after a U-M football game but common sense tells me, it would not be pretty; but those of us affected by the City's self-induced traffic congestion should just "suck it up" for the several bikers that may benefit from the lane reductions - talk about Elitist!

The fact that this action is causing traffic congestion and neighborhood cut thru traffic when traffic all around is down due to the Pandemic, should be enough observation to indicate that it is a failed Pilot and the lanes should be opened before the scheduled end of the Pilot. The City has the r.o.w along Packard to at least re-establish and upgrade the original asphalt "bike path" that is along the south side; why did the City take down the "Bike Path" sign years ago, even though Pittsfield Twp. still has theirs up along their section of Packard? And why is Packard getting the "Cheap" version of Bicycle Infrastructure (i.e. putting bike lanes in the road) when over on Washtenaw, an 8 foot wide Bicycle path is being constructed separate from the road? Apparently it's not safe to put bike lanes on Washtenaw, but it is on Packard? There in lies the equity issue - wealthier people can ride to their high end stores along Washtenaw safely with out riding in the road, but the low income people living along Packard get only a bike lane paint stripe to ride to Kroger's.

Give me a break. This whole action reminds me of NJ Governor Chris Christie's "Bridgegate" - it was only a test, but it really was Political.

Steve

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Begin forwarded message:

**From:**

**Date:** September 11, 2020 at 3:29:46 PM MDT

>, "Lumm, Jane" <[JLumm@a2gov.org](mailto:JLumm@a2gov.org)>, "Taylor, Christopher (Mayor)" <[CTaylor@a2gov.org](mailto:CTaylor@a2gov.org)>

**Subject: Packard Road Closure Problems**

Other issue

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fseeclix.com%2Fissues%2F8566168&data=02%7C01%7CTCrawford%40a2gov.org%7C4b9f38f6af1849821f0208d85699bb20%7C48afa58563754170b9d1e9c568bb92f3%7C0%7C0%7C637354565862782956&sdata=geinG9KraRYuH%2FXvGeUVXdGpVcEAYltipEoJbUqse1c%3D&reserved=0>

Progressive Elitism at its best - taking a 40 mph road and creating traffic jams for “healthy streets” Ain’t no one walking in Packard and the few bicyclists there are don’t worthy making life miserable for the many. Not to mention the increase in GHG emissions this unnecessary action resulting in traffic congestion has caused.

Please use common sense and remove the barricades from Packard.

---

**From:**

**Sent:** Monday, September 14, 2020 4:42 PM

**Subject:** Lines of East bound cars on Packard driving towards the light at Platt,

Hello Cynthia,

Thanks for hearing me out earlier today. I took these photos at 4:14 pm as I was heading west along Packard, waiting to turn onto Nordman. Luckily traffic was slowed to almost a standstill so the car patiently let me in to make the turn.

FYI. The Blocked lanes on Packard only go from Platt to the bend of Packard when it becomes east westbound.

Be good if you could get someone out around rush hours to look at this.

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**From:**

**Sent:** Tuesday, September 15, 2020 1:17 PM

**Cc:** CityCouncil <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>

**Subject:** Packard/Eisenhower/Platt Road Diet

Dear Mr. Cooper,

I live in the Kimberley Hills neighborhood and frequently travel the Packard St. artery between Eisenhower and Platt both as a motorist and as a pedestrian. As you know, the city has instituted a road diet in this stretch of road, halving its motor vehicle capacity. Anecdotally, when I've passed this area on foot and by car, I've seen unusually long lines at traffic signals, cars backed up into parking lots for area



business such as Achilles Diner and DJ's Donuts, and nary a pedestrian or bicyclist in the coned-off "HealthyStreets" lanes.

What have recent traffic studies shown as the volume of vehicular traffic in this corridor? My understanding is that if it exceeds 15,000 vehicles a day, an operational analysis is required and if it exceeds 20,000, a road diet is not a viable option, per MDOT Research Administration.

This is quickly becoming an issue of equity for people who live in neighboring townships and are essential to our city. I look forward to your reply.

Sincerely,

---

**From:**

**Sent:** Tuesday, September 15, 2020 4:07 PM

**Subject:** Re: HealthyStreet Program

Eli -

I greatly appreciate you taking the time to respond and I did fill out the survey. I am also encouraging the proprietors of establishments of the businesses I patronize to speak up as well.

Today, I again used the South main corridor to travel into the city at 1:50PM and did not see a single biker or pedestrian in the "friendly streets". It is clearly a non-necessary exercise that benefits almost no one and irritates those trying to spend money downtown.

Thank you

---

**From:**

**Sent:** Wednesday, September 16, 2020 4:30 AM

**Subject:** Street pilot program

Hello,

I am writing to you because my husband is starting to take a much longer time to get home than usual. Since the beginning of covid driving around town was great. Then students returned traffic increased significantly and you guys decrease the amount of driving lanes for bikes. Hardly anyone bikes outside of downtown. I live in an old subdivision near Packard and Platt, taking a lane away on Packard is not smart. A few years ago you already took a lane off Packard and made a center shared turn lane. This is just stupid, honestly. These bike lanes are out of control, never used and a waste. Downtown is one thing but in residential areas and outline neighborhoods is silly. Hate money being wasted like this. Also, there is nothing like extra concrete and big barriers everywhere to make driving home feel like a constant construction site. Not the city of trees.

Fyi, we also own a business that is on a permanent bike road in downtown and that road is hardly used and was not plowed properly in the winter. A real mess.

Please put the city back. Let my husband get home 25 minutes earlier, like normal. Sick of 2020 changes and covid.

---

**From:**

**Date:** September 15, 2020 at 12:59:27 PM EDT

**Subject:** Miller Bike Lane

Hello Chip, Ali, and Erica,

You are all my council or future council members and I have a question about the new bike lanes that are being tried out.

In short, my wife and I have been biking from our home on Duncan St. to pick up our sons from their daycare on the north side of town. We would seem to be ideal candidates for the new protected (to be protected?) bike lanes- we are biking with young kids in a trailer and don't want to take any risks with them and cars. However, we have run into a big problem. In short, will any of you that have bikes please ride your bike in the bike lane on Miller from about where we are to where the new lanes start, and let me know how you find it? It is practically unrideable. So instead of using the new lanes, we go down summit to Wheeler park and then cross over the bridge from there, then head up Pontiac Trail past Barton.

I understand there are a lot of issues with keeping the streets pothole free but it seems a little silly to be putting effort into a series of new bike lanes when the ones we already have are not maintained at all.

Incidentally, I also think some more signage about the bike lanes would help. I work at the downtown library and not infrequently see cars and trucks (including city owned ones!) driving or parked in the protected bike lanes. I've also seen this with the new lanes on Catherine and Miller.

Thanks for listening, and I look forward to hearing from you.

---

**From:**

**Sent:** Wednesday, September 16, 2020 10:42 AM

**Subject:** S. Main backup.

These are photos I took on Monday, Sept. 14th that show how traffic was backed up on S. Main St all the way past E. Keech, going toward Pauline. Traffic was starting to go through the side streets west of Main St.

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From:  
Sent: Wednesday, September 16, 2020 2:25 PM  
Subject: HealthyStreets feedback

Hello:

I am a longtime resident of Ann Arbor. I also have a son who is a student at UM so I am on campus fairly frequently.

I appreciate everything you've done to make more outdoor space accessible to everyone during COVID. We love walking and dining downtown and on campus and it feels safe. I know it's also helping the businesses there.

But I (and many of my friends and colleagues) are confused about all the "HealthyStreets". I understand you shutting down some lanes of traffic near campus and downtown, so they allow more space for retail and dining outside. And they are often crowded on the sidewalks so it allows more people to walk and bike in the streets.

But there are many other streets that have been narrowed and shut down that don't need it. For instance, right by my house on Berkley Street, Main Street (by Stadium) is down to one lane each way. There are NEVER crowded sidewalks that need the extra space to move about. Hardly anyone uses the shut off street lanes to walk or bike— they don't need it. All it does is create a backlog of traffic and times from idling cars.

Please open up some of these lanes that are away from foot traffic, so the car traffic and congestion eases up.

And as a graphic designer, I suggest you create more/better signage that explains what you are doing—that's easy to read in a glance as you are driving by. Right now most people think Main Street is under construction but they don't see any construction trucks, so it's just frustrating. If you have clear signage that indicates the shut down lanes are for additional people to walk or bike or scooter in the streets, that would be more successful. (The construction barrels only further add to people thinking it's a construction lane and not to use it for anything).

Perhaps take a poll? I know many, many people that are confused about the HealthyStreets and would love to have a say.

Thank you for your consideration,

---

**From:**  
**Sent:** Wednesday, September 16, 2020 9:34 PM  
**Subject:** Bike lanes

Good afternoon Ms. Cooper and Mr. Hess. I'm writing to express my concerns regarding the new bike lanes in the city of Ann Arbor. I have noticed that the lanes are almost as wide as the car lanes and are

causing problems for the city buses, especially when turning. The current issue with the buses will be considerably worse during the winter months with the snow and ice. I am not sure if the people responsible for deciding to construct the lanes took into consideration all of the factors before deciding to implement the plan. I am in agreement that bike lanes are needed, but the total width of the lanes, coupled with the white poles on the side, present an additional traffic hazard. If there are additional bike lanes to be added to the streets of Ann Arbor, it would be prudent to take another look at the design and come up with changes, specifically reduction in the width of the lane, that help the buses and other large trucks. Thank you for your time and attention with this matter. I would greatly appreciate a response. I have copied Councilman Ramlawi on this email.

---

**From:**

**Sent:** Thursday, September 17, 2020 5:05 AM

**Subject:** Healthy street project

Hello, I would appreciate a phone call to discuss the healthy street project. I can be reached at 734.276.9213.

Regards,

---

**From:**

**Sent:** Thursday, September 17, 2020 11:37 AM

**Subject:** Please re-open Main street lanes between Stadium and Madison

Hello Eli:

I am a longtime resident of Ann Arbor and live near Allmendinger Park. I also have a child who is a student at UM so I am on campus fairly frequently.

I appreciate everything you've done to make more outdoor space accessible to everyone during COVID. We love walking and dining downtown and on campus and it feels safe. I know it's also helping the businesses there.

But I (and many of my friends and colleagues) are confused about all the "Healthy Streets". I understand you shutting down some lanes of traffic near campus and downtown, so they allow more space for retail and dining outside. And they are often crowded on the sidewalks so it allows more people to walk and bike in the streets.

But there are many other streets that have been narrowed and shut down that don't need it. For instance, Main Street (by Stadium) is down to one lane each way. There are NEVER crowded sidewalks that need the extra space to move about. Hardly anyone uses the shut off street lanes to walk or bike—they don't need it. All it does is create a backlog of traffic and times from idling cars. Last night we were heading south on Main and we sat through several light changes as people were waiting to turn left on Hill St with no break in the oncoming traffic. It was gridlock – and there is no reason for it.

Please open up these lanes on Main street between Madison and Stadium that are away from foot traffic, so the car traffic and congestion eases up.

Thank you for your consideration,

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**From:** A2 Cityworks <[Cityworks\\_PS@a2gov.org](mailto:Cityworks_PS@a2gov.org)>  
**Sent:** Friday, September 18, 2020 7:42 AM  
**Subject:** 1033–1083 Swift St: Customer Comments

Ann Arbor Service Request Notification

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Request Number:</b>           | <b>387423</b>             |
| <b>Complaint Code:</b>           | CUSTOMER COMMENT          |
| <b>Associated WO Number:</b>     |                           |
| <b>Description:</b>              | Customer Comments         |
| <b>Problem Address:</b>          | 1033–1083 Swift St, 48105 |
| <b>Additional Location Info:</b> |                           |
| <b>Date / Time Reported:</b>     | 9/17/2020 5:10:11 PM      |
| <b>Service Priority:</b>         | Medium                    |
| <b>Submitted To:</b>             | Naheedy, Cyrus            |
| <b>Initiated By:</b>             | A2User, Joe               |
| <b>Prj Complete Date:</b>        |                           |

Caller Information

| Call   | Name       |                                 | Home Address | Preferred Phone | Other Phone |
|--------|------------|---------------------------------|--------------|-----------------|-------------|
| 379641 | SECLICKFIX | AN ANONYMOUS<br>SECLICKFIX USER |              |                 |             |

Caller Questions and Answers

| Questions | Answers |
|-----------|---------|
|           |         |

Field Investigation Questions

| Questions   | Answers        |
|-------------|----------------|
| PARKING     | Not Applicable |
| COMPOST     | Not Applicable |
| SOLID WASTE | Not Applicable |
| INVOICES    | Not Applicable |
| TAXES       | Not Applicable |
| OTHER       | Not Applicable |

Comments:

By A2User, Joe : 9/17/2020 5:10:11 PM

The Healthy Streets lane closure on Swift is very poorly signed (or not at all). Numerous cars still use the closed lane to turn right at Broadway, leading to near accidents when another car is properly turning

right from the remaining open lane. Recommend removing this lane closure or adding signage to avoid accidents.

SCF source: <http://seeclickfix.com/issues/8605174>

By A2User, Joe : 9/17/2020 5:57:58 PM

Plus it's just stupid and serves no discernable purpose. You closed the least busy street in town and made the bottom part where it Ts into Broadway a pita.

---

**From:**

**Sent:** Friday, September 18, 2020 9:59 AM

**Subject:** Please consider re-opening Main St lanes

Hi Eli,

I'm writing to express my desire to re-open Main St. lanes of traffic near Stadium Blvd. I know others in my neighborhood have also written to request this.

I'm in favor of "HealthyStreets" but I'm curious how much of the traffic gets unintentionally routed through the neighborhood streets where kids are out playing much more these days. When Snyder was designated for the program, Berkley Ave saw a significant increase in traffic, driving way too fast.

The Main lane closures make it hard to use Main St. north of Stadium in a car. I haven't seen anyone using the closed lanes. The sidewalks seem to be enough this far from downtown. Please reconsider this lane closure this far south of downtown.

Thanks for your consideration,

---

**From:**

**Sent:** Friday, September 18, 2020 11:44 AM

**Subject:** HealthyStreets

Dear City Council Members,

I hope you will all vote for CM Ramlawi's proposal to shorten the experiment with the HealthyStreets closings outside of downtown.

These new bike lanes are barely used and they are causing congestion and confusion all over. They were not well planned, not well designed, and judging from the number of barrels displaced and crushed, are potentially dangerous to pedestrians and bikers. As a regular biker and walker, I know that the main problem with bike lanes is at intersections, and inviting bikers to ride the wrong way on streets by having these lanes is asking for trouble.

Thanks for considering my thoughts.

---

**From:**

**Sent:** Friday, September 18, 2020 4:27 PM

**Subject:** Worsening Ann Arbor traffic problems

Dear Mayor Taylor and Council Members,

As you know, Division and Broadway have been reduced to one lane, from about Ann St. to the north end of the Broadway Bridge. The purpose of this lane closure is not clear, since there has been no construction work during the several weeks of its closure. Perhaps it's somehow supposed to facilitate social distancing? I see very few bikers, and no pedestrians, using that space.

In any case, at rush hours (and other times) the lane closure creates *epic* traffic backups, especially northbound, on the bridge and the northern part of Division. This, in turn, increases the traffic jams on Glen Street.

Having lived 33 years in Ann Arbor, I am well aware of its reputation (which I think is well-deserved) for terrible street conditions, and some indifference to making repairs and facilitating vehicle traffic. (How many years did it take to repave Fifth?) However, the current situation on Division and Broadway suggests a new level of bad design and management.

I would be grateful if you would make an effort to facilitate traffic to the First Ward from the rest of the city by remedying the constriction imposed on Division and Broadway. I do not see that it serves any good purpose.

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**From:**

**Sent:** Saturday, September 19, 2020 9:25 AM

**Subject:** Re: Packard Road Closure Problems

And why isn't the City properly maintaining the Packard Road non-motorized path but instead encouraging the public to walk and bike in the barricaded road? This illustrates the incompetence of the City Administration.

---

**From:**

**Sent:** Monday, September 21, 2020 8:39 AM

**Subject:** Opposition to ending healthy streets (DC-7 on 9/21)

Good morning Councilmembers,

I am writing to voice my strong opposition to resolution to DC-7 (Resolution to End the Healthy Streets Initiative Outside of Downtown) on tonight's meeting agenda.

Our family walks Ward 1 nightly and the extra room to physically distance on Starwick, Longshore and Broadway is priceless. Last week, our second grader was able to chat with one of his classmates who was out riding her bike, and we were able to have a nice conversation with friends who are new parents - all while using the road space created by the HealthyStreets program to maintain a safe distance.

Ending a pilot program intended to allow residents to maintain physical distance runs counter to our city's values, Council's resolutions (5/4/20 Resolution to Promote Safe Social Distancing Outdoors in Ann Arbor), wastes city resources by causing unplanned work for city staff and creates an incomplete data set to evaluate the program's effectiveness.

Please allow this pilot program to run its course and continue to promote safe physical distancing in Ann Arbor.

Thank you,

**From:**

**Sent:** Monday, September 21, 2020 2:43 PM

**Subject:** Concern of the new bike paths

I'm writing to voice concern for the new bike paths that seem to be popping up around town. Are these bike lanes that are currently manmade using large plastic barriers, permanent? There are a number of orange barriers that appear to be blocking off parts of the roads for bikes. I've read the proposal online and it states that the reason for this is because of COVID-19 and to allow people to physically distance. My family owns a local pizza restaurant that offers delivery and I have to say, it's become incredibly hard to commute around town with these. Not only because there are large barriers blocking sections of roads that were once being used for motor vehicles, but it's backing up traffic. I understand that the city of Ann Arbor is actively trying to reduce the amount of motor vehicles downtown as the cost of parking has risen in recent years and the adding of bike lanes, but if this becomes a permanent issue, it will limit the amount of customers our restaurant is getting along with the amount of dining out myself, friends and family will be doing, reducing the local economy. It makes me wonder how much research and local commuting the people who make these plans are doing. You see, our restaurant is located at the corner of Hill & Packard and the only parking we have is facing south, so in order to park, you have to go around the block and now there is a barrier at the corner of Hill & Packard making it appear that you can't turn right onto Hill Street, from Packard. As we have delivery options at our restaurant, it's making it extremely difficult to serve our local community, especially during this pandemic, when people are more apprehensive to leave their homes.

I thank you for your time, and hope there is a lot of consideration that comes from my concern.

---

**From:**

**Sent:** Monday, September 21, 2020 6:16 PM

**Subject:** HealthyStreets Program

Hello Eli,

I am a resident of Ann Arbor on the Old West Side, and the continual removal of room in the streets downtown and on Main Street have provided me with endless frustration. I commute every day down



M14, having to cross the heart of downtown in both directions, and over the last year that trip has increased by about 15 minutes in both directions due to these traffic changes. It seems like a poor method to combat climate change as it does not seem to reduce the amount of cars traveling through the area at a given time so much as it slows them down significantly. Just today the cars were lined up as they always are now, and looking at the side of the road I didn't even see a single cyclist utilizing the now-appropriated space. If walking or cycling was a viable option for my commute you can be 100% certain I would take it, but it is just not feasible for a 30 mile commute each way, and judging by the lines of cars in the now single-lane areas, I would guess that many residents are in the same boat. I am having a hard time seeing a large benefit to more than a relative handful of the population that must traverse these major roads through town on a daily basis. I think bike lanes and "healthystreets" are things that sound great in theory but provide considerably more frustration than benefit to the majority of the population utilizing said streets. I am not sure if this is the best place to voice said issues, but this e-mail is where I was directed to send 'concerns' from the Health Streets Program web page on the city of Ann Arbor website.

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**From:** Sent: Monday, September 21, 2020 12:06 PM  
**Subject:** Healthy Streets - Main Street

I would like to voice my opposition to continued application of the Healthy Streets initiative along Main Street from Pauline to Stadium. I am not sure anyone understands how disruptive this has been to traffic flow and pedestrian safety in this area. My business is located at the corner of Main and Snyder Streets so I can watch the confusion from drivers and pedestrians alike all day, every work day. I have seen only one pedestrian use the restricted lane since it was set up about a week ago, however I have witnessed numerous fender benders as drivers attempt to navigate merging to reduced lanes. Today is garbage pick-up, last Monday when the collection truck came through the traffic was backed up on southbound Main way south of Pauline. The driver was further delayed because some of the curb carts couldn't be reached from the traffic lane and the driver had to exit the truck and move them closer to the active traffic lane so the mechanical lift could reach.

This area already has some of the widest sidewalks in the city to accommodate the Football Stadium, Basketball Arena and Pioneer High School. I don't think we need more room here for cyclists or pedestrians, particularly now that none of the locations are open. The lane closures negatively impact access to our business, the others in our building and those along the S Main Street corridor. The queue for traffic on south bound Main at the Stadium light regularly backed up past our business even without the lane closures, now at peak commuting hours the queue is past Pauline on the southbound side which causes cut through traffic on the residential streets west of Main. When the traffic is queued on the southbound side, drivers attempting to turn left into our business or any of the westbound residential streets south of Pauline are also backing up traffic and gridlocking the Main and Stadium intersection. It's not a safe situation for drivers or pedestrians. These streets are also the preferred route for first responder vehicles. With only two lanes of traffic flow, both overwhelmed with vehicles, they would never get through here in the case of an emergency during peak traffic times.

Please consider ending the pilot project in this area before a serious accident happens.

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|  
From:  
Sent: Tuesday, September 22, 2020 6:46 PM  
Subject: Hi from Lenore, the transplanted New Yorker

Elli,

Nice talking with you the other day. How'd the meeting with the City Council go yesterday?

Just to give you my bicycling bona fides — when I lived in NYC I was a member of the 5 Borough Bike Club. We cycled everywhere — down Flatbush Ave over the Gil Hodges Bridge to Breezy Point; to the Rockaway's, and to Brighton Beach; over the GW Bridge to cycle on Route 9; down Ocean Parkway to Coney Island. And Yes, up to the Bronx, to Island Beach. You get it. I'm an urban cyclist.

I cite this because I'm conversant enough to know that the new "HealthyStreets" along Packard is misguided in so many ways, and does not really service the concerns of bicyclists. Additionally, no kids ever walk there. No pedestrians of any age walk there. I also notice that the city has instituted such an alteration along Main Street. These stretches of road are now nothing but obstacle courses for motorists to navigate, and it's so precarious, few cyclists will use the altered terrain. It's beyond comprehension that this will continue for close to 90 days; its wrongheadedness is so apparent as to be laughable.

I did notice that Packard eastbound expands to 2 lanes at Springbrook. That's good, but not nearly enough. What's good enough is to see this folly for what it is, and to reverse it, and not wait for 90 days to do so. The idea was launched when traffic had diminished considerably in the immediate aftermath of the virus lockdown. The traffic volume and patterns have gotten closer to normal now.

To emphasize my aesthetic point — these barreled, barricaded streets resemble nothing so much as a construction site. Bad!!

|  
From:  
Sent: Monday, September 21, 2020 5:50 PM  
Subject: Swift rd

Luke,

Why is Swift rd closed on the right lane? It is a MASSIVE inconvenience for us living here! One lane for left & right turning? I literally waited over 7 min from Longshore/Moore for the light on sat! No exaggeration.

People started going through the red light because it wasn't turning.

Please respond.

Thanks,

|  
From:  
Sent: Wednesday, September 23, 2020 11:34 AM  
Subject: Re: Swift rd

Luke,

Thanks!

Eli,

This needs to end now!!! What a F'ing nightmare. I live on Longshore near Wright. I spent LITERALLY 10 min AGAIN, today at the Swift/Broadway light & traffic backing up down Pontiac Trail!!!! There is NO reason the right lane should be closed at the light!!! & the damn light stays red for over 5 min at a time, where people start going through it!!

End this now!!!

|  
**From:**  
**Sent:** Wednesday, September 23, 2020 1:46 PM  
**Subject:** Re: Swift rd

This survey is a total waste of my time. My concern was Broadway/Swift. That is not even mentioned.

On Sep 23, 2020, at 1:18 PM, Cooper, Eli <[ECOoper@a2gov.org](mailto:ECOoper@a2gov.org)> wrote:

|  
As I was copied on Luke's response to you, I wanted to provide you one additional opportunity to express your view of the HealthyStreets Pilot Program. The City and DDA have an on-line survey where you can provide comment. We encourage you to provide additional input by filling out the program survey: [bit.ly/hspilotsurvey](http://bit.ly/hspilotsurvey). Please contact me at [ecooper@a2gov.org](mailto:ecooper@a2gov.org), if you have any further questions or concerns.

Respectfully,

Eli Cooper, A.I.C.P.

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|  
From:  
Sent: Thursday, September 24, 2020 11:29 AM  
Subject: Broadway Bridge\_issue

Thank you Eli for your time and input regarding my questions about the Broadway Bridge "bike lane pilot, healthy street, Swift/Maiden Lane Rd. construction" issues. Knowing these issues are likely "temporary" was helpful. Although I support bike lanes and remedies to eliminate environmental stress, my concern in this case are idling cars on a bridge narrowed down to one lane for the purpose of people using bikes to eliminate auto emissions. Doesn't make sense.

Please go ahead and send me the link to the survey. I will fill it out and send back. Also will follow up with my council members in Ward 1.

Appreciate the work you are doing.

Best,

**From:**

**Sent:** Thursday, September 24, 2020 4:26 PM

**Subject:** Healthy roads

Good Afternoon,

I wasn't sure who to send this email to so please forward to the appropriate department. I am a cyclist and driver. I support the healthy roads except for the one on Main Street. There are safe routes to navigate getting to downtown, I commute pretty frequently from Ellsworth and Lohr. Ann Arbor/Saline has bike lanes and multipurpose paths from Oak Valley to Stadium. Even with the Healthy Roads pyloned off vehicles are maneuvering into the "bike" lane to get around cars that are making left turns. Once you get to Main at William the roads are pretty bad (potholes) which isn't safe anyway for cyclists. I have tried taking the lane and going on the sidewalk and am not comfortable with either option.

I also think with more people working from home due to COVID that the amount of cars coming into downtown has already been greatly reduced so the need for Main St. to be on a road diet isn't as urgent as it once would have been.

Best regards,

**From:** Lumm, Jane <JLumm@a2gov.org>

**Sent:** Thursday, September 24, 2020 5:59 PM

**Subject:** FW: Division bike lane is training cyclist to "Salmon" against the current

Thank you for your feedback, Dave. Appreciate your sending along your observations and concerns about the confusing and unsafe bike travel lanes.

Am copying City staff who are involved with this "healthy streets" pilot.

Stay safe and thank you, Jane Lumm

**From:**

**Sent:** Thursday, September 24, 2020 5:34 PM

**To:** CityCouncil <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>

**Subject:** Division bike lane is training cyclist to "Salmon" against the current

Greetings,

Unfortunately I am seeing more shakey cyclists riding the wrong way on Division, as they're being encouraged to by the faulty, compressed space, two way design. I also have been seeing more wrong way cyclist in places that are supposed to follow the traffic direction. We are making a big mistake by confusing this issue of directionality and bike travel. We've spent the last century training cyclist to ride with traffic and now we're literally encouraging the opposite with no signage, no context. Really really bad message to send if safe effective cycling is the goal.

**From:**

**Sent:** Thursday, September 24, 2020 6:21 PM

**Subject:** Re: Division bike lane is training cyclist to "Salmon" against the current

Thanks for forwarding. What Northside cyclist really need is a permanent road diet on Broadway bridge with bike lanes on both sides.

**From:** Naheedy, Cyrus <[CNaheedy@a2gov.org](mailto:CNaheedy@a2gov.org)>

**Sent:** Thursday, September 24, 2020 4:35 PM

**To:** [jwr@umich.edu](mailto:jwr@umich.edu)

**Subject:** Healthy Streets Project - Broadway Bridge

Good afternoon Mr. Rubadeau,

Thank you for sharing your observations along Division and Broadway and providing feedback on the [Healthy Streets Pilot Project](#) program. The safety, effectiveness, and usage of the program will be monitored during the 90-day pilot period. Staff will adjust the program as needed based on data and observation. The pilots are currently scheduled to be removed no later than November 29 (90 days after installation). In addition to City Council actions noted in the webpage linked above, the project was also discussed at the most recent City Council meeting (September 21) and is scheduled to be brought up again for discussion at the October 19 City Council meeting.

As to adjustments, City and DDA staff have been observing traffic, to ascertain if any improvements or adjustments are needed to address emerging issues. We are in the process of implementing changes and continuing to consider additional measures to assist traffic flow. Please be patient as adjustments are made to the Healthy Streets deployment. We anticipate traffic flow will improve once further adjustments are implemented.

We encourage you to provide additional input by filling out the program survey: [bit.ly/hspilotsurvey](https://bit.ly/hspilotsurvey). I've also included staff member Eli Cooper on this email, who has been the primary staff contact for this project. You may contact him at [ecooper@a2gov.org](mailto:ecooper@a2gov.org), if you have any further questions or concerns.

Sincerely,  
Cyrus

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**From:**

**Sent:** Friday, September 25, 2020 12:24 PM

**Subject:** "Healthy Streets"

Dear Mr Cooper,

As a taxpayer in the City of Ann Arbor, I want to share my disgust with you over the most senseless program I've ever seen. The pure stupidity over lane closures in the name of "social distancing" is astonishing. The fact that our tax dollars paid for it is infuriating. All you've done is waste the time of drivers who now take longer to get from A to B while spitting out more emissions while they sit in traffic. Congratulations on contributing to "climate change" at the same time as creating even more of a traffic problem than we already have.

---

**From:**

**Sent:** Saturday, September 26, 2020 9:02 AM

**Subject:** Re: Healthystreets

Hi Eli,

Any thoughts on my question below yet?

Also, I would like to register my request to remove the recently installed barriers to traffic at the packard/hill/state street area. I was stuck in the middle of the state and packard intersection along with three other cars for two light cycles last evening. Blocking all traffic in all directions.

Please acknowledge receipt of the feedback.

Thanks,

On Sep 1, 2020, at 10:45 AM,

Hi Eli,

This is NAME REMOVED from Iroquois Place in AA (we spoke a couple of times). Thanks again for speaking with me and sharing more details on the healthy streets program. You have been generous with your time and patient with my inquiries. As I mentioned, I don't plan to pursue the issues on Iroquois any further given that the program will terminate in late October or so.

I do have one more question - Once the program concludes, would you be willing to share the program success metrics and whether or not they were achieved? If this is a significant effort then please disregard the request as you have more pressing issues I am sure. I am just curious.

Thanks for everything you do for AA.

Best,

**From:** Sent: Saturday, September 26, 2020 11:22 AM

**Subject:** Discontinued left turn at Main and Miller

The left turn sign (hanging in the middle of the road), east bound Miller to North bound Main, needs to be covered up. Cars are going on the lane to turn left and it is now a west bound lane. Very confusing and some almost head on collisions are occurring.

Sorry to bother you but I can't get my A2Fixit app to work.

Hope all is well with you.

**From:** Sent: Sunday, September 27, 2020 11:42 PM

**Subject:** Two way Miller Bike Lane

Hi!

I really enjoy the Miller Rd two way bike lane.

Could there be some signage for west bound Miller/Catherine cars to alert those turning right that bikes may be coming across?

**Sent:** Monday, September 28, 2020 10:00 AM

**Subject:** Service Request: 387798

Ann Arbor Service Request Notification

|                                  |                          |
|----------------------------------|--------------------------|
| <b>Request Number:</b>           | <b>387798</b>            |
| <b>Complaint Code:</b>           | OTHER                    |
| <b>Associated WO Number:</b>     |                          |
| <b>Description:</b>              | Other issue              |
| <b>Problem Address:</b>          | Packard St, 48104        |
| <b>Additional Location Info:</b> |                          |
| <b>Date / Time Reported:</b>     | 9/25/2020 8:44:59 PM     |
| <b>Service Priority:</b>         | Medium                   |
| <b>Submitted To:</b>             | CustomerService, A2FixIt |
| <b>Initiated By:</b>             | A2User, Joe              |
| <b>Prj Complete Date:</b>        |                          |

**Caller Information**

| Call   | Name               | Home Address | Preferred Phone | Other Phone |
|--------|--------------------|--------------|-----------------|-------------|
| 380016 | SECLICKFIX REBECCA |              |                 |             |

**Caller Questions and Answers**

| Questions | Answers |
|-----------|---------|
|           |         |

**Field Investigation Questions**

| Questions | Answers |
|-----------|---------|
|           |         |

**Comments:**

By A2User, Joe : 9/25/2020 8:44:59 PM

The 'healthy' street creation actually makes cycling more dangerous - in many places the cars turning right are now in the left hand lane which means they are turning in front of cyclists in the right lane.

**From:**

**Sent:** Monday, September 28, 2020 6:57 PM

**Subject:** Bicycle Lanes

Today a little after 1pm, not rush hour, I took Division to go home from Central Campus and encountered traffic backed up all the way from Maiden Lane, across the Broadway Bridge and half a block back up Division. There was nothing to do but crawl through four or five traffic light changes trying to get home. Why? Because someone decided to remove one of only two traffic lanes from a major

egress artery to experiment with bike lanes. If you want to do something beneficial, make one way traffic on each pedestrian walkway on either side of the bridge. But DO NOT mess with the car traffic lanes. I am sure you have heard from many people that this idea is ill-conceived and obviously without any traffic impact studies. You can't take away one out of two lanes on Division or Main or Packard without creating havoc. Fix this mess!

---

**From:**

**Sent:** Friday, September 25, 2020 1:01 PM

**Subject:** Healthy Streets Swift/Broadway

Tom:

Do you have access to the engineering drawings for the Swift/Broadway health street? I would be interested in seeing them, because all I saw was another barricade put up in the middle of the right blocking that off even more, making it almost impossible for a bicyclist or walker, and at the intersection there is a construction project, I am so confused and just not clear how an engineer would approve this configuration? I appreciate the response.

Thanks,

---

**From: Sent:** Tuesday, September 29, 2020 11:31 PM

**Subject:** Pilot project

Put Broadway bridge and the two blocks of Miller btw Main and First back to the way they were ASAP.

I am primarily a cyclist and these two pain points seem to be creating a lot of ill will toward bicyclists.

Please return these spots to their "normal" pattern.

I am also not a big fan of the two-way bike lanes which increase the cognitive load a lot for drivers and make turns problematic for all of us.

Nice thought, poor execution.

Keep on riding!

---

**From:** >

**Sent:** Sunday, September 20, 2020 9:09 PM

**Subject:** Open Main St from Stadium to William

Hello,

The Healthy Streets Initiative is creating a nuisance and hazard on Main St. I biked in the closed off lane until a car pulled into that lane and almost ran me over. I usually bike on Seventh, Fifth, Division, Ashley,



and First and I feel safe on these streets. When I drive, I can't even turn on to Main Street because traffic is backed up all the way from William to Stadium.

Please return Main St to normal operation.

Thank you,

**From:**

**Sent:** Monday, September 21, 2020 12:06 PM

**Subject:** Please allow the Healthy streets pilots along Packard, Main, and Broadway to run their course!

I am disappointed to learn that these temporary street enhancements are subject to a untimely ending. While understandably subjective, I find that the pilots, particularly along Packard make my commute much less chaotic as I don't have to jockey for position between cars on the roadway where there is no bike facility and/or pedestrians on the sidewalk for the stretch from Packard/Eisenhower to Platt. There is a great network for the entirety of my commute along the northern part of Packard, then along Platt all the way south into Pittsfield Township. However for this stretch, I am often at odds as to how to navigate. I have seen a cyclist get hit by a car trying to get through the crosswalk near buhr park/rose park and I myself have been yelled at by cars for properly using the crosswalk merely because of the inconvenience I caused by stopping traffic after waiting to see if cars would bother stopping at all before using the beg button.

I am going to share the recommendation from WBWC as well as my own story above because I feel that they also are a fair and just representation of both mine and other non-motorized users in the city!

"The Washtenaw Bicycling and Walking Coalition (WBWC) is very supportive of Ann Arbor's Healthy Streets/People Friendly Streets program, including the segments proposed to be prematurely ended. As such, we encourage City Council to vote no on this resolution.

These programs are intended to be installed for a limited and defined amount of time to be able to see their effectiveness *and have time to refine their design* throughout the pilot period. Ending these projects prematurely will remove facilities that people have hardly had time to discover and make good use of. Additionally, it would be a waste of city resources already invested with the net knowledge gained being nothing. Allowing them to complete their term allows not only time for design adjustments where issues may exist, but for public acclimatization to the new configuration. This occurs all the time with road construction. The only difference here is that the benefits of this road configuration are for road users other than motor vehicles. Please allow the city and the citizens to get the most out of this opportunity."

Thank you for your service to the city.

Sincerely,

From: R

Sent: Tuesday, September 29, 2020 8:30 PM

Subject: New Message From Downtown Development Authority

I have lived downtown for 30 years and currently have lots of problems with the healthy streets program and the bike lanes. Have had lots of issues and several near accidents due to foolish cyclists. I would like to talk to someone about what needs to be done. The street closure on Main St is

thoughtless. Just yesterday, I was going North on Main and doing a left turn onto Mosley, which is never easy, and made far more difficult by the one lane traffic. Just as I turned ( and I had my signal on), a cyclist dashing in the "Heathystreet" lane, passed me on the left. I never saw him. ....it was very scary.

---

**From:**

**Sent:** Wednesday, September 30, 2020 11:35 AM

**Subject:** Re: Pilot project

Wow, thanks for your thoughtful reply, Maura.

It isn't that I don't appreciate the concept of slowing car traffic and expanding bicycle spaces - I truly do want that same goal.

For me the important attributes of a good future system will include easy transitions to and from the B2B, absolutely a few grid corridors that work for cyclists in town, and most of all, trying to make the public thoroughfares a shared space. Simply closing some streets to cars entirely is fine with me. What scares me are these intersections with flashing red lights, and four way car traffic, along with four way bicycle traffic in adjacent lanes. No one can figure out how to navigate that. Much safer to slow the cars to 25 and let cars and bikes coexist with protected turn signaling.

I mentioned the connectedness of bike lanes/paths/corridors.

at present, there is no safe way to get on the fuller road bike path from the north and west. I know that the reopening of fuller will help, but there needs to be a way to get from the maiden lane or swift street sections onto the fuller segment. There are high curbs at the maiden lane bridge, so a cyclist must hoist their bike over the curb or else get into the traffic to make the left onto fuller (which is what I do). Once on fuller it can be a challenge to get onto the pathway. Either go up the crosswalk ramp or wait until the parking lot entrances. tough.

I look forward to crossing allen creek above the cascades and seeing how that goes, as well as joining the new trail at william and first and heading north to summit. That should help a lot!

I will look for the survey. Many thanks for all that you do.

---

**From:**

**Sent:** Wednesday, September 30, 2020 11:47 AM

**Subject:** HealthyStreets-dangerous situation

Mr. Cooper,

I wanted to share an observation I made yesterday on Main Street just south of Mosley near the 7-Eleven store. As you know the outer lanes are blocked so that anyone waiting for a bus must cross over the closed lane to board a bus.

Yesterday there was an elderly man waiting at the bus stop on the west side of the road. A bus had pulled up in the lane in operation. It appeared the man was unsure if it was his bus and hesitated. At the same time a car behind the bus, whizzed around the bus in the closed lane to pass the stopped bus. The man waited and held his bus pass up to try to communicate he wanted to get on the bus. A second car moved around the bus to pass it. Another bus pulled up behind the first stopped bus and the man hesitated at first then shuffled out to the second bus. It was so dangerous.

All of the bus stops along Main street from Stadium to Madison are dangerous because the bus can no longer pull up to the curb. Riders must go into the street to board. There is so much inequity in this situation. A higher number of low-income residents utilize busses for transportation than other residents.

I would suggest such inequity along our major thoroughfares to stop as soon as possible. Bus riders should not have to be at risk when riding a bus.

In addition, as I have written to council before, when Main becomes busy, cars are choosing to peel off and cut through the neighborhoods. We have seen increased speeds on S. Ashley between Madison and Williams. Cars on Main moving north are held up by anyone turning left who must wait for oncoming traffic to clear. It effects total travel time leading to driver frustration. Not a good recipe to try to get people to slow down and work with pedestrians. Instead they get frustrated and try to make up lost time by zipping through neighborhood streets. My neighbors and I have seen a significant increase in traffic and speeds.

When I take my car out for essential business, I have always tried to stay on major thoroughfares because I respect the neighborhoods and the desire for low amounts of traffic and slower speeds. Now I am doing everything I can NOT to travel on the roads cut down to one lane without a turn lane. After creeping along Main from Stadium to Williams or Packard from Eisenhower to Platt, I decided my time is valuable and I make my way through neighborhoods. This is the pattern many people will choose.

I request we end the period to gather data. If not the entire project, at least look at a few areas that are currently bottlenecks, those negatively effecting nearby neighborhoods and those unsafe for bus riders.

Thank you for your consideration. A response from you or someone from the project would be much appreciated.

**From:**

**Sent:** Wednesday, September 30, 2020 4:47 PM

**Subject:** Re: Healthy Streets needs a Healthy Makeover

I appreciate your response, Eli.

To be clear, the issue is on Broadway proper, but you can see it from Swift for sure.

Quick, iterative adjustments to the problematic portions of this project would do a lot to secure more public buy-in for the project as a whole.

**From:**

**Sent:** Wednesday, September 30, 2020 5:37 PM

**Subject:** Healthy Streets

As someone whos main way of getting around town is by foot, I find that the Healthy Streets changes make my walks more dangerous.

Just one of the examples:

I was walking north on N. Division on the east side of the street, coming up to Carey and the Broadway bridge. Before HealthyStreets, it was somewhat challenging, but definitely doable safely with attention paid.

Now, I need to watch out for cars coming up Carey St. to N. Division, for two directional lanes for bicycles and northbound cars on N. Division either curving gradually right or veering sharply right onto Carey Street. Cars on N. Division now have to concentrate on so many things that it is very hard for them to also spot pedestrians, making it very dangerous for pedestrians such as myself.

And I have to many things to observe now with bicyclists riding both ways. I have to look in too many spots. At dusk and at night, it's even more dangerous. And for us senior citizens, it is even more irresponsible of our city to have made this change in a city with a growing population of seniors.

I would ask DDA employees, the mayor, and city council members to try walking my described path, at daytime during rush hour, at dusk, and at night to understand the foolhardiness of this plan on N. Division. This is unhealthy streets for pedestrians.

Also, I walked on Division from Hill Street to the Broadway Bridge in the early evening. I observed only 4 bicyclists my entire stroll. I observed many dozens of pedestrians and hundreds of cars. Is this risk and expense worth it?

I would say this is an experiment that risks people's lives and hope after walking this route a few times, each of you will see that.

I await a response from each of you.

Thank you,

**From:**

**Sent:** Wednesday, September 30, 2020 10:32 AM

**Subject:** Missing Lanes

Yesterday I was returning home around 1pm going south on Pontiac Trail and turning onto Swift to cross the Broadway Bridge. One of the lanes on Swift is closed. As a result, it took me seven minutes to get through the light at Swift and Broadway. The lane closure seems to have no purpose, or perhaps the purpose is to make it take longer to get where I'm going. I can only imagine what this light would be like during morning or evening rush hour, or what it will be like when traffic has returned to pre-pandemic levels.

There is also a lane closed on the Northeast bound side of the Broadway Bridge. This seems to always slow down traffic a little, and I've seen hardly any bikes riding in the closed lane. When the bridge was rebuilt several years ago, large pedestrian lanes, which can also be used by bikes, were added.

One thing that the city and the DDA could do to promote greater understanding of this issue is to publish the data collected about the usage patterns of these changes. As it is, many Ann Arborites including me are a little confused by the HealthyStreets program.

While I am in favor of making our city more walkable and bikable, closing lanes just for the heck of it doesn't seem like the best way to do this.

**From:**

**Sent:** Wednesday, September 30, 2020 2:54 PM

**Subject:** Visioning regarding Packard

Hi Eli,

As you probably know, WBWC's recent survey of bicyclists showed high interest in improving bikeability along Packard between Eisenhower and Ypsilanti. As you know, this stretch is highlighted in the Ann Arbor and WATS plans. The Ann Arbor plan suggests long-term road widening and short-term possible lane narrowing to make room for bike lanes (page 179 of the 2013 Non-Motorized Plan Update). Road widening would create opportunities for high-quality bicycle facilities.

WBWC would like to explore both the short-term and long-term opportunities with the goal of creating a shared vision among the communities and agencies involved. We might want to model this on our successful effort a few years ago to bring multiple stakeholders together to improve the Ann Arbor - Saline Road / I-94 interchange.

Do you have any suggestions about how we might proceed, and would you like to participate in such an effort?

**From:**

**Sent:** Friday, October 02, 2020 1:08 PM

**Subject:** RE: Healthy street project

Hello, the barrels are still up which is surprising given our discussion. is there any plan to bring them down before the end of the three months?

Thanks inquiring minds want to know 🤔

[Sent from Yahoo Mail on Android](#)

On Thu, Sep 17, 2020 at 2:27 PM, Cooper, Eli

<[ECooper@a2gov.org](mailto:ECooper@a2gov.org)> wrote:

Good talking with you this afternoon. Thank you for sharing your observations along Packard and providing feedback on the [Healthy Streets Pilot Project](#) program. The safety, effectiveness, and usage of the program will be monitored during the up to 90-day pilot period. Staff will adjust the program as needed based on data and observation. The pilots will be removed no later than November 29 (90 days after installation).

Our staff was out observing traffic the past few days. We are in the process of considering options to assist traffic flow on Packard. Please be patient as we adjust the Healthy Streets deployment. I anticipate traffic will improve once further adjustments are implemented.

We encourage you to provide additional input by filling out the program survey: [bit.ly/hspilotsurvey](https://bit.ly/hspilotsurvey). Please contact me if you have any further questions.

Respectfully,

**Eli Cooper, A.I.C.P.**

**From:** Regan Mcburney <[reganmcburney@yahoo.com](mailto:reganmcburney@yahoo.com)>

**Sent:** Thursday, September 17, 2020 5:05 AM

**Subject:** Healthy street project

**From:**

**Sent:** Friday, October 02, 2020 2:12 PM

**Subject:** Healthy Streets

Please send me the link for the survey for this program. Thanks

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**From:**

**Sent:** Friday, October 02, 2020 2:51 PM

**Subject:** Re: Swift rd

Why all the construction barriers were put up weeks ahead of the work done at Broadway and Swift, I do not understand. But, now that the work is completed, it is time to remove the barrels and blockade, to turn it back into a two lane left and right turns.

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**From:**

**Sent:** Friday, October 02, 2020 3:41 PM

**Subject:** Re: Swift rd

Thanks for the reply.

I see no use for keeping the barrels/barricades up. The lane is not being used for anything, as the barricades prevent even walking or cycling. So I don't understand how it is deemed "Healthy street". Slowing or blocking traffic, without using what is closed off, seems idiotic. With Argo closed, we are no longer having issues with increased vehicle traffic. Plus, again, the survey does not even address Broadway/Swift. It stops before the bridge.

With Swift closed off at the top of the hill, is another issue.

Pissing off the residents is the only thing it is accomplishing.

Sincerely,

**From:**

**Sent:** Friday, October 02, 2020 6:17 PM

**Subject:** Re: Swift rd

Sorry, this is the email address to be used.

Ann,

I have already filled out the survey, & it does not address this street. So I wasn't able to include it.

**From:**  
**Sent:** Saturday, October 03, 2020 10:00 AM  
**Subject:** Re: HealthyStreets-dangerous situation

Please pass it on.

**From:**  
**Sent:** Saturday, October 03, 2020 12:23 PM  
**Subject:** Re: Missing Lanes

Thanks Eli.

I had one more unfortunate encounter with this intersection yesterday around 6:30. There is only one lane at the light going from Swift to Broadway. Because Broadway was also down to one lane, there was constant presence of cars on northeast bound Broadway. So, when the light changed to allow Swift to go, one or two left turning cars would pull out into Broadway and then no cars could move whether they were turning left or right onto Broadway. Once, there was almost gridlock, with left turners stuck blocking the other direction traffic on Broadway, after the light changed. Eventually some of the cars on Swift went around a barrel into the blocked off lane to turn right onto Broadway.

I hope you can fix this right away since it only requires moving a sign and a few barrels to reopen the other lane on Swift.

**From:**  
**Sent:** Saturday, October 03, 2020 12:42 PM  
**Subject:** Re: Lane closures and red lights

Eli,

Is it possible to move the bike lanes to one of the wide sidewalks on the Broadway bridge, one on each side? Maybe put two way bike traffic on one side and pedestrians on the other? I understand that would not be ideal, but the loss of the East bound lane is very disruptive to traffic flow.

**From:**  
**Date:** October 5, 2020 at 8:16:50 AM EDT  
**Subject:** Recent changes to pedestrian crossings in Ann Arbor

To the Members of the Ann Arbor City Council

Dear Members

I am writing, as a blind citizen of Ann Arbor, to raise concerns about changes to road crossings in the center of the city. A week ago, I narrowly missed being knocked down by a hybrid vehicle turning right onto State Street from Liberty because I was not aware that the crossing

had changed from a light-controlled intersection to a stop-sign controlled intersection. I had listened for traffic on state street to stop and then, assuming that the light was red, stepped out into the street. Though the car should have remained stopped to wait for me, I am assuming it was also thinking it could turn right on a red signal.

I am also concerned by the increasing number of bump-out intersections that are appearing all around town. At these intersections, the risk is not from cars, but from cyclists who swing out into the traffic lane at the crosswalk instead of waiting behind the bump-out until the traffic has cleared. Some even mount the pavement at these points, and directly cross the traveled path for pedestrians.

I am concerned that no one consulted road users with disabilities before these changes were put into effect or thought to communicate which light intersections were changing over to stop-light control crossings to this segment of the community.

I would greatly appreciate someone getting in touch with me so that we can address how some of these issues can be rectified for the safety of all pedestrians in the city.

Yours sincerely

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**From:**

**Sent:** Monday, October 5, 2020 1:10 PM

**Subject:** traffic safety

Today, I barely avoided a head on collision south of the intersection of S. Main and William St. I was heading south attempting to follow the new lane change caused by the new bike lane/parking arrangement. A vehicle going northbound pulled into what used to be the left turn lane not realizing this was no longer a left turn lane but a through lane for southbound traffic. I had to swerve into the parking spots to avoid the accident.

This new arrangement to accommodate the bike lane and a few parking spots is to say the least confusing and dangerous. This was a clear morning, what will happen when the lane markings are wet or snow covered or when it is dark? I have called and talked to the traffic engineer and am awaiting a call from the person responsible to this section of roadway.

This is a clear and immediate dangerous situation.



I would appreciate a prompt remedy to this problem.

| From:  
Sent: Tuesday, October 6, 2020 9:54 PM  
Subject: Packard Ellsworth to platt

So I just took the regular survey, and to reiterate a point, I didn't even realize the lane closure on packard was to enable social distancing. I understand the barricade pieces to prevent cars turning, but I've biked along packard a lot, and never used that lane to bike because I assumed it was for construction, and because of the non barrel barriers I didn't think I could safely bike through there anyway, and I've used the sidewalks instead.

I know the project is almost done, but I've never seen a cyclist use that lane and I think that particular one needs better signage and symbols

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| From:  
Sent: Monday, October 12, 2020 9:58 PM  
Subject: Re: Hi from, the transplanted New Yorker

Eli,

I'm so gratified to see that the municipal authorities have, indeed, concluded that the "healthy streets" along the major arteries in Ann Arbor has been misguided, even dangerous, and, at least along Packard, the barrels have been moved aside to allow for two lanes in both directions.

You know that I'm a bicycle advocate and that this experiment did not serve that aim, in my view. If you had anything to do with this reversal of policy, I thank you. Am I right to assume that this reversal will be permanent and that it applies to Main Street, as well, which I haven't traveled in the last few days?

Best,

| From:  
Sent: Tuesday, October 13, 2020 10:25 AM  
Subject: Main Street Enquiry -- FW: Voice message from MB: 42060

Hey Eli,

This VM is from Joan, an A2 resident that can be reached at NR listed in email. She wants to know why Main St is still down to one lane. Would you be kind enough to respond or have your staff return her call. Thanks in advance!

Please note Planning Staff are continuing to work remotely and are committed to responding as soon as possible. Updated contact information is below.

| **From**  
**Sent:** Monday, October 12, 2020 7:21 AM  
**Subject:** Healthy streets

Dear Mr. Cooper

My wife and I are writing to you about the HealthyStreets initiative.

We feel that the initiative has many more negative aspects than positive aspects.

First of all, for background, we are avid walkers and walk around town much more than drive. We also are very concerned about the environment and the health of people and our planet.

We are seeing that the narrowing of driving lane widths and the elimination of turn lanes are threatening the safety of Ann Arbor's citizens.

Making driving more difficult with extreme minimal narrow lanes and eliminating turn lanes distracts drivers from looking out for pedestrians. We have had several close calls recently while walking which we feel is from the HealthyStreets initiative changes.

Also, we are walking in air that is more polluted because cars are idling while waiting for opportunities to turn on a much more common basis now. Idling is, by far, the least efficient stage for a car engine. It means 0 mpg while idling, and that is bad for our planet.

While there may be minimal increases in total cycle traffic on HealthyStreets, we feel the negatives mentioned above far outweigh the positives.

We hope you get that this email is written by avid environmentalists and people who respect and appreciate those who bicycle. Yet we feel the Healthy Streets initiative has too many negatives and has overall been a strong negative for pedestrians.

We would appreciate a response.

Thank you.

**From:**

**Sent:** Thursday, October 15, 2020 7:23 PM

**Subject:** Re: Lane closures and red lights

Hi Eli,

If the bike Lanes were supposed to be removed on the 15th can you tell me why lines were painted and they're still in place?

D. A. Haig Construction

---

**From:**

**Sent:** Thursday, October 15, 2020 9:17 PM

**Subject:** Re: HealthyStreets Program - Traffic Light Changes

Hi,

There are still numerous drivers who are failing to stop at the Catherine and Division intersection, particularly drivers headed North on Division. The stop signs are not very visible for drivers, and many apparently are not familiar with the flashing red being a stop. You need better signage at this intersection. I filed a traffic complaint with the city, but the AAPD won't enforce a Healthy Streets intersection. Just this week I was almost hit twice while trying to cross Division.

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From:  
Date: Fri, Oct 9, 2020 at 5:13 PM  
Subject: Voicing Opinion on Healthy Streets

My name is NAME REMOVED, and I am a resident of the Foxfire subdivision in Ward 1. During your campaign for city council you came through our neighborhood, and we were able to chat at one point. I was pleased and surprised about your win. In anticipation of your taking office in the near future, I want to share my opinion on the Health Streets Project, which the council voted on last May.

I first became aware of the program over the summer when barricades appeared on streets such as Sunset and Arborview. These are neighborhoods I periodically visit as an active runner in order to do hill training. Since these are mainly residential neighborhoods, I think they are reasonable choices for this program, and I benefit from the reduced traffic along with the neighborhood residents. More recently, however, I have noticed lane closures on Division and Swift Street. Because these are major arteries and/or chokepoints providing access to and from the city center, I have a much less positive opinion of their use in the Healthy Streets Project. I think these particular lane closures are a major headache for commuters, and I think they ought to be removed ASAP. Because they are crammed into one lane on the Broadway bridge, traffic heading northeast on Broadway and Plymouth Road is often backed up at the Maiden Ln intersection for several traffic light cycles. This is an unacceptable burden on commuter traffic. While the idea of providing more space for pedestrians and cyclists is laudable, it is unreasonable to ask drivers on major arteries through the city to endure daily backups as a consequence. It makes the city less livable and pleasant for a significant portion of the residents, and visitors as well.

Thank you for your time and consideration.

Sincerely,  
From:  
Sent: Thursday, October 15, 2020 4:36 PM  
Subject: Division street bike lane

What was happening with the Division street bike lane traffic barriers today October 15th. I rode my bike on Division this morning over the bridge towards Wall Street, the orange barriers connected to the road were present indicating and protecting the two way bike lane. In the afternoon these traffic barriers were gone, I didn't notice until I was half way across the bridge, the dashed yellow lines indicating bike lanes are still present.

**From:** Sent: Saturday, October 24, 2020 10:34 AM  
**Subject:** Re: Lane closures and red lights

Hi Eli,

Thanks for removing the bike lanes on Broadway and Swift. Traffic is moving much better there now.

It's still quite slow and difficult on Division between Huron and Broadway. Are those changes supposed to be permanent? Fourth avenue seems like a much less disruptive street for a two way bike lane. It

would require the loss of parking on one side of the street but it connects nicely to Williams and the new Argo viaduct.

**From:** Sent: Thursday, October 29, 2020 11:06 AM

**Subject:** Focus corridors and bicycle riding

Dear Mr. Cooper,

I also wrote to City Council and am reiterating my thanks to you here: As both a driver of a car, a walker, and a bike rider living in Ann Arbor's Northside neighborhood, I love the focus corridors and delineated bike lanes.

- As a car driver I'm far less worried about bicyclists zooming in and out of lanes when there are barriers on the road for them to stay to one side.
- As a walker, I love the extra layer of protection between me, my kids, and cars and bikes alike.
- As a cyclist, it's phenomenal to be able to ride without having to worry about getting ignored, harassed, or hit by a car.

My only wish is that the protected lanes continued more consistently along streets (for example, Northeast over the Broadway Bridge instead of ending at Division and Detroit).

Sincerely,

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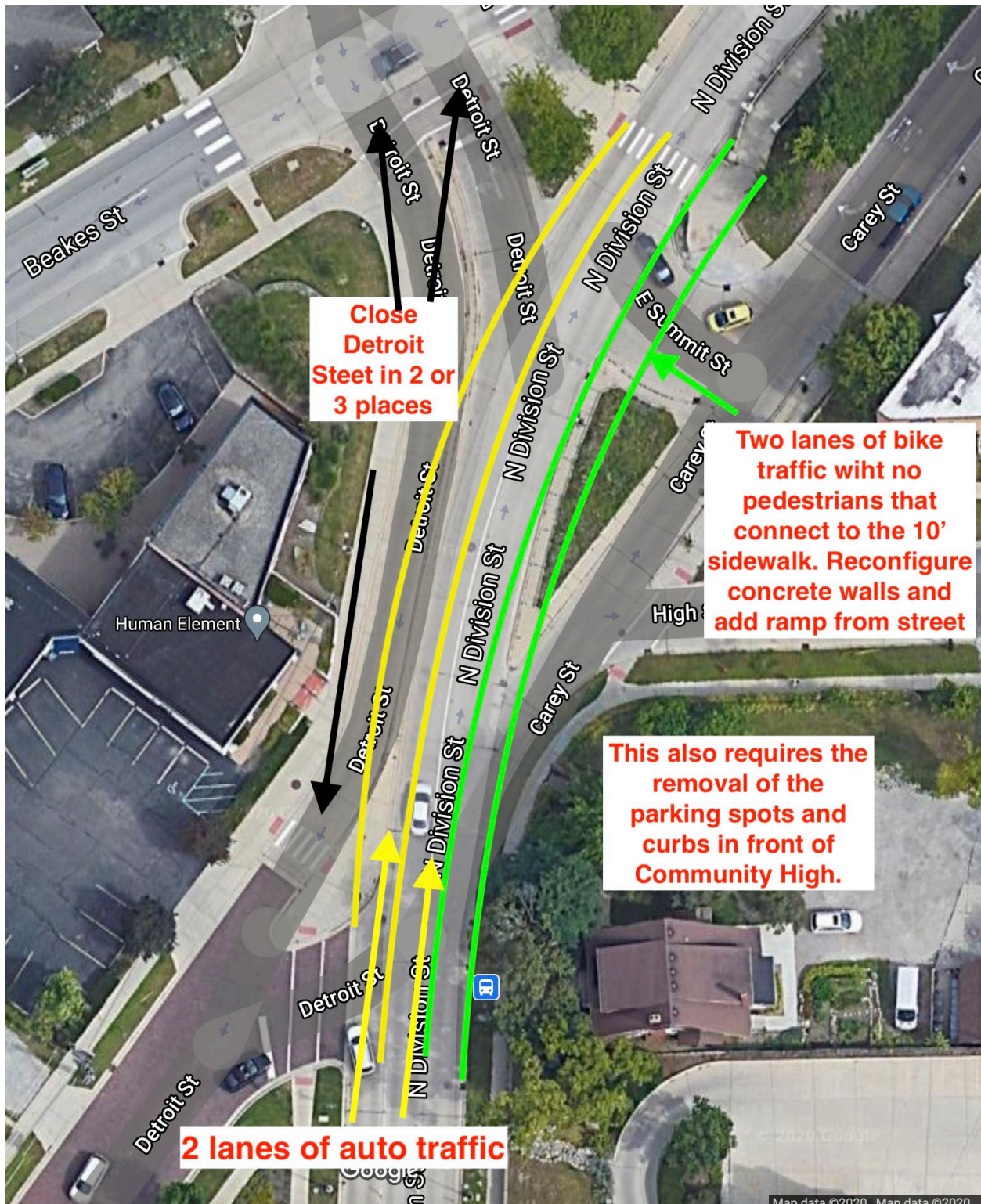
**From:** >

**Sent:** Tuesday, November 03, 2020 2:29 PM

**Subject:** Re: Lane closures and red lights

Thanks, Eli,

I appreciate your efforts to keep me informed. I think this is an achievable way to make the bike lanes work on the Northside. This isn't a simple fix, but it gets two ways bike lanes and keeps traffic flowing in two lanes. This will be a traffic flow problem for many years to come until we have alternatives to driving.



From: Sent: Tuesday, November 10, 2020 1:25 PM

Subject: Question on HealthyStreets

Hi,

I am a resident of A2 who lives on South Main St. I am wondering why the orange barrels have been taken away from South Main St for the healthy streets initiative when COVID cases are on the rise? I feel like we shouldn't be taking them out when the cases are coming back in droves and it is nice to have more space to walk around people so as to not spread this virus.

Thanks,

**From:** Sent: Saturday, October 03, 2020 1:58 PM

**Subject:** HealthyStreets

Hi,

I live on Granger just east of Packard in Burns Park. I love the Healthy Streets program. I walk almost daily for exercise and it's great to be able to safely use the streets when the sidewalks are crowded. Please keep the program going!

Thanks,

**From:** >

**Sent:** Saturday, October 03, 2020 3:02 PM

**Subject:** "HealthyStreets" - problems

I live close to the Packard/Eisenhower junction - the section of Packard that you closed there has been quite disruptive. Initially I assumed construction was being done, although I did not know why. Then I saw the "healthystreet" sign, and still did not understand why the lanes were closed. If the reason for the closing is for bike riders, I have not seen a single bike on that stretch of road, which I travel frequently. Instead, what I have seen is traffic backed up, especially at rush hour, and idling cars contributing to more environmental problems.

I do not know who or how the decision was made to close the streets - but I am hoping that the decision to close that section of Packard will be reversed as soon as possible.

Thank you

**From:** >

**Sent:** Sunday, October 04, 2020 11:41 AM

**Subject:** HealthyStreets Feedback

I drive and cycle on Ann Arbor streets. My experience relates specifically to Main Street and Catherine Street, but generalizes to similar conditions.

1. The "speed bumps" in the cycling lane are way too drastic. They are uncomfortable and destabilizing.

2. The traffic barrels are too close to the lane lines. That is, you should move the barrels to the right, so at least three feet (3') of the right lane is available to cyclists. Crowding a cyclist into a single traffic lane a) creates additional risk for the cyclist if a driver tries to pass, and b) it upsets drivers who are backed up behind a cyclist.

Thank you for considering these points.

|  
**From:**  
**Sent:** Wednesday, September 23, 2020 5:30 PM  
**Subject:** Healthy Streets

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

I was encouraged to contact you with my feedback and concern about the Healthy Streets pilot program from Councilmember Nelson.

I have found the program to be inconvenient for motorists and not being utilized by non- motorized commuters. The last few days during rush hour it has only caused backups and delays. I have driven on S Main/Packard/Broadway and have not seen anyone utilizing the extra lane space or sidewalks. Please give motorists their roads back. I do not believe this project is worthwhile.

Sincerely,

|  
**From:**  
**Sent:** Tuesday, September 22, 2020 12:11 PM  
**Subject:** Healthy Streets Fail

9/22/2020. Packard Eisenhower split, heading north on Packard, traffic barrel was obviously placed right in the middle of Packard. The ring is still there and cars are driving over it, barrel rolled off to the side. No bikers in these empty lanes. Plenty of space on sidewalks for pedestrians. Bike lanes exist, we just need permanent physical barriers to separate them from car traffic.

|  
**From:**  
**Sent:** Monday, September 21, 2020 12:06 PM  
**Subject:** Please allow the Healthy streets pilots along Packard, Main, and Broadway to run their course!

I am disappointed to learn that these temporary street enhancements are subject to a untimely ending. While understandably subjective, I find that the pilots, particularly along Packard make my commute much less chaotic as I don't have to jockey for position between cars on the roadway where there is no bike facility and/or pedestrians on the sidewalk for the stretch from Packard/Eisenhower to Platt. There is a great network for the entirety of my commute along the northern part of Packard, then along Platt all the way south into Pittsfield Township. However for this stretch, I am often at odds as to how to navigate. I have seen a cyclist get hit by a car trying to get through the crosswalk near buhr park/rose park and I myself have been yelled at by cars for properly using the crosswalk merely because of the



inconvenience I caused by stopping traffic after waiting to see if cars would bother stopping at all before using the beg button.

I am going to share the recommendation from WBWC as well as my own story above because I feel that they also are a fair and just representation of both mine and other non-motorized users in the city!

"The Washtenaw Bicycling and Walking Coalition (WBWC) is very supportive of Ann Arbor's Healthy Streets/People Friendly Streets program, including the segments proposed to be prematurely ended. As such, we encourage City Council to vote no on this resolution.

These programs are intended to be installed for a limited and defined amount of time to be able to see their effectiveness *and have time to refine their design* throughout the pilot period. Ending these projects prematurely will remove facilities that people have hardly had time to discover and make good use of. Additionally, it would be a waste of city resources already invested with the net knowledge gained being nothing. Allowing them to complete their term allows not only time for design adjustments where issues may exist, but for public acclimatization to the new configuration. This occurs all the time with road construction. The only difference here is that the benefits of this road configuration are for road users other than motor vehicles. Please allow the city and the citizens to get the most out of this opportunity."

Thank you for your service to the city.

Sincerely,

**FromSent:** Sunday, September 20, 2020 9:09 PM

**Subject:** Open Main St from Stadium to William

Hello,

The Healthy Streets Initiative is creating a nuisance and hazard on Main St. I biked in the closed off lane until a car pulled into that lane and almost ran me over. I usually bike on Seventh, Fifth, Division, Ashley, and First and I feel safe on these streets. When I drive, I can't even turn on to Main Street because traffic is backed up all the way from William to Stadium.

Please return Main St to normal operation.

Thank you,

**From: Sent:** Saturday, September 19, 2020 8:31 PM

**Subject:** Neighborhood Street Closing

Thank you for soliciting feedback about the summer neighborhood street closing program. I write about the impact of your having closed Sunset, the street that most affects our River Ridge neighborhood.

Sunset is the most direct route to us to travel safely to the Medical complex, Kerrytown and Campus. The other two options are Huron River Drive/Main Street (which involves a right turn into at a very dangerous intersection of two-lane fast traffic coming off the expressway) or Newport to Miller (which is often backed up on Newport, features a school crossing guard to the right, an island to the left, and bushes on private property that obscure Miller traffic in both directions).



In the 15 years I've driven from River Ridge down Sunset, I've never seen evidence of a "neighborhood." The neighborhoods seem to be to the north and to the south of Sunset. What I do see are a variety of housing units, the City's water treatment facility, a cemetery, access to three City parks, school buses, and the #33 City bus (which I rode regularly until it stopped).

This summer, when I drove on Sunset, I saw no neighborhood activity—no bikes, no families outside. What I did see, upon occasion, were people walking, generally alone, in the road rather than on the sidewalk.

It's very difficult to understand what the City's transportation plan is. Fewer buses, narrower streets, empty and rarely-used bike lanes, and now a place for people to walk in the street? It's time to rethink the plan.

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From:

Sent: Friday, September 11, 2020 12:51 PM

To: dda <dda@a2dda.org>

Subject: Why?

Perhaps I'm a bit old fashioned when I say this, but why can't people just simply... I don't know, walk off to the side? This is going to tie up streets unnecessarily causing traffic to be even more burdensome. Just so those in the minority can get their kicks? No. Car space is more important. Bicyclists are already a nuisance to drivers as it is, I don't see there's any reason to encourage that!

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This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

The landscape people are out today repairing (and I assume seeding) the lawn extension areas that were dug up for the water main project— so it looks like this is finally done! Thanks for getting it over the finish line. Could you also get the related cones, barrels and signs removed?

We also want to express our concern about the “healthy streets” installation of what looks like a 2-way in street bike way on Miller west of Main. This eliminates the eastbound left turn lane from Miller onto Main. This is a real problem for people living at the corner of Ashley and Kingsley (121 W. Kingsley) because most of or resident parking is accessed from Kingsley (a one way westbound street). Traffic back ups at Miller onto Main will make a left turn even more difficult to accomplish than it was before this change with a real negative impact on the accessibility of our condominiums. Who do we need to contact to ask that this bike lane idea be reconsidered?

Thanks for your help

Sent from my iPhone

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if you think closing streets is helping people go downtown , you are dead wrong ! what a foolish proposal ! closing main has little effect ! closing our major arteries (n division, s main, 5th , and huron is a disaster ! i live on the near northside and the city has already created a calamity beyond repair ! the dda is beyond reproach !

---

Hi Maura,

I've been watching carefully what happens in the stretch of the pilot project near Detroit Street Filling Station.

This is what I've noticed.

- Pedestrians do not use the space at all. Zero. There is very little bike traffic. No more than before; maybe less.

- It is confusing and an eyesore. The orange barriers look terrible. No one seems to know what to do with the space.

- It snarls traffic. The squeezing and bottlenecking -- both on Catherine Street and on Division -- result in lines of cars stuck at the flashing red lights.
- Trash collection has become confusing, inconvenient, and dangerous. Given that there is only one lane in each direction, cars are either stuck behind collection trucks for long times or they make the risky move of passing the trucks by going into the oncoming traffic lane.
- It has become potentially dangerous for bicyclists. One of my staff members nearly got hit recently by a car making a turn across/through the pedestrian lane, not noticing the bicycle.
- It has taken away numerous parking spaces. I've seen people park at the meters anyways, and end up with tickets and get upset. The Kerrytown area gets really crowded with visitors and I'm sure all the merchants want all the biz they can get while people are still out and about.
- Our trucks making deliveries are going wherever they need to, to unload. Often they end up inside the cones where the pedestrian lane is designated. That creates an unavoidably confusing and dangerous situation.

Honestly, I have not a single good thing to say about the pilot project. I hope the city will consider my feedback when deciding how to proceed. My vote is: put it back the way it was.

Thanks for your consideration.

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Hello. I am a resident of Ann Arbor Hills. I would like to discuss this project with you. First of all, I am a big proponent of the DDA healthy streets project as it applies to downtown AA. I have been advocating for an expanded pedestrian mall setting for more than 20 years, ever since I first spent time visiting Pearl Street in downtown Boulder, CO.

My concerns/objections have to do with the healthy streets projects spilling out into residential neighborhoods, such as Burns Park. I travel on Granger nearly every time I go from my house to the west side of Ann Arbor. I do not see why thru traffic has to be blocked there. The streets have parking on both sides for homeowners, and the street is probably most frequently used for automobile traffic by residents there. At best, it's an unnecessary roadblock. At worse, especially in this time of COVID, it is viewed as an unnecessary privilege for relatively more affluent people who want even more social distancing than the majority of southeastern Michigan residents can enjoy. Burns Park has a lower density than many other urban areas, such as Detroit and its suburbs in Wayne County. Looking at it from this lens, I find this troubling.

To reiterate, I am in favor of this project by the DDA as it applies to making downtown safer and more accessible to pedestrians and bicyclists. It should, I think, make downtown Ann Arbor an even more sought after destination for dining, shopping and professional businesses. So, please continue your good work for this area of Ann Arbor.

I am happy to discuss this further if you like.  
I hope you get to enjoy a beautiful Labor Day weekend!

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**From:**

**Sent:** Tuesday, September 15, 2020 10:36 PM

**To:** dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

**Subject:** "Healthy" Streets

Speaking as a walker (~50mi/mo), bicyclist, and motorist (husband has physical and cognitive disabilities which require car trips) the lane reductions are awkward, cumbersome, and frustrating. We would be much better served if the city used it's resources not to plunk down a bunch of barrels, but enforced mask wearing while on public through ways. But as usual, Ann Arbor takes the over-thought, convoluted route.

Moreover, I have lived here for 50+ years, and feel that, with these types of schemes, Ann Arbor is sending a strong message that it is a city being sculpted only in the interests of the young and the well off. You don't bother monitoring handicapped ramps in the winter to make sure they are cleared (a person in his 80's lost his life while walking his dog last year because the nearest business didn't clear it, remember? How is that healthy?) And A2 has gotten national attention in the press for its say-one-thing-and-do-another hypocrisy. Miller Road has multiple crosswalks, while Packard east of Eisenhower has one. Most avid bike riders I know wouldn't dream of riding the bike lanes on busy streets like W Liberty, Jackson Ave, and Stadium Blvd. They're smart enough to take side streets. Whoever thought it was a good idea should not be congratulating themselves. Ann Arbor USED to be an inclusive town; anyone who believes that now is deceiving themselves.

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**From:**

**Sent:** Tuesday, September 8, 2020 5:37 PM

**To:** dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

**Cc:**

**Subject:** Feedback on People Friendly Streets Pilot Projects

Hello,

My name is NAME REMOVED. My girlfriend (NAME REMOVED) and I wanted to write to give feedback about how much we love the pilot projects. Nancy and I both rode our bicycles before the recent projects, but are doing so more often now. The Division street segment is near where we live by the medical center, and has made it much easier to get downtown. We hope that the projects are continued beyond the 90 days.

Sincerely,

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**From:**

**Sent:** Friday, September 11, 2020 3:45 PM

**To:** [ecooper@a2gov.org](mailto:ecooper@a2gov.org); Susan Pollay <[SPollay@a2dda.org](mailto:SPollay@a2dda.org)>

**Cc:** dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

**Subject:** HealthyStreet Program

I made my first visit to Downtown Ann Arbor since the implementation of the extended lane closures along South Main. Living in Travis Pointe at Ann Arbor's very southern end, Main Street is my main path in and out of downtown.

At best, the drive, at a low traffic time, was uncomfortable. Ann Arbor drivers are not known for their superior driving ability. Along with losing lanes, the plethora of traffic cones, barrels, barriers, and signs just exacerbated the usual confused and timid driving common in Downtown Ann Arbor, making travel in and out of downtown that much worse.

When at home, which was most of 2020, I make an effort to patronize downtown businesses. I eat lunch at Afternoon Delight often and visit two or three different downtown restaurants each week. I am all for closing down central business district streets on the weekend to allow for more outdoor seating - that was a huge plus and easy to navigate. However, closing down major pathways in and out of the city is business genocide. If this is to continue, I will no longer frequent downtown establishments. It is just too frustrating to be trapped on these long passages with little to no options to move around bad drivers.

Most people with a downtown destination for dining or other commerce are not going to be riding bikes. I will not be strapping a bike to my car, parking at Pioneer, and then riding into downtown - not going to happen. The people who might use those "healthy streets" are most likely not the major commerce consumers (nor did I see a single bike in those designated lanes on my way in or out today around the lunch hour).

I doubt many consumers will write to complain, they will just quit patronizing downtown businesses. There are many options outside of downtown. For the sake of the downtown establishments, don't push people to use and get accustomed to them. I also like going to Toledo occasionally and I'd rather drive to Toledo than deal with the disaster on South Main.

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-----Original Message-----

From:

Sent: Wednesday, August 19, 2020 8:12 PM

To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

Cc: [ctaylor@a2gov.org](mailto:ctaylor@a2gov.org); [abannister@a2gov.org](mailto:abannister@a2gov.org)

Subject: HealthyStreets expansion

Hello:

I have feedback about the upcoming HealthyStreets expansion. With all due respect, whoever identified the Broadway Bridge as a good spot for this must be unaware of how backed up the bridge gets. Twice a day at rush hour traffic is backed up all the way over the bridge and backwards for one or more blocks. It barely inches along. Removing a lane from this is frankly, insane.

From the personal perspective, I live 500 feet from the bridge on a one way street. I already can't exit my driveway for fifteen minutes to an hour in a normal rush hour. This is going to exacerbate that. You really need to consider the impact on the Beakes and Division residents who will bear a much heavier burden from this.

Thanks,

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**From:**

**Sent:** Wednesday, September 2, 2020 2:32 PM

**To:** dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

**Subject:** Healthy Streets Feedback

I bike commute to my work on the corner of Ashley and Miller. Coming to work I take the Williams bike lane from the Diag to Ashley and going home I take the NEW Miller bike lane to Catherine and then 5th back to Williams. IT IS FANTASTIC and much, much appreciated.

Thank you! Keep up the good work to make something safe and effective for cars, bikes, and walkers.

All the best,

---

Hello!

Thanks for the work you're doing to help make Ann Arbor a safer place for people using all modes of travel. I wanted to provide some feedback on the Healthy Streets Program. I am really supportive of the overall framework, but have found a couple of pain points as a driver that I think could be remedied. It might just be confounding due to the locations of construction projects this summer. I'd like to share the feedback in the hopes of improving what streets might get permanent infrastructure to support more walking and biking even after the pandemic.

I've been trying to avoid driving on Healthy Streets to allow for reduced traffic, but with the locations of Healthy Streets and ongoing construction projects, I've been unable to find reasonable ways across town! I'll just give a quick example - I need to get between the two stars on a daily basis:

With construction at Barton, Fuller, and yikes when Depot was closed, I couldn't come up with a better way to do it. Or to get from there to Packard without driving through everybody's neighborhood on the Old West Side, which also seems to work against keeping car traffic down in the nhoods when more people are out walking and biking. Maybe I'm approaching this incorrectly, but I'd love to avoid streets in my car like Main and Third and others so people can enjoy outdoor dining and more space to safely walk around, but I can't figure out the best trade off of where else to go! This would all be better if Barton was open, but I imagine others might be in the same spot, and would hate that to be a reason for a lack of support for the overall goals. As you're looking at data and feedback for the pilot, it might help to share that context of how this could work when Barton, Fuller and other places to cross the river are open.

Personally, I'd love to see Main St be able to be closed to support the retailers, and divert cars around it on First and Division at the edges. I think getting the cars a clear way across town would build some support, and honestly, reduce the risk of frustrated drivers flying down other streets where there are more bikes and pedestrians. I would love to not have to drive at all, and the first 3 years I lived in Ann Arbor did not own a car, but I haven't been able to make that work anymore with kids - so trying to make the best of a necessary evil (driving) to move us toward a place where we don't need to drive around so much!

Thanks for considering,

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From:  
Sent: Wednesday, August 26, 2020 2:37 PM  
To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>  
Subject: Healthystreets project

I think this is a dumb and dangerous and people unfriendly project. Needs much citizen input!

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-----Original Message-----

From:  
Sent: Friday, August 28, 2020 9:37 AM  
To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>  
Subject: Thanks

Just wanted to drop a line providing feedback for the healthy streets pilot project. I am completely thrilled to see it! I am a long-time Ann Arbor resident who recently moved to Pittsfield Township, but still live two blocks from Ann Arbor city limits. I bike as often as I can, but safety is a big issue for me. I hope this pilot project goes well, and that it continues to expand.

Sent from my iPhone

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-----Original Message-----

From:  
Sent: Monday, September 21, 2020 9:36 PM  
To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>  
Subject: Healthy streets AA

Hey there,

I like the HealthyStreets project! Overall, I have only talked to my wife about it and we like it. Most of the time we don't mind or don't even think about it. It just became normal and that's good. Sometimes we talk about how it's distracting. More objects passing through our periphery, potentially hiding people or things. But it's never been a problem. I just wish instead of the big temporary construction signs and barrels there were permanent small barriers, small signs. A permanent bike lane. That sort of thing. The way the signs are positioned partially on the grass and on the street do get in the way of riding a bike, though, and it requires us to move closer to the barrels/traffic to go around and I don't like doing that. Other than that, I just question which streets were included and which weren't. Sometimes it seems random. Sometimes it seems pointless. I don't really know, though. Doesn't actually matter. I really appreciate the effort to make our area more walkable. Our neighborhood doesn't have sidewalks and that's annoying. Thanks for making life outside our little bubble a little more approachable, a little more enjoyable.

---

I don't think doing an analysis/survey at this time will be valid. That is because of the Covid 19 situation's Causing many students to not be in town and/or not driving around. There is much left traffic because of those reasons.

Donna Pointer

Sent from my iPhone

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-----Original Message-----

From

Sent: Wednesday, September 2, 2020 10:33 PM

To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

Subject: So frustrated and disappointed with this way of thinking

Please take note there are many people who don't complain or respond to surveys that are disgusted with the way the city handles this type of thing. You don't think it's somewhat dangerous to randomly delete left hand turn lanes and disrupt traffic flow? In the name of more bicycle and pedestrian walkways?! NOT EVERYONE CAN GET TO WHERE THEY ARE GOING BY BIKING OR WALKING- do we matter? I resent this constant tweaking of roads for bikes. Please take note - "healthy streets" are making me ill.

Sent from my iPhone

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-----Original Message-----

From:

Sent: Tuesday, September 1, 2020 7:16 PM

To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

Subject: New Message From Downtown Development Authority

Implementing your HealthyStreets Pilot Project on Division Street just before the Broadway Bridge was poorly timed. Because the construction at Fuller and Glen is not finished many semi-trucks go up Carey St to turn right on to that last stretch of North Division just before the bridge. Now with all the cones and blockades, trucks are getting stuck causing massive traffic backups.

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**From:**

**Sent:** Wednesday, September 16, 2020 4:30 AM

**To:** dda <[dda@a2dda.org](mailto:dda@a2dda.org)>

**Subject:** Street pilot program

Hello,

I am writing to you because my husband is starting to take a much longer time to get home than usual. Since the beginning of covid driving around town was great. Then students returned traffic increased significantly and you guys decrease the amount of driving lanes for bikes. Hardly anyone bikes outside of downtown. I live in an old subdivision near Packard and Platt, taking a lane away on Packard is not smart. A few years ago you already took a lane off Packard and made a center shared turn lane. This is just stupid, honestly. These bike lanes are out of control, never used and a waste. Downtown is



one thing but in residential areas and outline neighborhoods is silly. Hate money being wasted like this. Also, there is nothing like extra concrete and big barriers everywhere to makes driving home feel like a constant construction site. Not the city of trees.

Fyi, we also own a business that is on a permanent bike road in downtown and that road is hardly used and was not plowed properly in the winter. A real mess.

Please put the city back. Ler my husband get home 25 minutes earlier, like normal. Sick of 2020 changes and covid.

[Sent from Yahoo Mail on Android](#)

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From:  
Sent: Tuesday, September 15, 2020 9:00 PM  
To: dda <[dda@a2dda.org](mailto:dda@a2dda.org)>  
Subject: Downtown driving

Because of the assinine bike lanes I no longer drive downtown. Why do you want to make it difficult to do business?

Sent from my iPhone

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**From:** Sent: Saturday, September 19, 2020 3:50 PM  
**To:** [ecooperECooper@a2gov.org](mailto:ecooperECooper@a2gov.org); dda <[dda@a2dda.org](mailto:dda@a2dda.org)>; [RHess@a2gov.org](mailto:RHess@a2gov.org)  
**Subject:** Open Main St from Stadium to William

Hello,

The Healthy Streets Initiative is creating a nuisance and hazard on Main St. I biked in the closed off lane until a car pulled into that lane and almost ran me over. I usually bike on Seventh, Fifth, Division, Ashley, and First and I feel safe on these streets. When I drive, I can't even turn on to Main Street because traffic is backed up all the way from William to Stadium.

Please return Main St to normal operation.

Thank you,

---

Hi Maura,  
We got some feedback from 2 of our members regarding the protected bike lane on North U. We are being told that there are several delivery trucks/commercial vehicles parking in the bike lanes, and that the non-commercial cars are parking in the loading zones. You might already know this, but just thought I would share.  
Thanks!

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From:  
Sent: Sunday, September 13, 2020 4:27 PM

To: dda <dda@a2dda.org>  
Subject: HealthyStreets: Packard rd feedback

Hi,

Thank you for providing a safe way to ride down Packard (around Platt to the other section of Packard with the bike lane). It was so nice to be able to ride into town from my house and not have to go through winding neighborhoods with poor streets. I felt so free and got a good workout in. I will definitely be using this several times a week!

It would be so amazing if a bike lane could be painted from Carpenter to the Packard/Eisenhower split. This way folks that live on the east side of town finally have a safe and direct way ride their bike into town or ride to the west side by turning west on Stadium from Packard. This would also give a safe way for folks to go to get groceries on carpenter since Washtenaw is one of the least bike friendly streets in town.

Please consider this bike lane, there is plenty of room as this section of Packard is very wide. I am not asking for a protected lane, just a painted lane like there is in Ann Arbor-Saline Road and on (parts of) Stadium.

Thank you for the consideration.

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Here is the link to the Survey, [bit.ly/hspilotsurvey](https://bit.ly/hspilotsurvey). You can use the "Mapping" tab to place a point and enter your comments related to a specific location.

Please contact me at [ecooper@a2gov.org](mailto:ecooper@a2gov.org), if you have any further questions or concerns.

Respectfully,

Eli Cooper, A.I.C.P.

Transportation Program Manager

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104

734.794.6430 (O) | Internal Extension 43710

[ecooper@a2gov.org](mailto:ecooper@a2gov.org) | [www.a2gov.org](http://www.a2gov.org)

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Thank you.

-----Original Message-----

From:

Sent: Thursday, September 24, 2020 11:29 AM

To: Cooper, Eli <[ECooper@a2gov.org](mailto:ECooper@a2gov.org)>

Cc:

Subject: Broadway Bridge\_issue

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Thank you Eli for your time and input regarding my questions about the Broadway Bridge “bike lane pilot, healthy street, Swift/Maiden Lane Rd. construction” issues. Knowing these issues are likely “temporary” was helpful. Although I support bike lanes and remedies to eliminate environmental stress, my concern in this case are idling cars on a bridge narrowed down to one lane for the purpose of people using bikes to eliminate auto emissions. Doesn’t make sense.

Please go ahead and send me the link to the survey. I will fill it out and send back. Also will follow up with my council members in Ward 1.

Appreciate the work you are doing.  
Best,

---

Thank you for your response. The problem with crossing two lanes of Division heading east on Catherine is that approaching the crosswalk, if there is a large vehicle (ie, a bus) in the turn lane, it blocks the view of drivers in the middle lane. They can't see you entering the crosswalk, and may not stop for you.

On Tue, Sep 1, 2020 at 10:32 AM Amber Miller <AMiller@a2dda.org> wrote:

Thank you for sharing your observations and concerns. You are correct, these changes are temporary measures as part of the Healthy Streets Program. Please note that the temporary changes are in the process of being installed, but should be complete today.

The signal changes were made to allow people on bikes to enter and exit the expanded bike lane on Miller/Catherine to/from the cross streets. Without this temporary change, people on bikes would have to cut across traffic during a green light. Related to pedestrian safety, 4-way stops are a preferred approach to prioritize pedestrian crossings; studies showing a reduction of pedestrian collisions by 17%. With an all-way stop, vehicle volumes are significantly slower when they proceed through the intersection, which also benefits pedestrian safety.

That said, the changes are temporary and being monitored so that we can adapt them if they aren’t working. We expect to see driver behavior adjust, but we are collecting data and observing to be sure. I am going to observe the intersection this afternoon and our full team will continue to monitor it.

If you have any additional feedback or concerns, please don’t hesitate to let us know. Thank you for your time,

Amber Miller, AICP  
Capital Projects Manager | Ann Arbor DDA

From:  
Sent: Monday, August 31, 2020 11:08 AM  
To: Cooper, Eli <ECooper@a2gov.org>  
Subject: Healthy Streets Program - Traffic Light Changes

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hello,

I have a concern about the recent changes in traffic lights on Catherine St, which I presume are part of the Healthy Streets Program. The street lights on Catherine/Miller have been changed to flashing red in all directions. I am particularly concerned about the intersection of Catherine and Division. I cross this intersection at least twice per day, and now that the traffic signal is flashing red (4 way stop), drivers are now rolling through the intersection, or not stopping at all, failing to yield to pedestrians, making this intersection difficult to cross. Drivers are now paying more attention to which driver has the right of way, rather than pedestrians approaching the intersection. I have almost been hit several times trying to cross here now.

Do you have a traffic pattern survey or study to indicate that a change from traditional traffic signal to flashing red/4-way stop is a safer, healthier option for this particular intersection? Especially for pedestrian safety? I don't understand how installing a bike lane would require a change in traffic signals on this street.

Thanks,

---

From:  
Sent: Tuesday, September 1, 2020 3:55 PM  
To: Taylor, Christopher (Mayor); Bannister, Anne; Hayner, Jeff; Lumm, Jane; Griswold, Kathy; Grand, Julie; Ackerman, Zach; Eaton, Jack; Nelson, Elizabeth; Ramlawi, Ali; Smith, Chip  
Subject: New road changes

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Mayor and Council Members,

I've lived in Ann Arbor for 16 years and overall, have been supportive of road changes. I think changing parts of Huron and Stadium from four lanes to two lanes with a center turn lane were great decisions, and have worked well in spite of the many grumblings of motorists before the changes went into effect.

But I'm utterly baffled and frustrated by what's happening now. The elimination of left turn lanes on Miller at Main, William and Main, and other busy intersections was an extremely poor decision. If I'm understanding it correctly, it was done to add very wide bike lanes. If you're trying to get people to quit driving cars and start riding bikes, it won't work. These are places where people are commuting into and

out of Ann Arbor to work. I'm told this is a 90-day experiment, and I'm counting the days until it ends. Heaven help us all if you make these changes permanent.

I am a walker, a cyclist (for pleasure, not for commuting to work), and also must drive a car across town frequently for work. I used to work with a person who commuted to work on a bicycle. We had no showers at our workplace and she smelled all day, every day. Some of us would prefer not to show up at work sweaty and stinky.

If you really want to make cycling a safe mode of transportation along with auto traffic, follow the examples of places like Bogota, Colombia. They created raised bicycle paths in the middle of boulevards. They didn't get rid of left turn lanes. If a poor, emerging, third world country like Colombia can figure this out, I would hope that the city of Ann Arbor could do so as well.

I realize that quite a few council members and some city residents loathe automobiles, but you cannot change the fact that a lot of people commute to work in Ann Arbor in cars. These people can't ride their bicycles from their homes 20 or 30 miles away, and they can't afford to live in Ann Arbor due to the extremely high taxes. Many Ann Arbor residents cannot ride bicycles for health or age reasons. If you want to keep jobs in Ann Arbor, you'd better respect the needs of people commuting to work here. Local cyclists, on the other hand, can find plenty of side streets to ride on. They don't need to be riding on Main Street or Miller. As a walker, I always take side streets to my downtown destinations, cutting over to Main Street only when needed.

I hope you rethink this decision soon.

Sincerely,

---

Hi Nick - to clarify re: State/North U, the main concern is the turn off of South State to North University. Unless the stop bar (on westbound North University) is moved back at least a car length, it is impossible for buses to turn onto North University from South State when a vehicle is waiting at the light on North University. It should be noted that AAATA also uses this route.

On Thu, Sep 3, 2020 at 1:30 PM Hutchinson, Nicholas <NHutchinson@a2gov.org> wrote:  
Mike and Sue,

Here are responses to your concerns outlined below. Let me know if you need anything else.

Nick

Division and Hill Street

The turn from Hill Street onto southbound Division Street has been difficult for our buses since the road improvements were made last year and additional parking was added. However, with the current construction project in the area, buses are having a very difficult time, especially if there is a car parked in the southernmost space. Could we see about getting the parking spaces closest to the intersection, blocked off until the construction in the area is complete?

The construction on Division is DTE gas main work and is expected to be complete in the next 2.5 weeks. Additionally, the reconfiguration from last year was never striped correctly and it is expected to be

redone later this season following the completion of DTE's work. As to the request for parking space elimination, we will coordinate with DTE to adjust the construction traffic management plan per your request.

#### Church street closure at East University

Church Street is closed with tables and chairs in the street, presumably for one of the local restaurants (Good Time Charley's?). Is this part of the Healthy Streets campaign or an extension of the City's effort to help area restaurants? I know that Maynard is closed at Liberty to help Knight's Downtown with their customers. Please advise how long UM can expect Church Street to be closed.

Yes, this closure is under the Healthy Streets umbrella. This closure is managed by the South University Area Association. We will pass along your feedback and can connect you directly with them if that is helpful. The Ann Arbor City Council approved these closures to support expanded physical distancing space for businesses. At this time, the closure is approved through September 21st.

#### South State Street at North University

The City or DDA recently reconfigured North University to accommodate a bike lane on the south side of the street. Unfortunately officials at both AEC and LTP have noticed that vehicles are still following the older pavement signs and utilizing the left turn lane, which is now supposed to be for east bound traffic (see attached graphic).

The City and DDA coordinated a series of lane reconfigurations on roadways to allow for safe social distancing and to fill critical bike/ped gaps. This pilot deployment is a collaborative effort between the DDA, City of Ann Arbor, and State Street Area Association. The temporary changes are being placed to allow for expanded physical distancing space and to inform the future State Street project, including a bikeway that would encourage people on bikes to travel around the Diag rather than through as requested by the UM in previous discussions. The DDA is leading this deployment and have indicated that they are finalizing installation this week - additional signs and barricades are still being placed to clarify the temporary change.

On Tue, Sep 1, 2020 at 1:51 PM

Nick and Raymond,

Good afternoon. I hope this finds you both well.

I have been contacted by our Transportation unit regarding three problem areas that have recently developed that are causing our buses difficulties. I am hoping one or both of you can provide some information or remedies regarding the traffic problems.

#### Division and Hill Street

The turn from Hill Street onto southbound Division Street has been difficult for our buses since the road improvements were made last year and additional parking was added. However, with the current construction project in the area, buses are having a very difficult time, especially if there is a car parked in the southernmost space. Could we see about getting the parking spaces closest to the intersection, blocked off until the construction in the area is complete?

#### Church street closure at East University

Church Street is closed with tables and chairs in the street, presumably for one of the local restaurants (Good Time Charley's?). Is this part of the Healthy Streets campaign or an extension of the City's effort to help area restaurants? I know that Maynard is closed at Liberty to help Knight's Downtown with their customers. Please advise how long UM can expect Church Street to be closed.

South State Street at North University

The City or DDA recently reconfigured North University to accommodate a bike lane on the south side of the street. Unfortunately officials at both AEC and LTP have noticed that vehicles are still following the older pavement signs and utilizing the left turn lane, which is now supposed to be for east bound traffic (see attached graphic).

As you both know, this is a major route for our buses as CCTC is just east of the intersection and the confusion is potentially hazardous.

Thanks for your attention to these issues. I look forward to your response.

Take care,

---

Hi Maura, and DDA,

You might get a lot of emails about this!

The idea of blocking off streets in town for outside dining, and to add pedestrian space where the pedestrian traffic is naturally high (the key blocks downtown where the restaurants and store are) makes perfect sense. That aspect is working well.

The strategy of narrowing lanes, and reducing 5th and Division down to 2 lanes over the past 10 years has also worked well, for traffic calming and for not increasing congestion during even the peak times. Another good "win" for backing away from the "car is first" mentality we used to have in this country.

However, the idea that is not working so well is reducing those same streets now, down to an arbitrary single lane, it has made every day a "football Saturday" of traffic congestion, especially since there are also nowhere near enough pedestrians or cyclists using them to make it seem worth doing. The areas where the congestion is the worst are often also areas which have typically had very little pedestrian traffic, or bike traffic (far from the stores and the restaurants).

People I've talked to, who have to drive their cars during this pandemic are furious at having to wait 20 minutes to get through the stoplights, because no one can go around a single left turn, so the whole jam cannot move. Because I am familiar with the roads I have changed my driving habits to divert all of my travel to the residential side streets, to avoid 5th, and Division entirely. As others start coming to the same realization, those once quiet, and pedestrian ideal side streets will begin becoming much more heavily trafficked as a result of this.

Also, pedestrians and bicyclists have options (they can walk on the grass, or take other, less trafficked streets), but the cars cannot. So, the congestion is even more upsetting, when stuck in a needless traffic jam with that empty lane just sitting there, unused.

I hope that this experiment will be ended soon.

thx,

---

Thank you for sharing your observations along Division and Broadway and providing feedback on the HealthyStreets Pilot Project program. The safety, effectiveness, and usage of the program will be monitored during the 90-day pilot period. City and DDA staff will adjust the program as needed based on data and observation. The pilots are currently scheduled to be removed no later than November 29 (90 days after installation). In addition to City Council actions noted in the webpage linked above, the project was also discussed at the most recent City Council meeting, September 21, and is scheduled to be brought up again for discussion at the October 19 City Council meeting.

As to adjustments, we have been observing traffic, to ascertain if any improvements or adjustments are needed to address emerging issues. We are in the process of implementing changes and continuing to consider additional measures to assist traffic flow. Please be patient as adjustments are made to the HealthyStreets deployment. We anticipate traffic flow will improve once further adjustments are implemented.

We encourage you to provide additional input by filling out the program survey: [bit.ly/hspilotsurvey](http://bit.ly/hspilotsurvey). Please contact me at [ecooper@a2gov.org](mailto:ecooper@a2gov.org), if you have any further questions or concerns.

Respectfully,

Eli Cooper, A.I.C.P.

Transportation Program Manager

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104

734.794.6430 (O) | Internal Extension 43710

[ecooper@a2gov.org](mailto:ecooper@a2gov.org) | [www.a2gov.org](http://www.a2gov.org)

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Thank you.

From:

Sent: Thursday, September 24, 2020 6:21 PM

To: Bannister, Anne <[ABannister@a2gov.org](mailto:ABannister@a2gov.org)>

Cc: Hess, Raymond <[RHess@a2gov.org](mailto:RHess@a2gov.org)>; Hupy, Craig <[CHupy@a2gov.org](mailto:CHupy@a2gov.org)>; Cooper, Eli <[ECooper@a2gov.org](mailto:ECooper@a2gov.org)>; Hutchinson, Nicholas <[NHutchinson@a2gov.org](mailto:NHutchinson@a2gov.org)>; Crawford, Tom <[TCrawford@a2gov.org](mailto:TCrawford@a2gov.org)>; CityCouncil <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>

Subject: Re: Division bike lane is training cyclist to "Salmon" against the current

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.



Thanks for forwarding. What Northside cyclist really need is a permanent road diet on Broadway bridge with bike lanes on both sides.

On Thu, Sep 24, 2020, 6:01 PM Bannister, Anne <ABannister@a2gov.org> wrote:

Thanks for writing and pointing out the confusion of bicyclists going "both ways" with and against vehicle traffic.

I'm forwarding it to our City staff members who are working on these projects.

Anne Bannister  
Ward One Council Member  
cell: 734-945-1639  
Term Nov. 2017 - Nov. 5, 2020

Messages to and from me regarding City matters are subject to disclosure under the Michigan Freedom of Information Act (FOIA) without regard to what email account they are sent or received.

---

From:

Sent: Thursday, September 24, 2020 5:33 PM

To: CityCouncil <CityCouncil@a2gov.org>

Subject: Division bike lane is training cyclist to "Salmon" against the current

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Greetings,

Unfortunately I am seeing more shakey cyclists riding the wrong way on Division, as they're being encouraged to by the faulty, compressed space, two way design. I also have been seeing more wrong way cyclist in places that are supposed to follow the traffic direction. We are making a big mistake by confusing this issue of directionality and bike travel. We've spent the last century training cyclist to ride with traffic and now we're literally encouraging the opposite with no signage, no context. Really really bad message to send if safe effective cycling is the goal.

---

Hello:

I am a longtime resident of Ann Arbor. I also have a son who is a student at UM so I am on campus fairly frequently.

I appreciate everything you've done to make more outdoor space accessible to everyone during COVID. We love walking and dining downtown and on campus and it feels safe. I know it's also helping the businesses there.

But I (and many of my friends and colleagues) are confused about all the "HealthyStreets". I understand you shutting down some lanes of traffic near campus and downtown, so they allow more space for retail

and dining outside. And they are often crowded on the sidewalks so it allows more people to walk and bike in the streets.

But there are many other streets that have been narrowed and shut down that don't need it. For instance, right by my house on Berkley Street, Main Street (by Stadium) is down to one lane each way. There are NEVER crowded sidewalks that need the extra space to move about. Hardly anyone uses the shut off street lanes to walk or bike— they don't need it. All it does is create a backlog of traffic and times from idling cars.

Please open up some of these lanes that are away from foot traffic, so the car traffic and congestion eases up.

And as a graphic designer, I suggest you create more/better signage that explains what you are doing— that's easy to read in a glance as you are driving by. Right now most people think Main Street is under construction but they don't see any construction trucks, so it's just frustrating. If you have clear signage that indicates the shut down lanes are for additional people to walk or bike or scooter in the streets, that would be more successful. (The construction barrels only further add to people thinking it's a construction lane and not to use it for anything).

Perhaps take a poll? I know many, many people that are confused about the Healthy Streets and would love to have a say.

Thank you for your consideration,

---

From:  
Sent: Tuesday, September 22, 2020 1:32 PM  
To: dda <dda@a2dda.org>  
Subject: Ann Arbor HealthyStreets Pilot Program: Feedback

Dear DDA Staff,

I wanted to provide some feedback regarding the Ann Arbor Healthy Streets Program in the event that this may be useful. I also completed the survey provided on the site as well.

I am a relatively new resident to Ann Arbor and have witnessed the transition to the Healthy Streets Program and new blockages/barriers implemented recently.

I personally have not used any of these bike/walking paths and instead have found them incredibly frustrating and ineffective, alongside many other residents of Ann Arbor and students that I have spoken to. I feel that this pilot project has increased traffic and delays commuting to downtown and other areas around Ann Arbor. The cones have also been placed very narrowly in a manner that does not allow for appropriate space to drive. I am concerned that these barriers are going to have adverse consequences for drivers during the fall and winter, as driving will be impeded by weather and snow, which will make traversing through these cones and barriers incredibly difficult if not impossible. I would very kindly advocate for cessation of this pilot project, as I have found that residents are not utilizing these additional spaces as sidewalks have been more than sufficient; drivers, commuters, and students

have been frustrated by the increased commute time; and it has felt like I am constantly driving through an obstacle course (and I am from a large city!)

I would be more than willing to provide any additional detailed feedback if useful, or to be involved in any discussions regarding efficacy of the program. I would also recommend that the survey be more representative of motorists and drivers.

Thank you for your attention,

# **APPENDIX:**

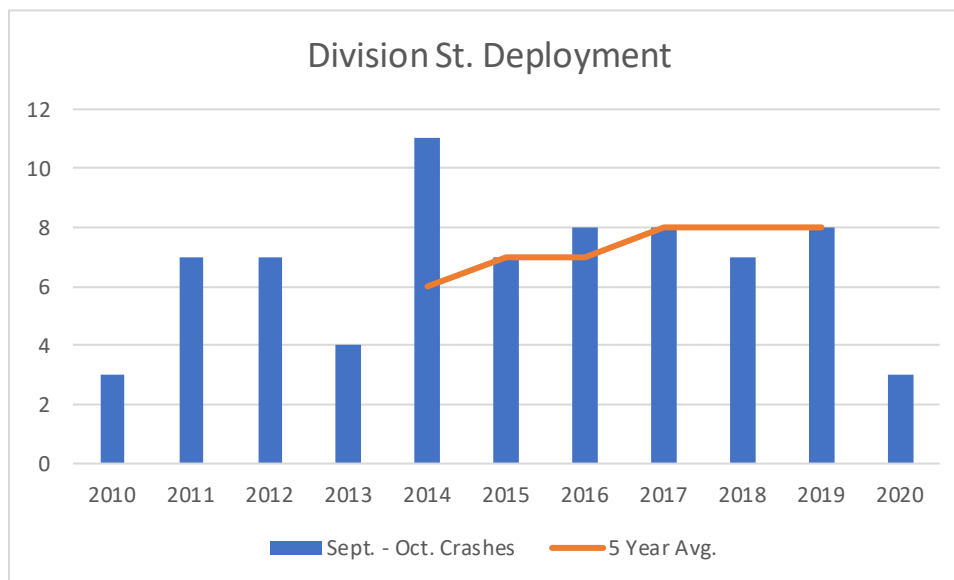
## Crash data

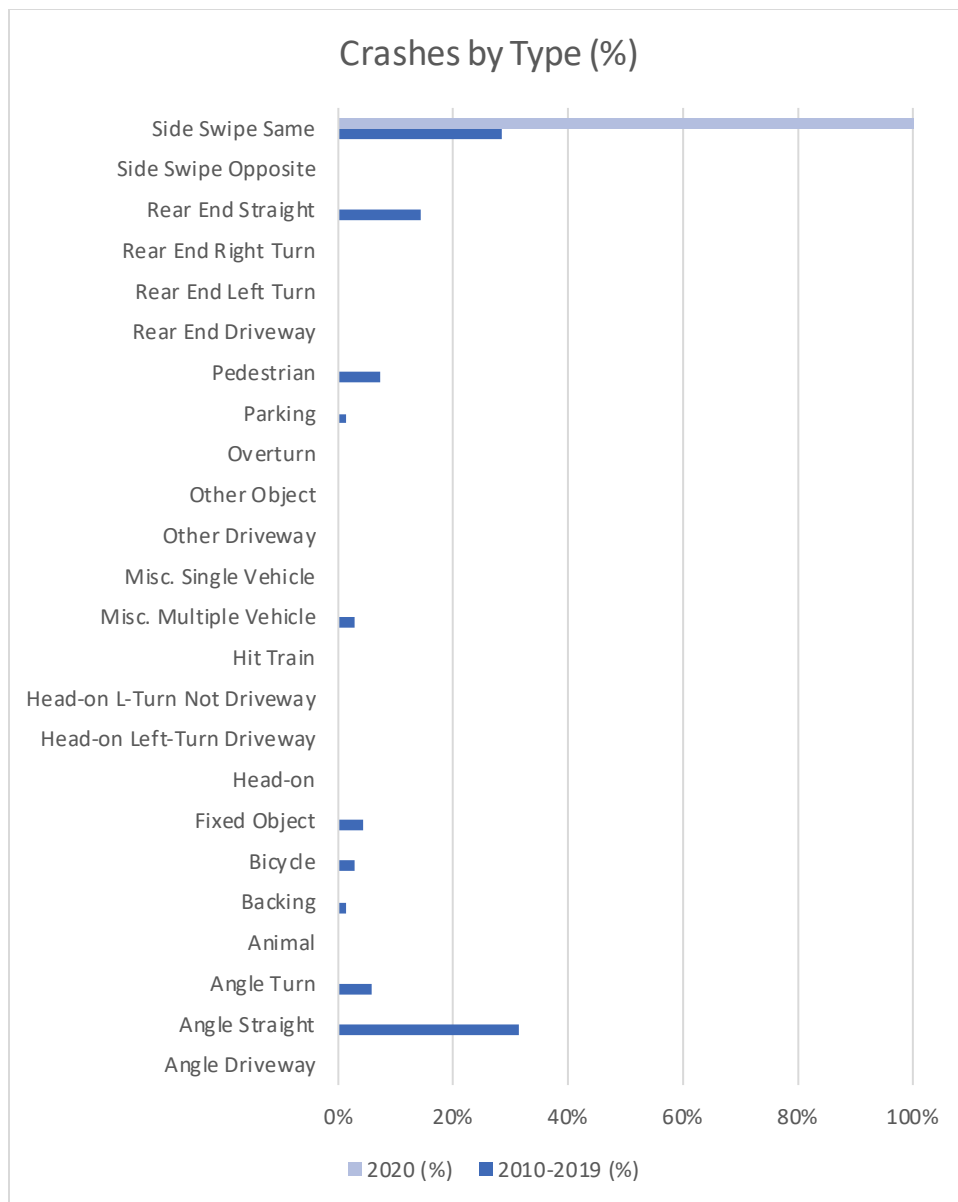
# CRASH DATA REPORT

Prepared by City of Ann Arbor Staff

## Division Street

- This section of Division Typically experiences 6-8 crashes during the months of September and October.
- The deployment experienced a lower than average number of crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

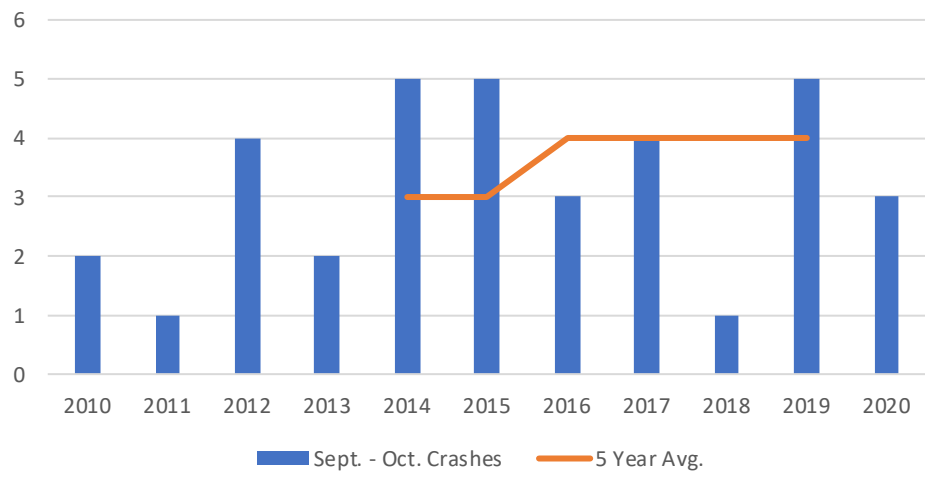


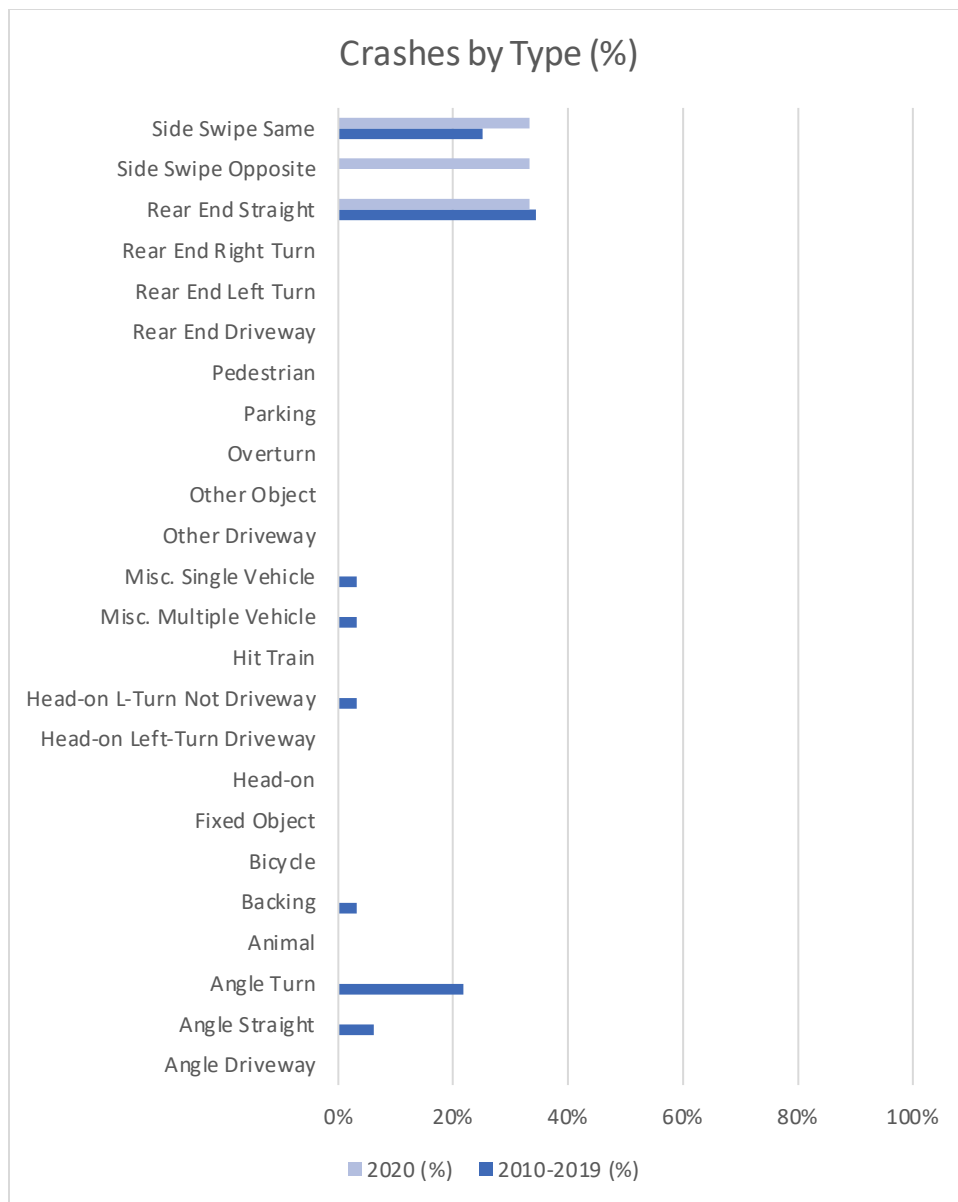


## Broadway Deployment

- This corridor can be expected to experience 3-4 crashes during the months of September and October.
- The deployment experienced typical number of crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

## BroadwaySt. Deployment

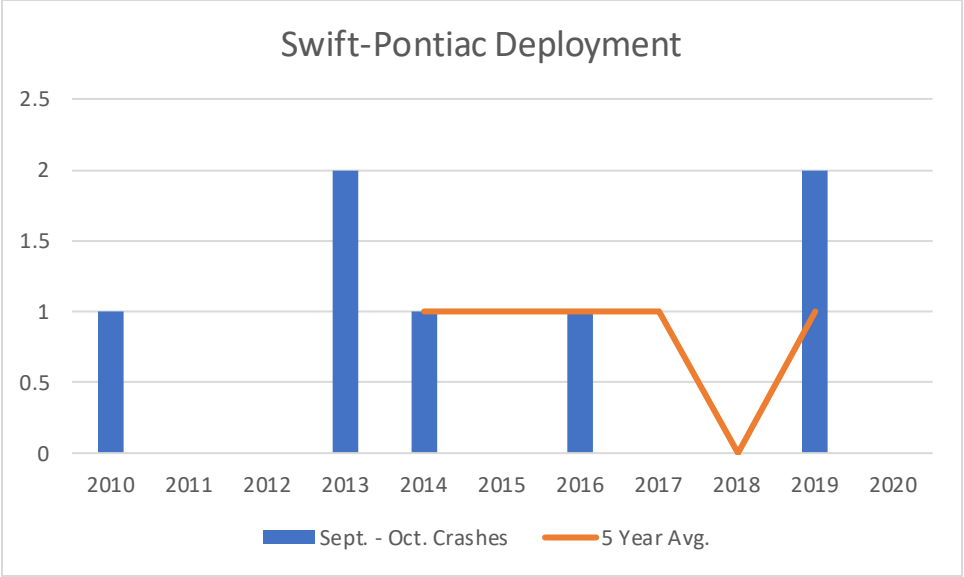


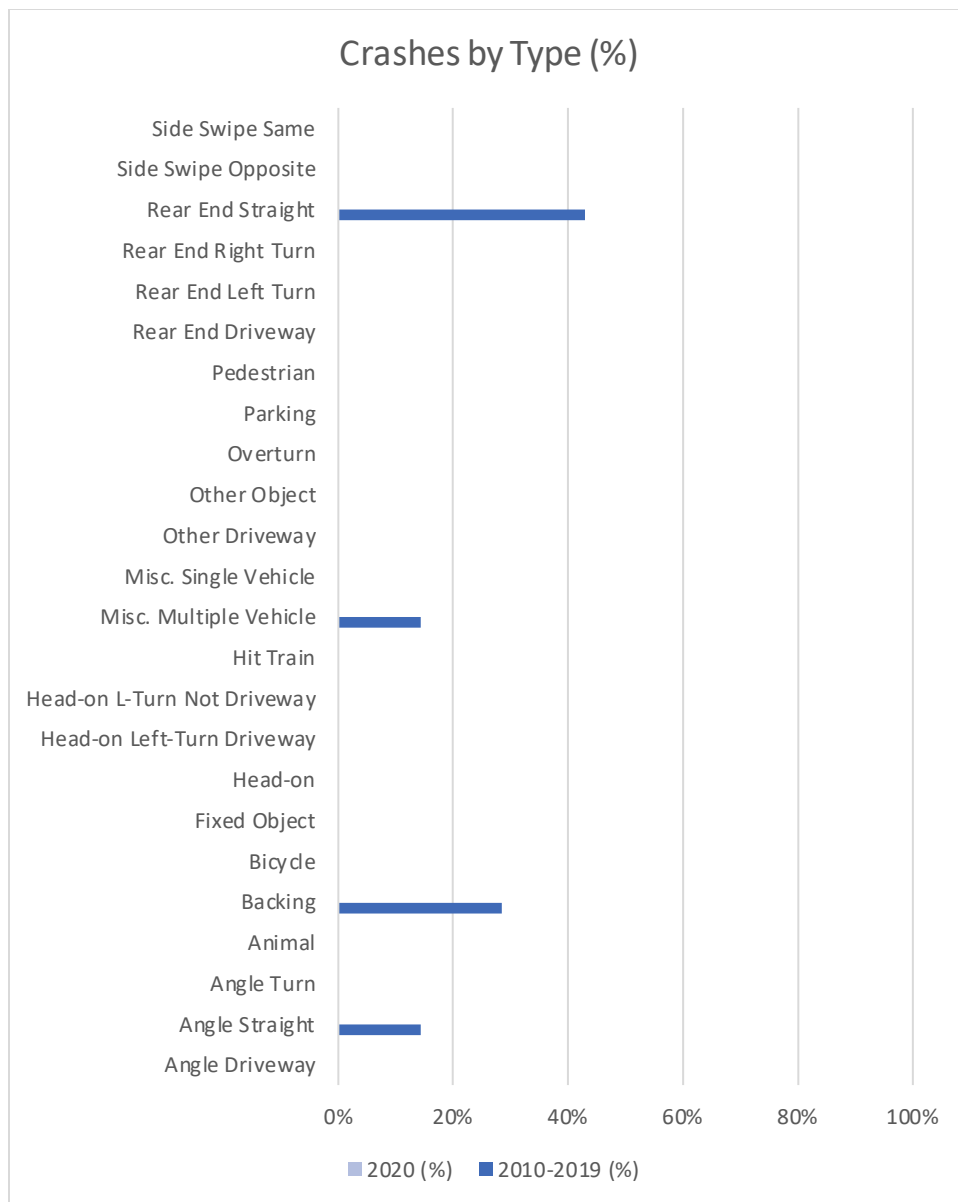


## Swift-Pontiac Deployment

- This corridor can be expected to experience one crash during the months of September and October.
- No reported crashes occurred during the deployment.



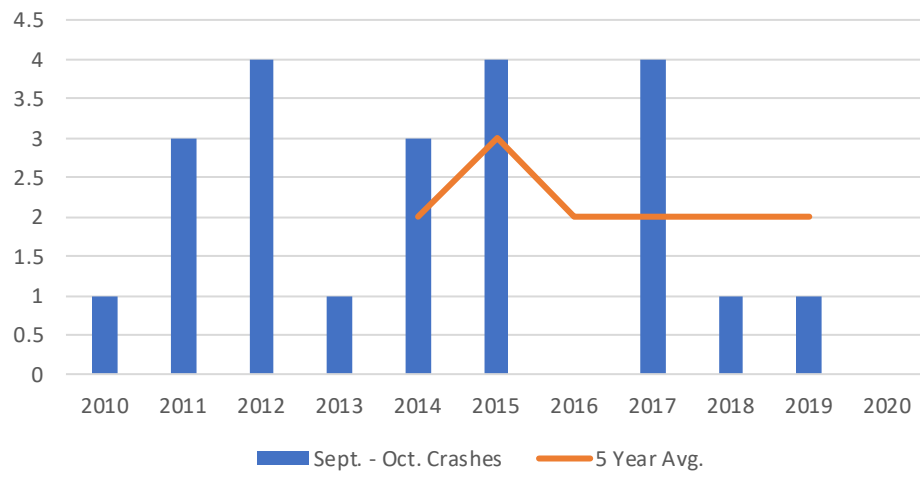


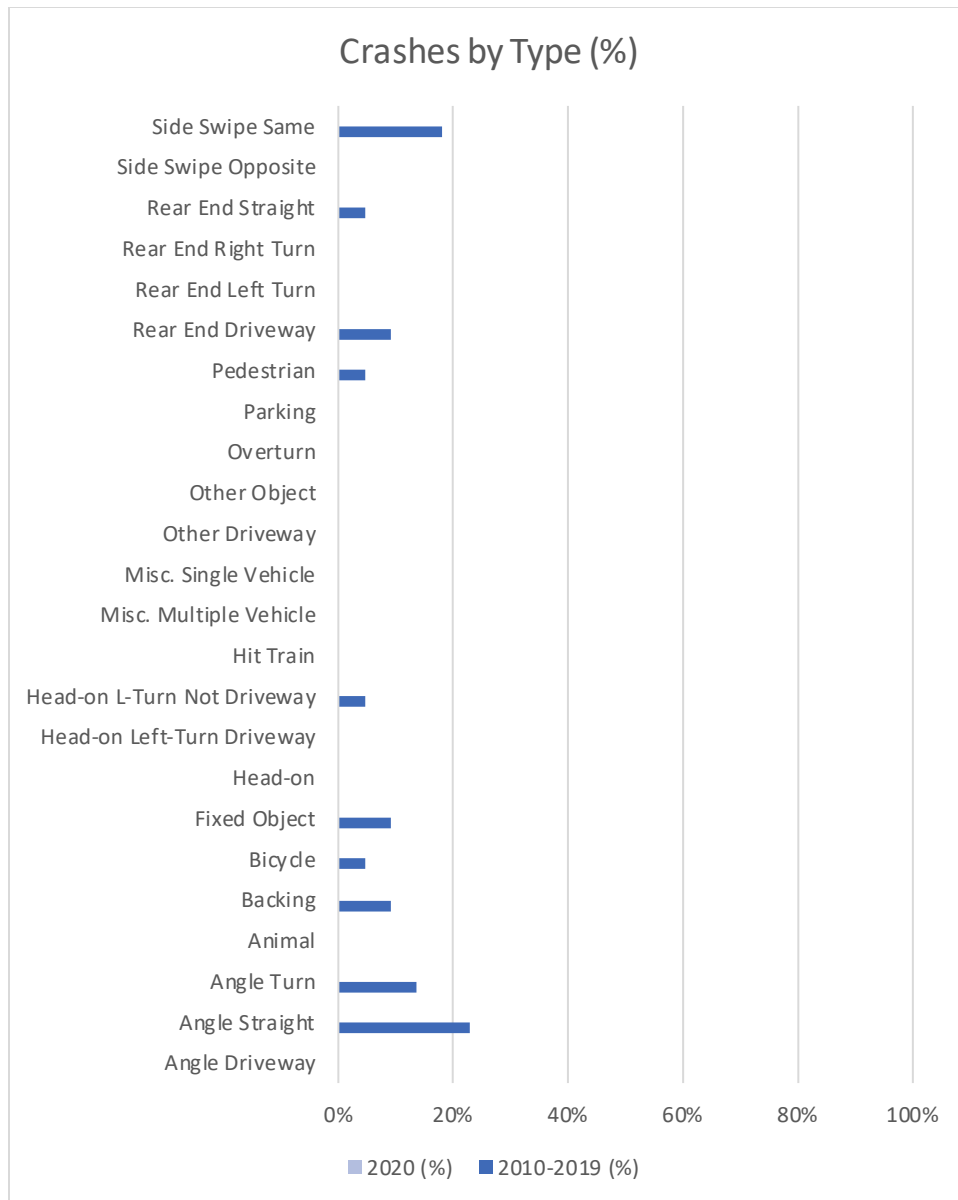


## Miller-Catherine Deployment

- This corridor typically experiences 2-3 crashes during the months of September and October.
- The deployment experienced a lower than average number of crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

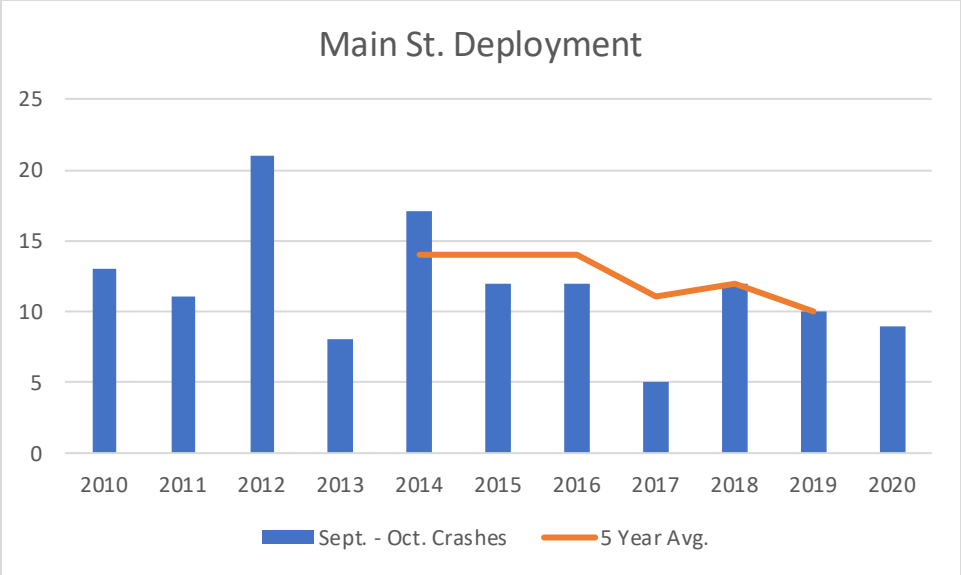
### Miller- Catherine Deployment

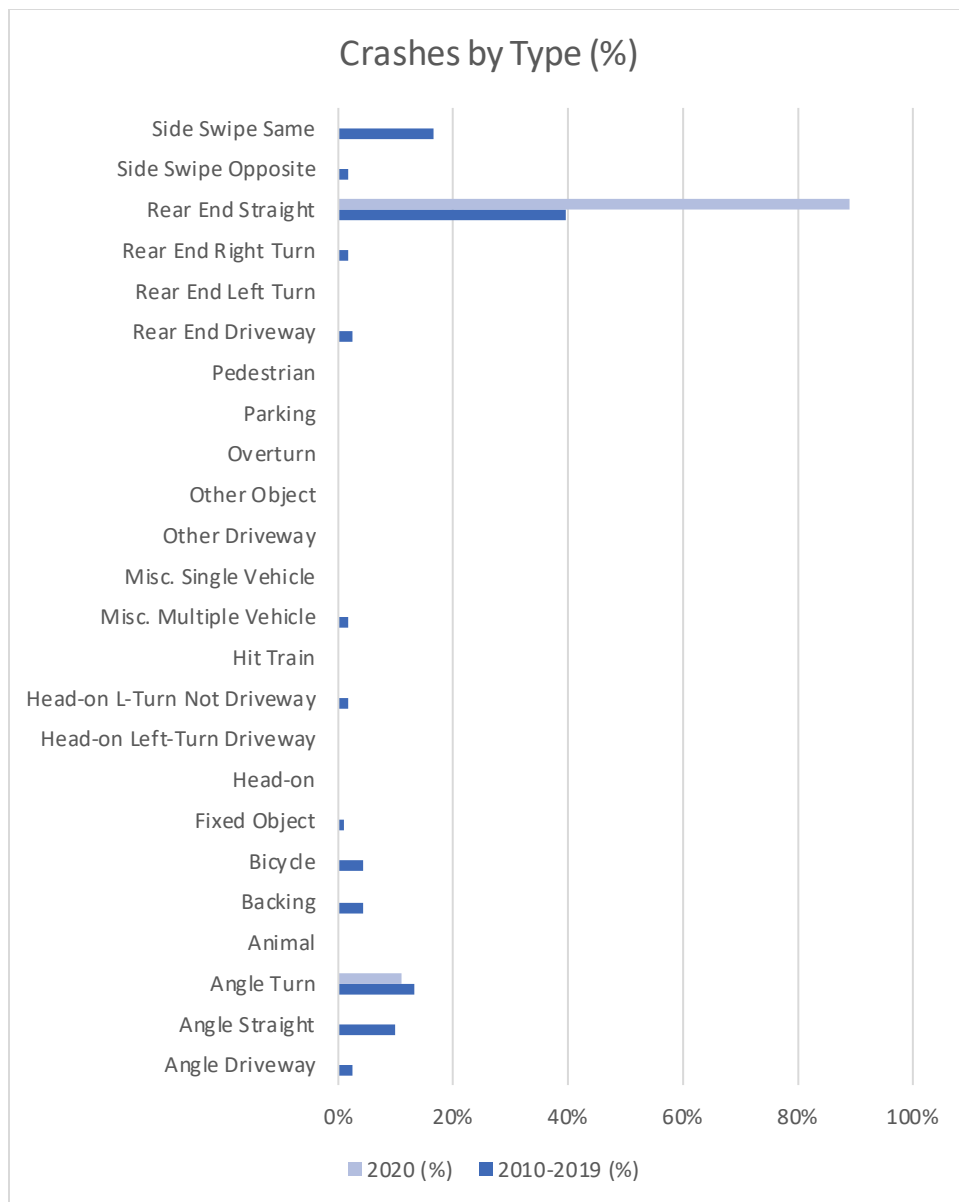




## Main Street

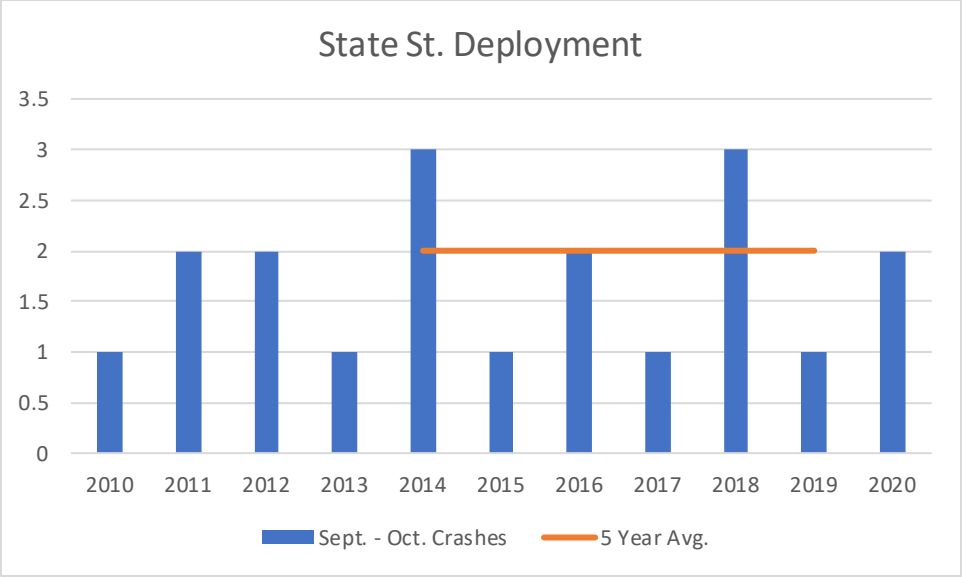
- This section of Main St. typically experiences 10-14 crashes during the months of September and October.
- The deployment experienced a lower than average number of crashes. The crashes experienced were typical in that they were rear end and angle type crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

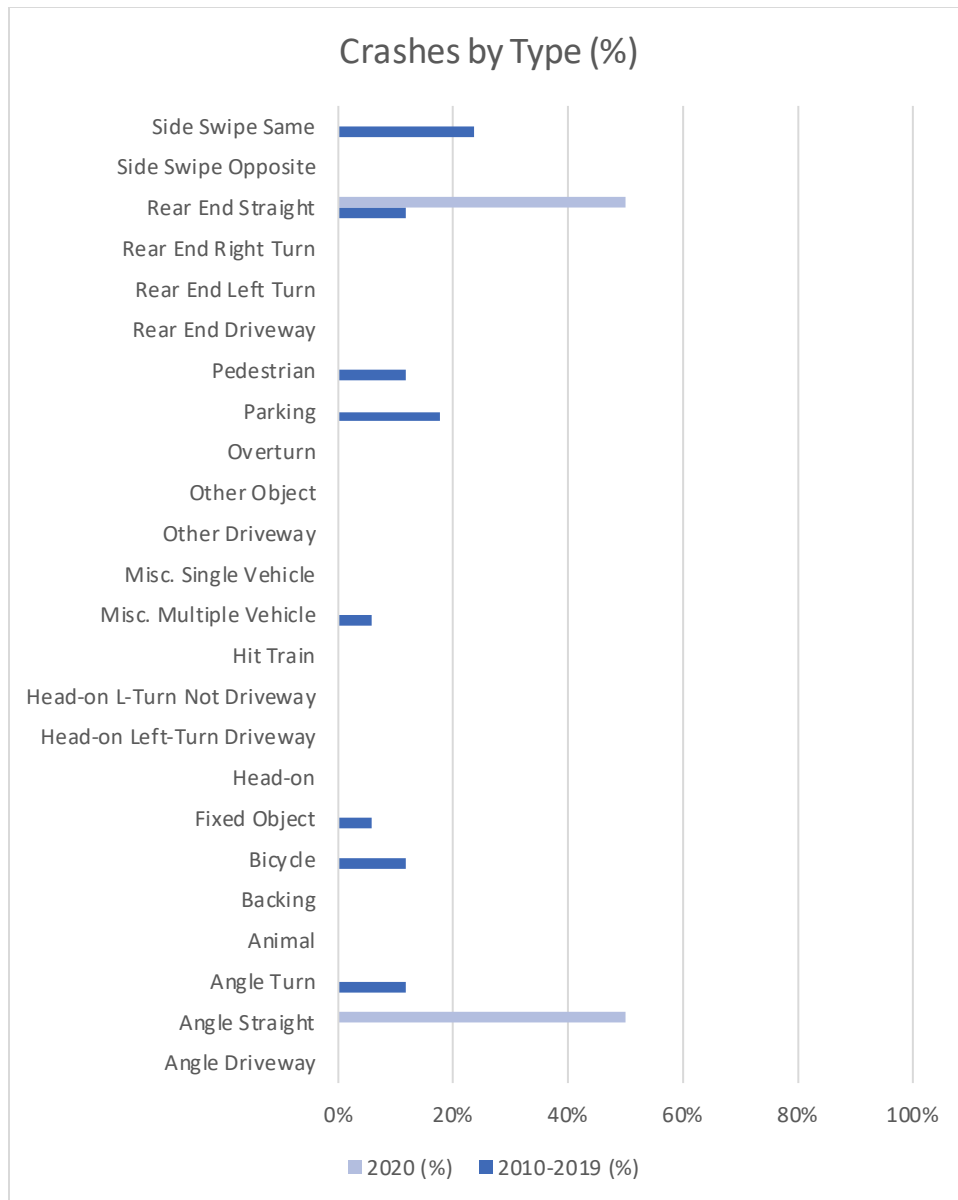




## State Street

- This section of State St. typically experiences 2 crashes during the months of September and October.
- The deployment experienced typical number of crashes. The crashes experienced were typical in that they were rear end and angle type crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

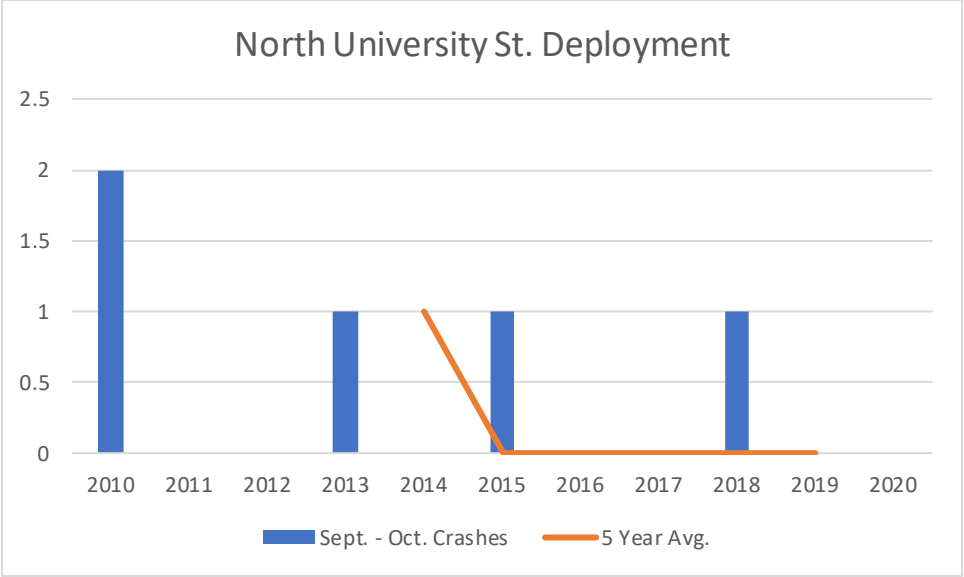


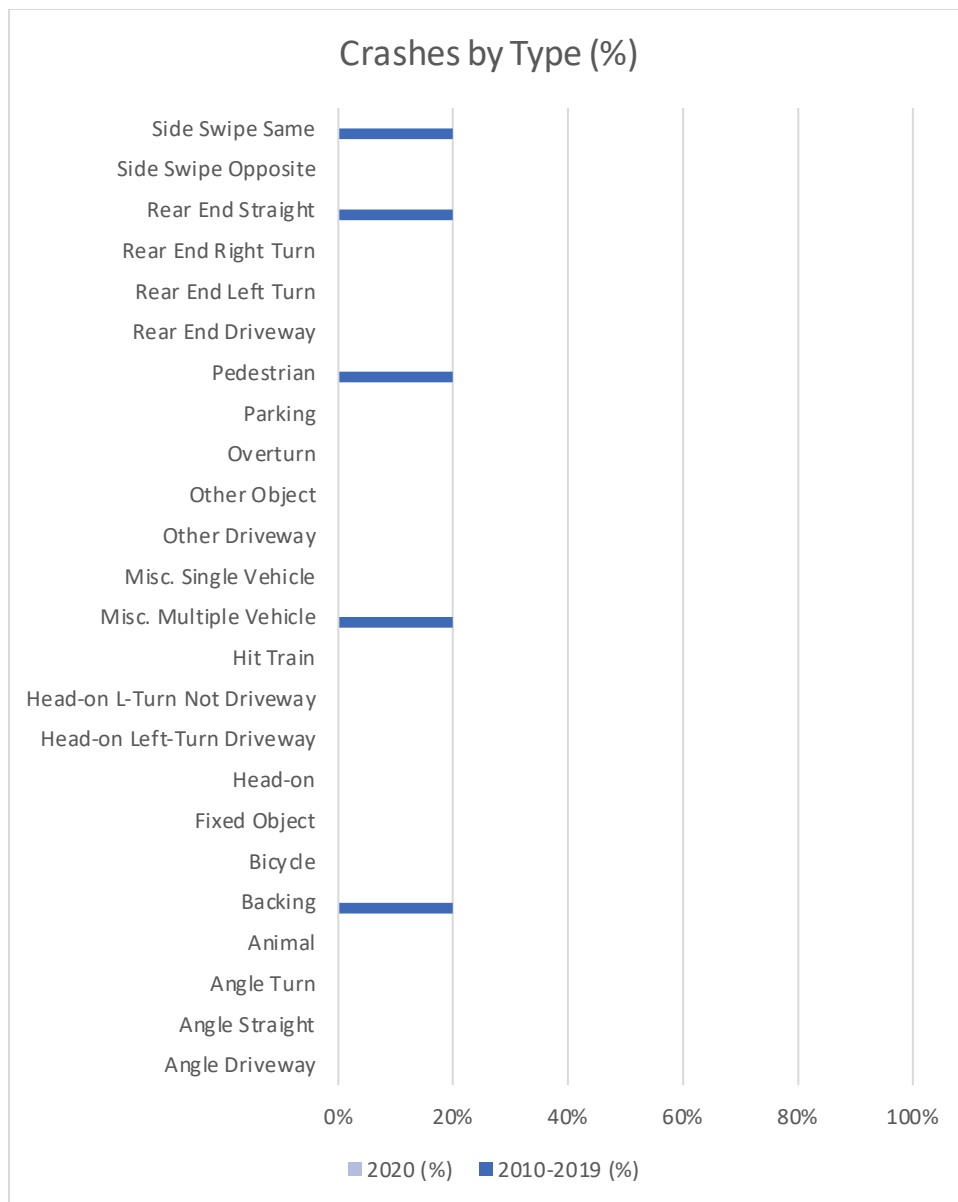


## North University

- This section of North University typically experiences very little crashes during the months of September and October.
- No crashes occurred during the implementation.



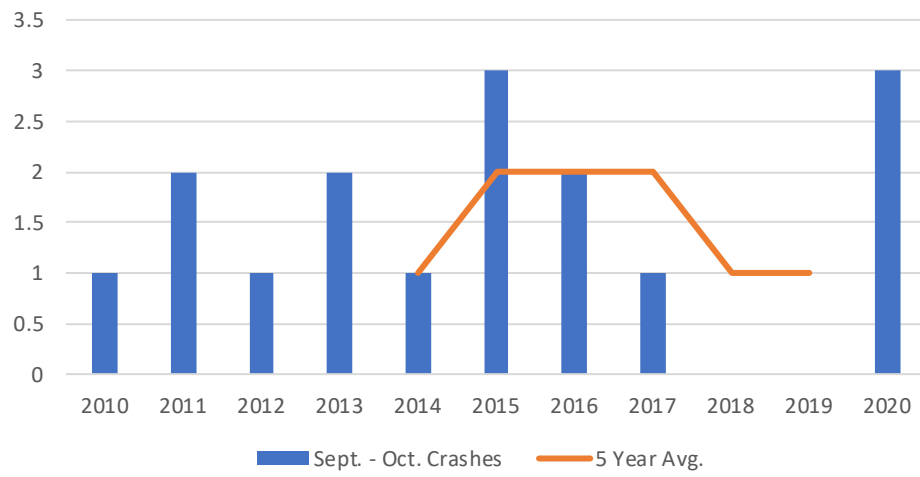


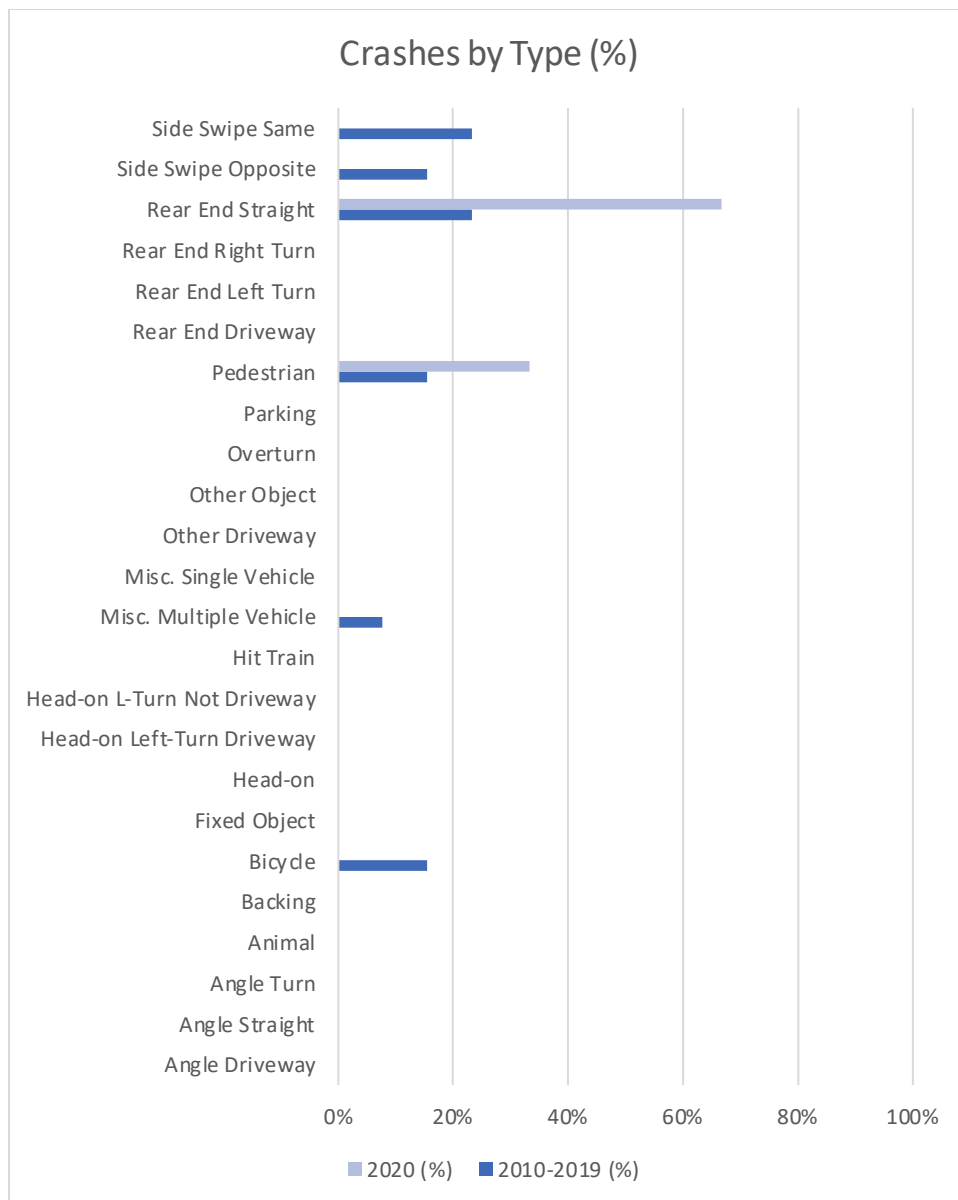


## Packard, Hill to State

- This section of Packard St. typically experiences 2 crashes during the months of September and October.
- The deployment experienced typical number of crashes. The crashes experienced were typical in that they were rear end and angle type crashes.
- None of the crashes reported at this time appeared to include pedestrians or bicyclists.

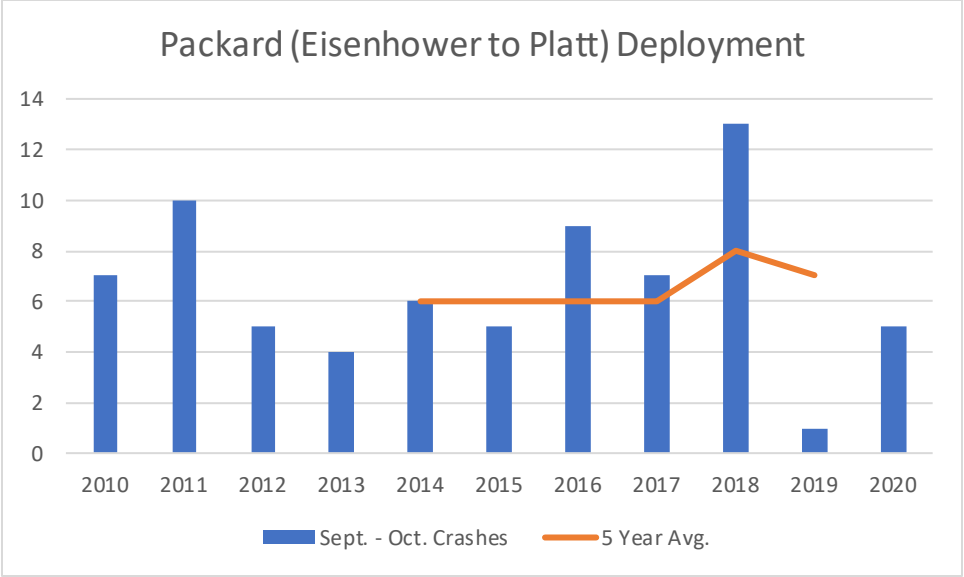
Packard (Hill to State) Deployment



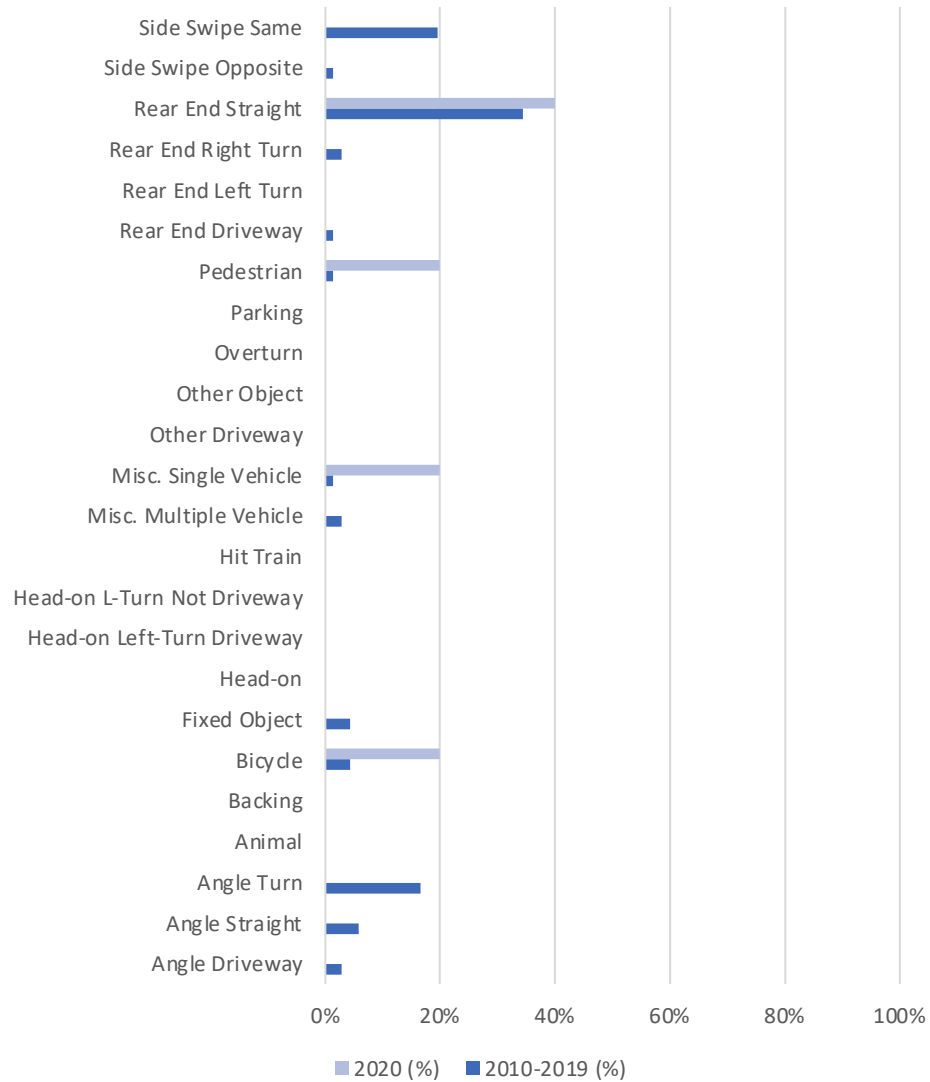


## Packard, Eisenhower to Platt

- This section of Packard St. can be expected to experience 6-8 crashes during the September and October.
- The deployment experienced fewer crashes than expected.
- The corridor experienced two non-motorized crashes during the deployment. Reviewing the crash reports neither of the crashes seem to be directly a result of the deployment.



Crashes by Type (%)



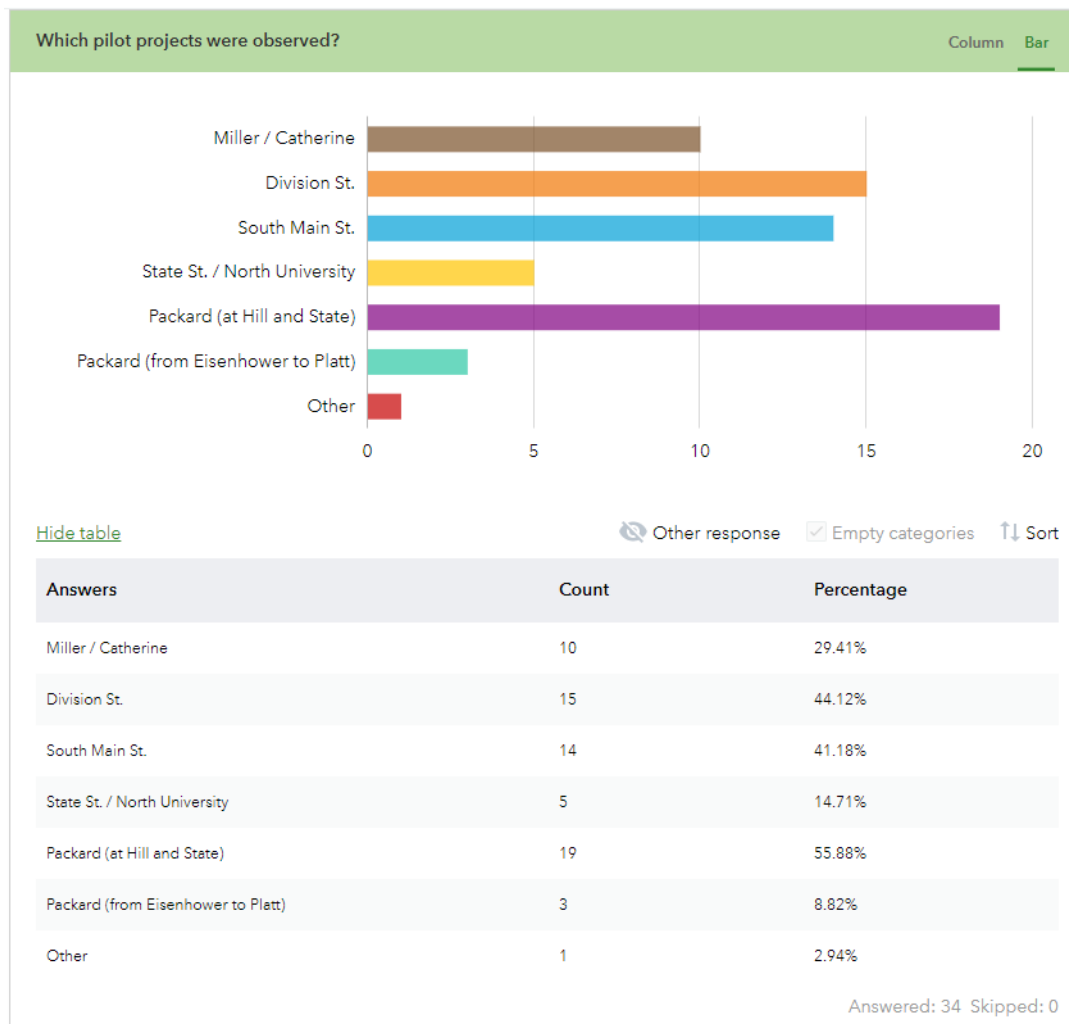
# **APPENDIX:**

## Field observation summaries

## Field Observations

Throughout the pilot project study, DDA staff, city staff, and engineering consultants conducted over 65 on-site field observations of pilot projects. Observations were typically associated with peak hour traffic periods, such as the AM peak hours (7:30-9:30am), PM peak hours (4:30-6:30pm) and midday peak hours (11:30-12:30pm). Observations were focused on identifying the following types of patterns and behaviors:

- Bicycle and pedestrian use of the pilot project facilities and their behaviors / compliance
- Motor vehicle behavior around the pilot projects
- Traffic backups into adjacent intersections or other significant delays
- Safety issues or accessibility concerns
- Geometric issues (i.e. difficult vehicular turns)



The intent of these observations was to make note of any issues, determine if any adjustments or changes were warranted, and make appropriate corrections to the extent feasible.



Key observations and findings from each of the projects include:

**(A) Miller/Catherine Bikeway (from 1<sup>st</sup> Street to Division)**

| Miller/Catherine Bikeway  |   |
|---|---|
| Comment Summary   | Response  |
| Vehicles using oncoming lane as left turning lane                                   | Overhead "Left Turn Only" sign was covered to reduce confusion.   |
| Vehicles using bikeway to turn early into gas station on corner of Main/Catherine   | Barrels were adjusted to deter vehicles from entering early.  |
| Large gap in barrels in front of Filling Station                                    | Appears to be due to delivery vehicles using the bikeway and/or vehicles turning into the alley on the opposite side of the street. Made regular adjustments to barrel placement. |
| Light traffic volumes and no backups observed                                       | No vehicles were observed failing to make signal interval.  |
| Bike riders (and other micro mobility riders) were observed primarily using bikeway | Occasionally EB riders did not use bike way but instead used existing bike lane.  |

**(B) S. Main & Packard Separated Bike Lanes (S. Main from Packard to William)**

| S. Main & Packard Separated Bike Lanes   |   |
|--|---|
| Comment Summary  | Response  |
| Vehicles using oncoming lane as left turning lane  | Overhead "Left Turn Only" sign was covered to avoid confusion. Proposed lane adjustments were considered but due to nearing the end-date of the pilot project, were not implemented.  |
| Vehicles not using adjusted parking spaces   | Additional barrels and signage was placed to deter vehicles from using curbside parking spaces and to better callout parking spaces. Additional elements were considered but not implemented due to nearing the end-date of the pilot.      |
| Water filled barricades pushed to curb   | Construction vehicles at the DTE were a likely cause for the barricades being hit (turning of William and onto S. Main). Barricades were also not filled with water when in the correct location and were easier to be inadvertently moved. |
| No major impacts to traffic volumes were observed  | No vehicles were observed failing to make signal interval.  |
| NB bike riders were observed using the bike lane however there was confusion on SB bike riders | This was likely caused but the incorrectly placed barricades and illegally parked vehicles.   |

(C) **Division Street Bikeway** (from Packard to the Broadway Bridge)

| Division Street Bikeway  |  |
|--|--|
| Comment Summary  | Response   |
| Delivery vehicles parking in bikeway   | Additional cones used to deter delivery vehicles. Future designs / pilots to use more delineators in high encroachment areas. Work to identify nearby loading zones. |
| Barrels misplaced at Carey/Division (Broadway Bridge area)                             | Reconfigured barrels to allow for better turning movements for vehicles and better delineate the path of the bikeway.  |
| Firestone delivery vehicles using bikeway to turn into parking lot early               | Barrels adjusted to deter early movement – but difficult to enforce.   |
| Confusion at Catherine/Division intersection   | Reconfigured intersection to provide an advanced stop zone for bikes and pedestrians to be more visible to turning vehicles.   |
| Traffic would back up to 6-10 vehicles at Division & Ann during heavier traffic times. | Overall traffic movement was observed to be moving without delay. At signalized intersections, full platoons of vehicles made signal interval.                       |
| Immediately upon implementation SB bike riders were observed.                          | This appears to point to the benefit of the SB direction along Division.   |

(D) **State & North University Bikeway** (from William Street to Thayer)

| State & North University Bikeway   |   |
|--|---|
| Comment Summary  | Response  |
| Vehicles entering bikeway from William   | Additional cones used along centerline at entry point into the bikeway to prevent cars from entering. |
| Bus turning movement challenging   | Adjusted stop bar pavement markings to keep cars further back and allow more space for bicycles.      |
| Traffic volumes were not out of the ordinary                                     | Lane reduction does not point to negative effects on traffic.   |
| Bike riders were observed using the bike lane from William onto North University | Continuation of successful William Street bikeway benefits bike riders.                               |
| UM construction/work vehicles parked frequently in the North University bikeway  |   |

(E) **Packard Bike Lanes** (from State to Hill)

| Packard Bike Lanes  |   |
|---|---|
| Comment Summary   | Response  |
| Vehicles using bike lane as thru/right at Packard and Hill approach                           | Additional barrels installed to block off right-turn lane for vehicles and signs covered.         |
| Vehicles using bike lane as right at State  | Additional barrels used to block lane for vehicles  |
| Traffic volumes did back up at times at Hill Street but did not fail to make signal interval. | This was likely due to full thru/right turn at Hill Street being used as bike lane.               |
| Bike riders were observed using bike lanes in both directions.                                | This appears to point to the benefit of not having disconnected bike lanes along stretch of road. |







## **APPENDIX:**

Traffic volume, traffic speed, and bike  
volume data maps

# Ann Arbor Pilot Project

## Traffic Volume - DDA Locations -

### Base Data

-  Count Location
-  People Friendly Bikeway
-  People Friendly Bikeway (Under Construction)
-  Healthy Street Pilot Project
-  Existing Bike Lane
-  Streets

### Volume Data

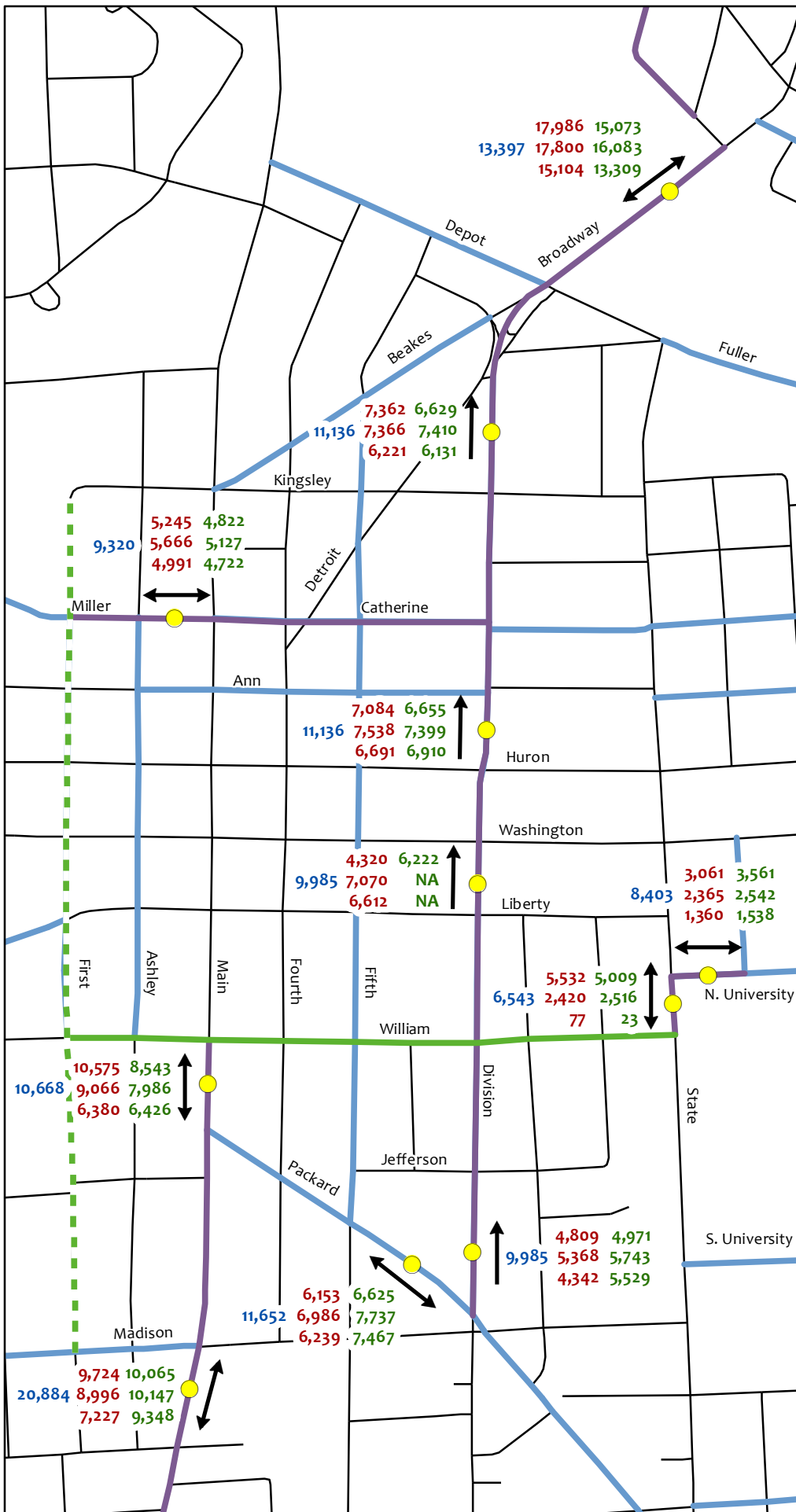
#### Pre-COVID Traffic Volumes (2015-2019)

Thursday July 23, 2020  
Friday July 24, 2020  
Saturday July 25, 2020

Thursday October 8, 2020  
Friday October 9, 2020  
Saturday October 10, 2020









0 250 500  
Feet



# Ann Arbor Pilot Project

## Traffic Volume - City Locations -

### Base Data

-  Count Location
-  People Friendly Bikeway
-  People Friendly Bikeway (Under Construction)
-  Healthy Street Pilot Project
-  Existing Bike Lane
-  Streets

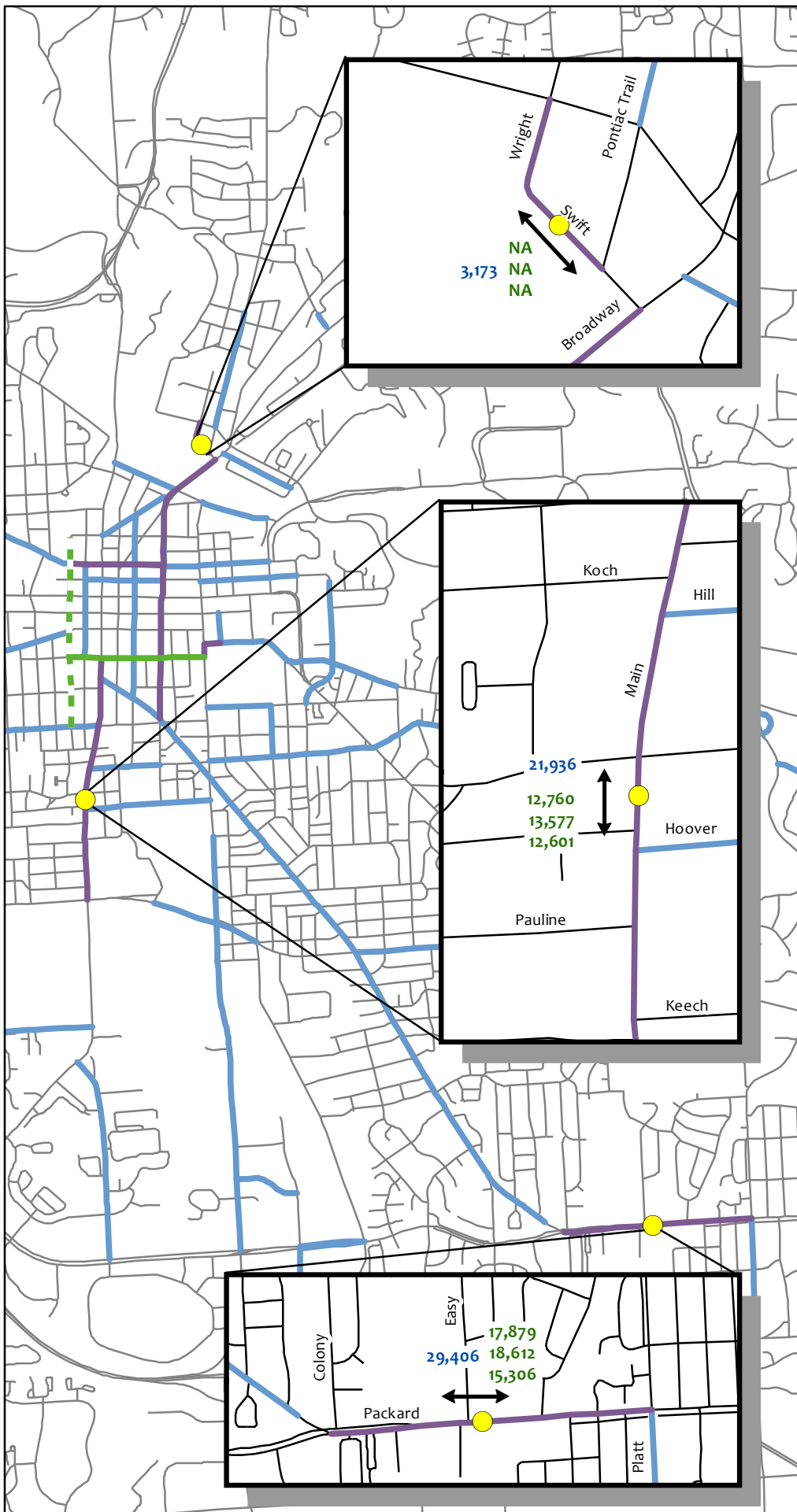
### Volume Data

Pre-COVID Traffic Volumes  
(2015-2019)

Thursday October 8, 2020  
Friday October 9, 2020  
Saturday October 10, 2020



0 1,000 2,000  
Feet



# Ann Arbor Pilot Project

85th Percentile Speed  
- DDA Locations -

## Base Data

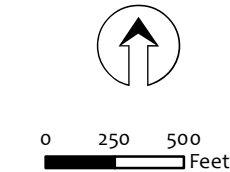
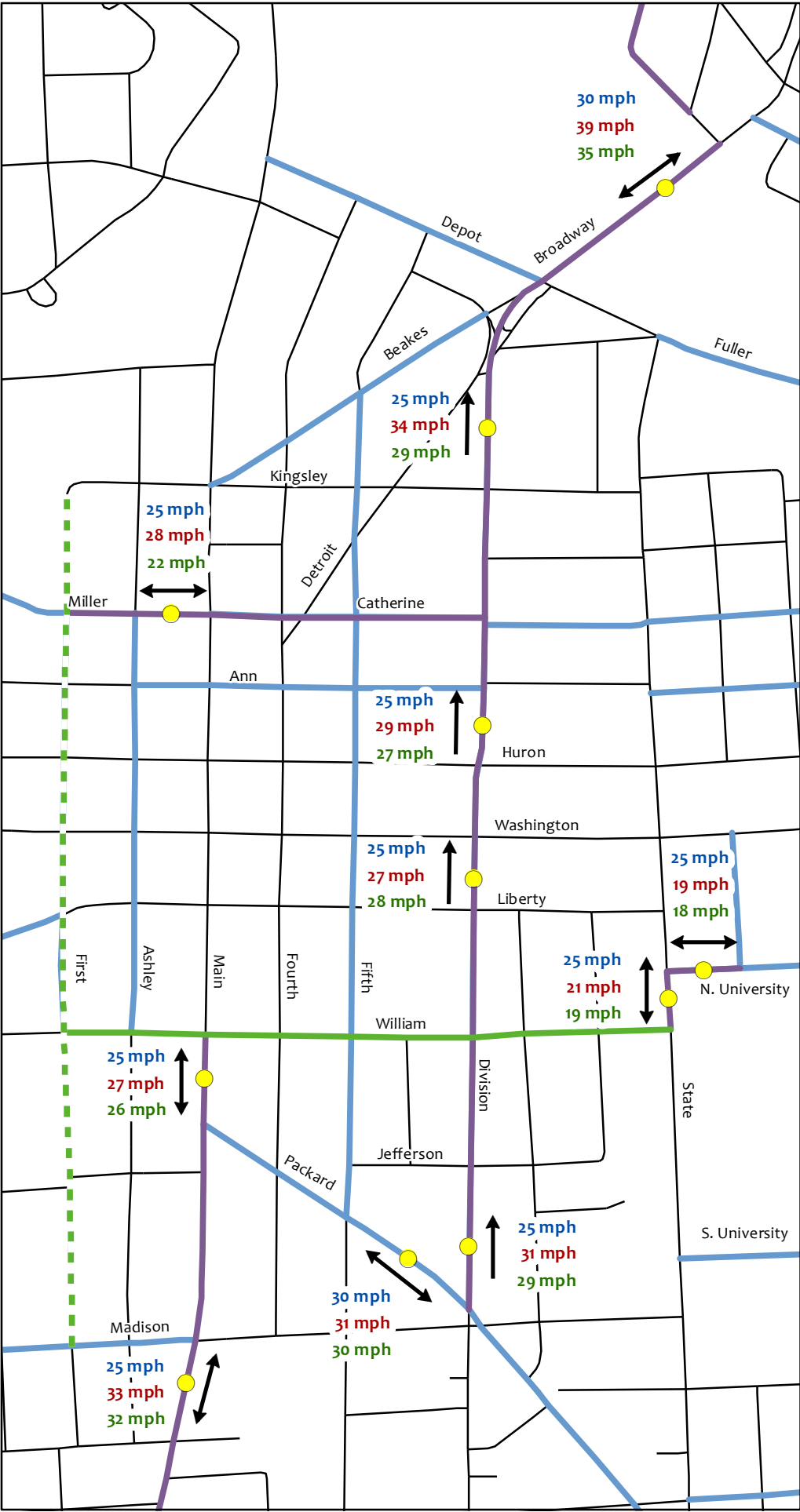
- Count Location
- People Friendly Bikeway
- People Friendly Bikeway (Under Construction)
- Healthy Street Pilot Project
- Existing Bike Lane
- Streets

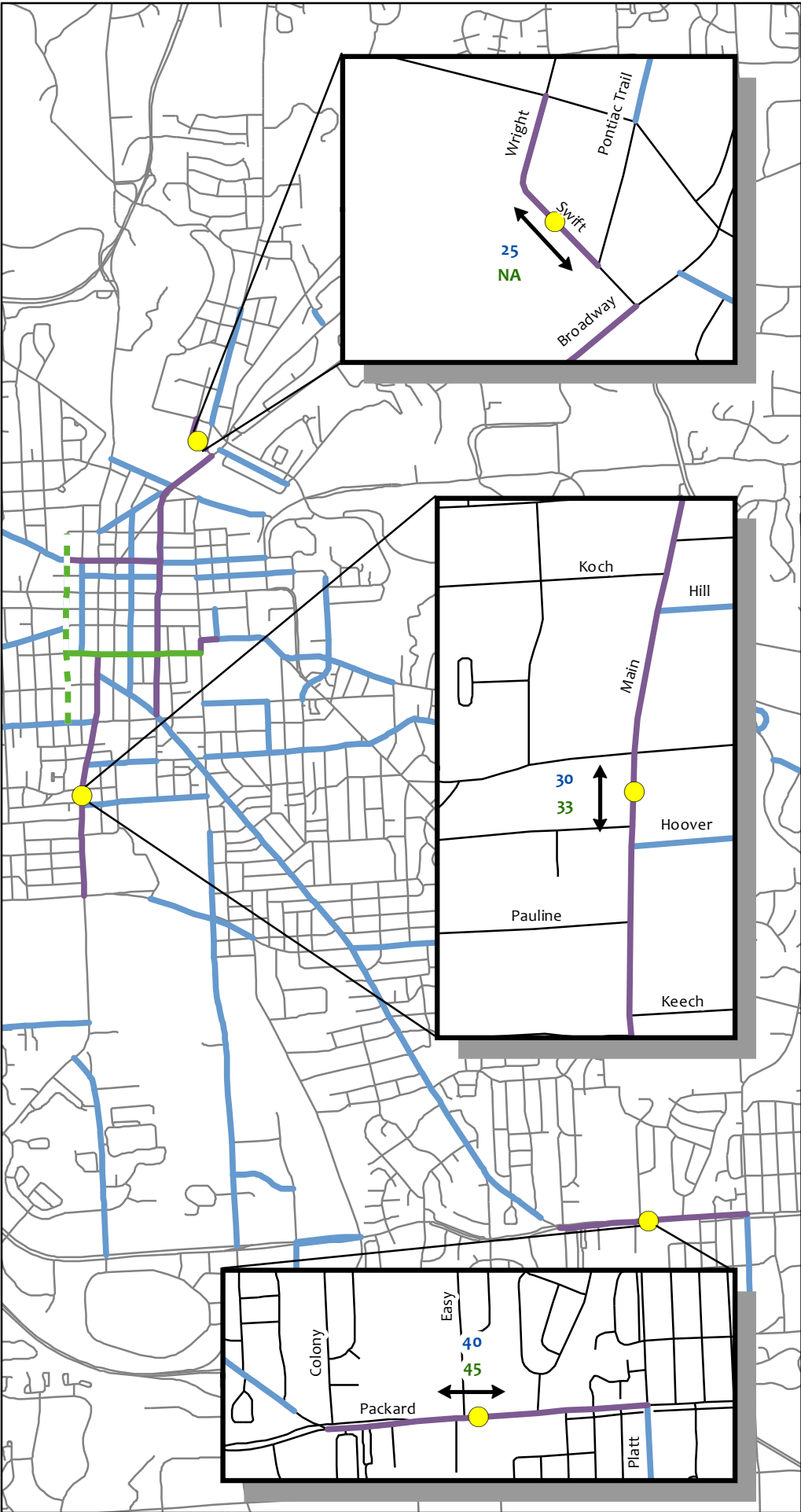
## Speed Data

### Posted Speed Limit

**Before Pilot Project**  
85th Percentile Speed

**After Pilot Project**  
85th Percentile Speed





# Ann Arbor Pilot Project

## 85th Percentile Speed - City Locations -

### Base Data

- Count Location
- People Friendly Bikeway
- - - People Friendly Bikeway (Under Construction)
- Healthy Street Pilot Project
- Existing Bike Lane
- Streets

### Speed Data

#### Posted Speed Limit

After Pilot Project  
85th Percentile Speed



0 1,000 2,000  
Feet





# Ann Arbor Pilot Project

## Bicycle Volume - DDA Locations -

### Base Data

- Count Location
- People Friendly Bikeway
- - - People Friendly Bikeway (Under Construction)
- Healthy Street Pilot Project
- Existing Bike Lane
- Streets

### Volume Data

**Thursday July 23, 2020**  
**Friday July 24, 2020**  
**Saturday July 25, 2020**

#### Tube Counts

**Thursday October 8, 2020**  
**Friday October 9, 2020**  
**Saturday October 10, 2020**

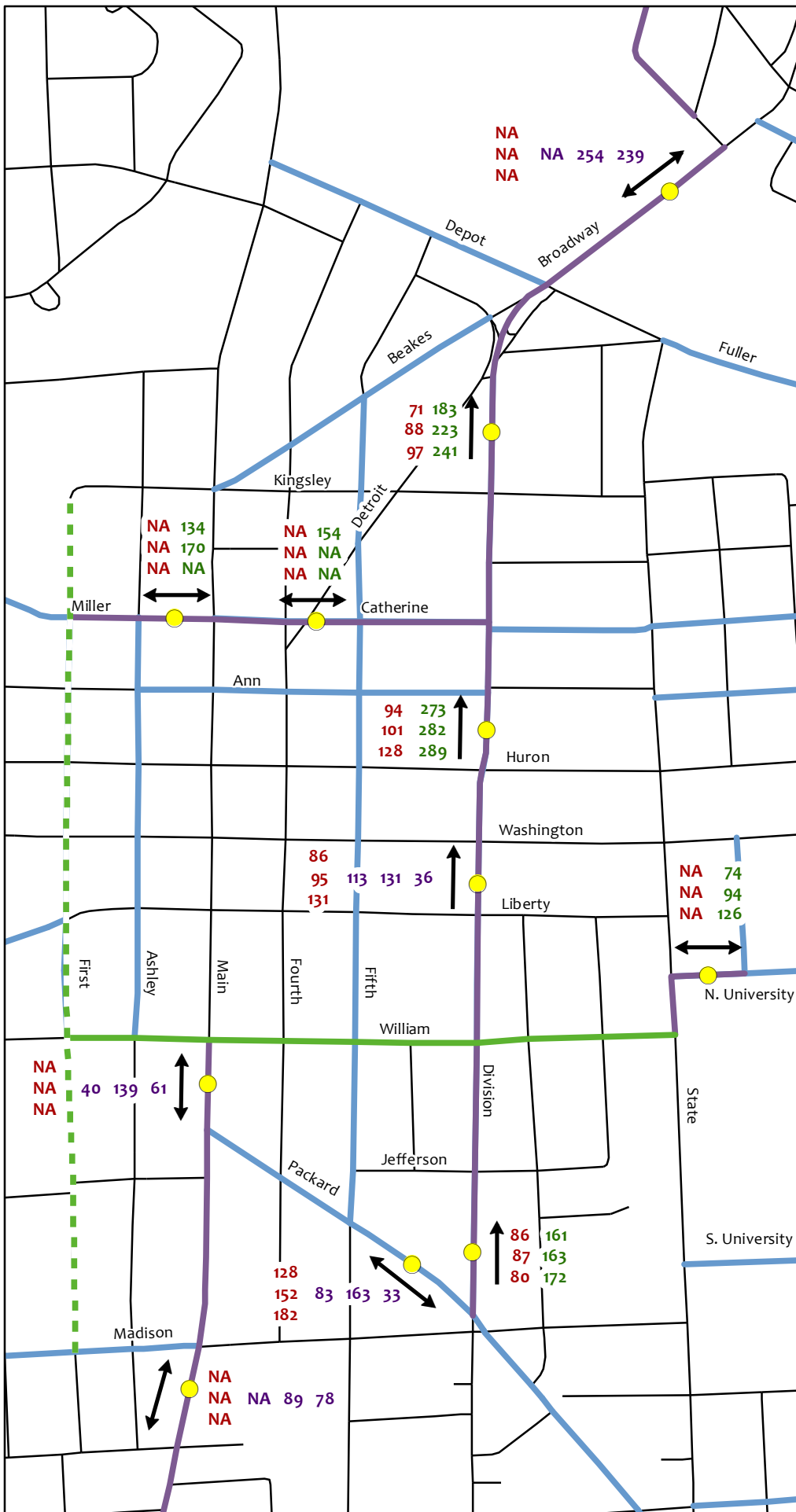
#### Video Counts

**Friday October 9, 2020**

(Road) (Bike Lane) (Sidewalk)









0 250 500  
Feet



# Ann Arbor Pilot Project

## Bicycle Volume - City Locations -

### Base Data

-  Count Location
-  People Friendly Bikeway
-  People Friendly Bikeway (Under Construction)
-  Healthy Street Pilot Project
-  Existing Bike Lane
-  Streets

### Volume Data

#### Tube Counts

Thursday October 8, 2020

Friday October 9, 2020

Saturday October 10, 2020

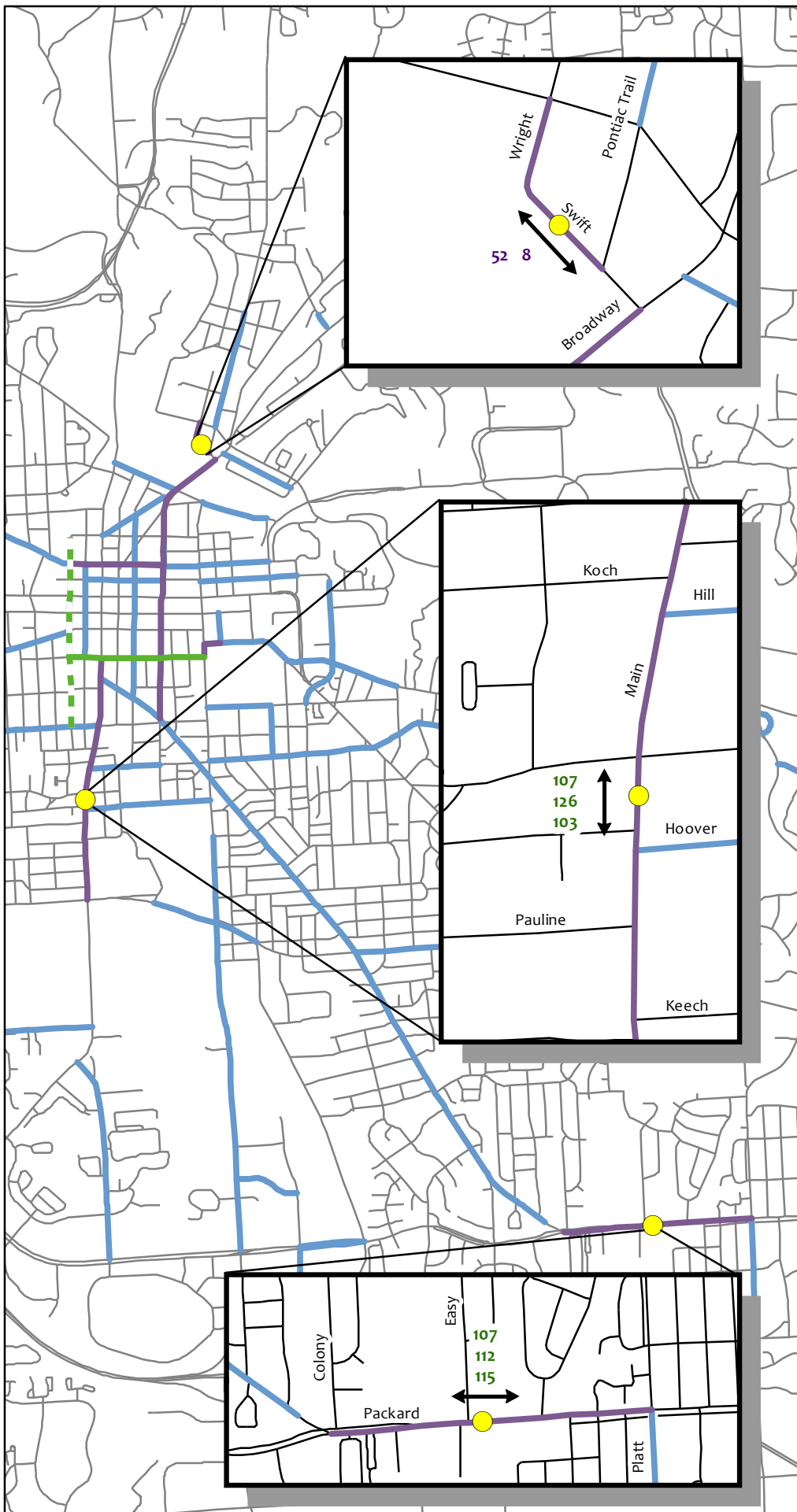
#### Video Counts

Friday October 9, 2020

(Road/Bike Lane) (Sidewalk)



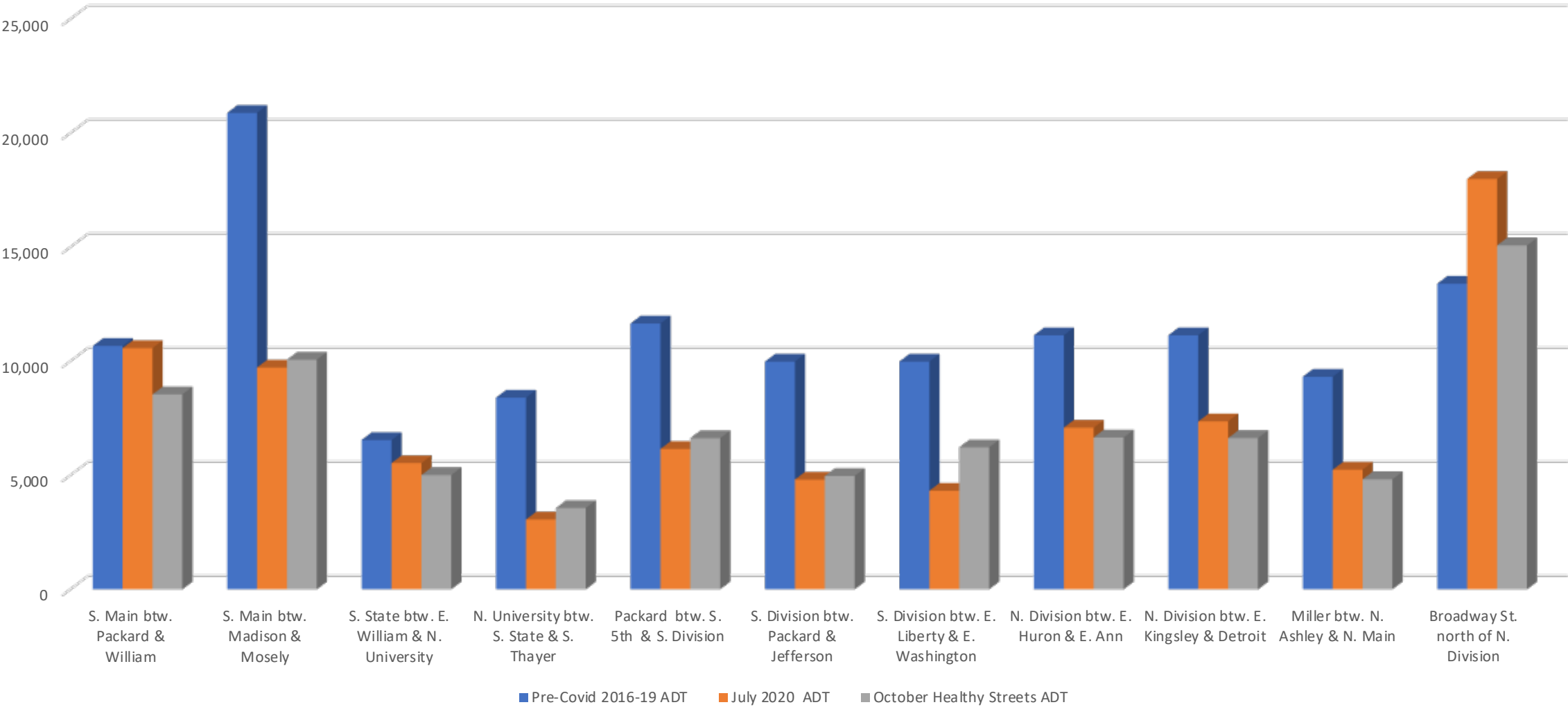
0 1,000 2,000  
Feet



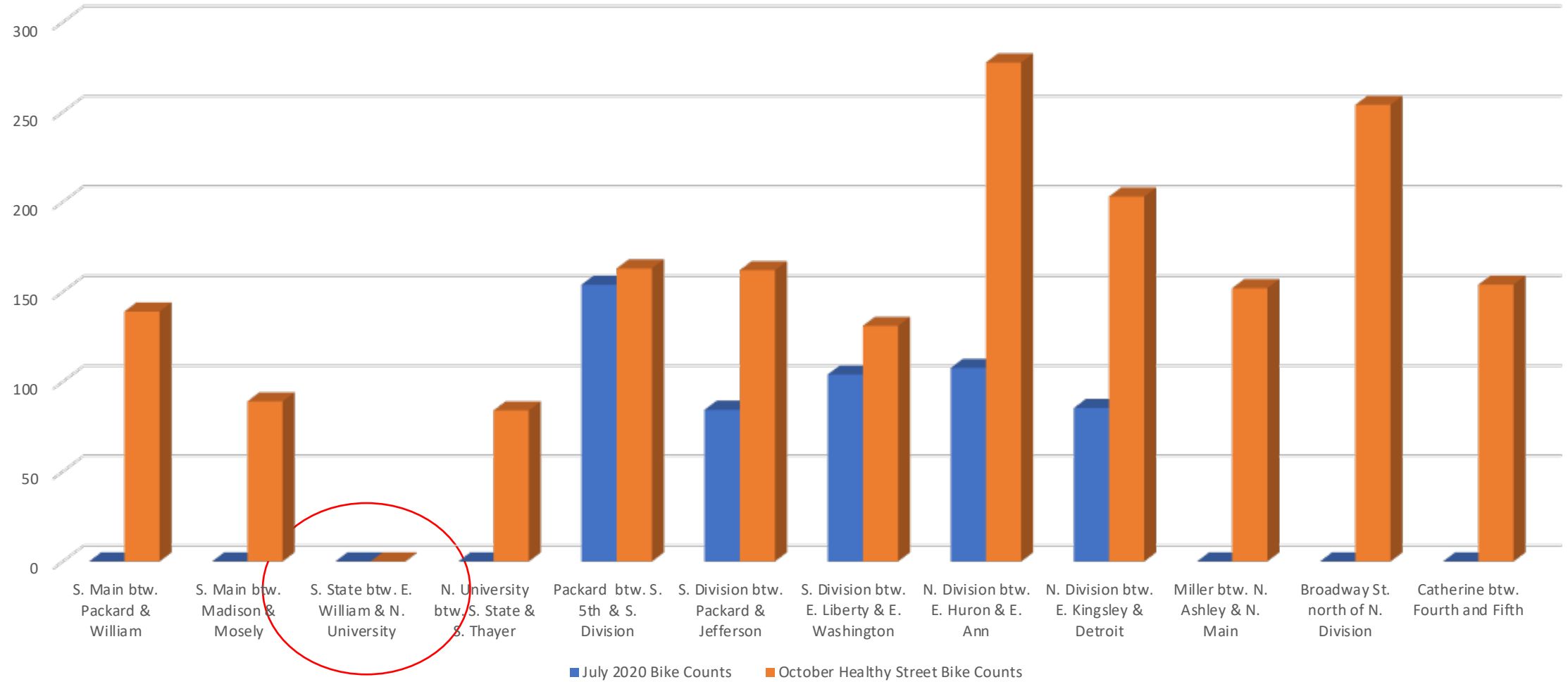
## **APPENDIX:**

Before & after traffic bike volume charts

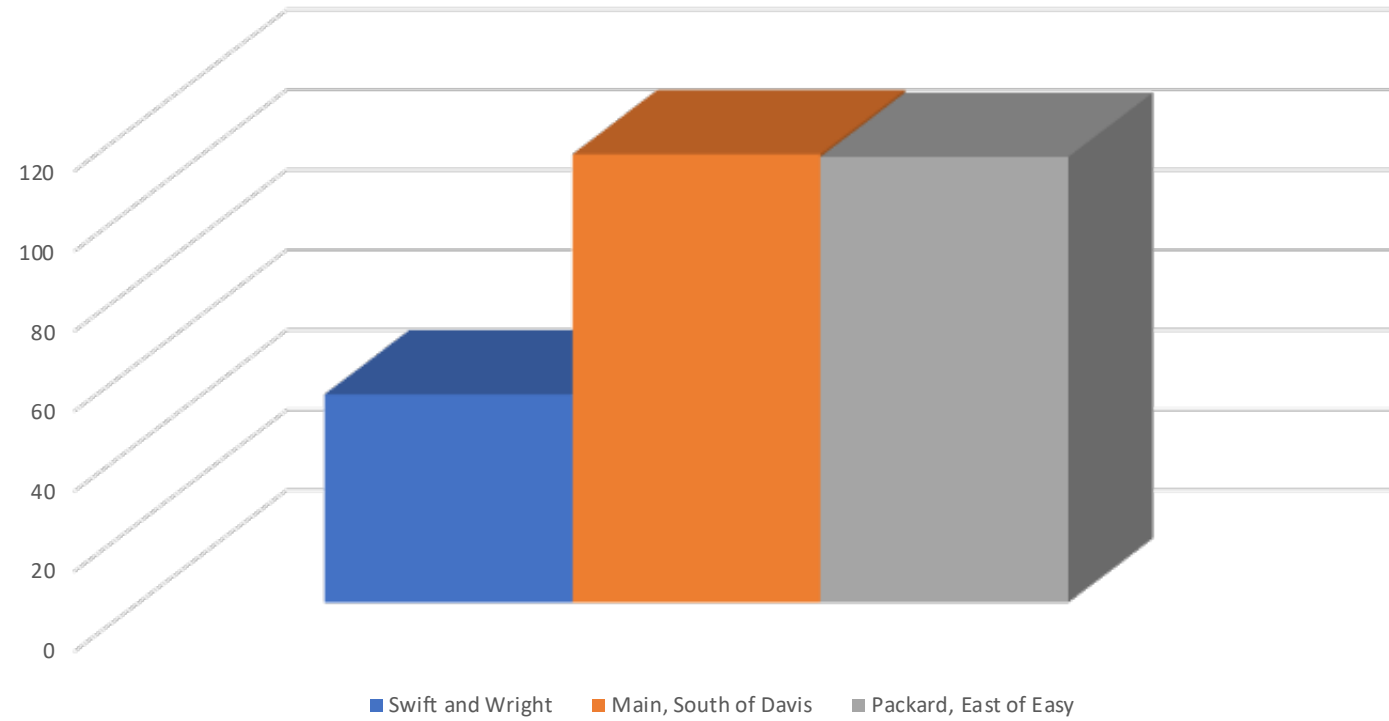
# Ann Arbor Healthy Streets Traffic Volume Counts (DDA Locations) - Average Weekday Total



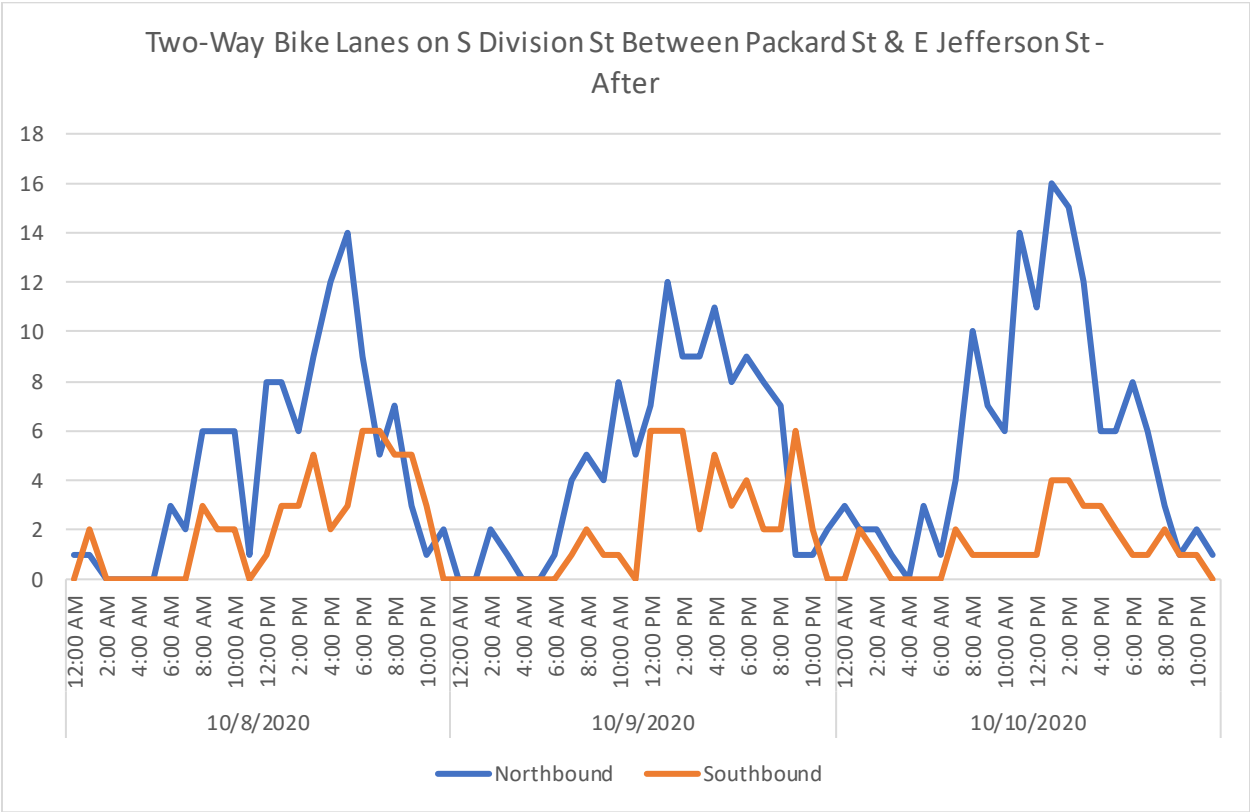
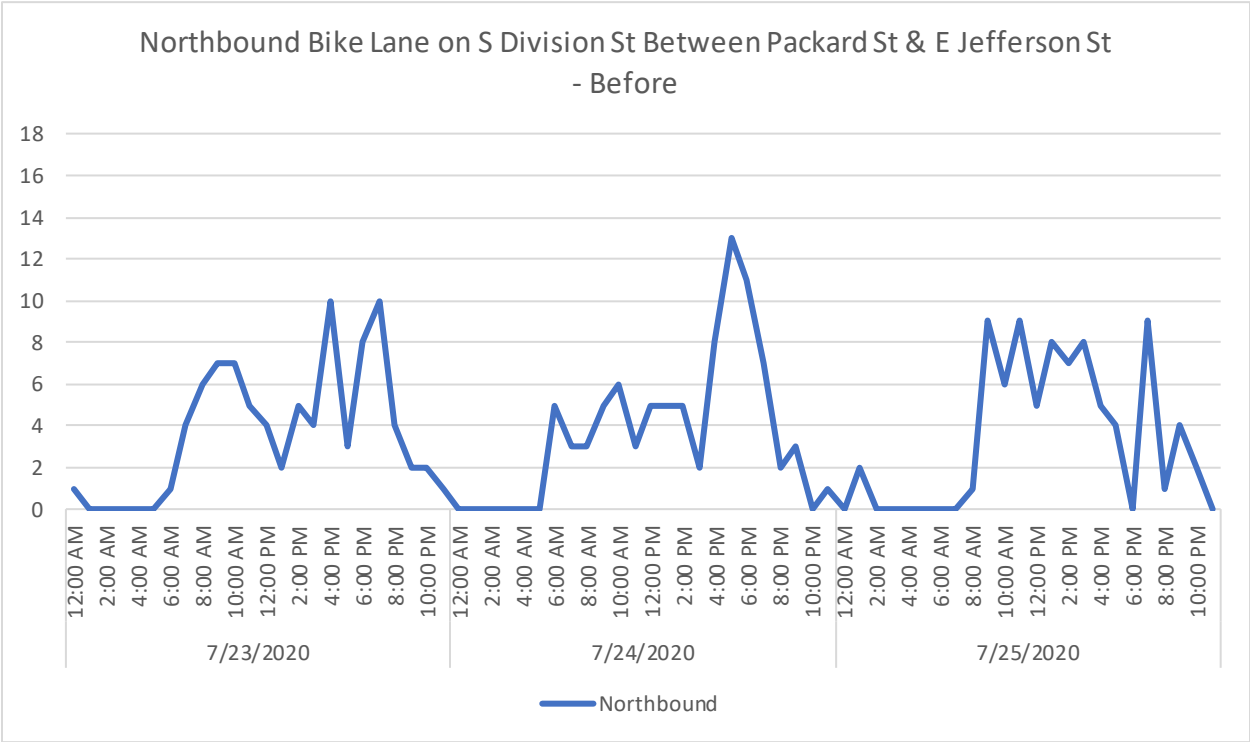
## Ann Arbor Healthy Streets Bike Volume Counts (DDA Locations) - Average Daily Total



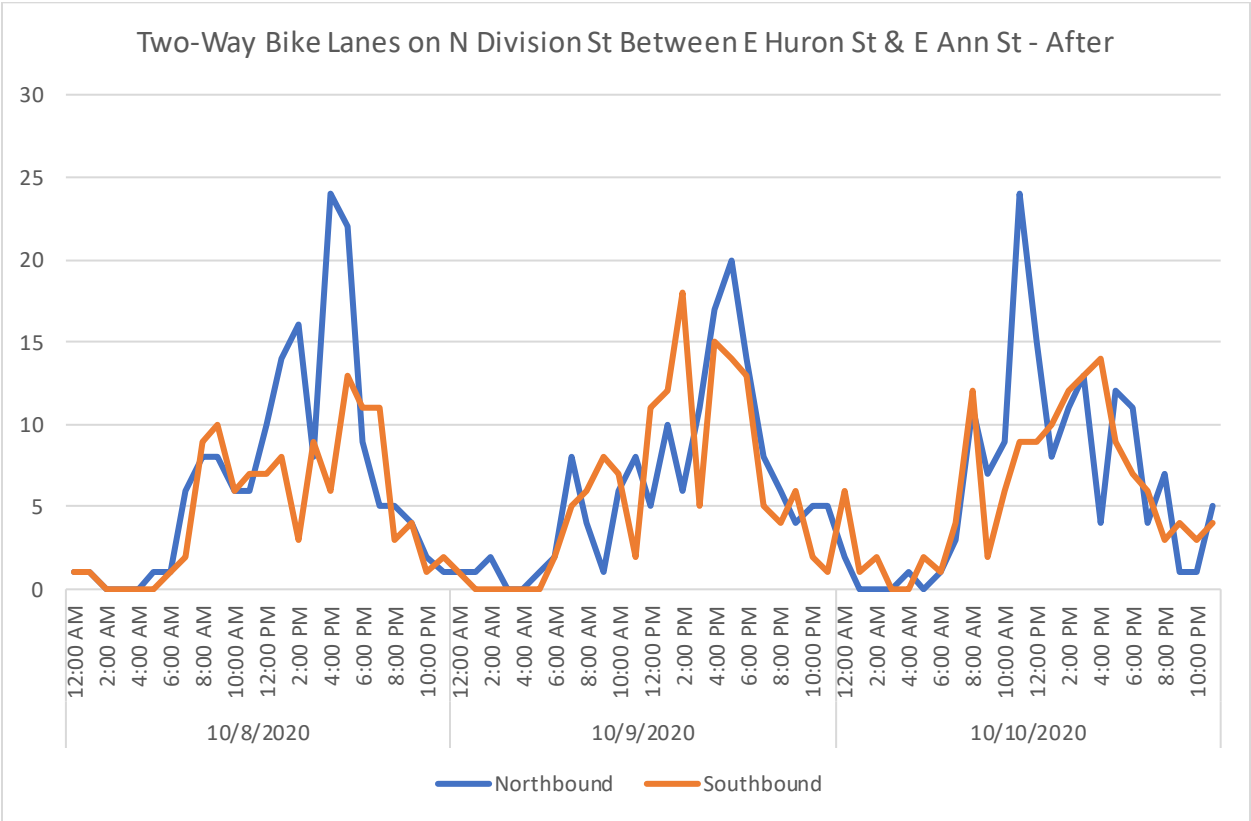
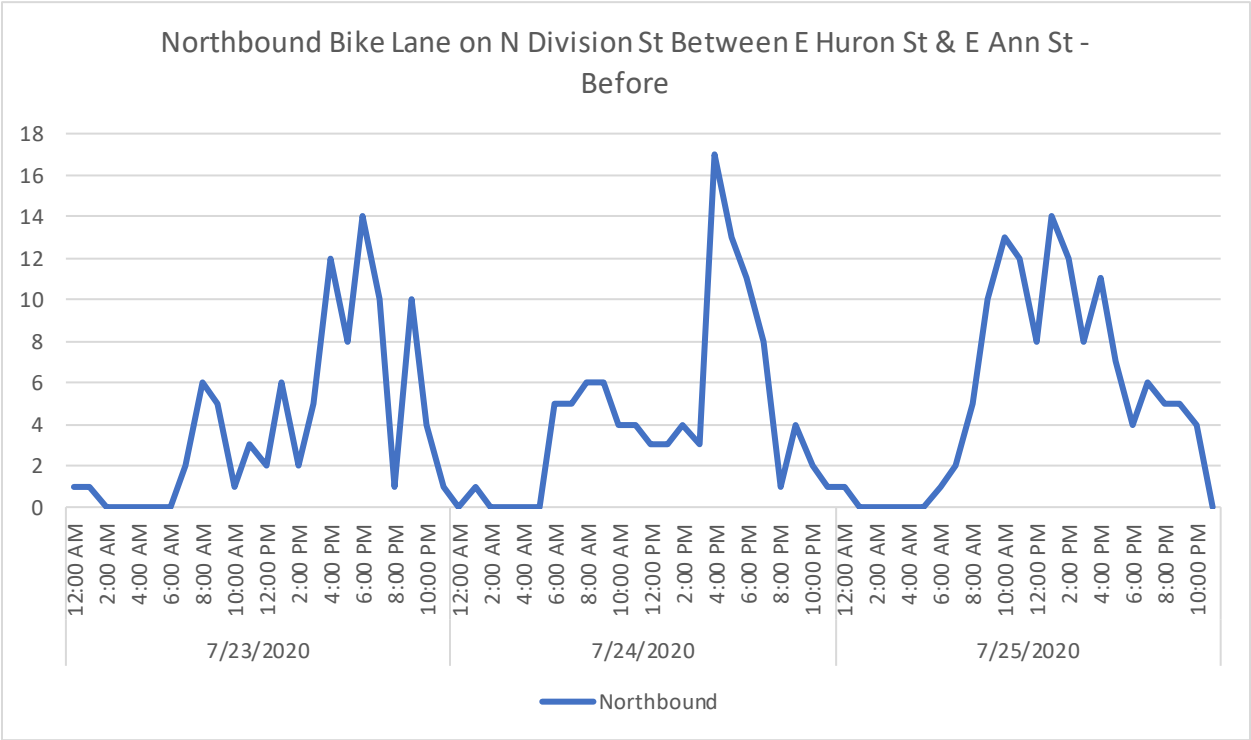
Ann Arbor Healthy Streets Bike Volume Counts (City Locations) - Average Daily Total



South Division Street between Packard Street & East Jefferson Street: Before & After

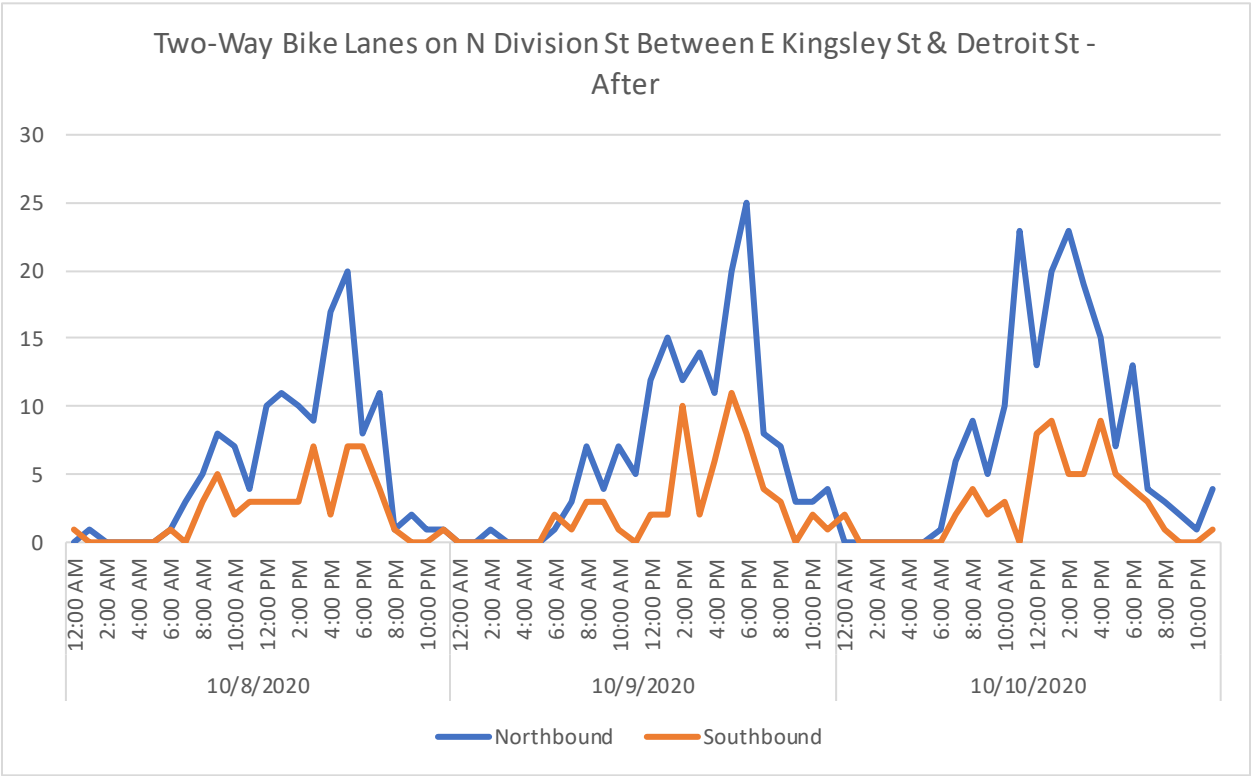
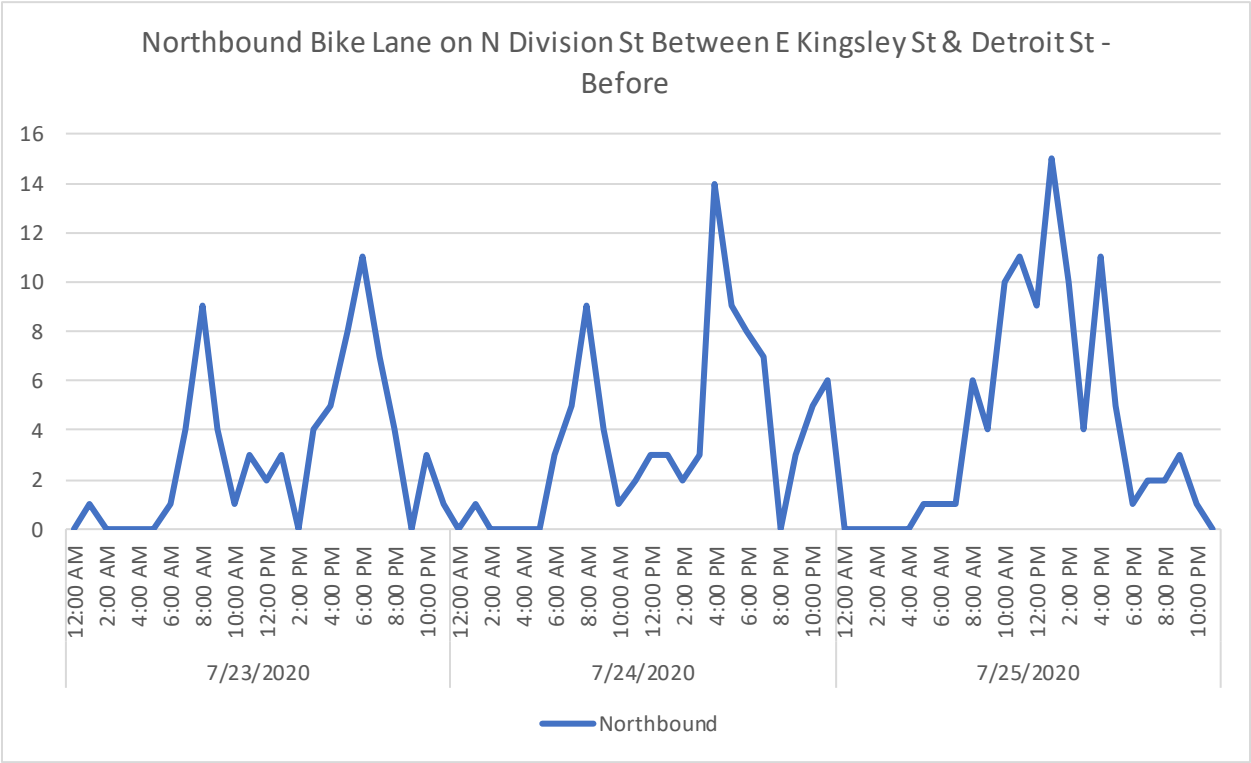


North Division Street between East Huron Street & East Ann Street: Before & After

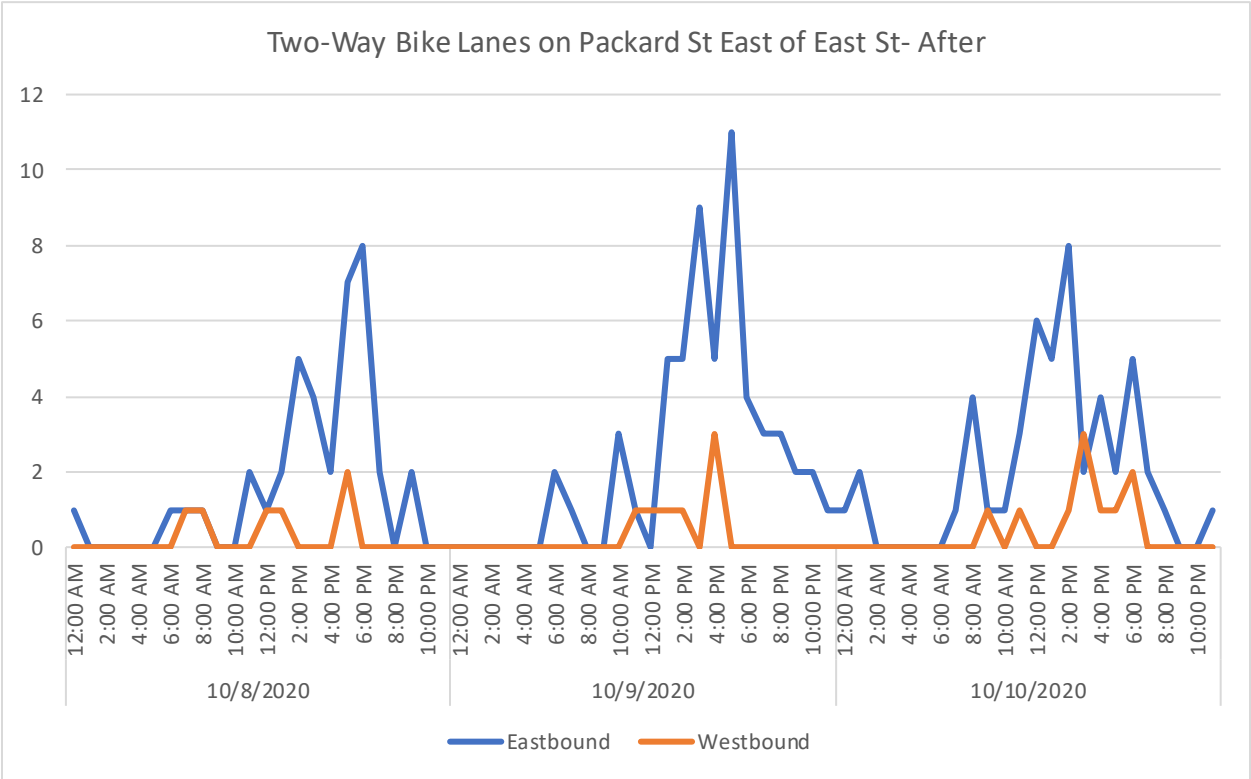




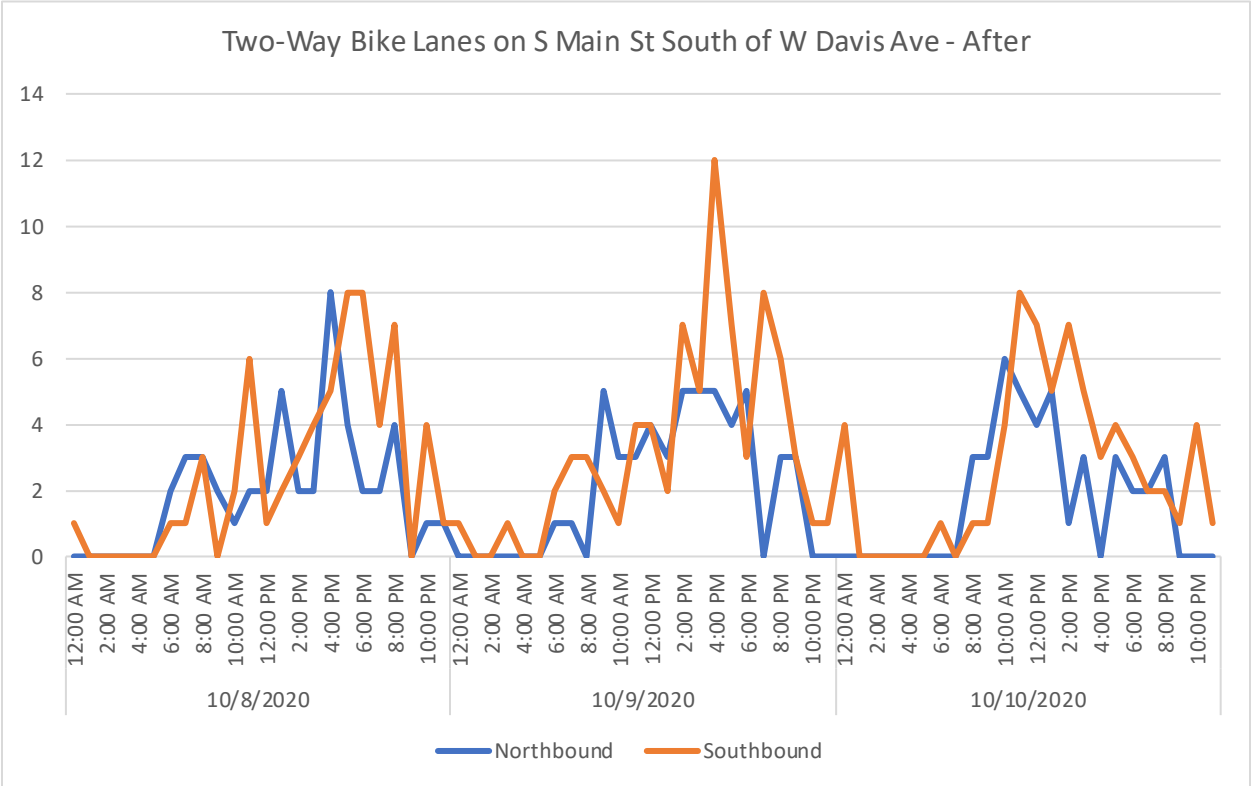
North Division Street between East Kingsley Street & Detroit Street: Before & After



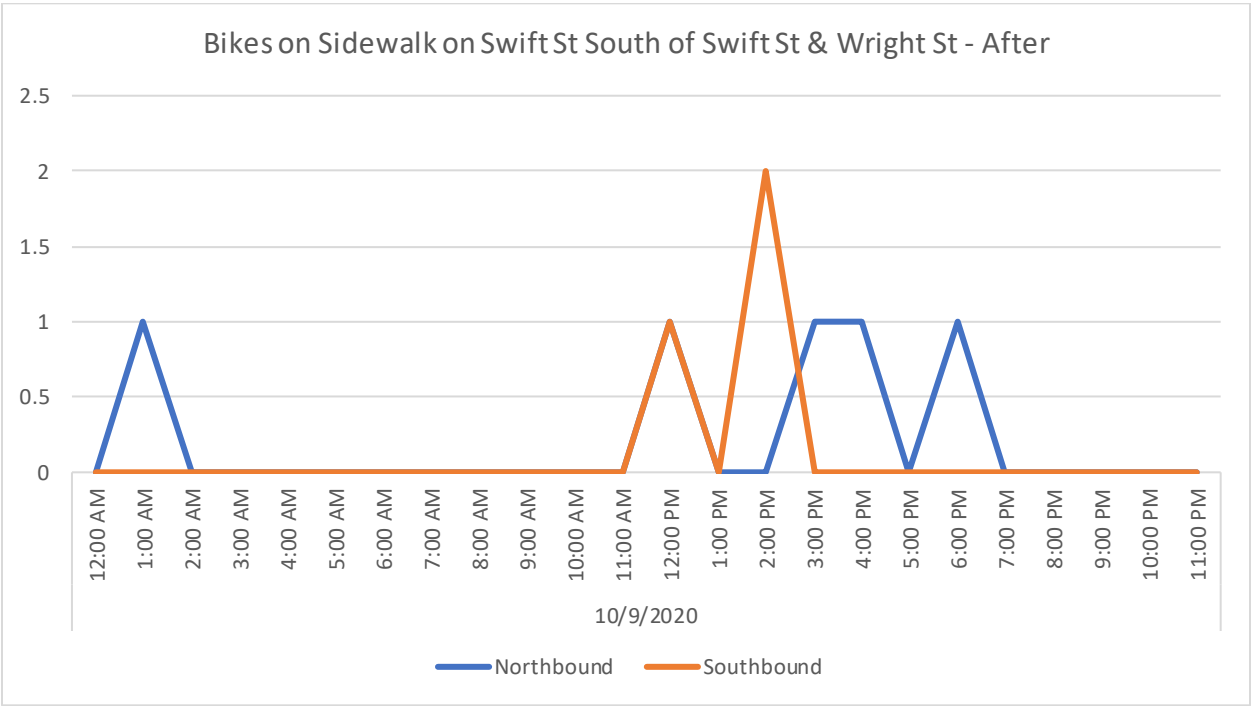
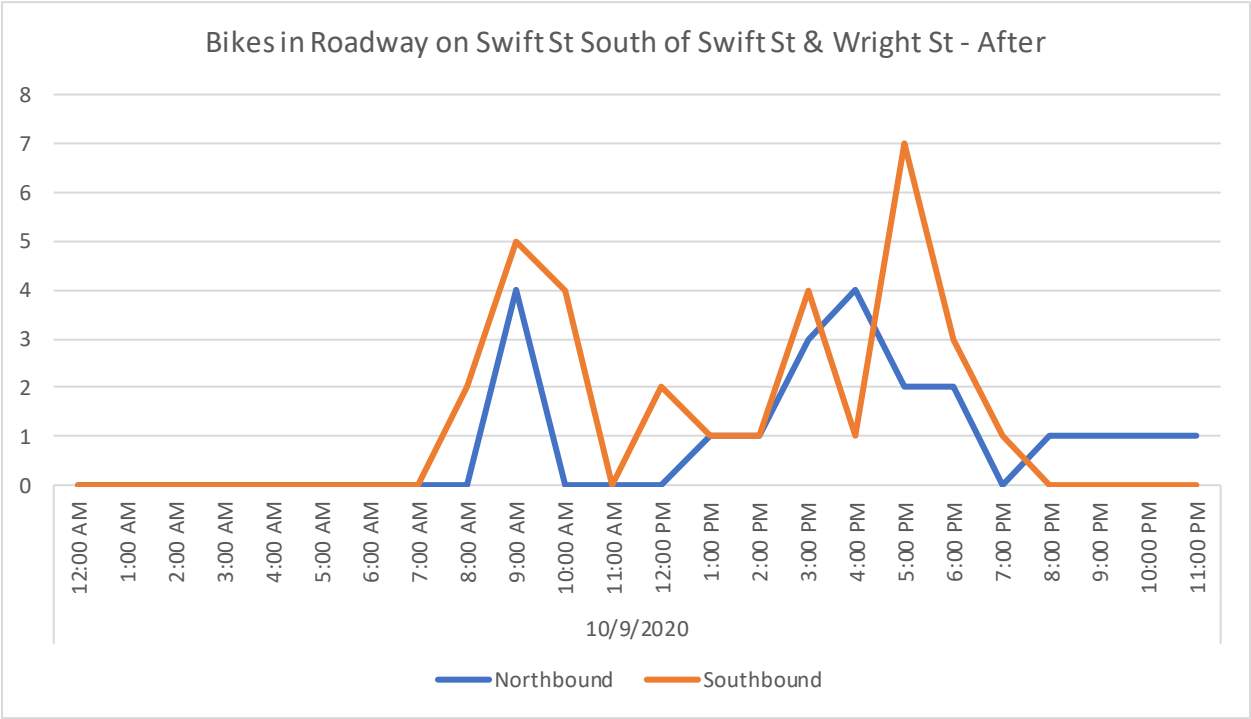
Packard Street east of East Street: After



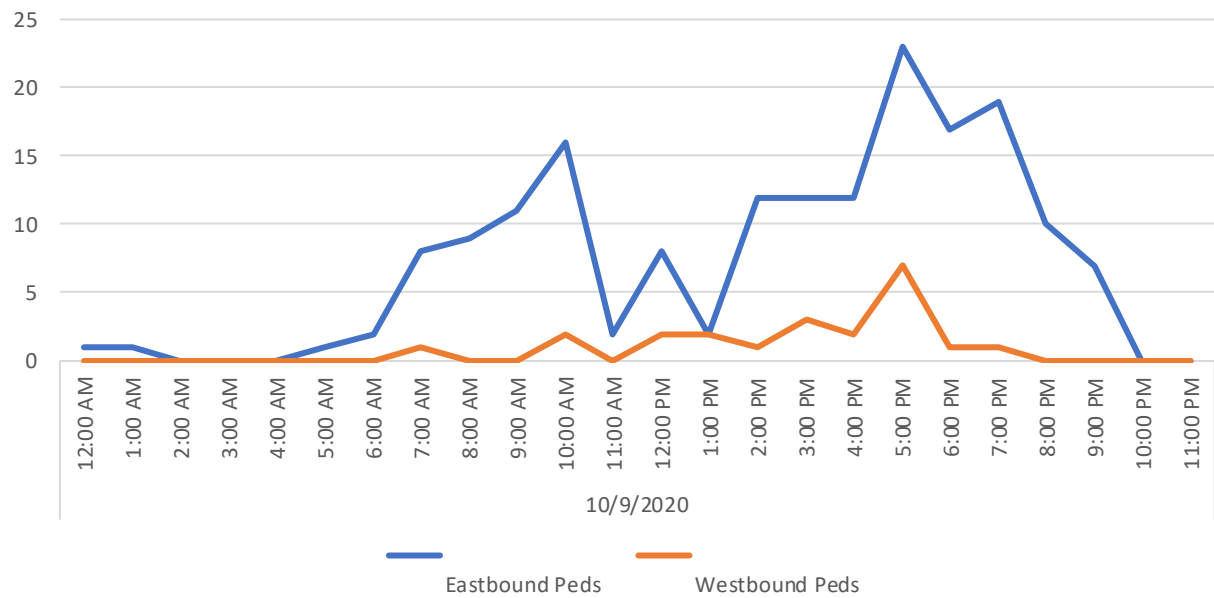
South Main Street south of West Davis Avenue: After



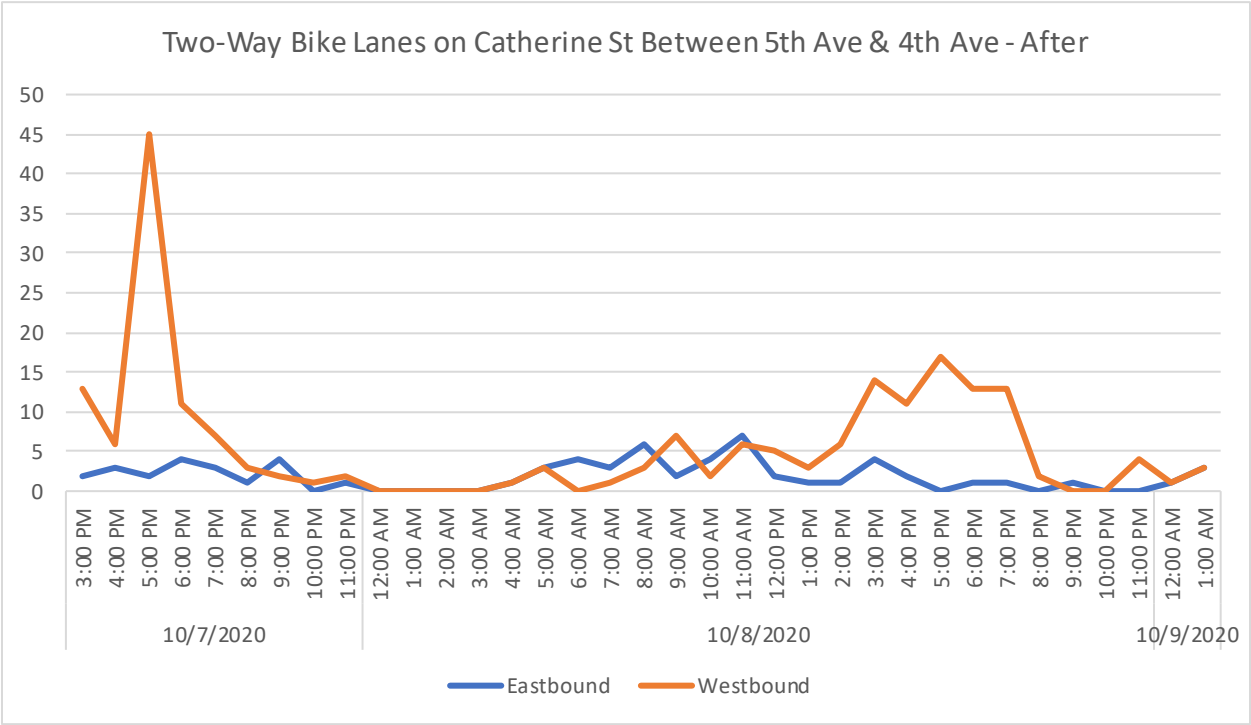
Swift Street south of Swift Street & Wright Street: After



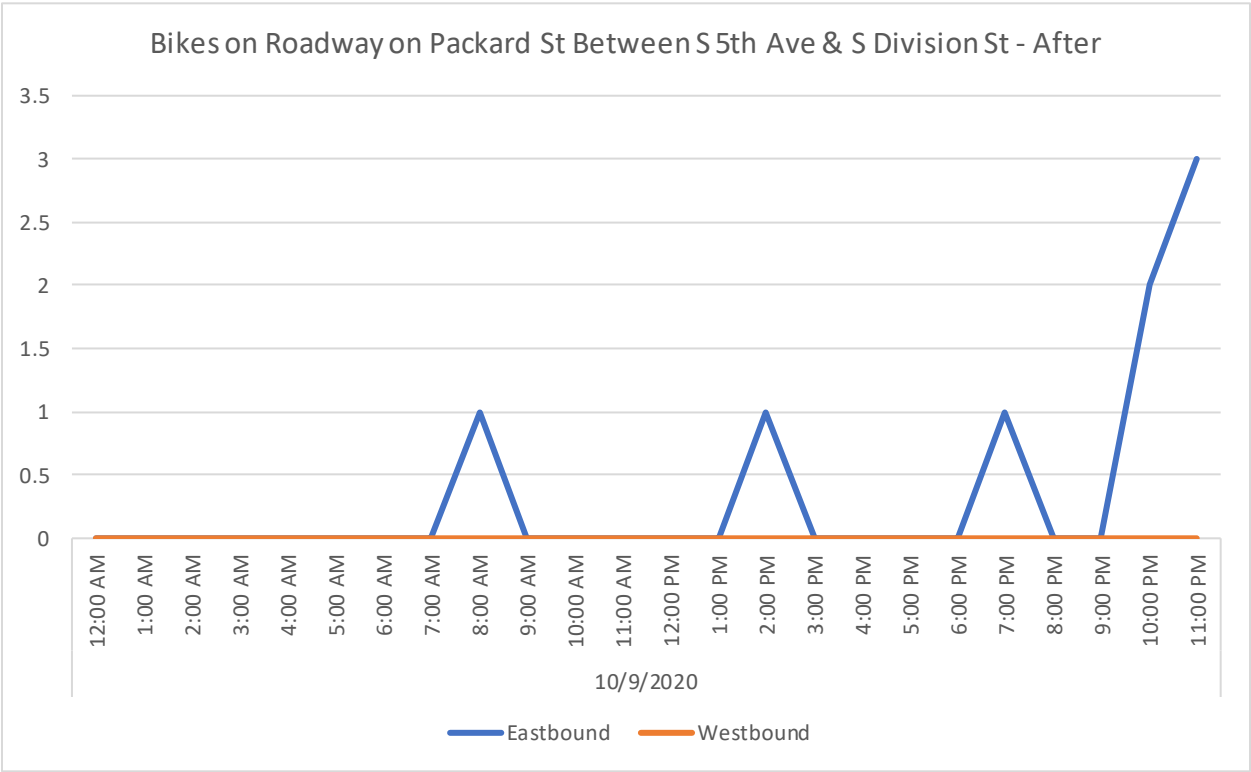
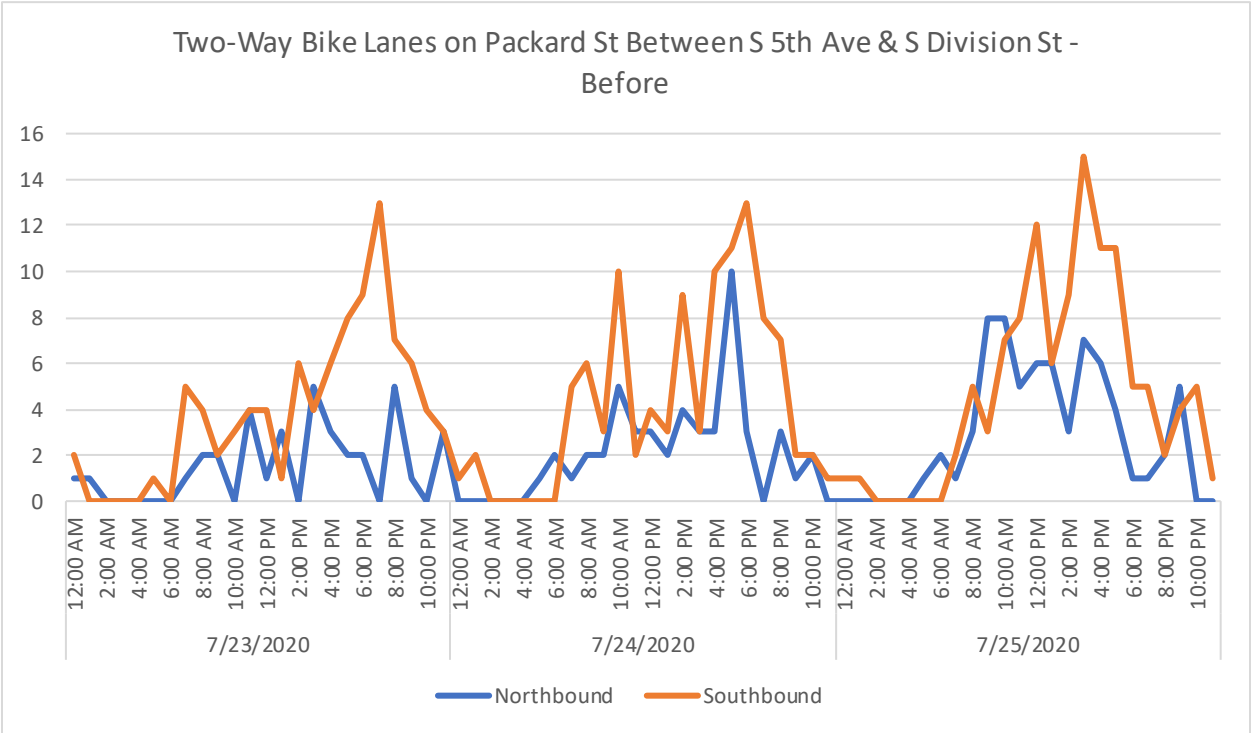
Peds on Sidewalks on Swift St South of Swift St & Wright St - After



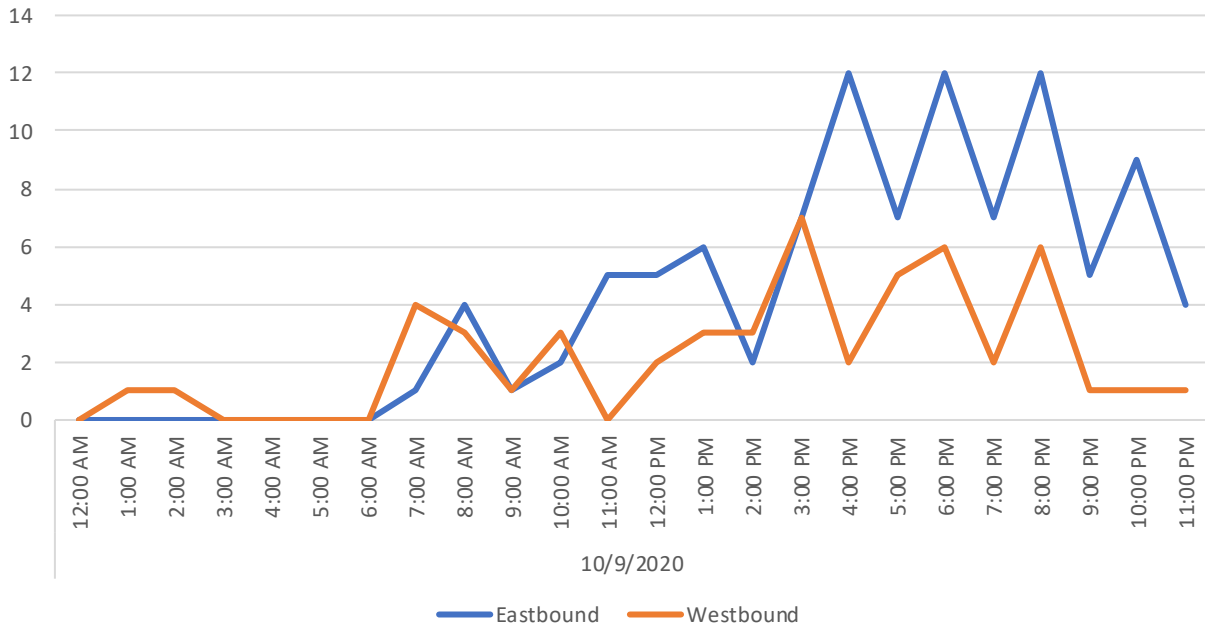
Catherine Street between 5<sup>th</sup> Avenue & 4<sup>th</sup> Avenue: After



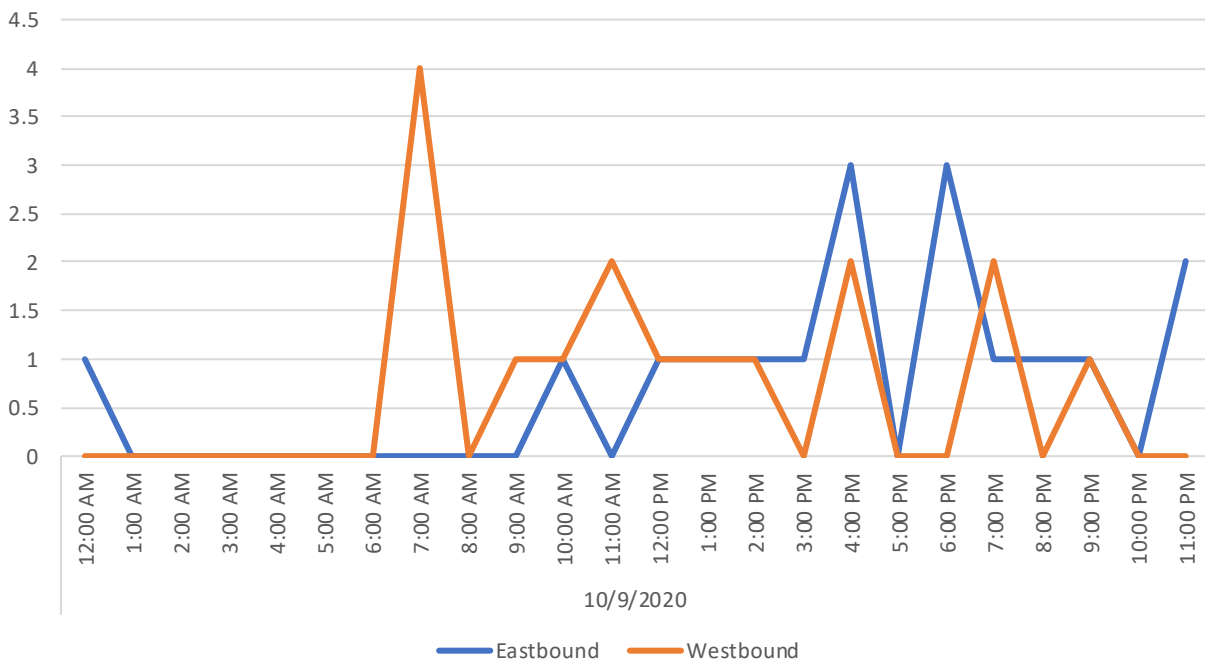
Packard Street between South 5<sup>th</sup> Avenue & South Division Street: Before & After

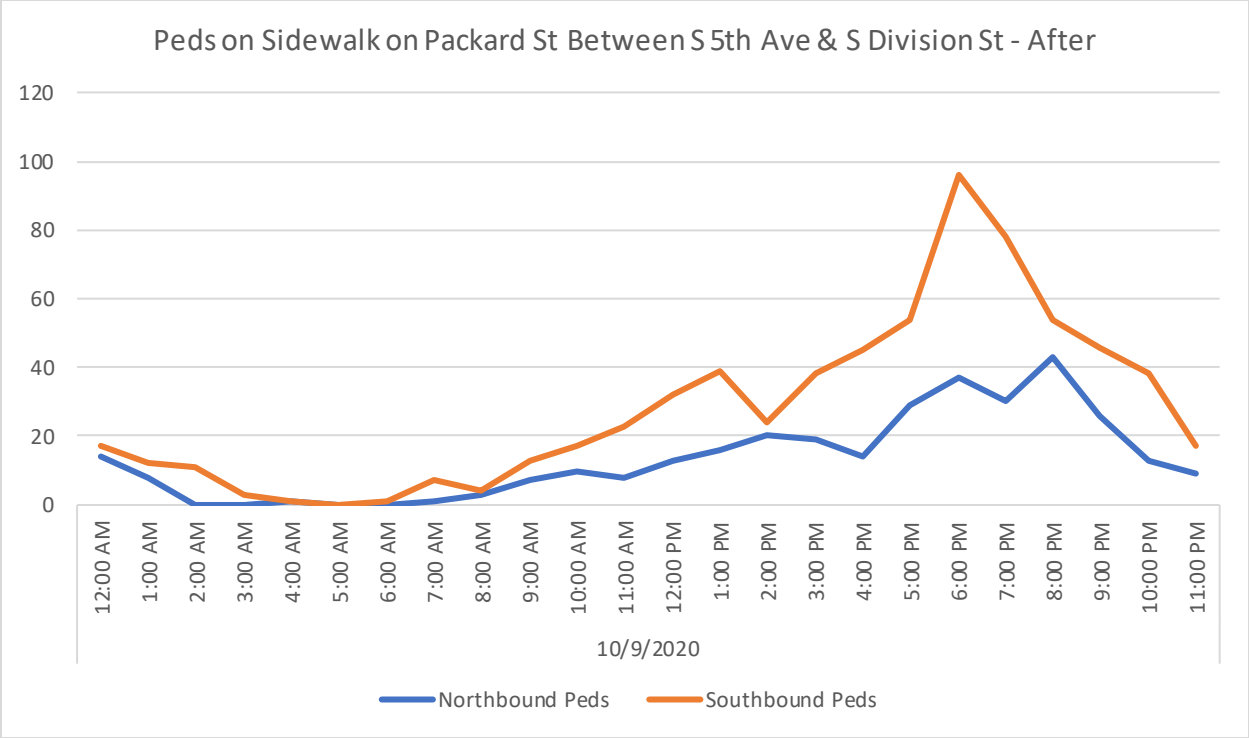


Bikes on Shoulder on Packard St Between S 5th Ave & S Division St - After



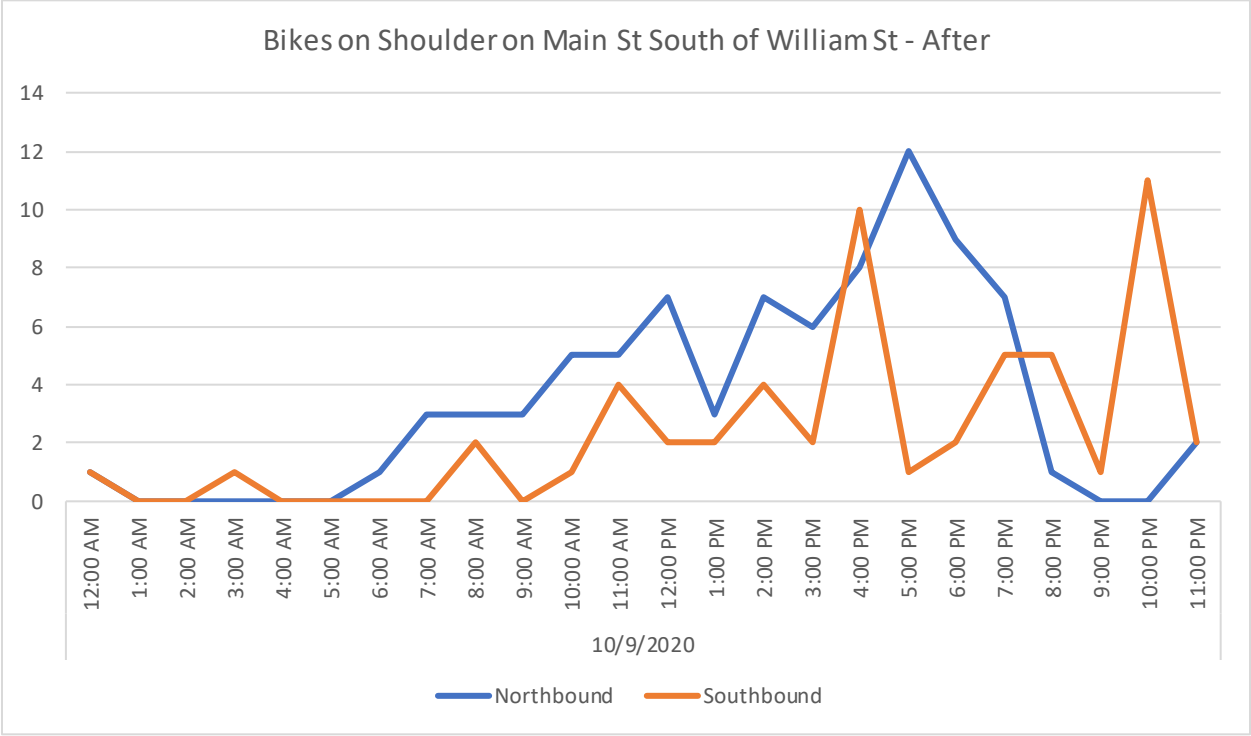
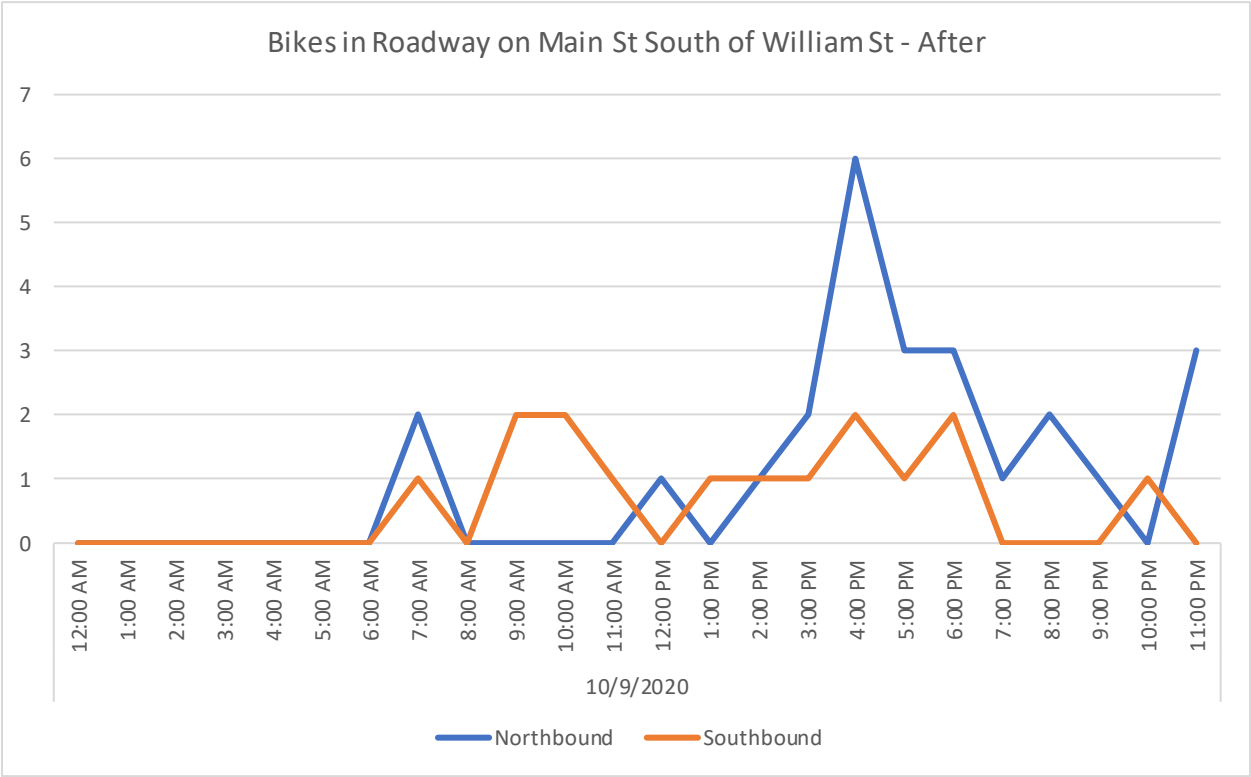
Bikes on Sidewalk on Packard St Between S 5th Ave & S Division St - After



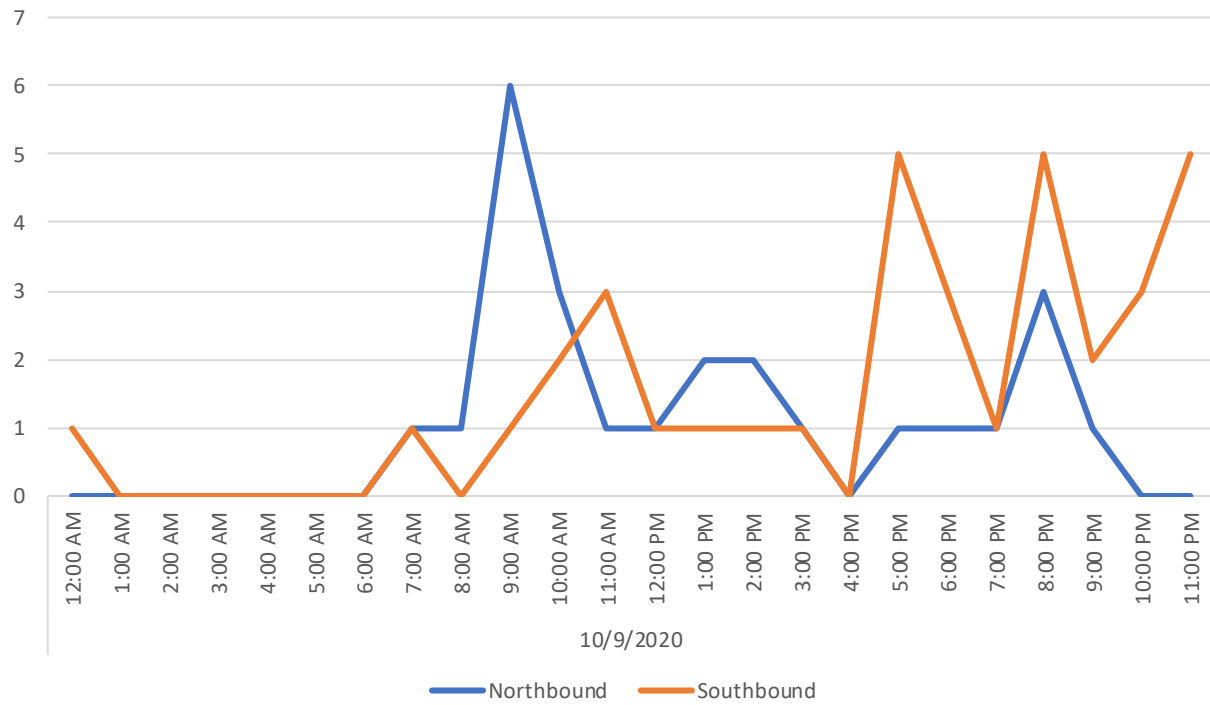




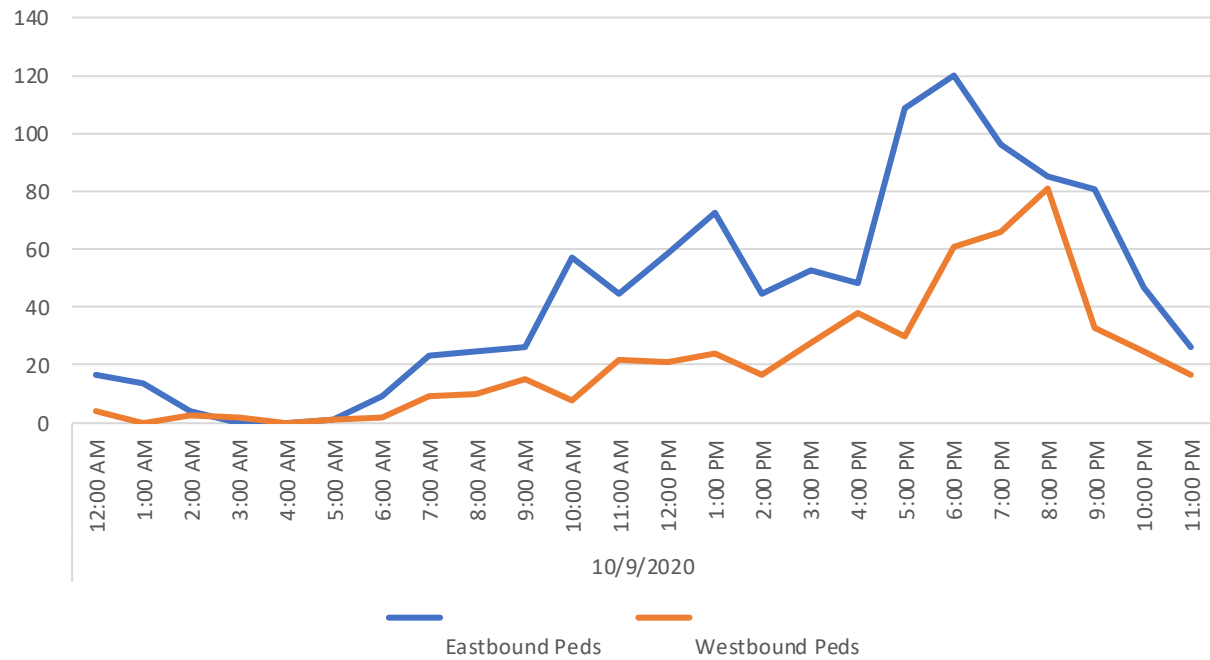
Main Street south of William Street: After



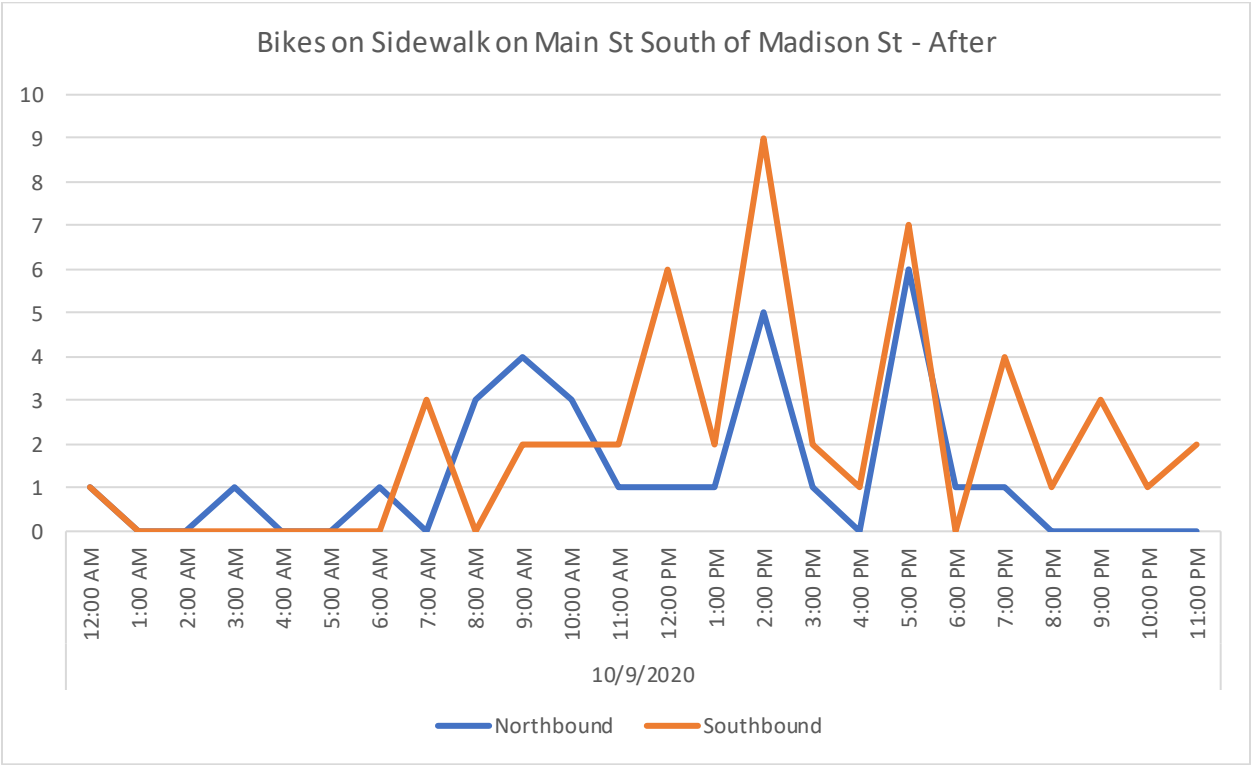
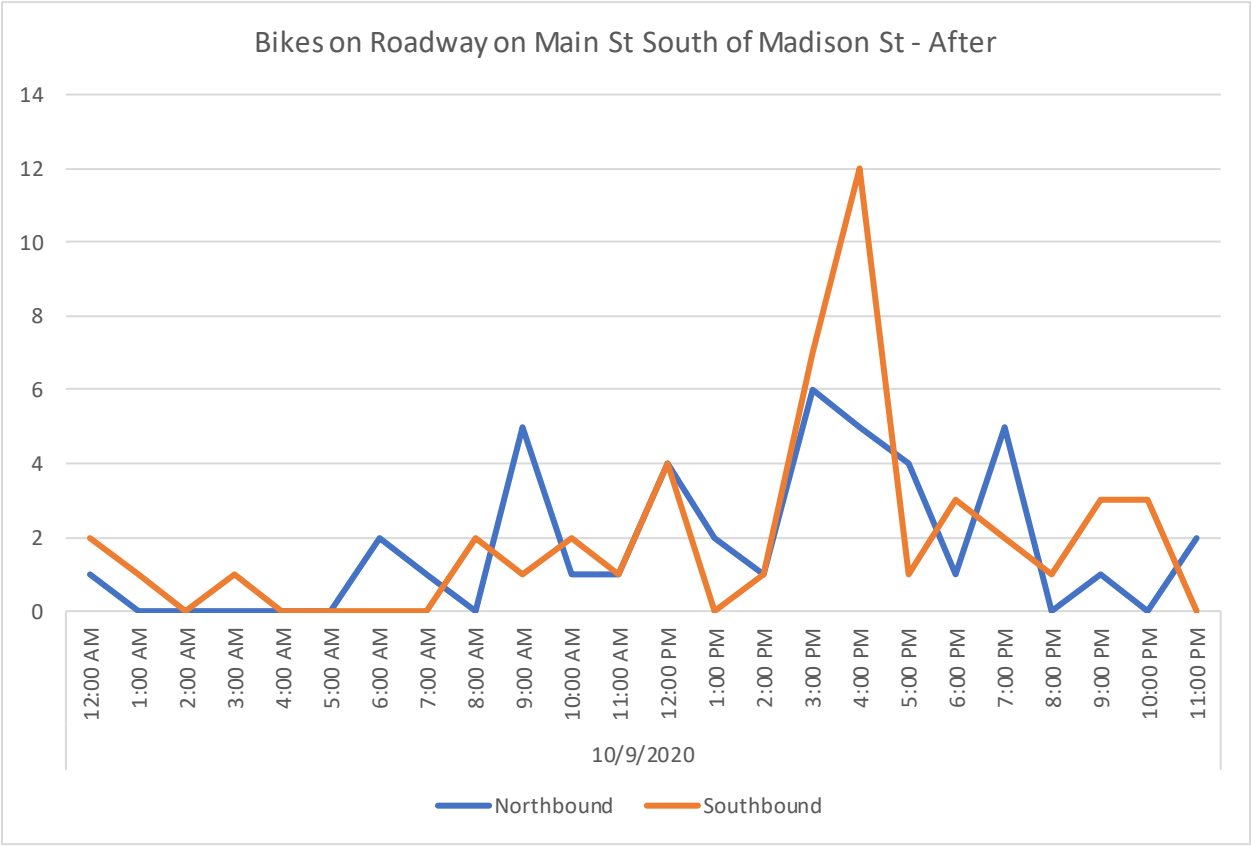
Bikes on Sidewalk on Main St South of William St - After



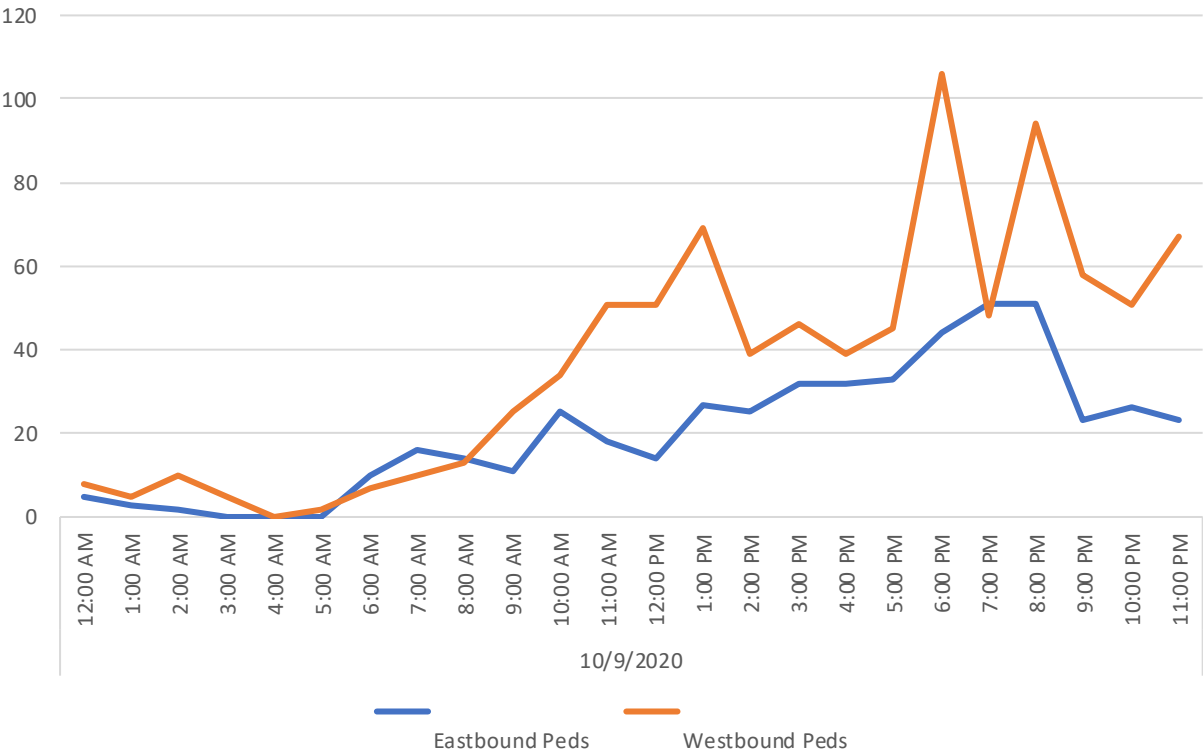
Peds on Sidewalk on Main St South of William St - After



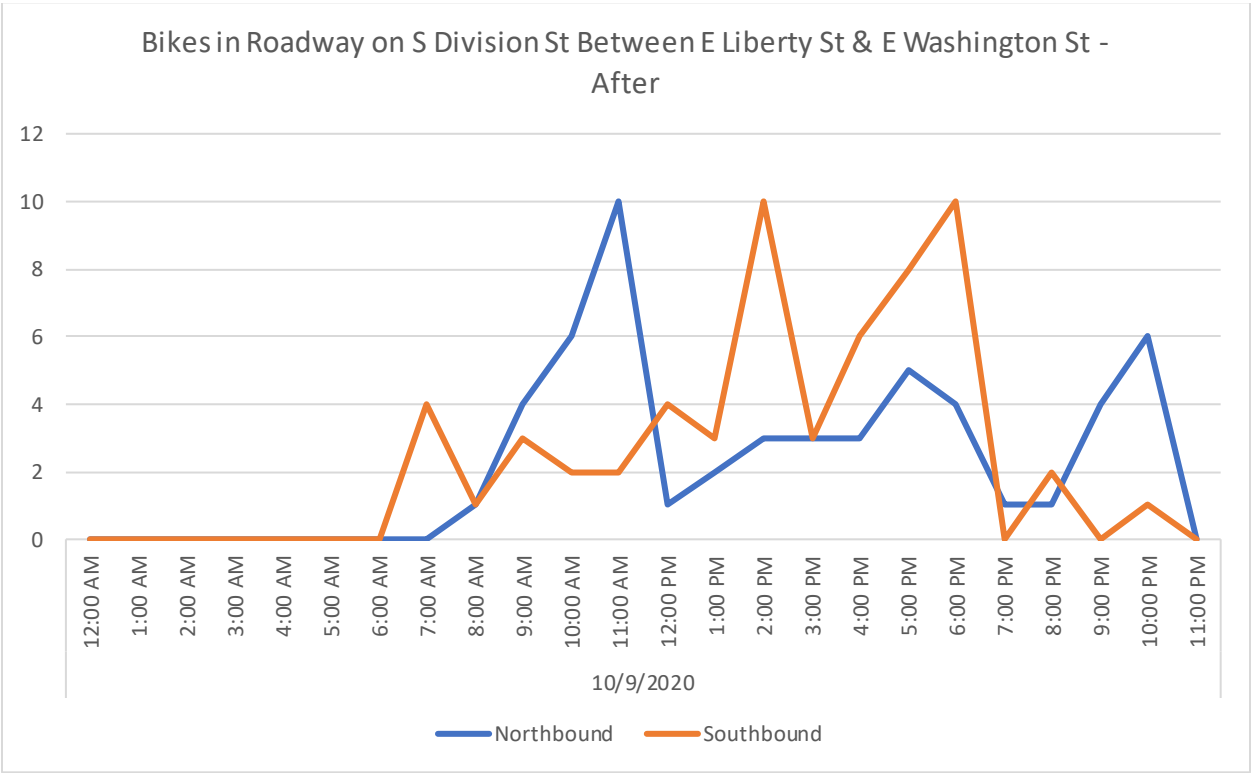
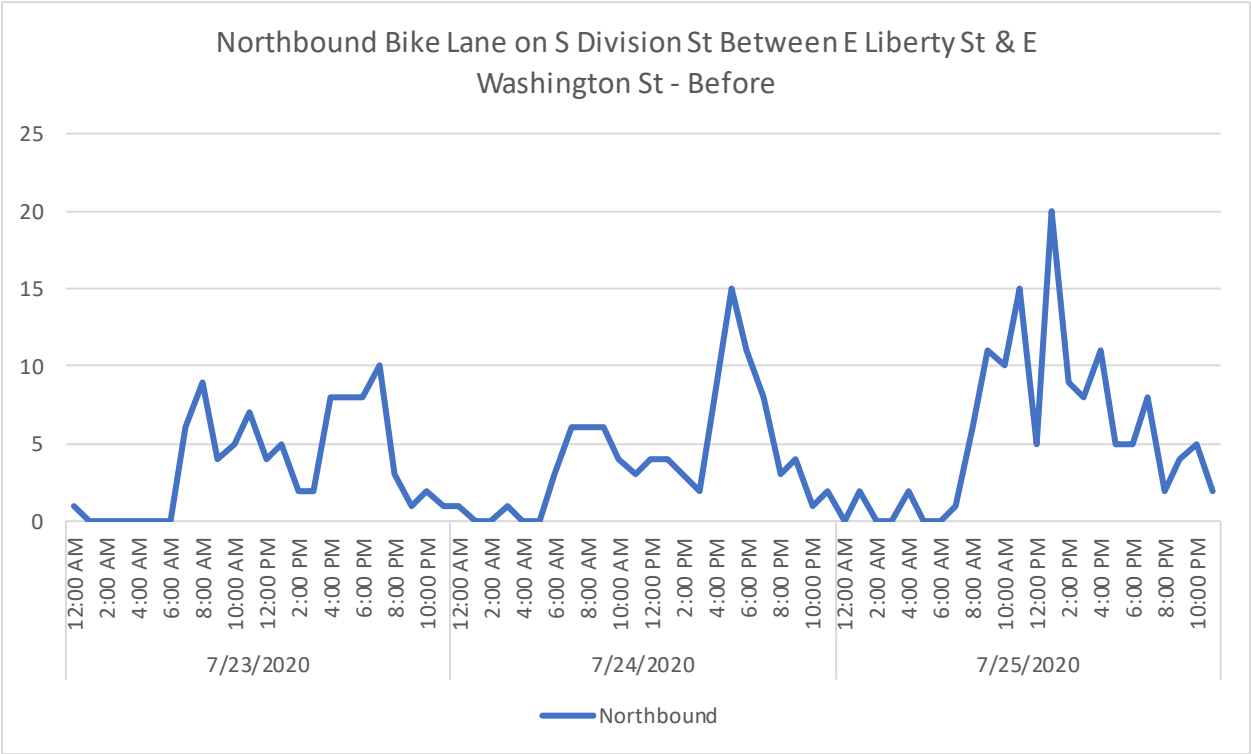
Main Street south of Madison Street: After



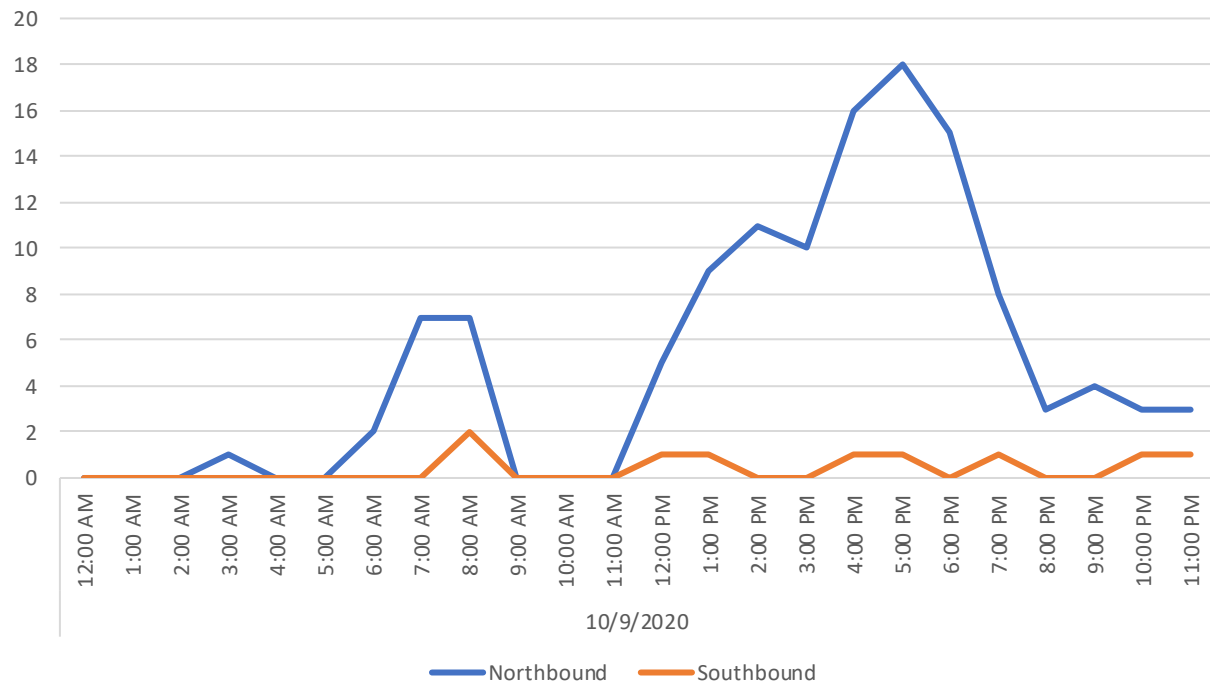
Peds on Sidewalk on Main St South of Madison St - After



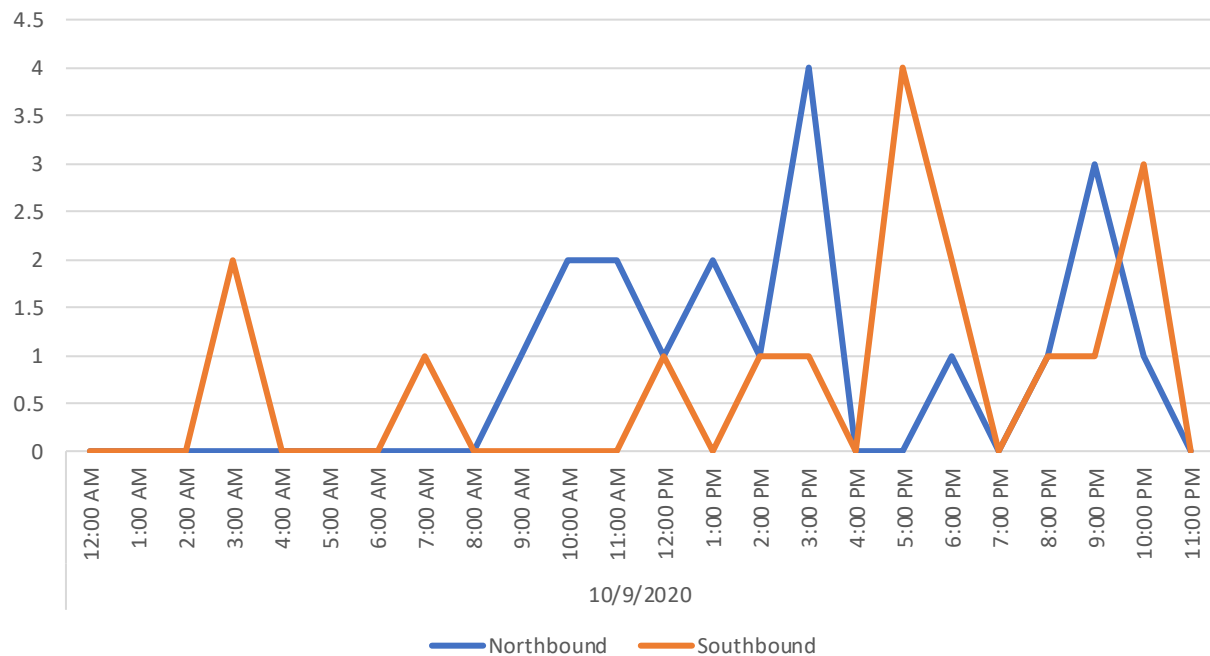
South Division Street between East Liberty Street & East Washington St: Before & After

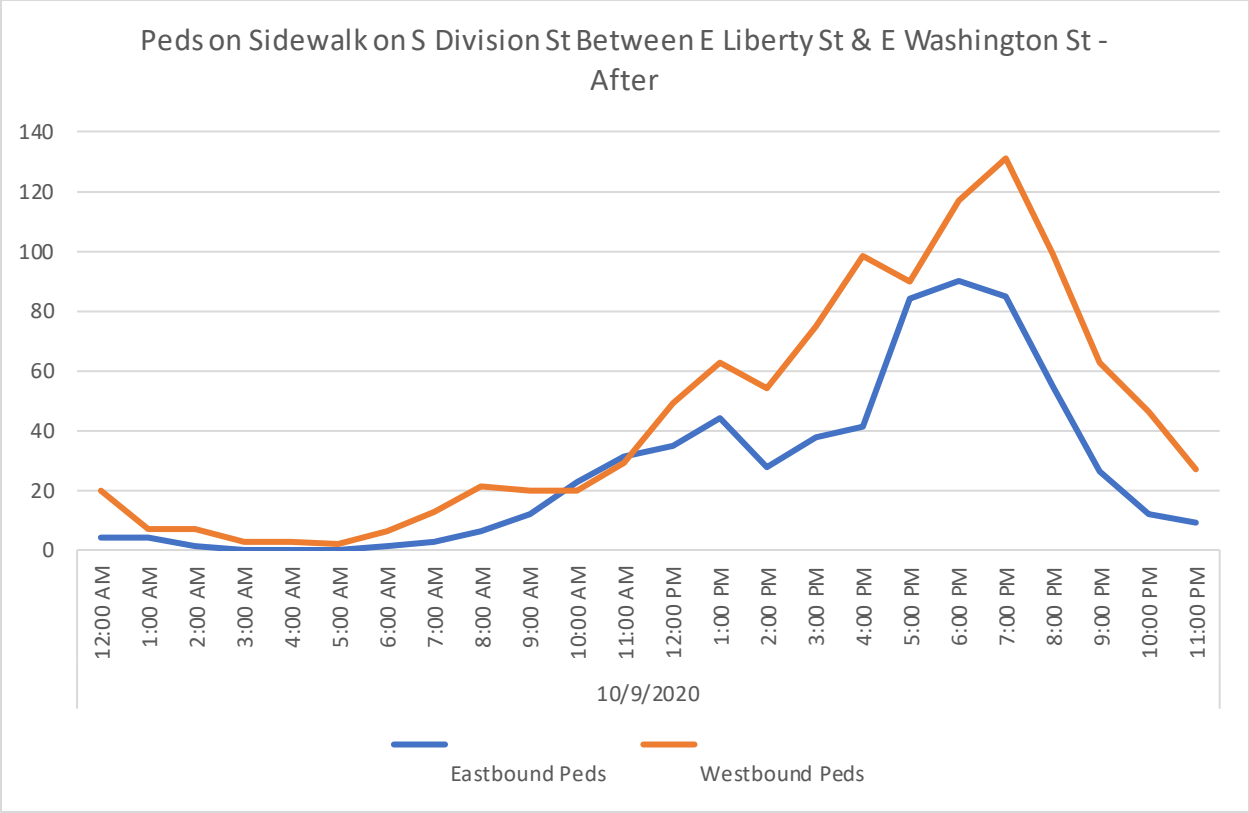


Bikes on Shoulder on S Division St Between E Liberty St & E Washington St -  
After

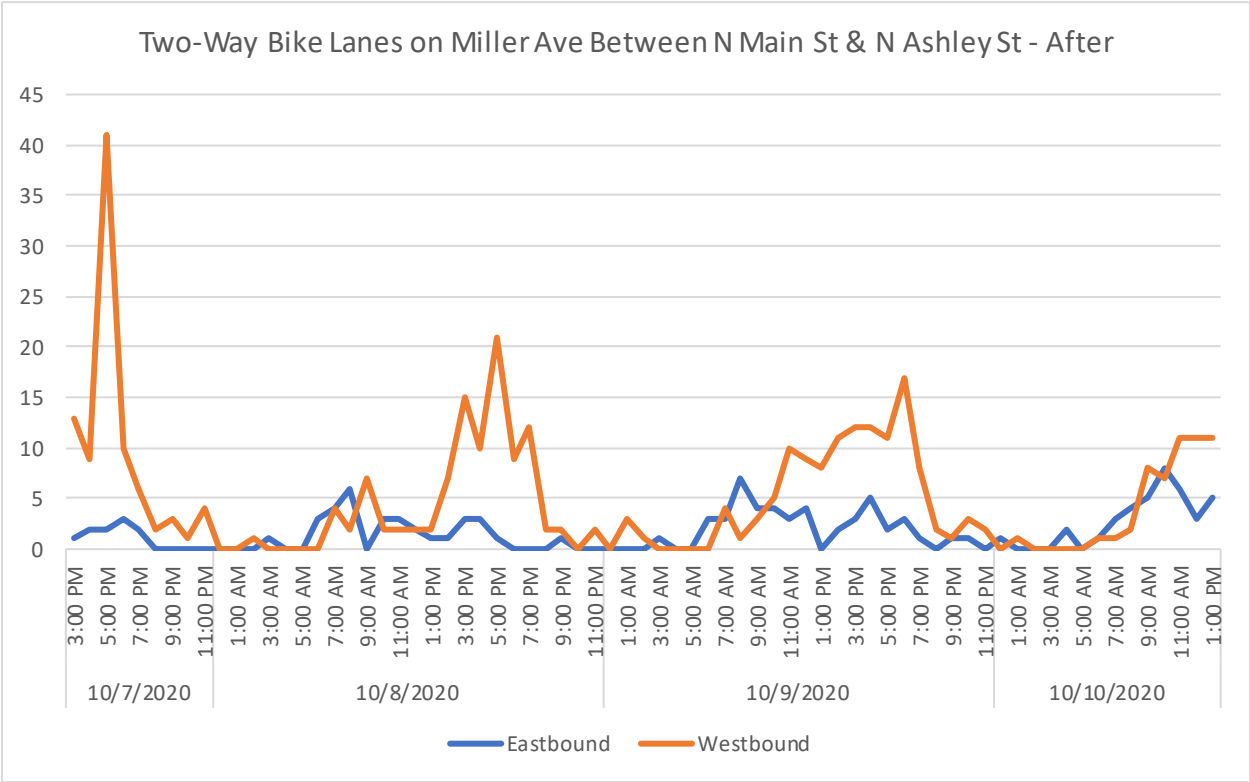


Bikes on Sidewalk on S Division St Between E Liberty St & E Washington St -  
After

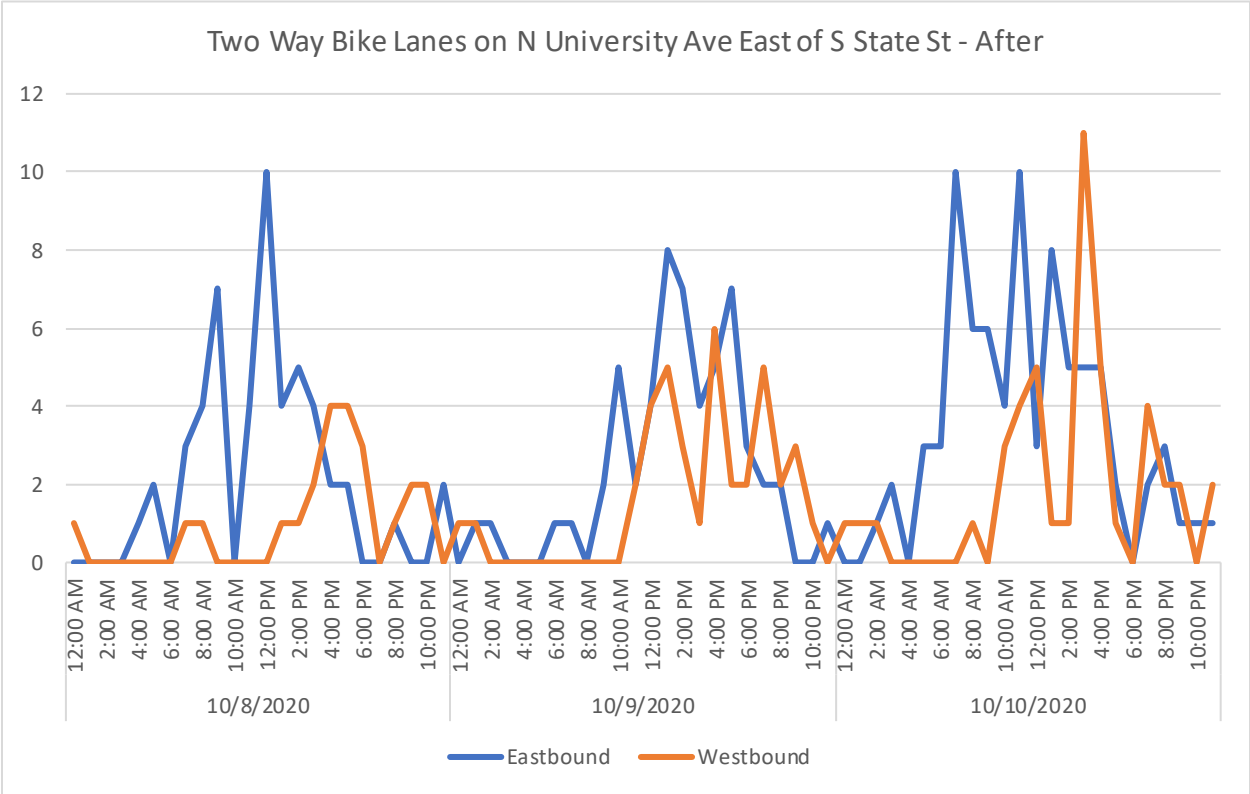




Miller Avenue between North Main Street & North Ashley Street: After

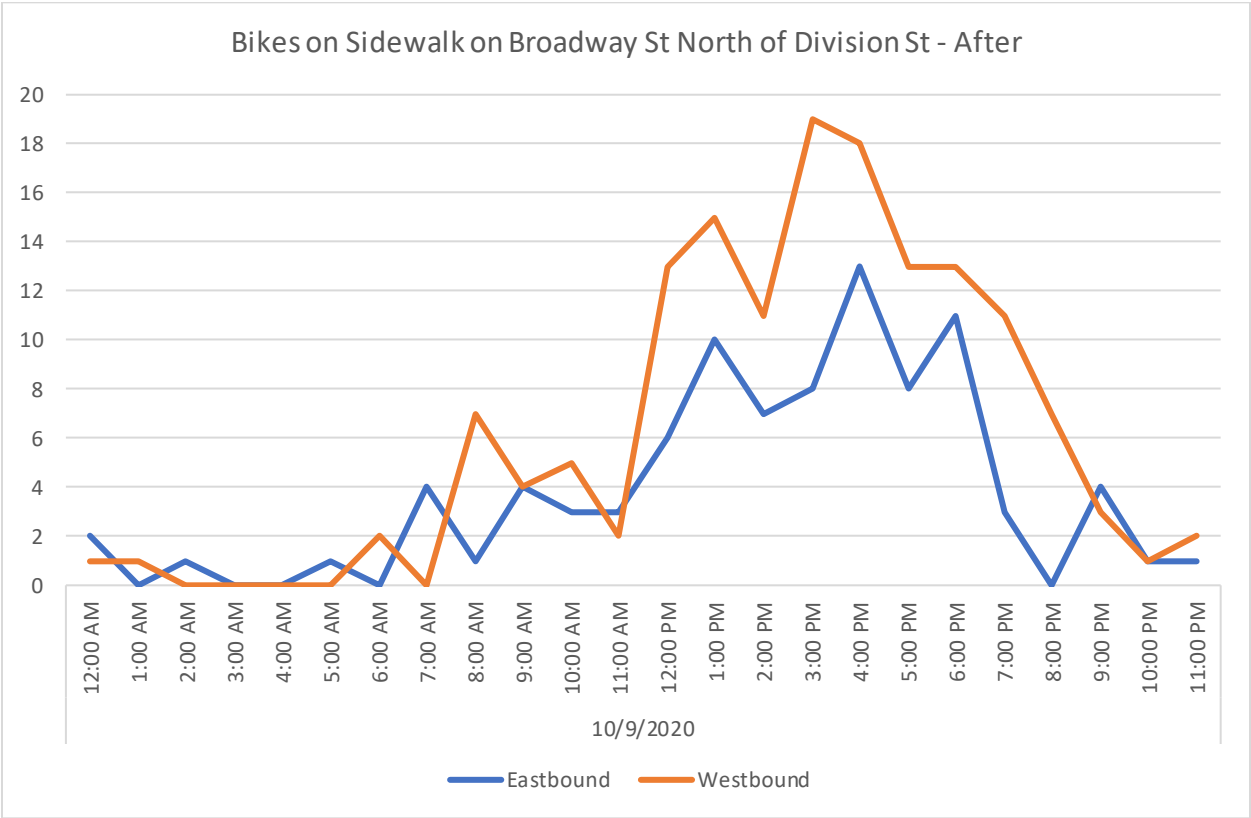
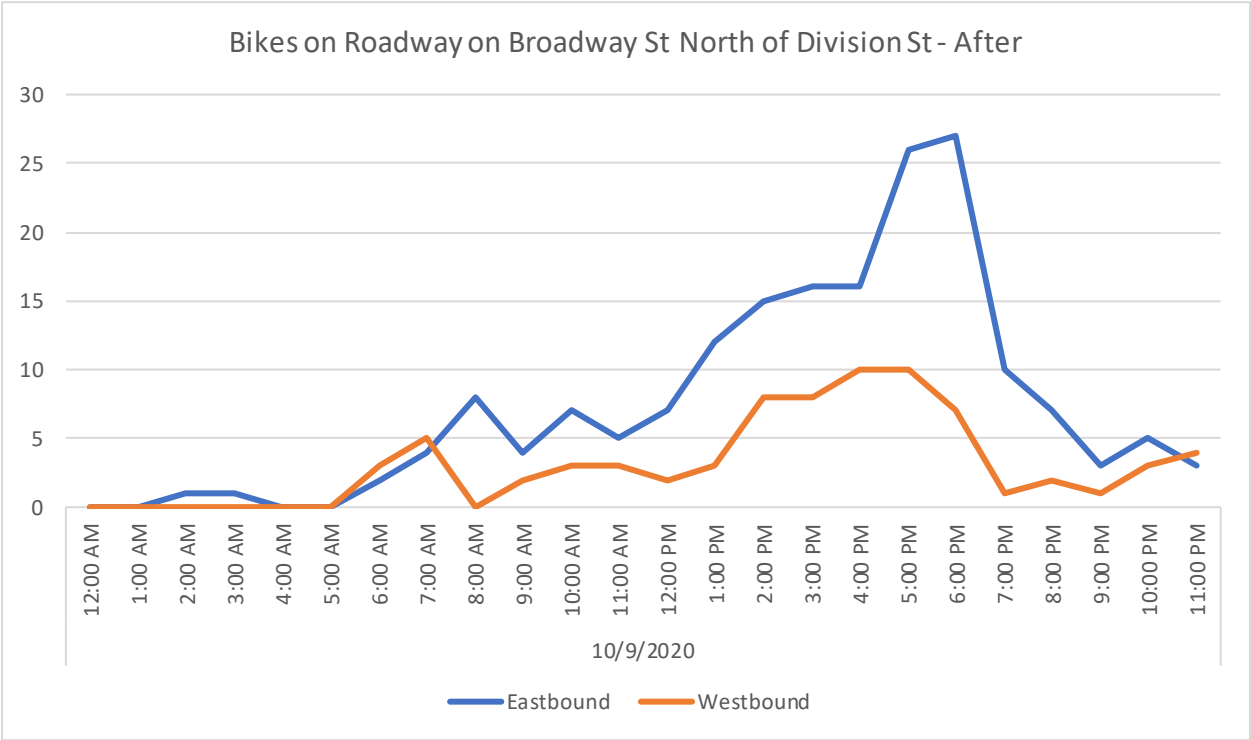


North University Avenue east of South State Street: After

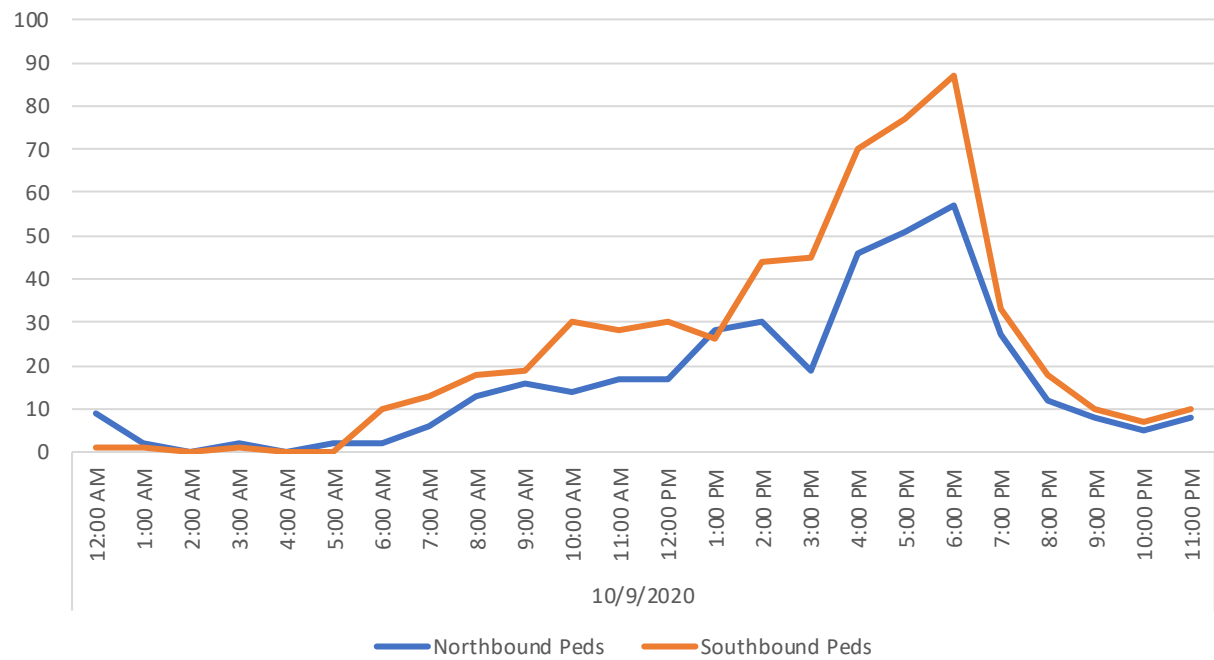




**Broadway Street north of Division Street: After**



Peds on Sidewalk on Broadway St North of Division St - After



# **APPENDIX**

## **Video observation notes**

[illegible]

[illegible]

| Locations to review video footage                                |              | 10/9/2020 |     |            |   |               |              |       |     |            |  |
|--|--------------|-----------|-----|------------|---|---------------|--------------|-------|-----|------------|--|
| DDA  | 8:00-9:00 AM |           |     |            | Notes   | 12:00-1:00 PM | 5:00-6:00 PM |       |     |            | Notes  |
| S Main & William   | Direction    | Bikes     | Car | Time       |   | (maybe skip)  | Direction    | Bikes | Car | Time       |  |
| Quantity of bikes turning from William on to Main using turn box | EB           | 1         |     |            | Most bikers continue EB on Williams instead of turning.             | NB            |              | 1     |     | 5:37:28 PM | Used turn lane to turn from Main to Williams, but not vice versa   |
| Bike near misses with the all-way stop configuration             | EB           |           | 1   | 8:37:40 AM | Car turning first and biker not slowing down for car as it turns    |               |              |       |     |            |  |
| Backups / Turning conflicts                                      |              |           |     |            | No Backups, traffic flow seemed pretty smooth                       |               | WB           |       | 1   | 5:11:46 PM | Small backup, nothing too bad though. Reoccurs at most red lights as traffic queues.                                       |
|  |              |           |     |            |   |               | WB           |       | 1   | 5:15:55 PM | Traffic heading WB can't go anywhere because of traffic backed up to intersection. Clears after about 20 seconds.          |
|  |              |           |     |            |   |               | WB           |       | 1   | 5:27:58 PM | Pretty large back up going east, not sure if it goes to the next light or not. Clears up after a about a minute and a half |
|  |              |           |     |            |   |               | WB           |       | 1   | 5:34:36 PM | Pretty large back up going east, not sure if it goes to the next light or not. Clears up after a about a 30 sec            |
|  |              |           |     |            |   |               | WB           |       | 1   | 5:50:20 PM | Very bad backup through interseciton   |
|  |              |           |     |            |   |               | WB           |       | 1   | 5:55:45 PM | Traffic heading WB can't go anywhere because of traffic backed up to intersection. Clears after about 10 seconds.          |
|  |              |           |     |            |   |               | EB           |       | 1   | 5:58:55 PM | Traffic heading EB can't go anywhere because of traffic backed up to intersection. Clears after about 30 seconds.          |
| Improper turning from NB to WB on William St.                    |              |           |     |            | No noticeable problems with turning left at this time and locaiton. |               |              |       |     |            | No noticeable problems with turning left at this time and locaiton.  |

| Locations to review video footage |           | 10/9/2020    |     |            |  |               |           |              |     |      |  |
|-----------------------------------|-----------|--------------|-----|------------|--|---------------|-----------|--------------|-----|------|--|
| DDA                               |           | 8:00-9:00 AM |     |            | Notes  | 12:00-1:00 PM |           | 5:00-6:00 PM |     |      | Notes  |
| State & North University          | Direction | Bikes        | Car |            |  | (maybe skip)  | Direction | Bikes        | Car | Time |  |
| Bikeway Operations                |           |              |     |            | 22 min in, not many bikers nor any biker issues  |               |           |              |     |      | Street closed to traffic Friday evening through Saturday. No traffic video data available for this time. |
| Backups                           |           |              |     |            | 22 min in, not enough traffic to cause any backups or delays   |               |           |              |     |      |  |
|                                   | SB        |              | 1   | 8:40:04 AM | Bad backup from southern intersection to University going south. Cleared up in 1 minute.   |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
|                                   |           |              |     |            |  |               |           |              |     |      |  |
| Bus and Vehicle Turning Concerns  |           |              |     |            | 22 min in, no garbage truck, bus, or car turning issues. Traffic seems to be smooth. Even with semi unloading at west end of intersection. |               |           |              |     |      |  |
|                                   | SB        |              | 1   | 8:39:30 AM | Tight turn made by bus going WB to SB but looks like it may have still happened in normal traffic.   |               |           |              |     |      |  |
|                                   | EB        |              | 1   | 8:48:50 AM | Bus turning issue from NB to EB required vehicle at rest to move in order to complete the turn.  |               |           |              |     |      |  |

| Locations to review video footage                    |              | 10/9/2020 |     |            |       |                  |              |       |     |            |   |
|--|--------------|-----------|-----|------------|-------|------------------|--------------|-------|-----|------------|---|
| DDA:   | 8:00-9:00 AM |           |     |            | Notes | 12:00-1:00 PM    | 5:00-6:00 PM |       |     |            | Notes   |
| Division & Catherine Intersect                       | Direction    | Bikes     | Car | Time       |       | (maybe skip)     | Direction    | Bikes | Car | Time       |   |
| Ped near misses with the all-way stop configuration  | WB           |           | 1   |            |       |                  | NB           |       | 1   | 5:45:50 PM |   |
| Ped near misses with the all-way stop configuration  | NB           |           | 1   | 8:58:48 AM |       |                  |              |       |     |            |   |
| Bike near misses with the all-way stop configuration | NB           |           | 1   | 8:27:07 AM |       |                  |              |       |     |            |   |
| Backups  | NB           |           | 1   | 8:24:00 AM |       |                  | NB           |       | 1   | 5:00:46 PM | ends around 5:07 and picks back up again  |
|  | NB           |           | 1   | 8:25:00 AM |       |                  | NB           |       | 1   | 5:17:21 PM | on an off for about 7 minutes   |
|  | NB           |           | 1   | 8:35:40 AM |       |                  | NB           |       | 1   | 5:34:30 PM |   |
|  |              |           |     |            |       |                  | NB           |       | 1   | 5:40:17 PM |   |
| Division backups (1-lane area)                       |              |           |     |            |       |                  | NB           |       | 1   | 5:52:19 PM | First noticeably bad backup into intersection   |
| Driver compliance (running stop signs)               | NB           | 1         |     |            |       |                  | WB           | 1     |     | 5:14:13 PM | I think there are less incidents due to a higher volume of traffic (traffic is slower so people have higher reaction times) |
|  | NB           | 1         |     |            |       |                  | WB           | 1     |     | 5:14:39 PM |   |
|  | WB           |           | 1   |            |       |                  | WB           | 1     |     | 5:25:58 PM |   |
|  | NB           |           | 1   |            |       |                  | WB           | 1     |     | 5:25:59 PM |   |
|  | NB           |           | 1   | 8:08:28 AM | bad   |                  |              |       |     |            |   |
|  | WB           | 2         |     | 8:13:51 AM | bad   |                  |              |       |     |            |   |
|  | WB           | 1         |     |            |       |                  |              |       |     |            |   |
|  | EB           | 1         |     | 8:31:47 AM |       |                  |              |       |     |            |   |
|  | NB           |           | 1   | 8:39:46 AM |       |                  |              |       |     |            |   |
|  | WB           |           | 1   | 8:51:45 AM |       |                  |              |       |     |            |   |
|  | WB           |           | 1   | 8:55:16 AM |       |                  |              |       |     |            |   |
| Total incidents:                                     |              | 6         | 12  |            |       | Total incidents: |              | 4     | 6   |            |   |



| Locations to review video footage            |              | 10/9/2020 |     |            |  |               |              |       |     |      |  |
|--|--------------|-----------|-----|------------|--|---------------|--------------|-------|-----|------|--|
| DDA  | 8:00-9:00 AM |           |     |            | Notes  | 12:00-1:00 PM | 5:00-6:00 PM |       |     |      | Notes  |
| State & Miller                               | Direction    | PED       | Car | Time       |  | (maybe skip)  | Direction    | Bikes | Car | Time |  |
| Queuing Operations                           | NB           | 1         | 1   | 8:32:35 AM | Some confusion between who has the right of way  |               |              |       |     |      |  |
|  | NB           |           | 1   | 8:41:20 AM | Small queue  |               |              |       |     |      |  |
|  | NB           |           | 1   | 8:50:25 AM | Small queue  |               |              |       |     |      | Street closed to traffic Friday evening through Saturday. No traffic video data available for this time. |
| Driver Compliance                            | NB           |           | 3   |            | Incomplete stops, no pedestrians at risk   |               |              |       |     |      |  |
|  | EB           |           | 2   |            | Incomplete stops, no pedestrians at risk   |               |              |       |     |      |  |
| Backups                                      |              |           |     |            |  |               |              |       |     |      |  |
| Insights on all way stop vs. traffic signals |              |           |     |            | At this time of day, very little traffic was observed and this could possibly be changed to a four way stop. |               |              |       |     |      |  |

**APPENDIX:**  
City Council Presentation





# Resolutions to Advance Healthy Streets to Promote Safe Social Distancing Outdoors

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STREETS FOR  
RESPONSE, RECOVERY,  
AND RESILIENCY

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Photo Credit:  
Daniel Brenner



# WHAT ARE WE SEEING?

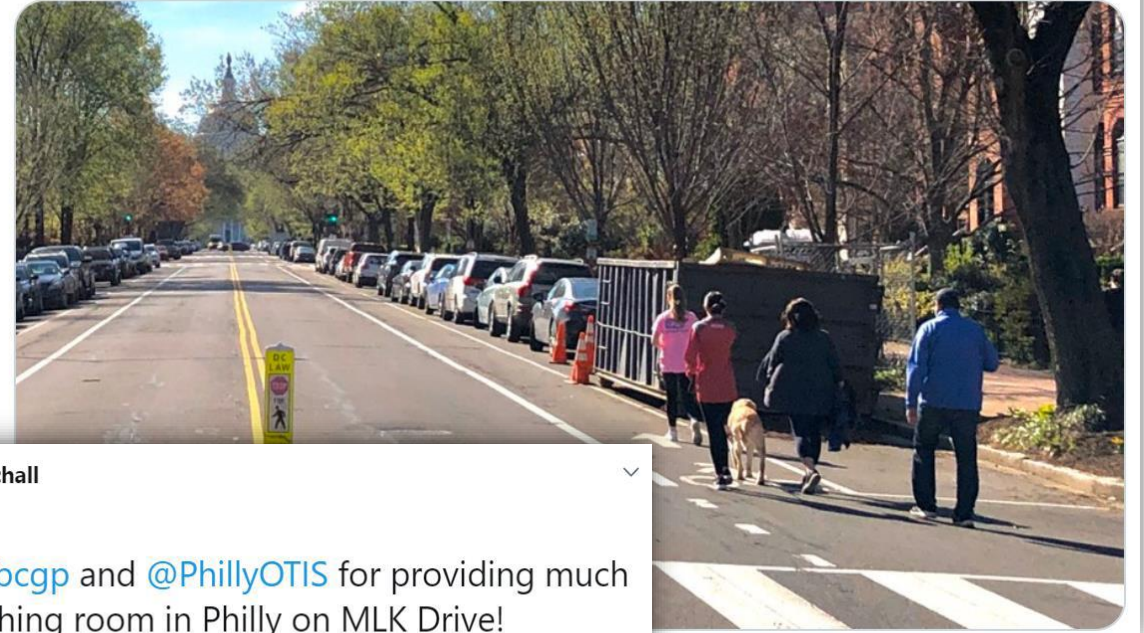
## DURING COVID-19 PANDEMIC

- Increased demand for biking and walking space:
  - Need for physical distancing (coupled with decreased transit service and capacity)
- Increased pressure on curbside space:
  - loading/unloading, expanded seating and retail space, space for customer lines.
- Commercial activity impacts – retail and restaurants.
  - Reduced operational capacity
- Transit service impacts
  - Limited bus capacity
  - Reduced ridership impacts level of service and operation
- Traffic volumes are down
  - But less congested streets can result in more speeding.



**Bill Schultheiss** @schlthss · Mar 27

People are walking in the streets because our society gave too much space to cars leaving sidewalks too narrow...it is time to take that space back.  
[@tooledesign](#) [@SmartGrowthUSA](#)



**Daniel Paschall**  
@raschall

Thank you [@bcgp](#) and [@PhillyOTIS](#) for providing much needed breathing room in Philly on MLK Drive!



# CITY COUNCIL RESOLUTION TO PROMOTE SAFE SOCIAL DISTANCING OUTDOORS IN ANN ARBOR

APPROVED 5.4.2020

## Requested:

- Staff implement residential street closures/reconfigurations based on resident requests as soon as possible (update included in City Administrators communication)
- **Staff identify opportunities to use City streets to expand safe social distancing for pedestrians and cyclists based on best practices, work in other cities, and data (seeking City Council approval tonight).**

## Conveyed Important Considerations:

- 6-feet required for social distancing
- Best practices
- Safe distancing for pedestrians, cyclists, other modes
- Nighttime illumination
- Trip hazards + surface condition (potholes, vegetation, obstructions)

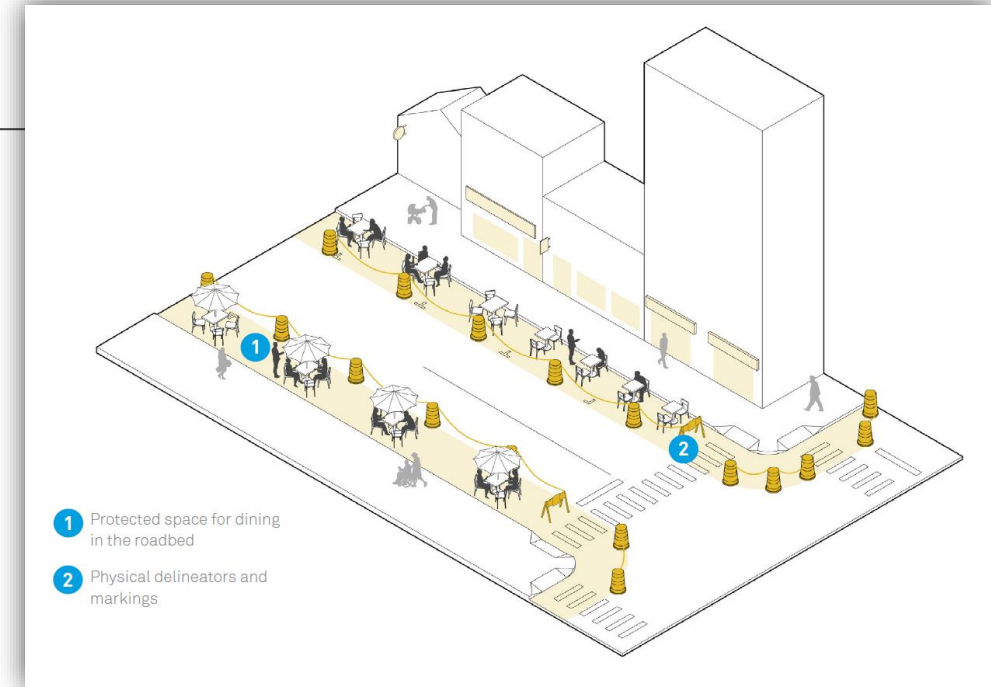
# NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

## NACTO GUIDE – STREETS FOR PANDEMIC RESPONSE AND RECOVERY

- Adapting streets as pandemic phases and needs change
- Build toward future vision and goals
- Short-term and long-term strategies are needed, addressing:
  - Safe mobility
  - Healthy recreation and activity
  - Commercial support
  - Public health
  - Systemic inequities



### Streets for Pandemic Response & Recovery



**“Creating safe, walkable streets and choices for getting around are critical during the initial crisis response, and also to achieving a long-term economic recovery that is equitable, sustainable, and enduring.”**

**– Jannette Sadik-Khan**



# NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

## NACTO GUIDE – STREETS FOR PANDEMIC RESPONSE AND RECOVERY

| Public Health Response      | Pedestrian Realm & Business Support  | Mobility & Transportation  |
|-----------------------------|--|--|
| Stay-at-home order in place | <ul style="list-style-type: none"><li>Sidewalk expansion for outdoor business support</li><li>Temporary pick-up / drop-off delivery zones</li></ul>  | <ul style="list-style-type: none"><li>Pop-up bike lanes / separated lanes</li><li>Adjust signals/intersections for less pedestrian contact</li></ul>   |
| Pre-vaccine re-opening      | <ul style="list-style-type: none"><li>Tactical lane/parking removal for business support (dining, drop-off/pick-up, etc.)</li><li>Street closures for business support (outdoor dining, etc.)</li><li>Sidewalk space expansion</li></ul> | <ul style="list-style-type: none"><li>Separated bike lanes (interim / pilot design)</li><li>Vehicle speed management</li><li>Expanded bike network</li><li>Adjusted intersections</li><li>Sidewalk space expansion</li></ul> |
| Vaccine / post-COVID        | <ul style="list-style-type: none"><li>Permanent sidewalk widening</li><li>Flexible curbside zones</li></ul>  | <ul style="list-style-type: none"><li>Vehicle speed management</li><li>Low stress bicycle network improvements</li></ul>   |

- Implemented/approved
- Seeking City Council approval - via Temporary Response / Pilot Projects
- Additional future consideration



# WHAT ARE OTHER COMMUNITIES DOING?

QUICKLY ADAPTING STREETS TO MITIGATE CV-19 IMPACTS AND PROTECT HEALTH







# HEALTHY STREETS PILOT OVERVIEW

## STREET SELECTION

# PILOT PROJECT – PROCESS STEPS

1. Coordinate
  - With City/DDA staff on engagement and connections
  - With Area Associations to avoid conflicts with commercial use areas
2. Determine pilot locations
  - Based on short-term needs for pandemic response and long-term goals
  - Focus on network gaps (target physical distancing + barriers to walking/biking + safety)
  - Review streets for pavement condition + lighting
3. Seek DDA Board approval for pilot implementation contract amount
4. **Seek City Council approval for lane reductions (requesting 90-day implementation)**
5. Install pilot projects
6. Monitor, engage, and adapt

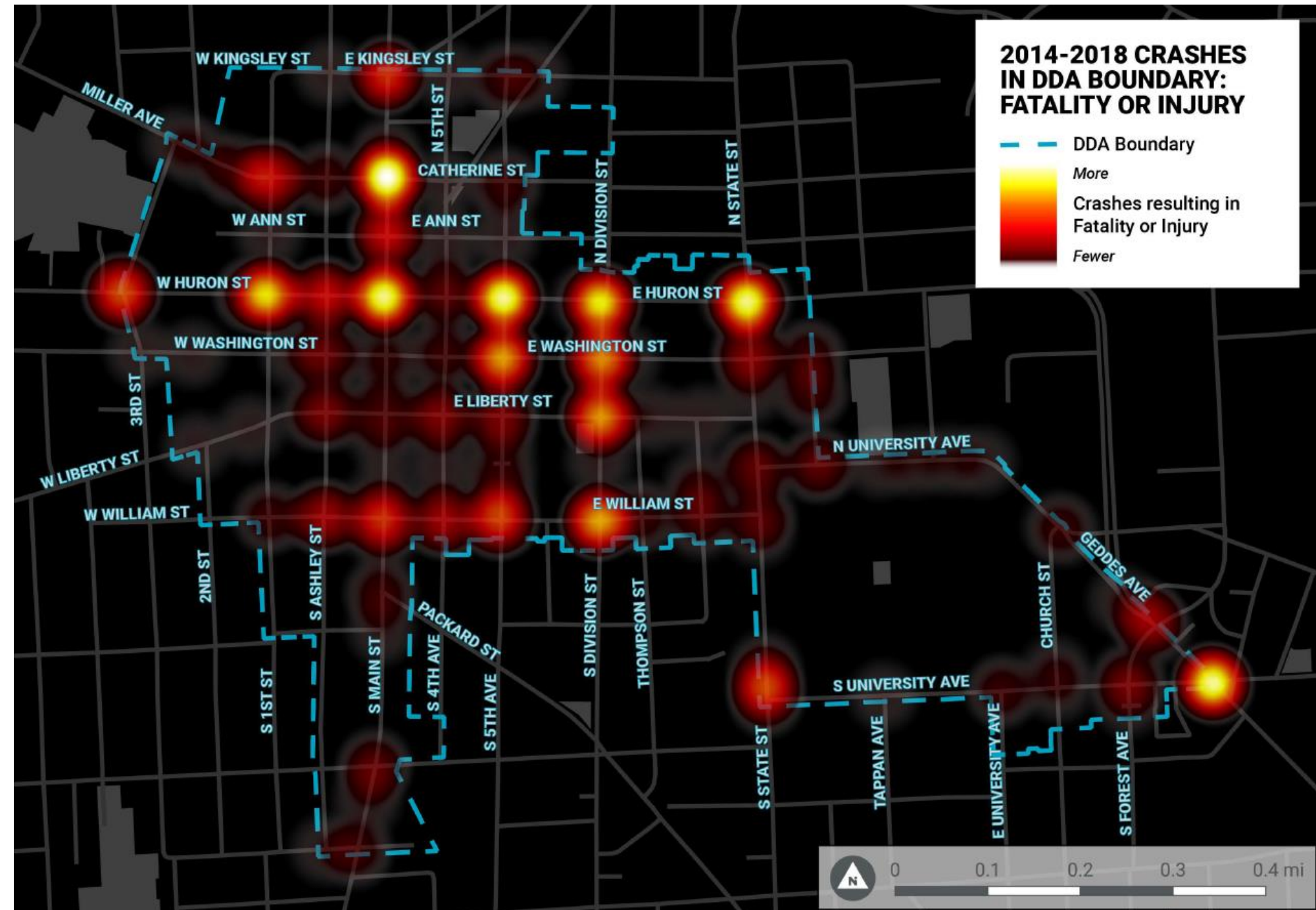


# CRASH DATA & SAFETY – DOWNTOWN

## ALL CRASHES RESULTING IN INJURY OR FATALITY

- 4<sup>th</sup> & Catherine
- Division Street
- State Street
- William Street
- Huron Street

Many locations align with recent projects (changes not reflected in data) or potential corridors

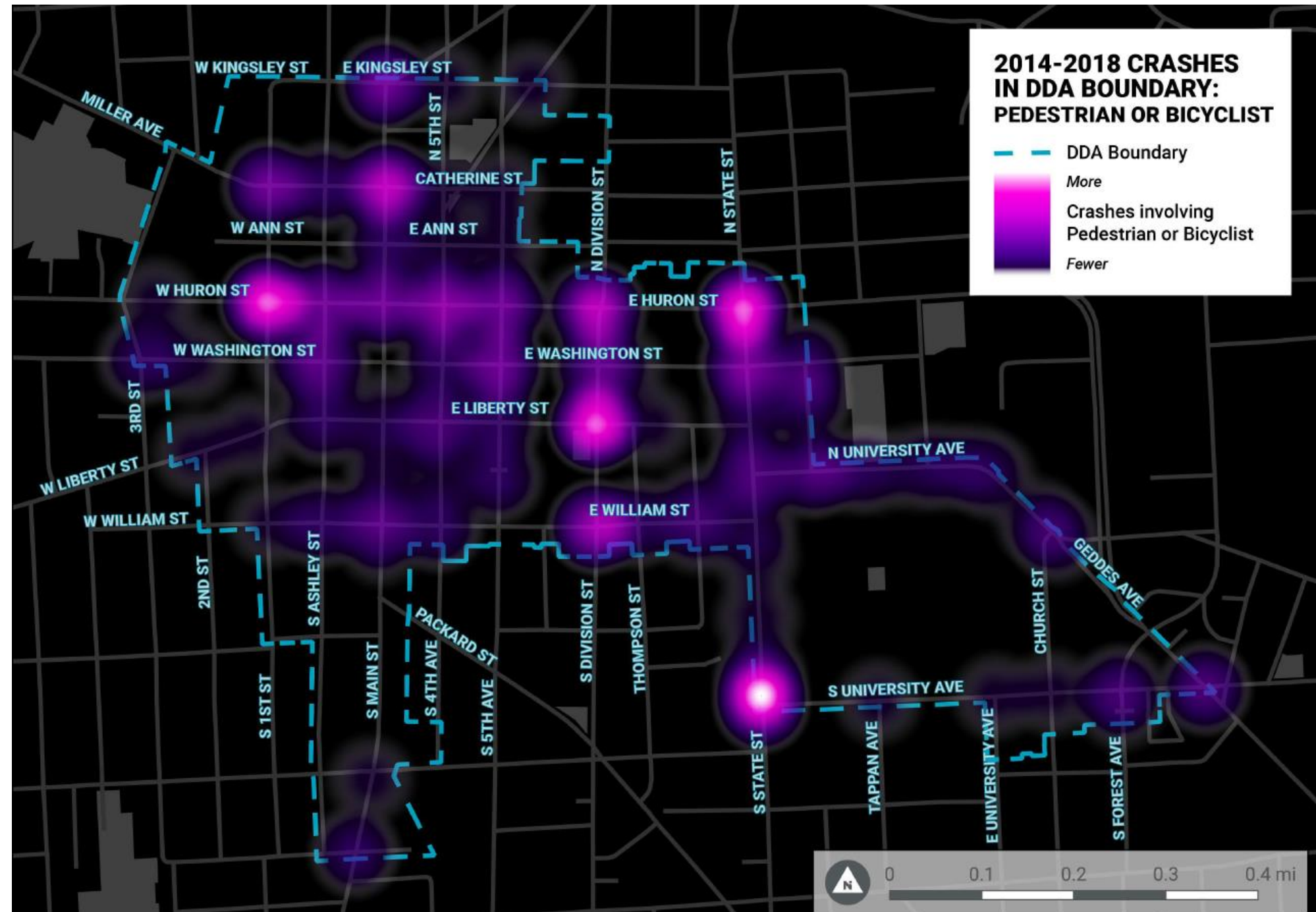


# CRASH DATA & SAFETY – DOWNTOWN

## PEDESTRIAN OR BIKE CRASHES RESULTING IN INJURY OR FATALITY

- 4<sup>th</sup> & Catherine
- Division Street
- State Street
- Huron Street

Many locations align  
with recent projects  
(changes not reflected in  
data) or potential  
corridors





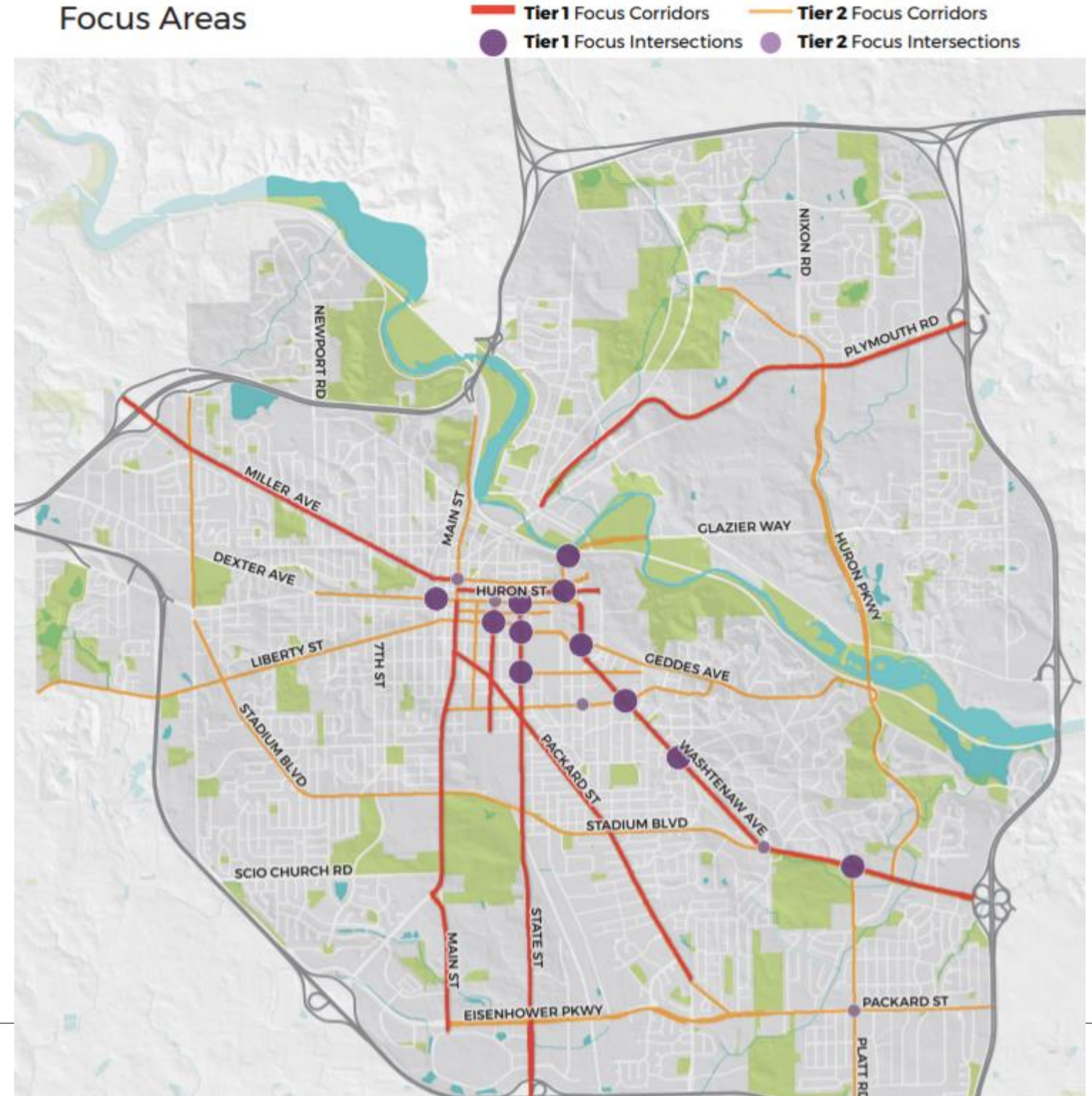
# CRASH DATA & SAFETY – CITY WIDE

## FROM TRANSPORTATION MASTER PLAN UPDATE

- Miller Street
- Packard Street
- Division Street
- S. Main Street
- State Street
- Washtenaw Ave

Identification of focus corridors and intersections was based on the total number of crashes, the number of fatalities and injuries, and the number of crashes involving people biking and walking.

Focus Areas





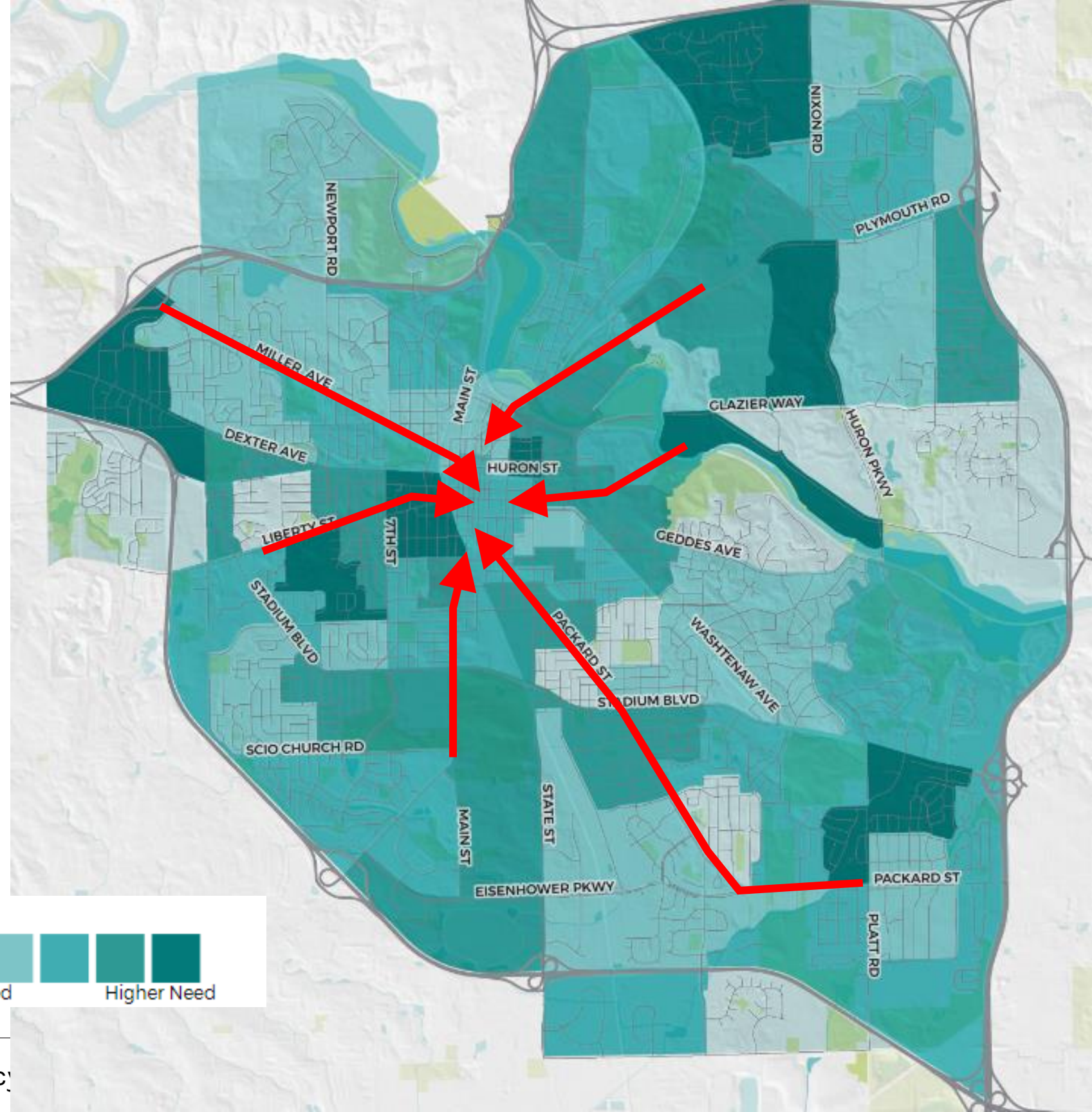
# EQUITY FACTORS

## TRANSPORTATION MASTER PLAN UPDATE

- What **routes** serve the most vulnerable, considering:
  - % dependent
  - % minority
  - % unemployed
  - % renter
  - % no vehicle households,
  - % of household costs spent on transportation,
  - Educational attainment,
  - Per capita income.

### Transportation Equity Needs

(U.S. Census Bureau, American Community Survey, 2016)

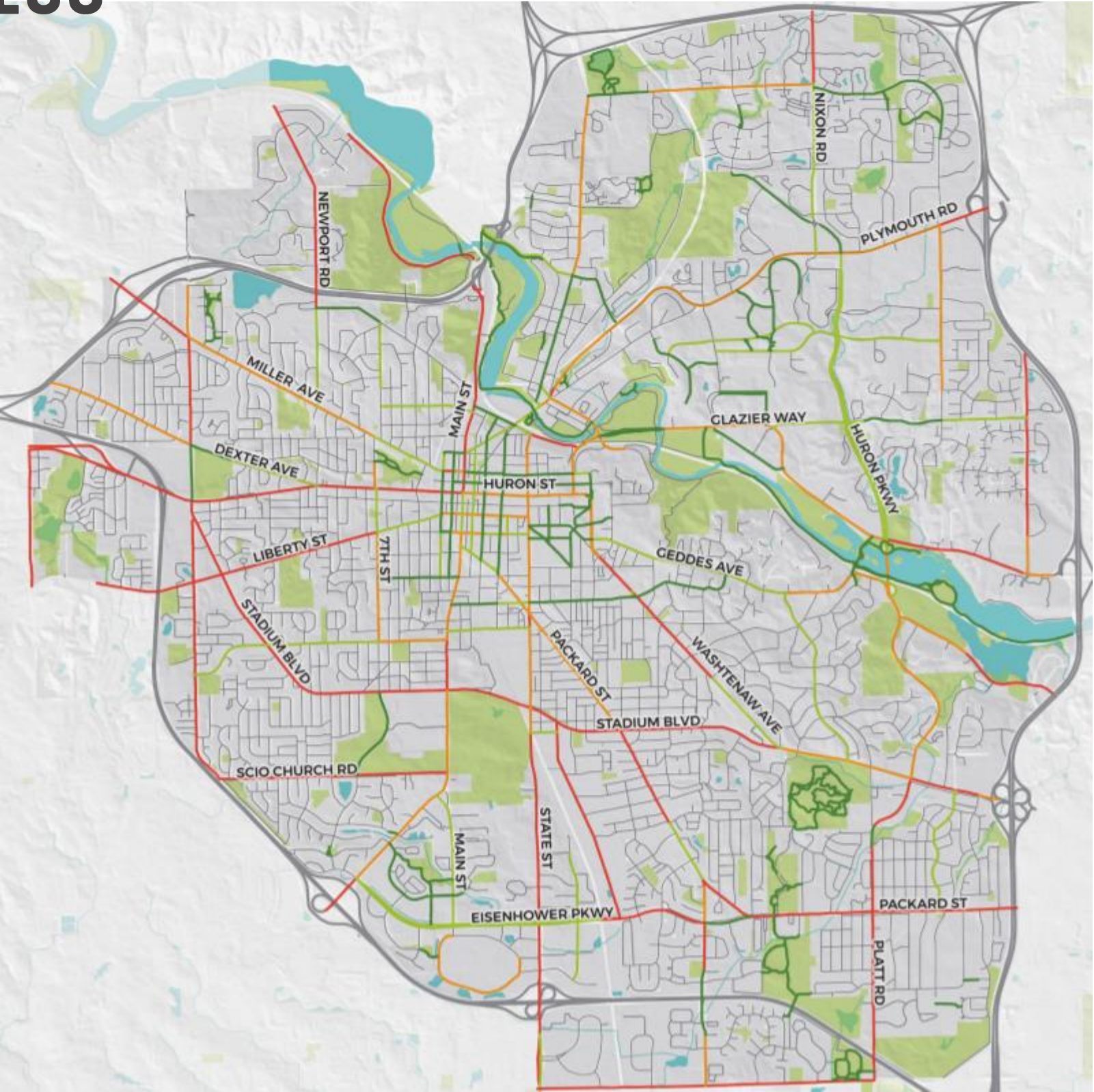




# LEVEL OF BICYCLE TRAFFIC STRESS

FROM TRANSPORTATION  
MASTER PLAN UPDATE

- LTS 1
- LTS 2
- LTS 3
- LTS 4

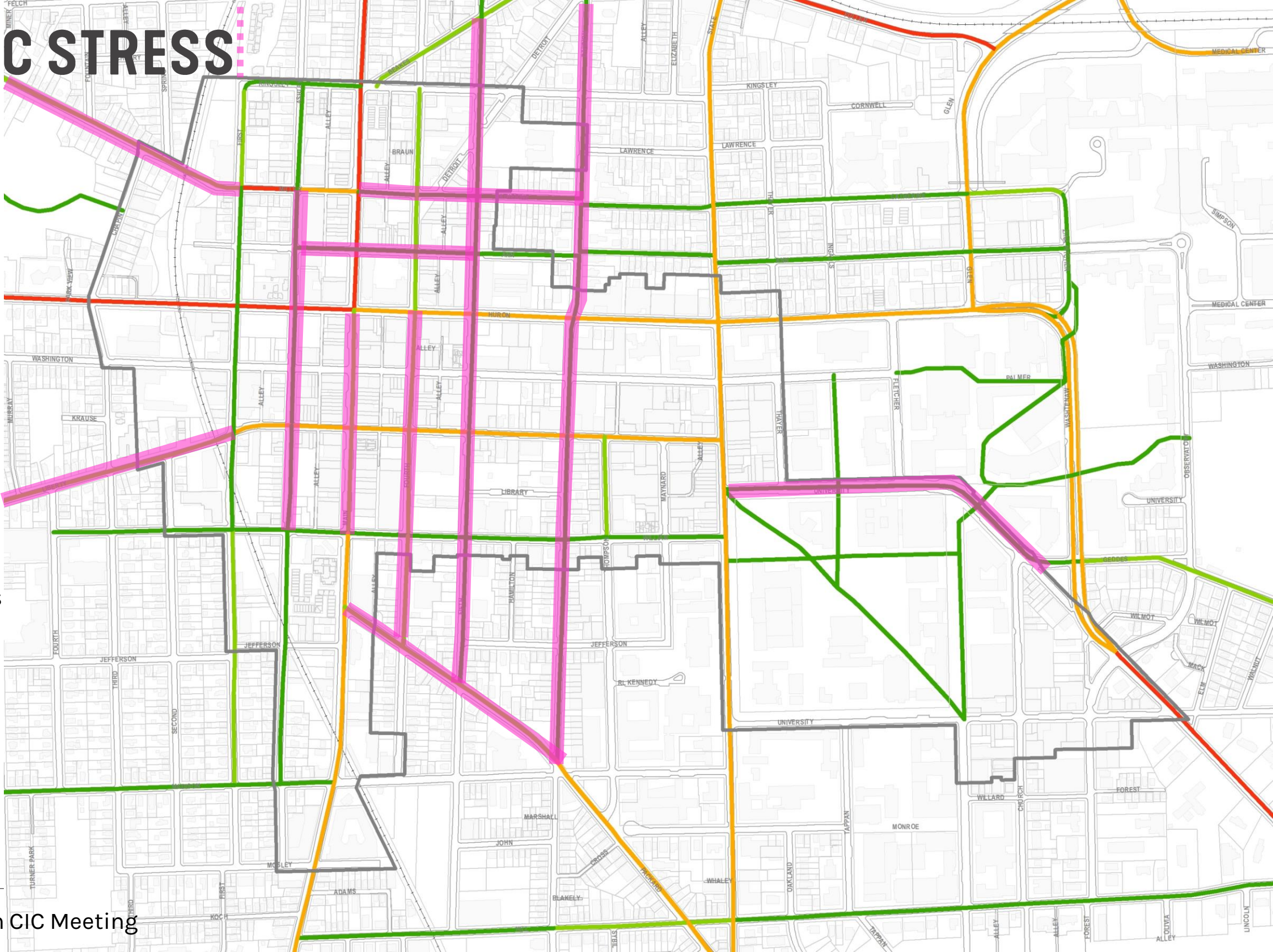




# LEVEL OF TRAFFIC STRESS

## DOWNTOWN

- LTS 1
- LTS 2
- LTS 3
- LTS 4
- LTS 1 or 2 streets that may feel more stressful downtown, due to the following factors:
  - Multi-lane one-way roads
  - Higher intensity peak hour traffic volumes
  - Higher speed roadways
  - Narrower width lanes
  - Limited treatments at intersections

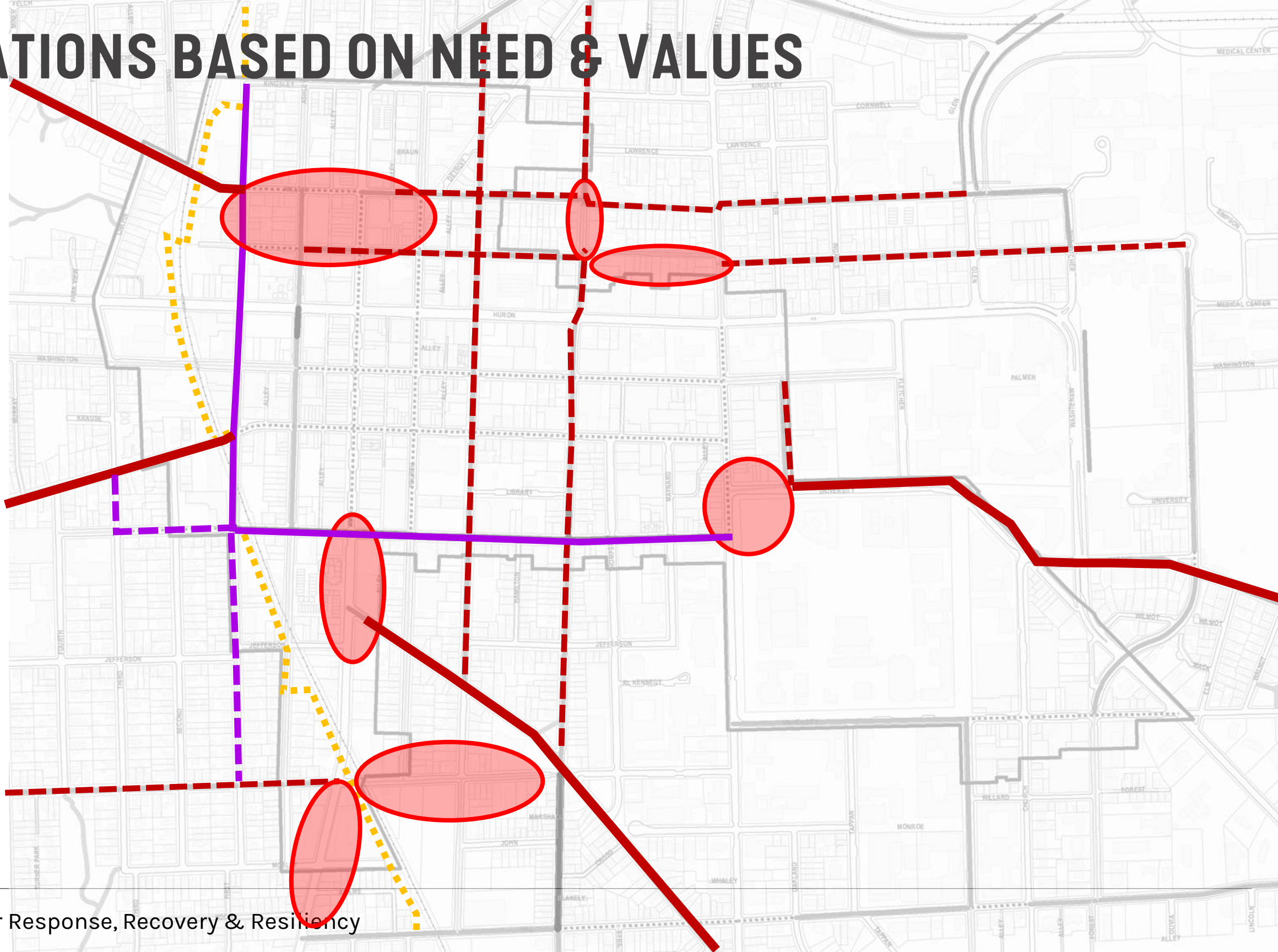




# SELECTING LOCATIONS BASED ON NEED & VALUES

## GAPS + HIGHER STRESS AREAS




- Existing conventional bikes lanes, not fully low stress
- As above, 1-direction only
- Gap with no / limited facility
- Existing / under construction separated bikeways
- Under construction advisory bike lanes in NBH streets

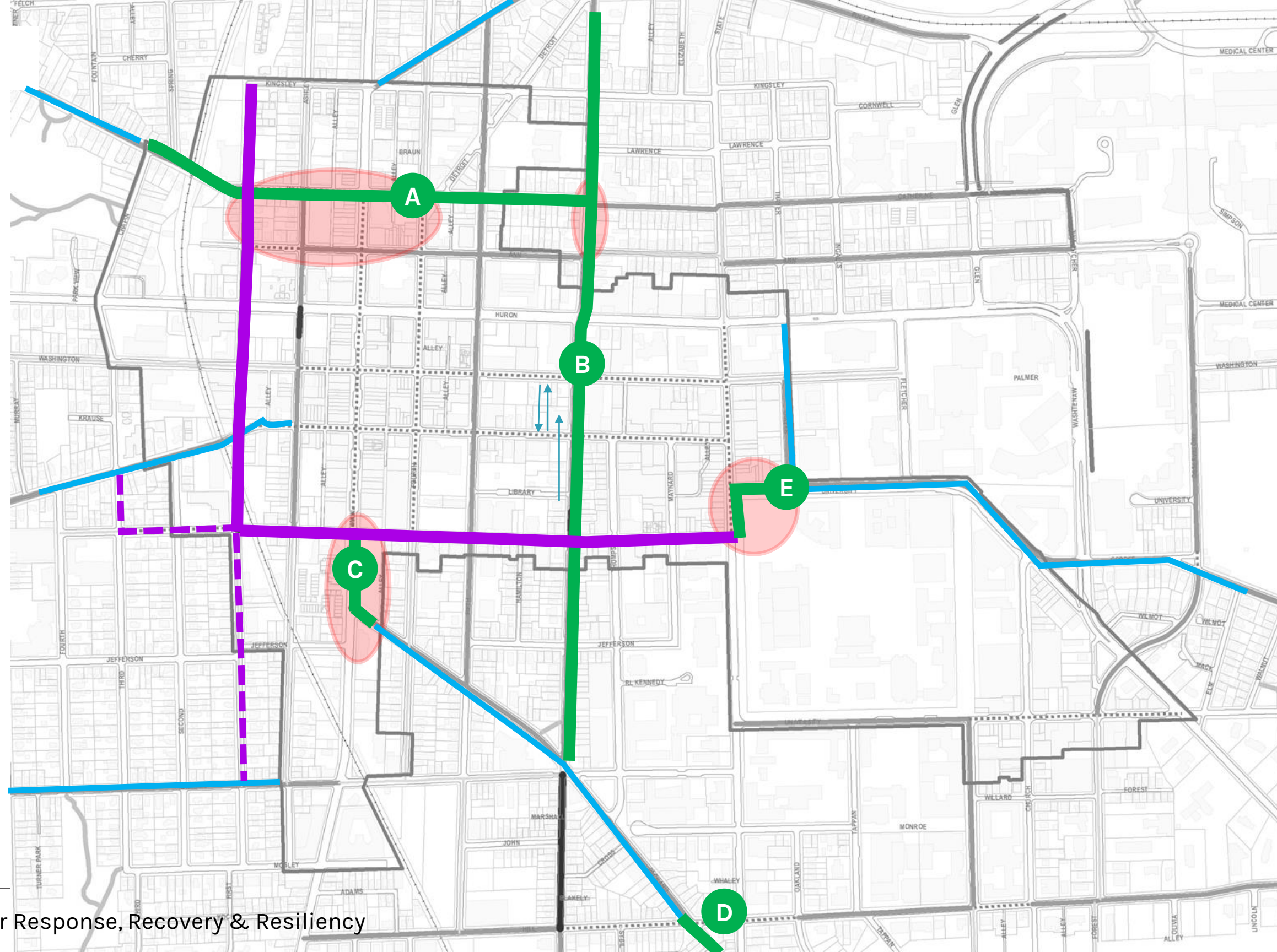




# PILOT PROJECTS

## DDA FUNDED

- A Miller/Catherine Bikeway**
  - B Division St. Bikeway**
  - C S. Main Bike Lane Connection (with city extension)**
  - D Packard Triangle**
  - E State St / N. University Link**
-  Existing bike lanes
  -  Existing / Under construction separated bikeway
  -  Planned advisory bike lanes



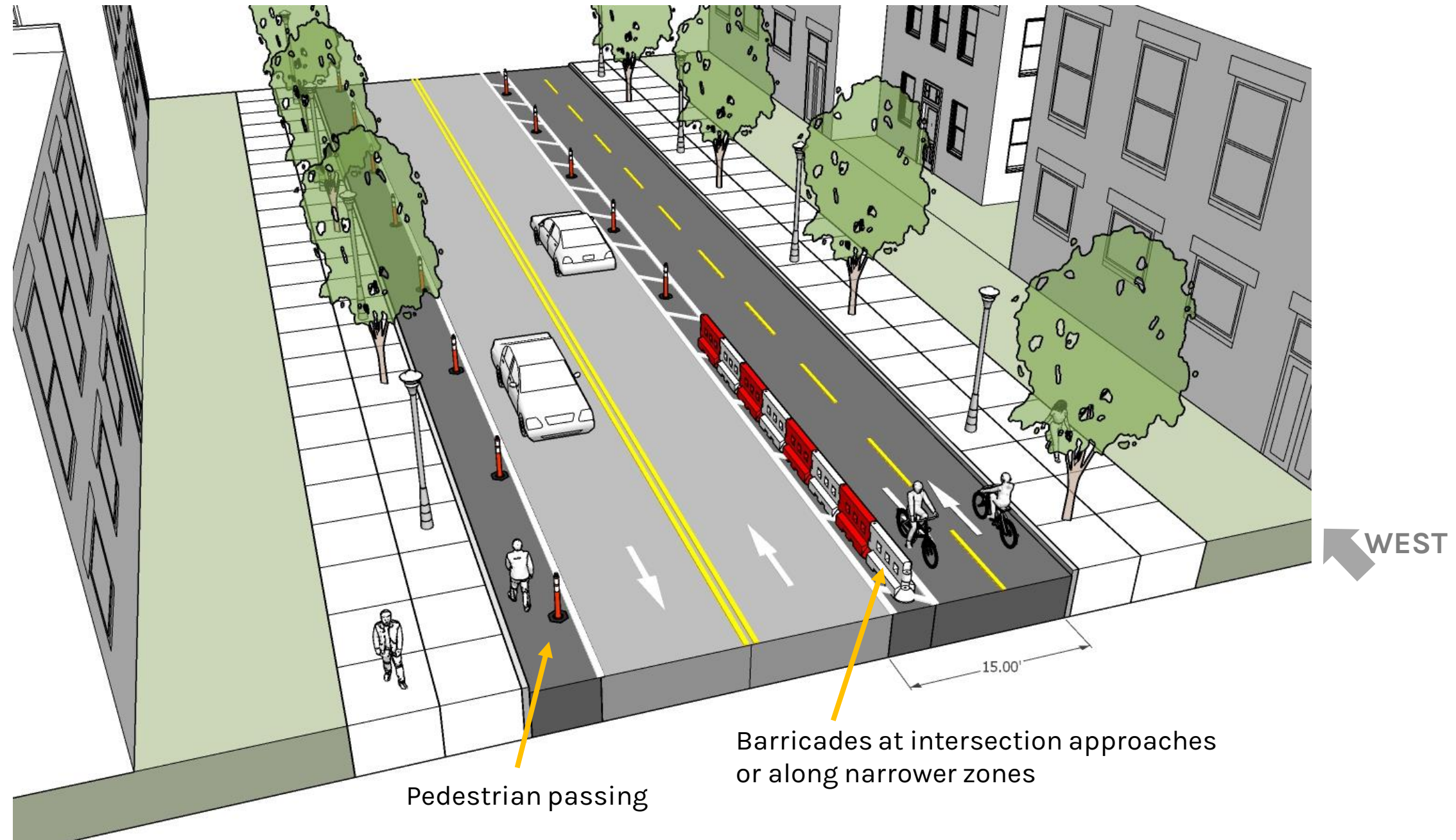


# SIDEWALK AND SEPARATED BIKEWAY PILOTS

## PILOT PROJECT

### Potential Direction

- Accommodate physical distancing space by repurposing a turn lane, parking lane, or travel lane.
- 13-15' for bikeway
- Repurpose extra space for pedestrian passing.
- Minimal temporary striping and intersection treatments.



EXAMPLE BLOCK – CATHERINE, 5<sup>TH</sup> AVE TO 4<sup>TH</sup> AVE





# HEALTHY STREETS PILOT PROJECT DETAILS

## DOWNTOWN PILOTS

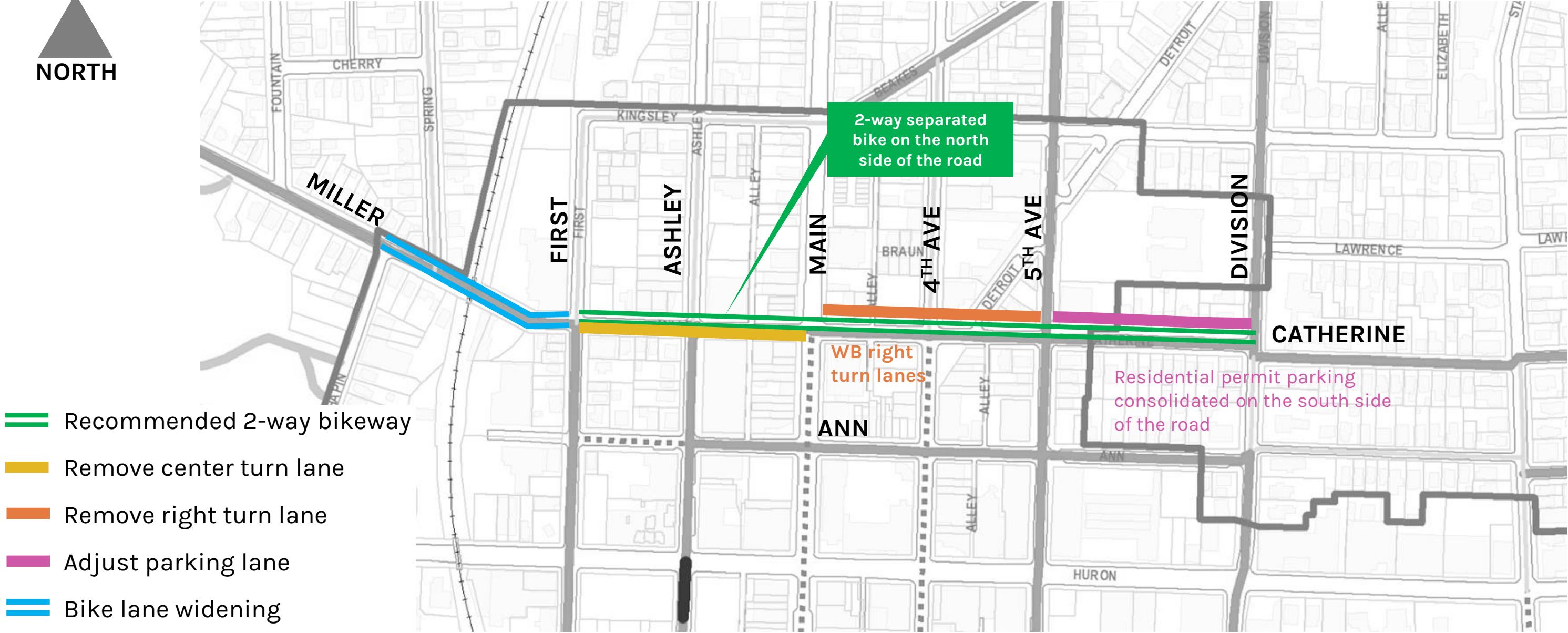


# (A) MILLER / CATHERINE PILOT

## FIRST STREET TO DIVISION



- Provides continuous connection from Miller bikes lanes into the Kerrytown district (fills a network gap)
- Connects to First Street Bikeway (under construction) and Division Street pilot

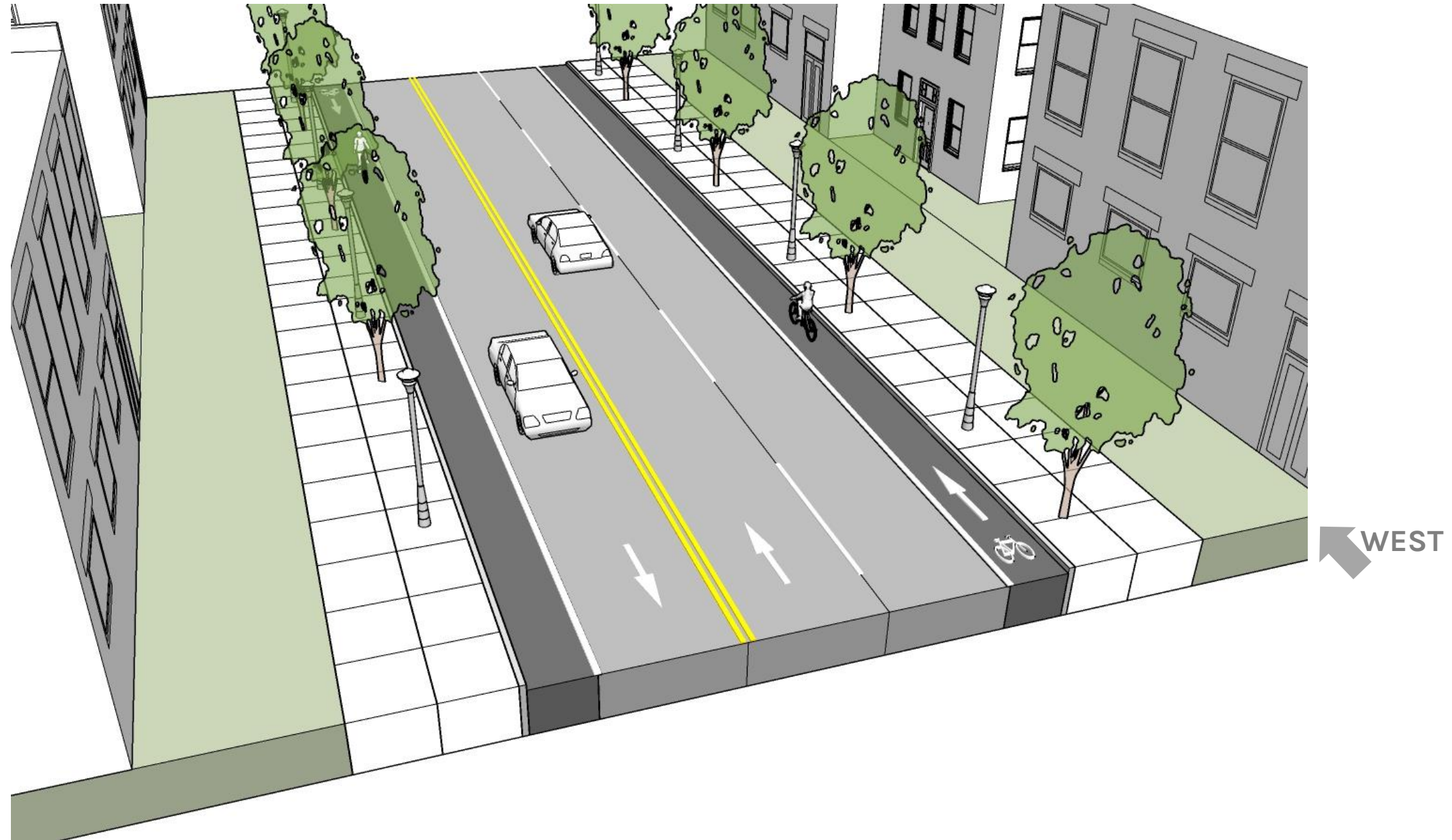


# (A) MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5<sup>TH</sup> AVE TO 4<sup>TH</sup> AVE

## Existing

- 42' pavement width
- Narrower existing sidewalk zone



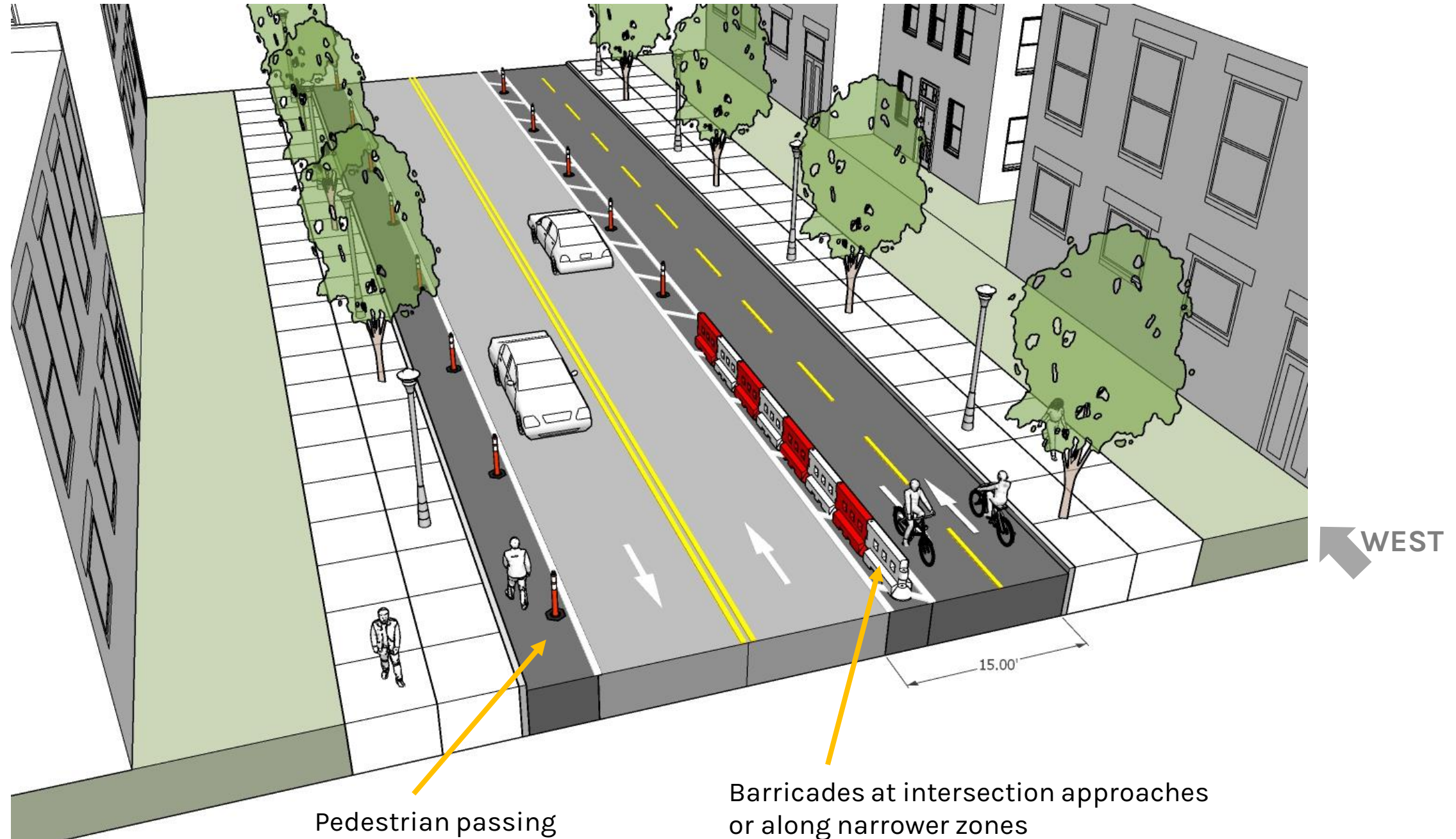


# (A) MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5<sup>TH</sup> AVE TO 4<sup>TH</sup> AVE

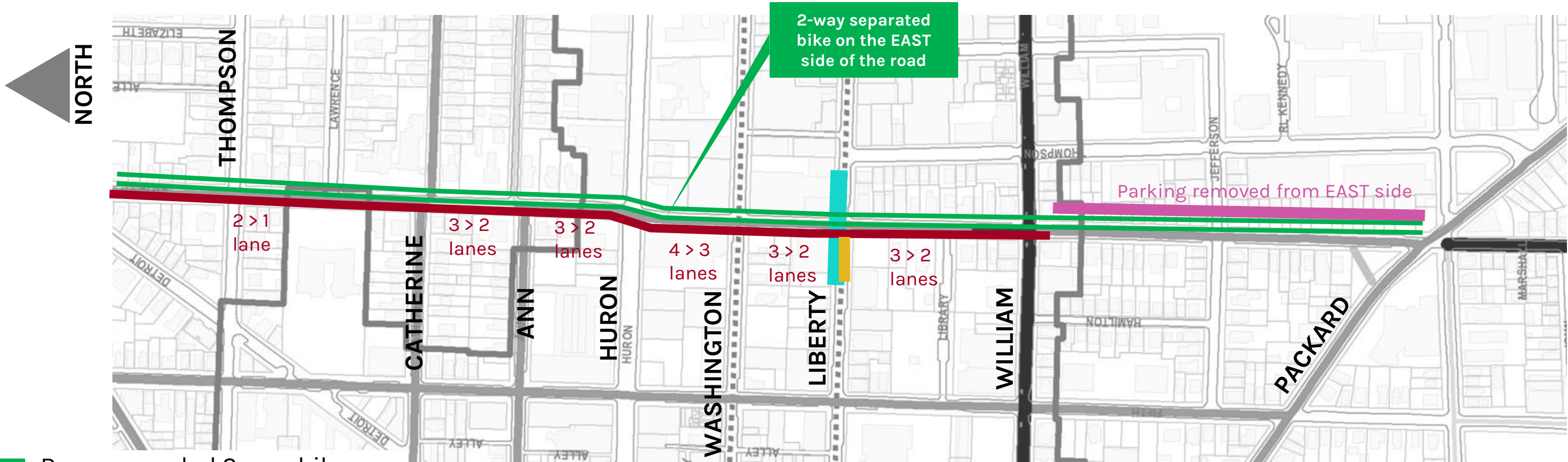
## Potential Direction

- 15' for bikeway
- Intersection at 4<sup>th</sup> Ave is all-way stop, conducive to lane reduction
- Use southside bike lane as additional pedestrian crossing space
- Minimal lane re-striping needed



# (B) DIVISION STREET PILOT

## PACKARD TO BROADWAY BRIDGE



- Recommended 2-way bikeway
- Remove travel lane
- Remove parking lane
- New parking/curb use lane

- Provides a lower stress connection N-S into and through the downtown. Connects to existing bike lanes on Packard and South Division.
- Liberty intersection area improvements, removes EB center turn to create curb side use zone.

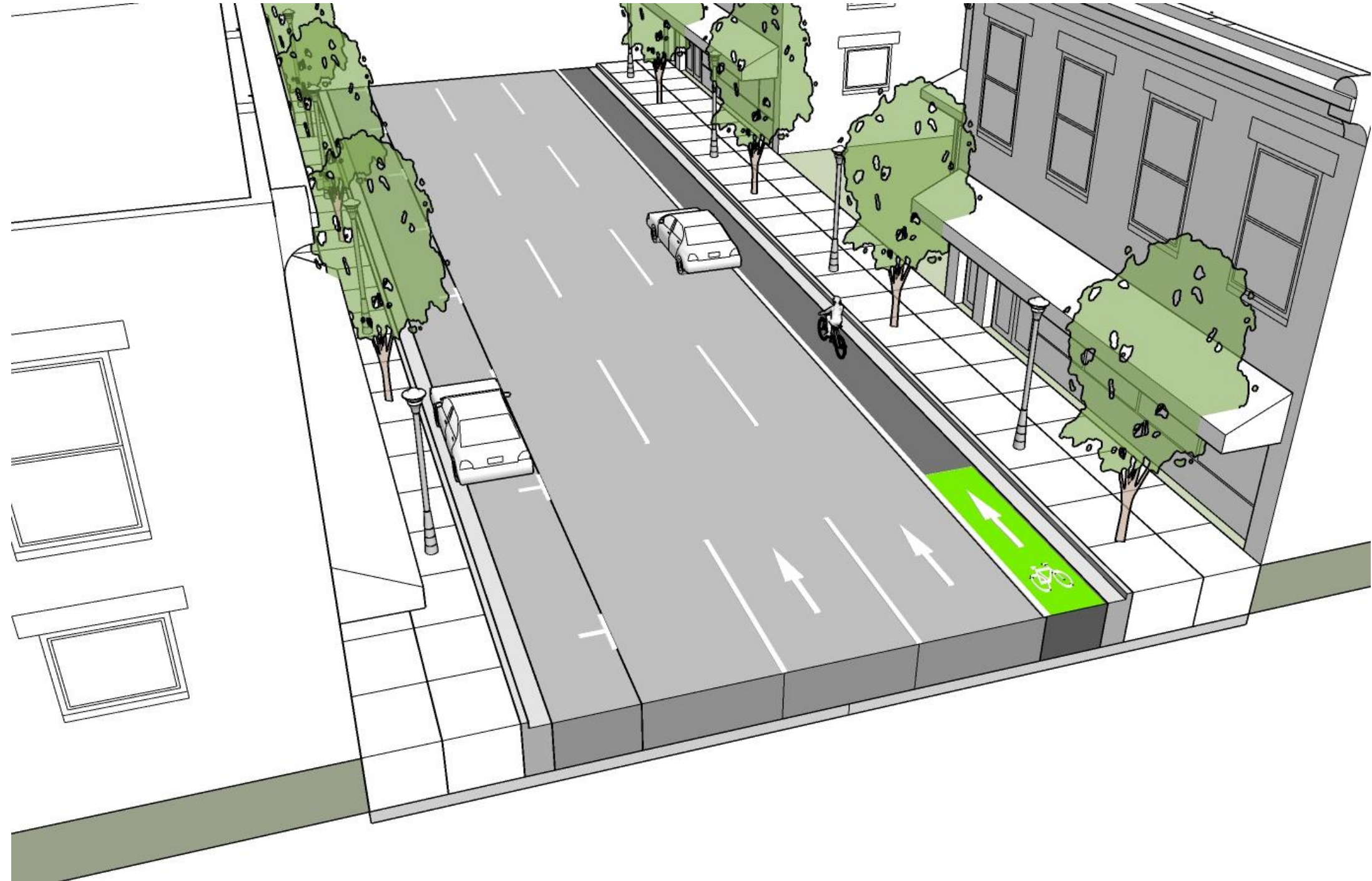


# (B) DIVISION ST. BIKEWAY

WILLIAM TO HURON

## Existing

- Typically 3-lanes
- Parking on the west side typically
- Existing bike lane on the east side

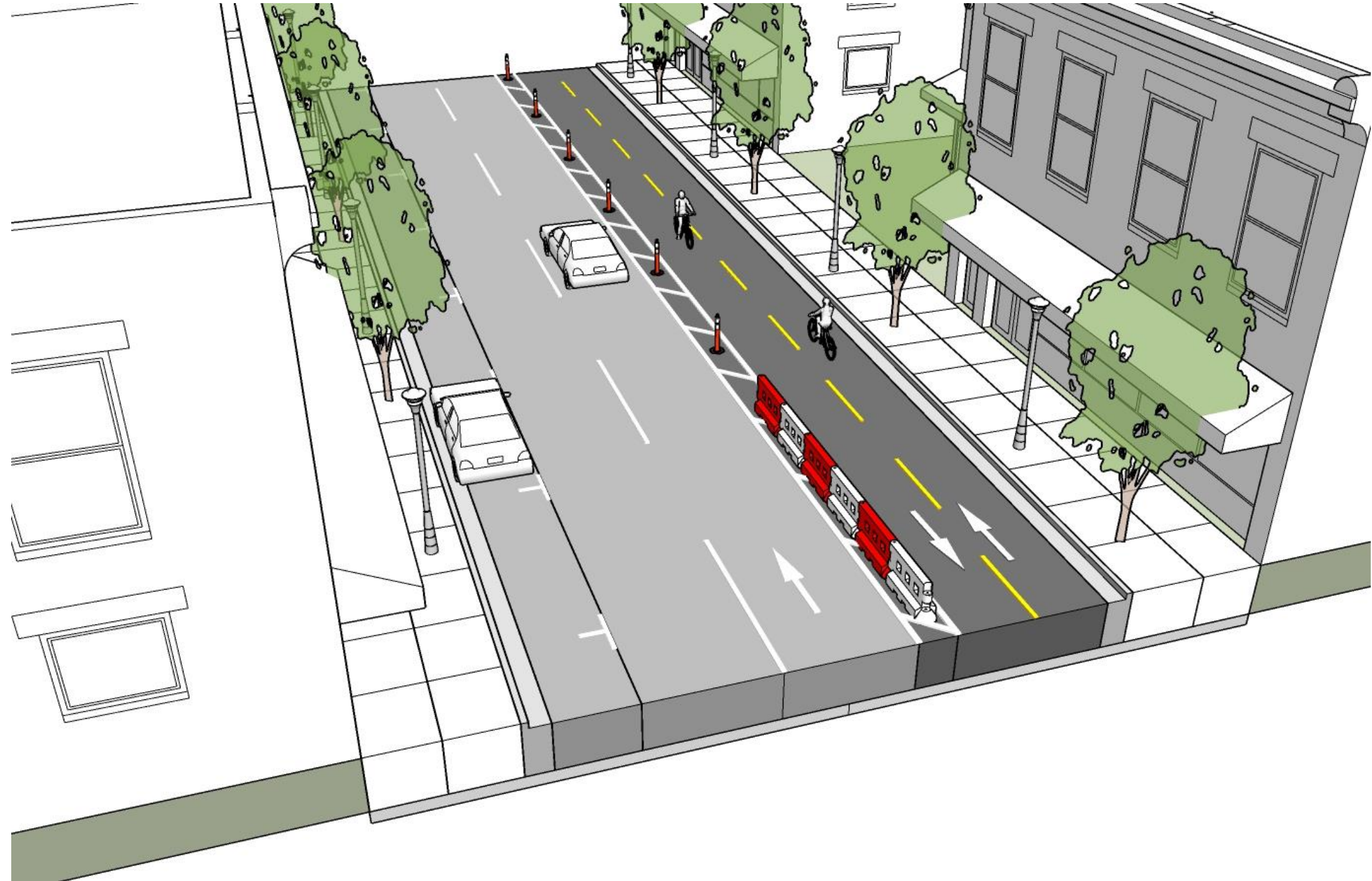


# (B) DIVISION ST. BIKEWAY

WILLIAM TO HURON

## Potential Direction

- Convert one travel lane plus existing bike lane into a 2-way separated facility
- Can provide additional overflow pedestrian space



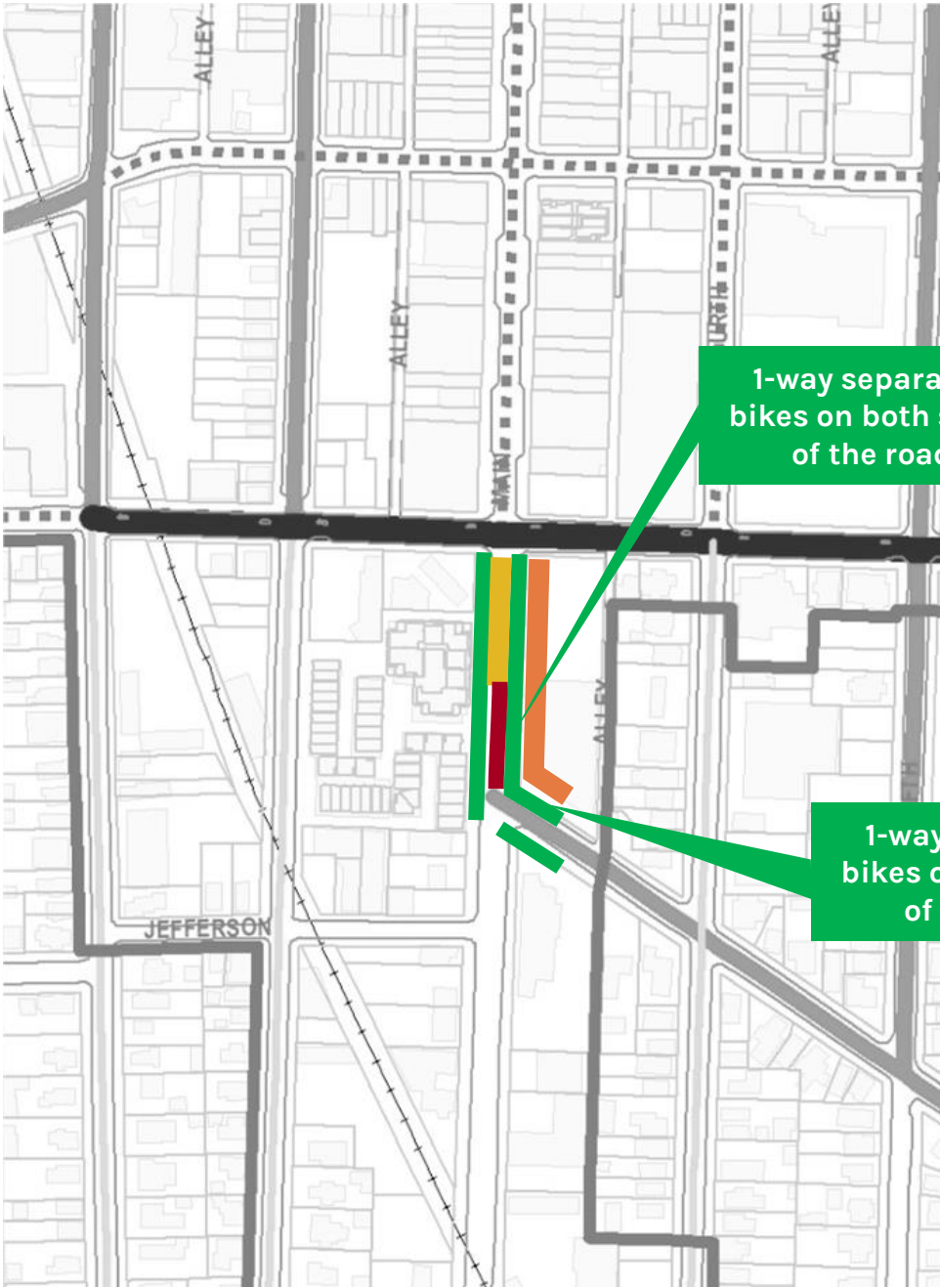


# [(C) SOUTH MAIN + PACKARD

## WILLIAM STREET TO PACKARD INTERSECTION



- Provides a lower stress connection into the core downtown by filling a gap in the bicycle network between Packard and William.



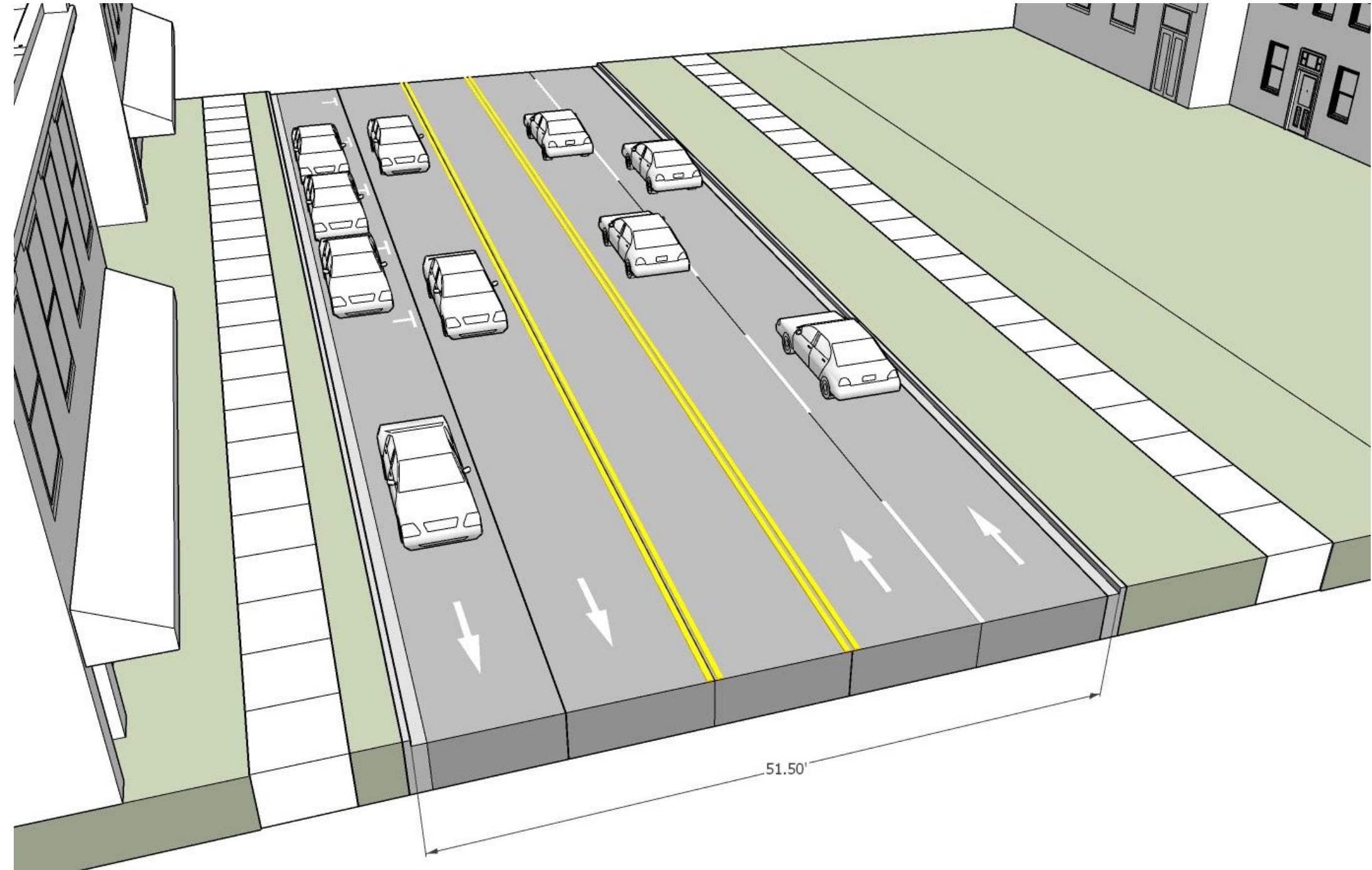
- Recommended 1-way separated bike lanes
- Remove center turn lane
- Remove right turn lane
- Remove travel lane

# (C) S. MAIN STREET CONNECTION

PACKARD TO WILLIAM

## Existing

- 4-5 lanes
- No dedicated bike facilities



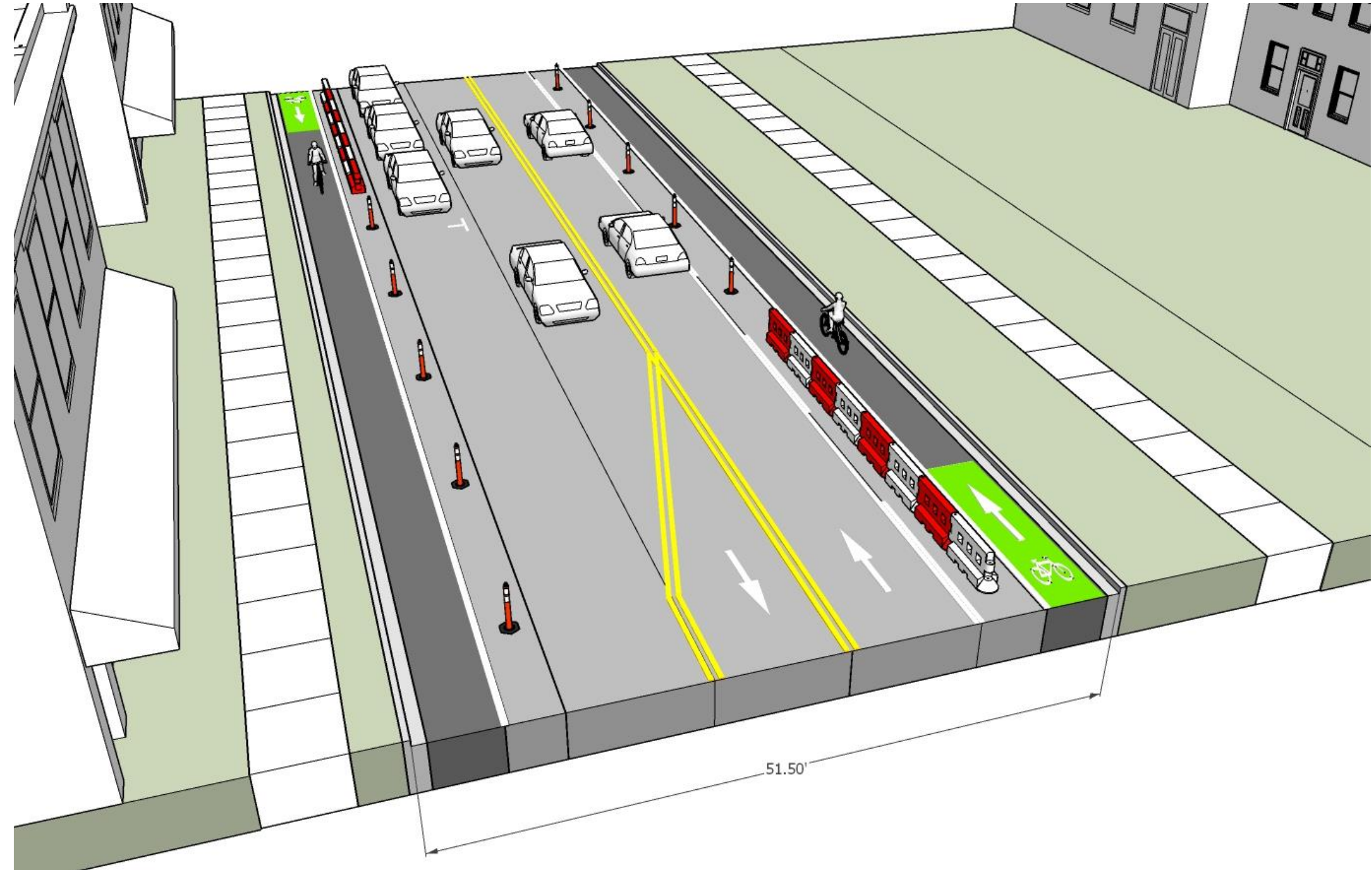


# (C) S. MAIN STREET CONNECTION

PACKARD TO WILLIAM

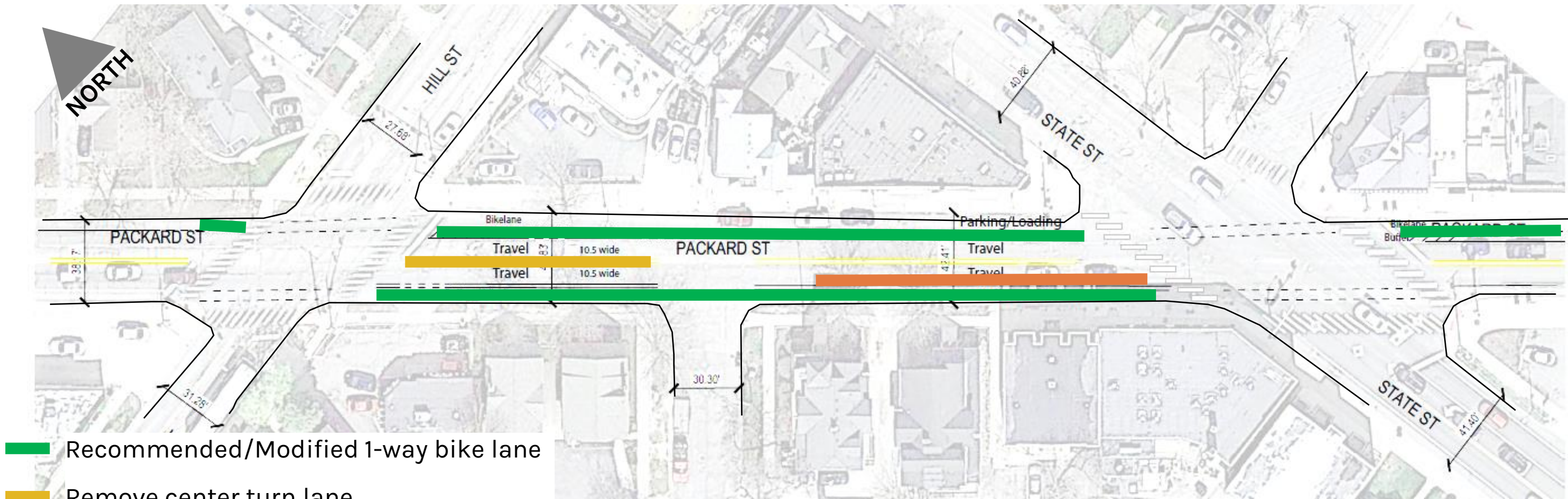
## Potential Direction

- Reduce to 2/3 lane roadway
- Add separated bike lanes separated by existing parking lanes



# (D) PACKARD AT THE “TRIANGLE”

HILL STREET TO STATE STREET



- Recommended/Modified 1-way bike lane
- Remove center turn lane
- Remove right turn lane
- New parking / curb use lane






- Fills a gap in the bike lane network on Packard between State and Hill Street

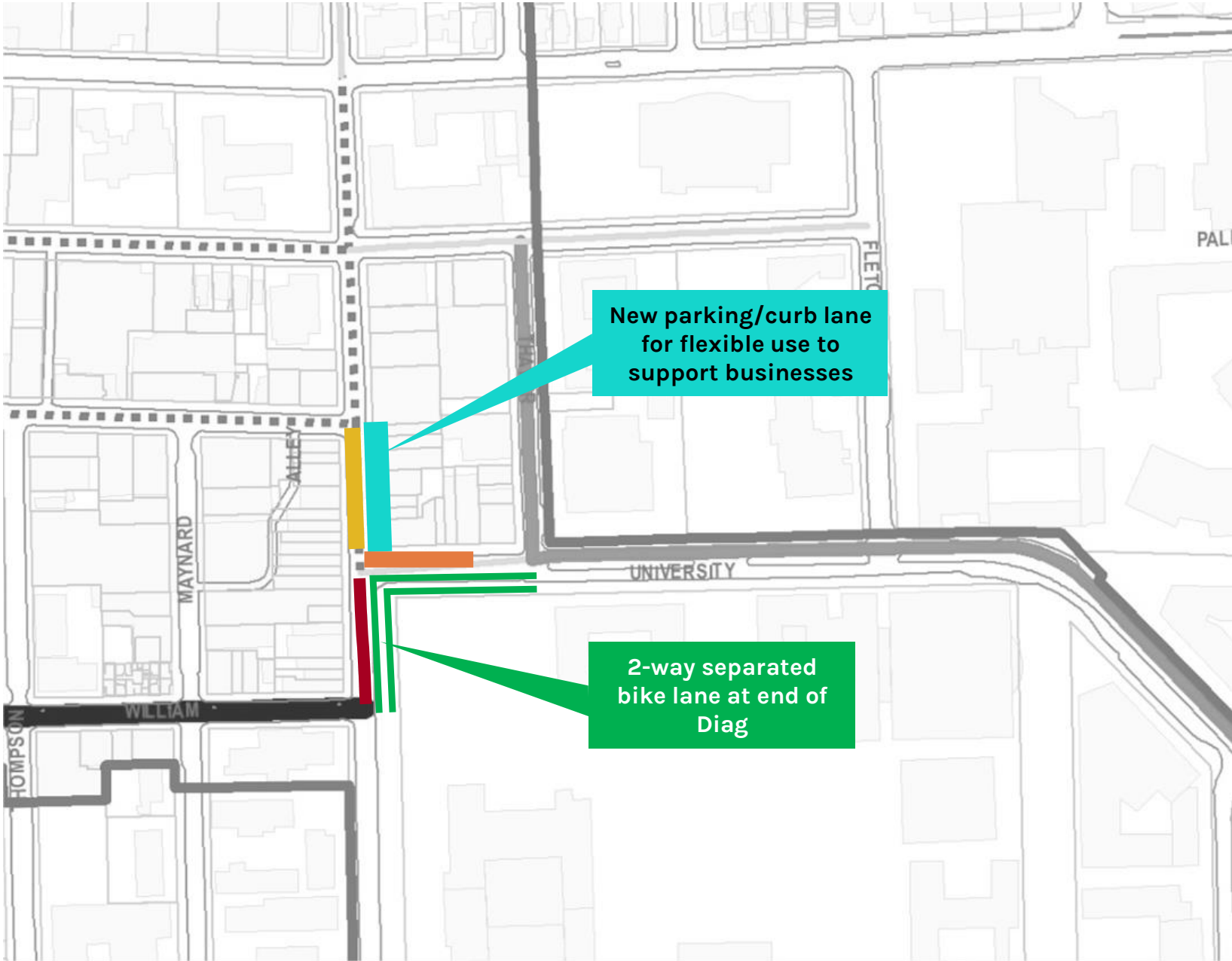


# (E) STATE STREET PILOT PROJECTS



- Connects the William Street Bikeway to North University bike lanes and bike lane on Thayer Street (which connects to the Mid-block crossing on Huron).
- Creates a new curb side use / flexible parking zone on State Street between N. University and Liberty.

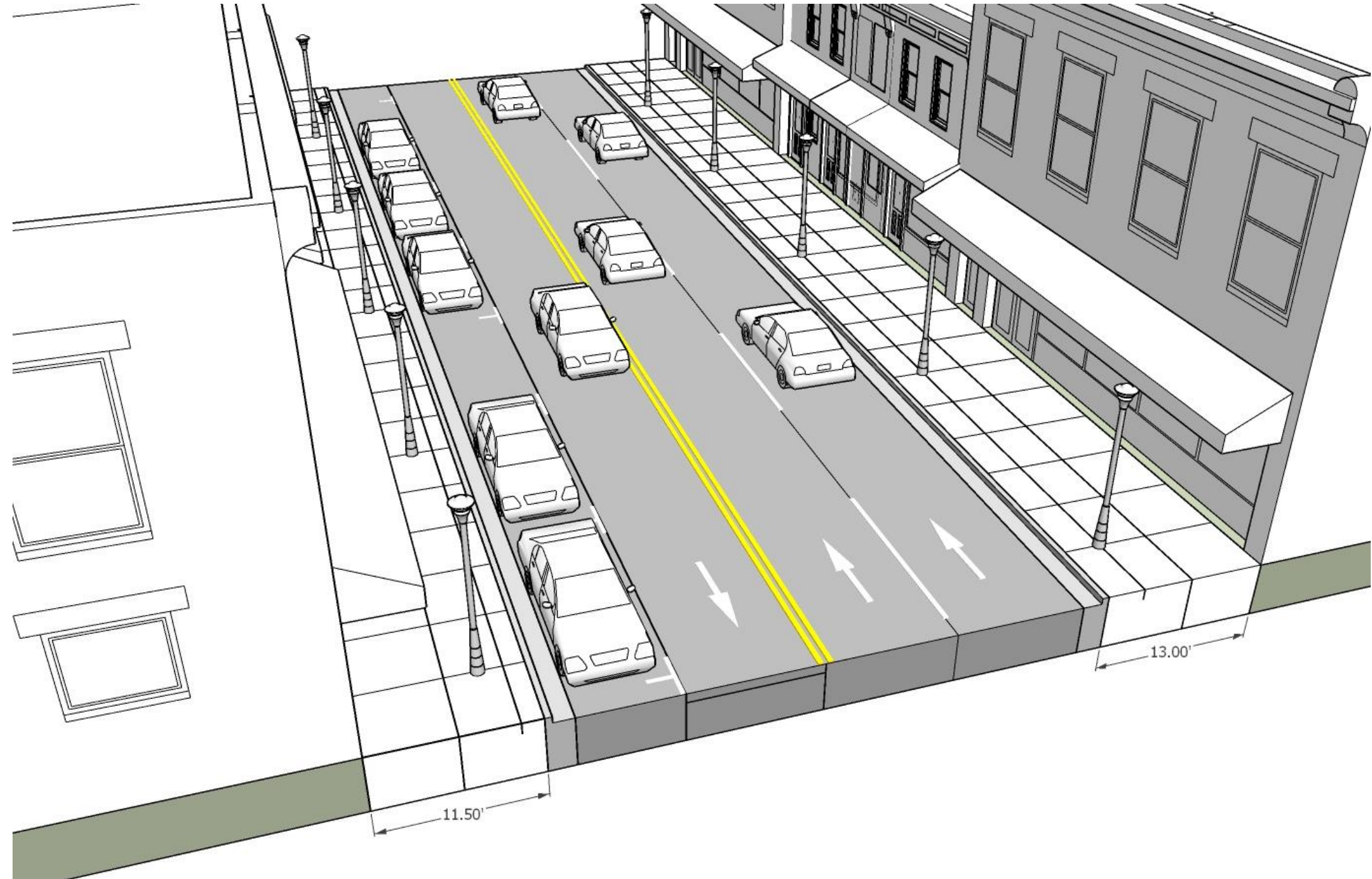
-  Recommended 2-way bikeway
-  Remove center turn lane
-  Remove right turn lane
-  Remove travel lane
-  New parking / curb use lane



# (E) STATE STREET FLEX STREET PILOT

## Existing

- Two northbound lanes
- Parking / curb-side zone only on one side of the street



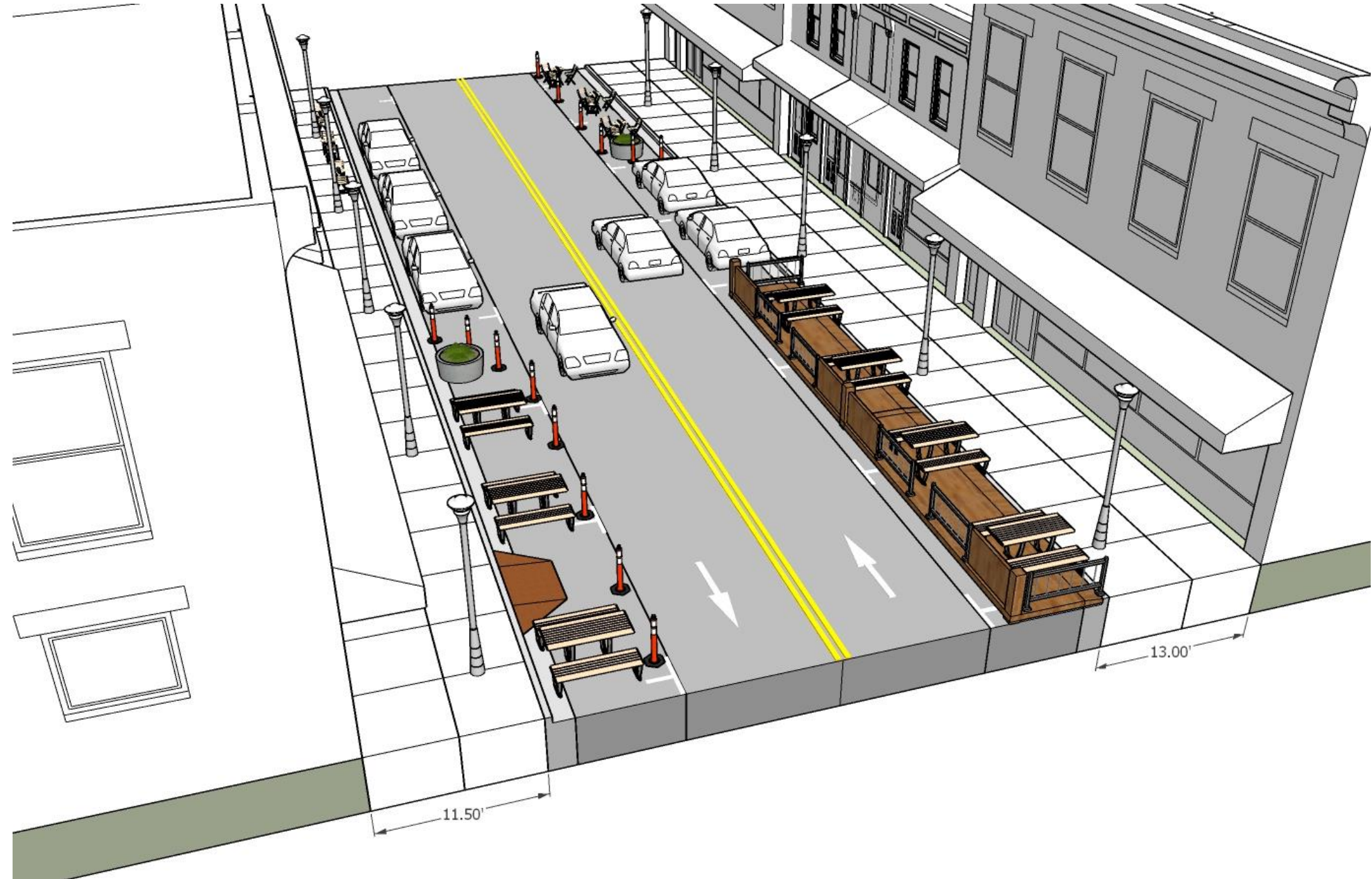


# (E)STATE STREET FLEX STREET PILOT

## Potential

Re-configure into a two-lane road

- Add curb-side zone on east side of the road for commercial/business support
- Maintain wider sidewalks and let café dining expand into curb zone.







# HEALTHY STREETS PILOT PROJECT DETAILS

## CITY LANE CLOSURES



# PILOT PROJECTS

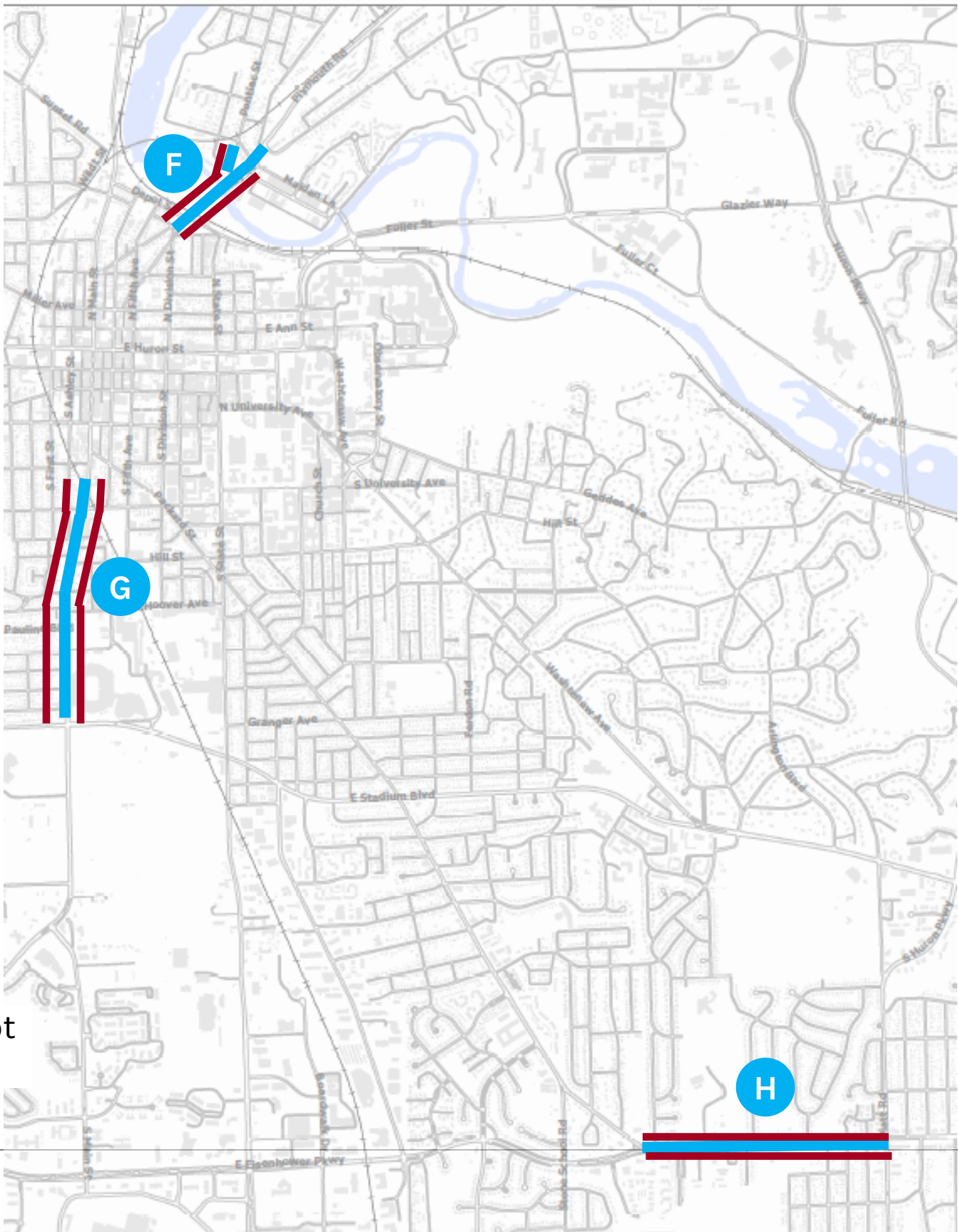
CITY-FUNDED

**F** Broadway/Swift

**G** S. Main

**H** Packard Street

Recommended City Healthy Street Pilot

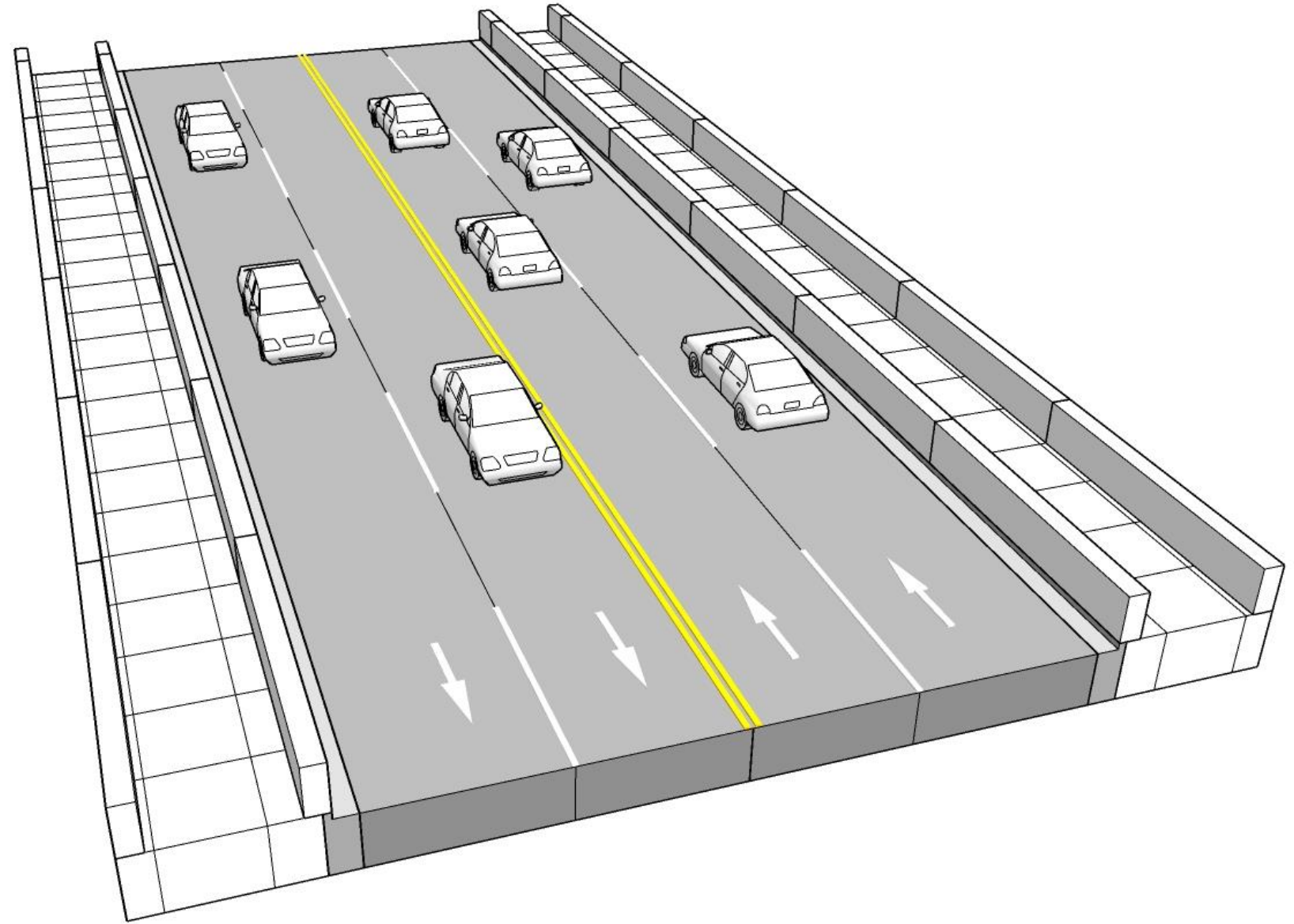


# (F) BROADWAY

## BROADWAY BRIDGE

### Potential Direction

- Existing bridge is 4-lanes, with wider outside lanes

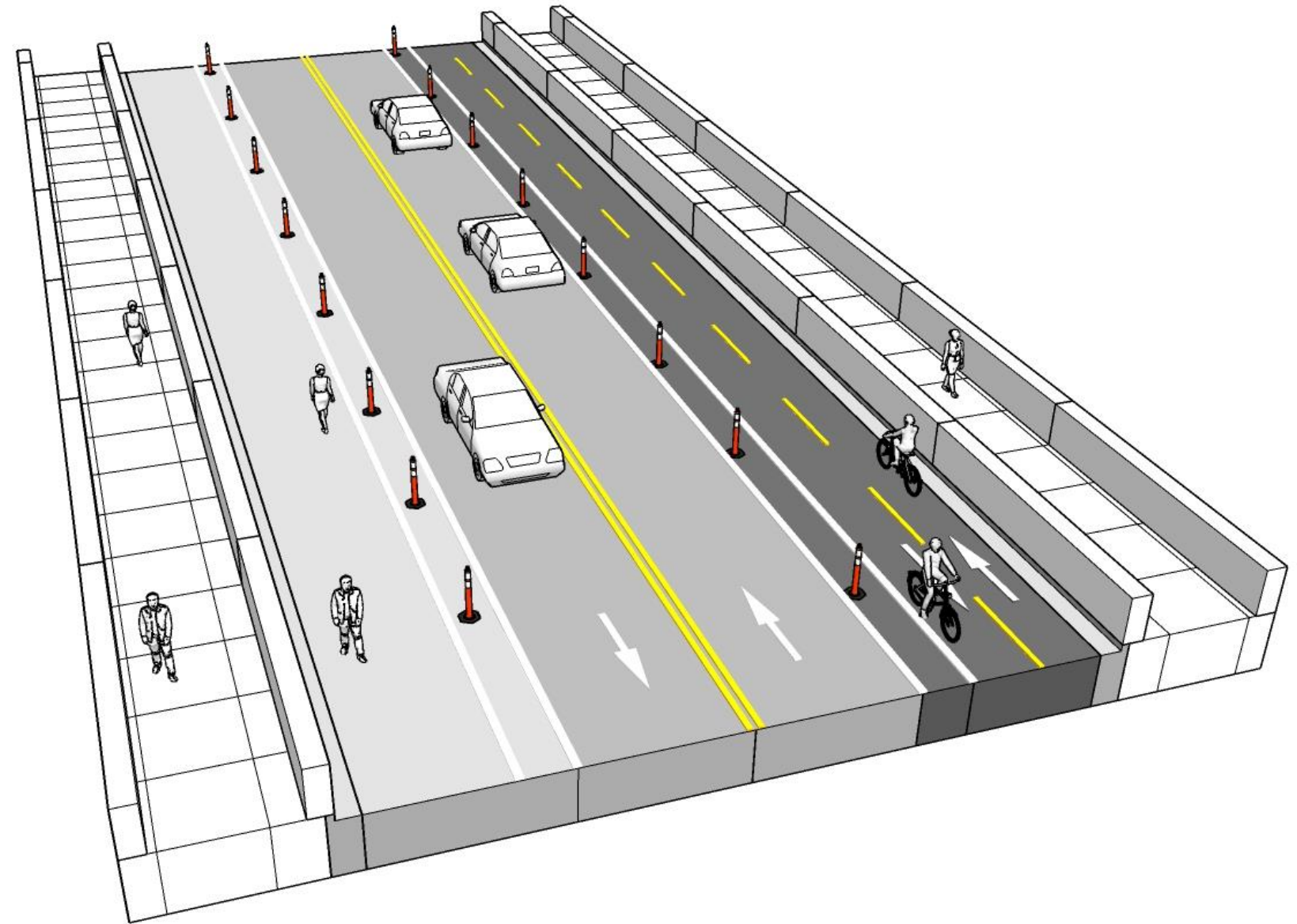


# (F) BROADWAY

## BROADWAY BRIDGE

### Potential Direction

- Convert from 4 to 2 lanes
- Bikeway along Division continues on the south/east side of the bridge to Broadway Street
- North/west side is for additional pedestrian space.



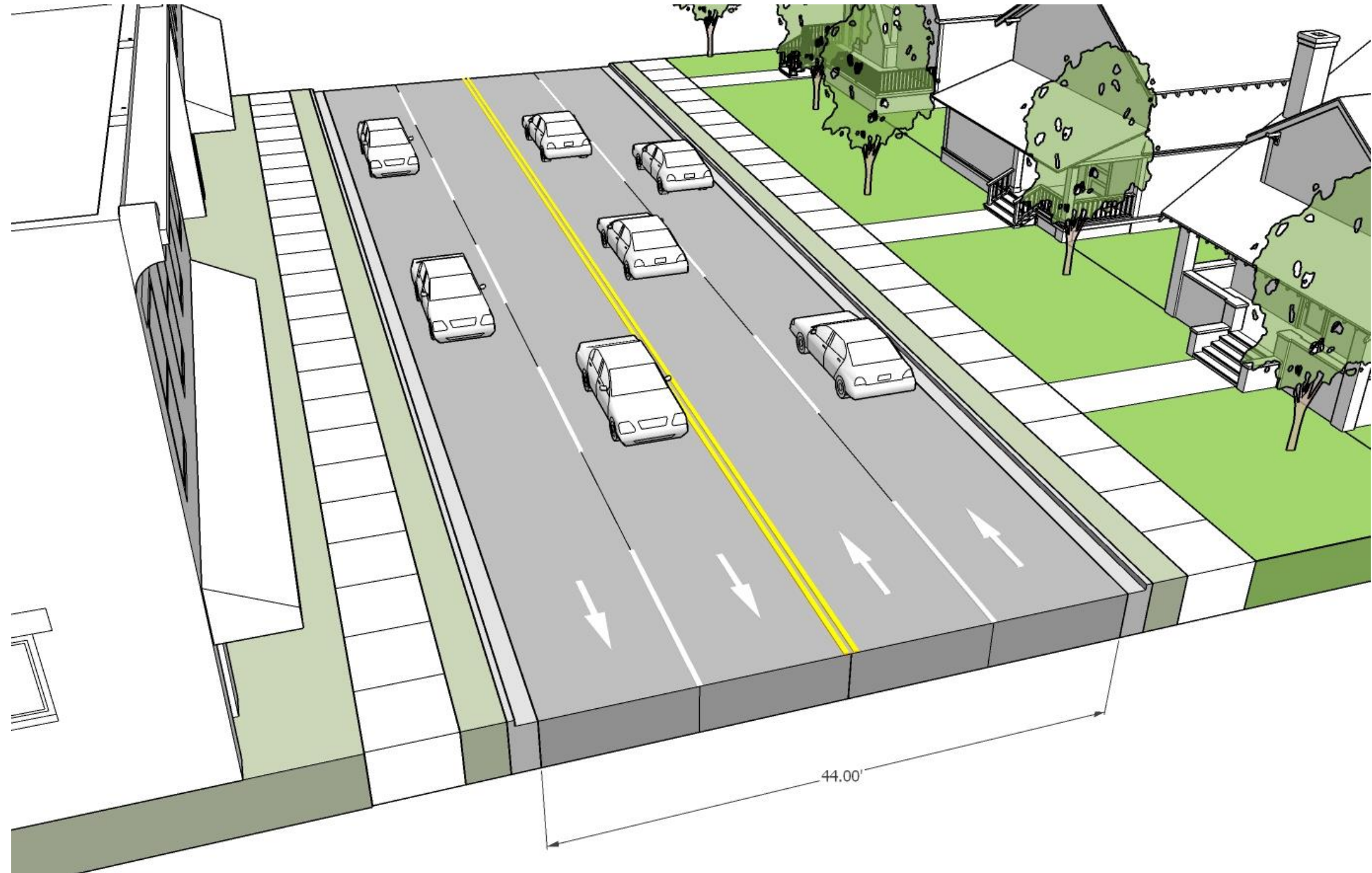


# (G) S. MAIN STREET CONNECTION

SOUTH OF PACKARD

## Existing

- Four travel lanes
- No bike facilities
- Bikes frequently on the sidewalk
- Sidewalk narrow with limited pedestrian passing space)

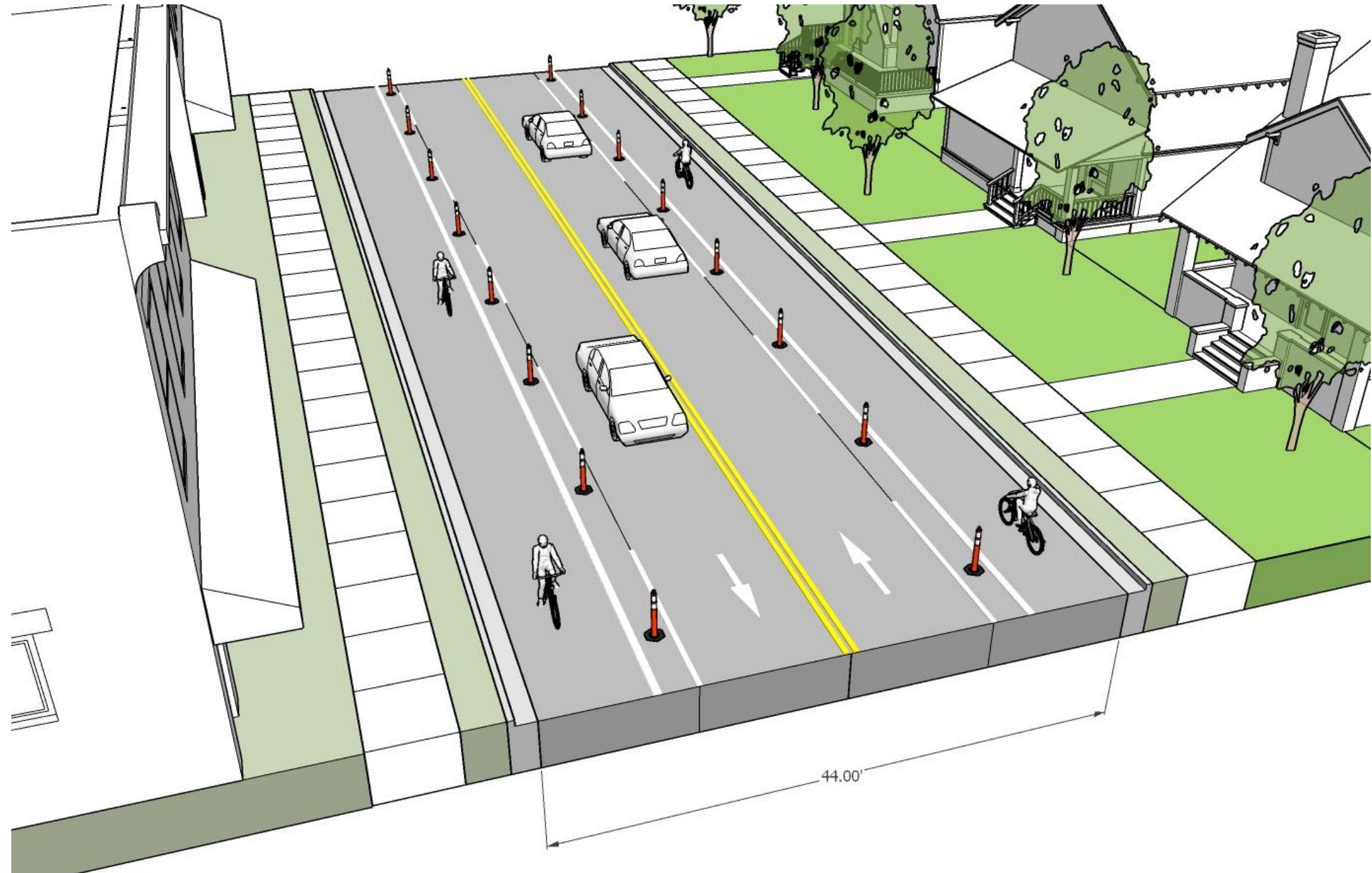


# (G) S. MAIN STREET CONNECTION

SOUTH OF PACKARD

## Potential Direction

- 4 to 2 lane conversion
- Add separated bike lanes with construction cones
- Bike lanes also provide extra pedestrian passing space along narrow roadway



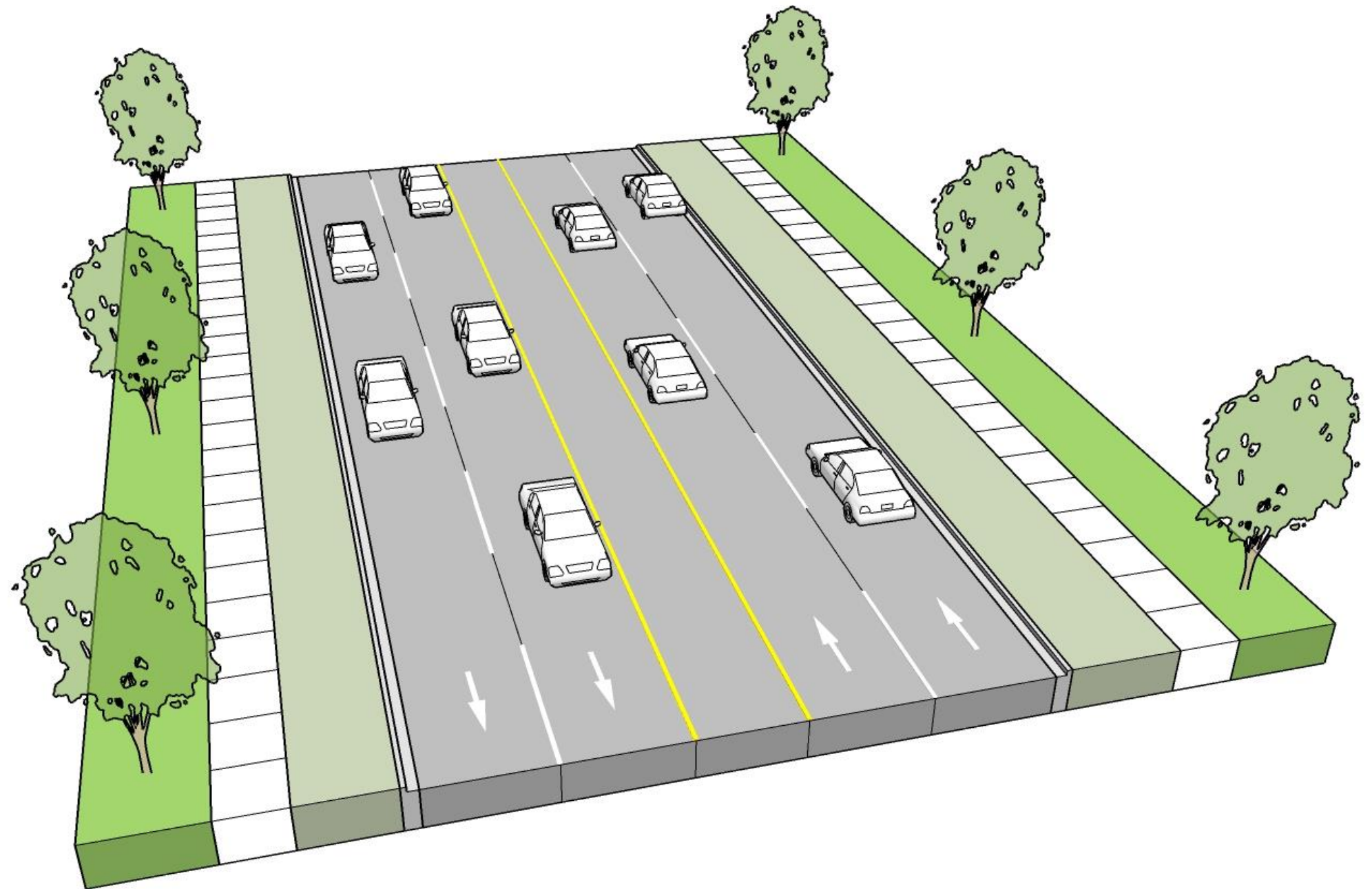


# (H) PACKARD (SE ANN ARBOR)

FROM EISENHOWER EAST

## Existing

- 5 lanes
- No dedicated bike facilities

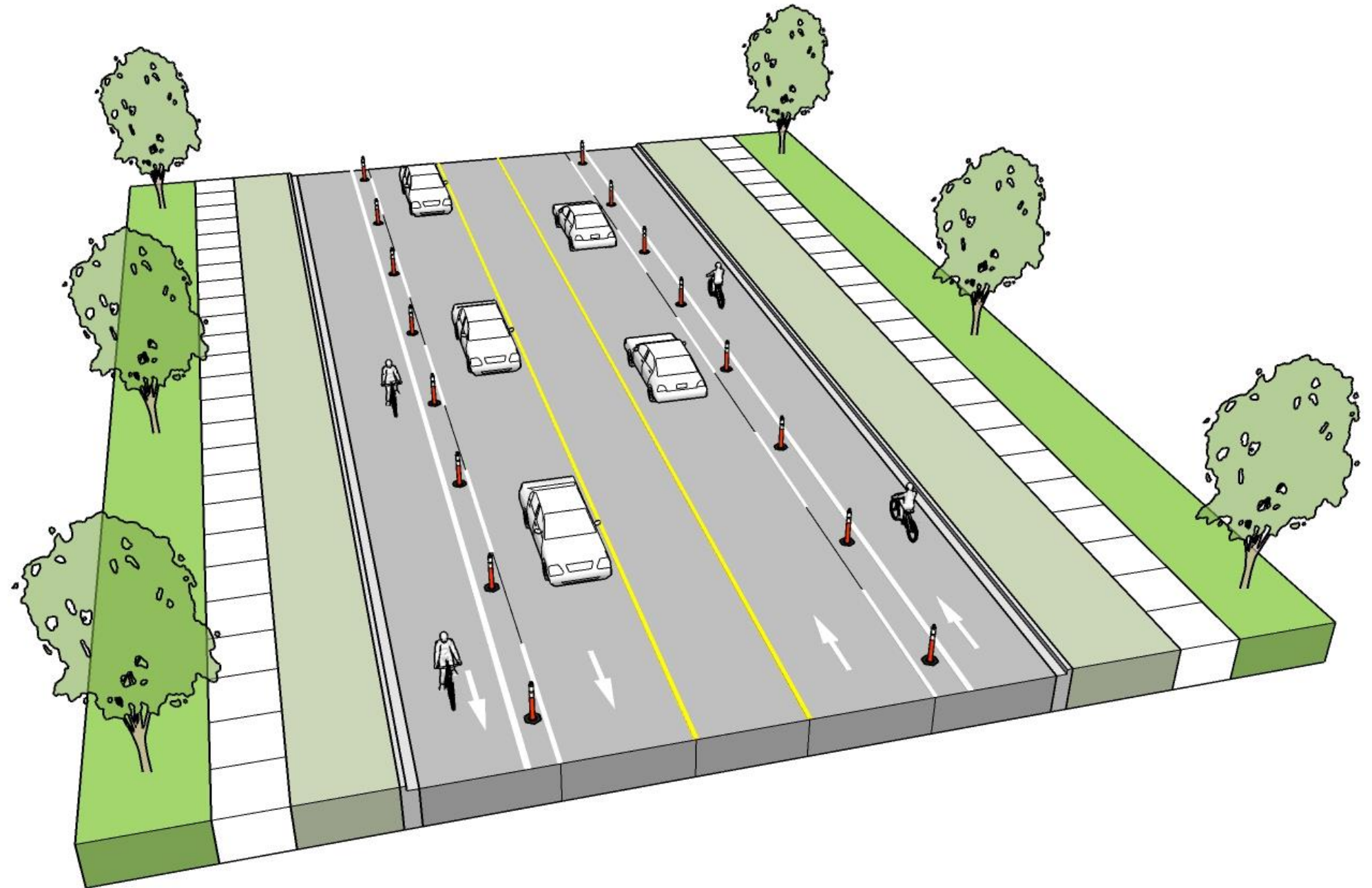


# (H) PACKARD (SE ANN ARBOR)

FROM EISENHOWER EAST

## Potential Direction

- Reduce 3-lane roadway
- Add separated bike lanes in the outside lanes





A street scene at dusk or night. In the foreground, a group of people are walking away from the camera on a sidewalk. To the left is a shop with a large sign that reads "Kilwin's hand made Chocolates". The shop has a red awning with "CHOCOLATES • CHOCOLATES • CHOCOLATES" written on it. The shop window displays various chocolate products. To the right of the chocolate shop is another shop with a sign that reads "Kilwin's Ice Cream". Further down the street, there is a sign for "ROBOT" and a sign for "MAIN STREET". The sky is dark, and there are bare trees in the background.

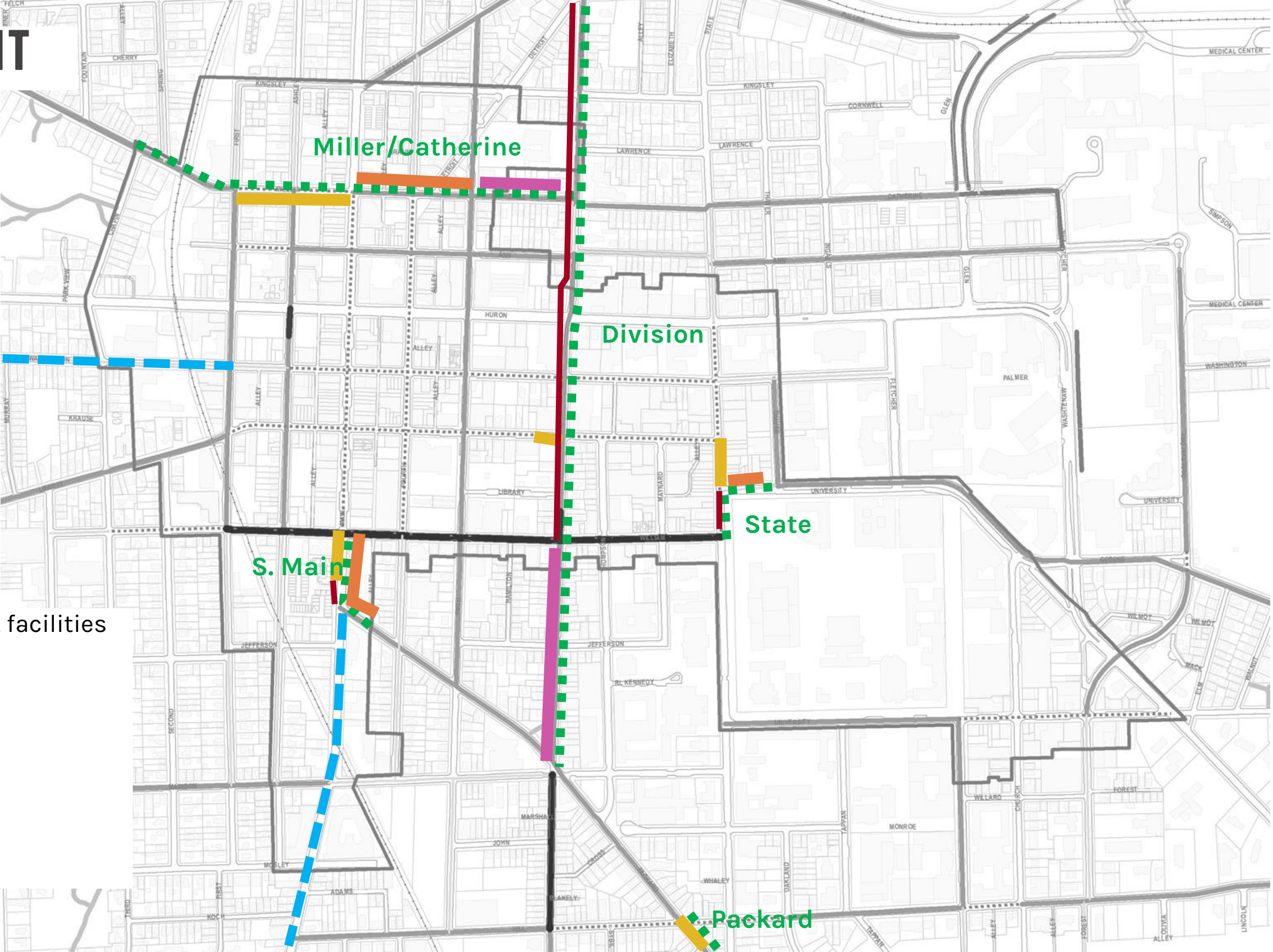
# PILOT SUMMARIES



# PILOT ADJUSTMENT SUMMARY

DDA-FUNDED ■ ■ ■

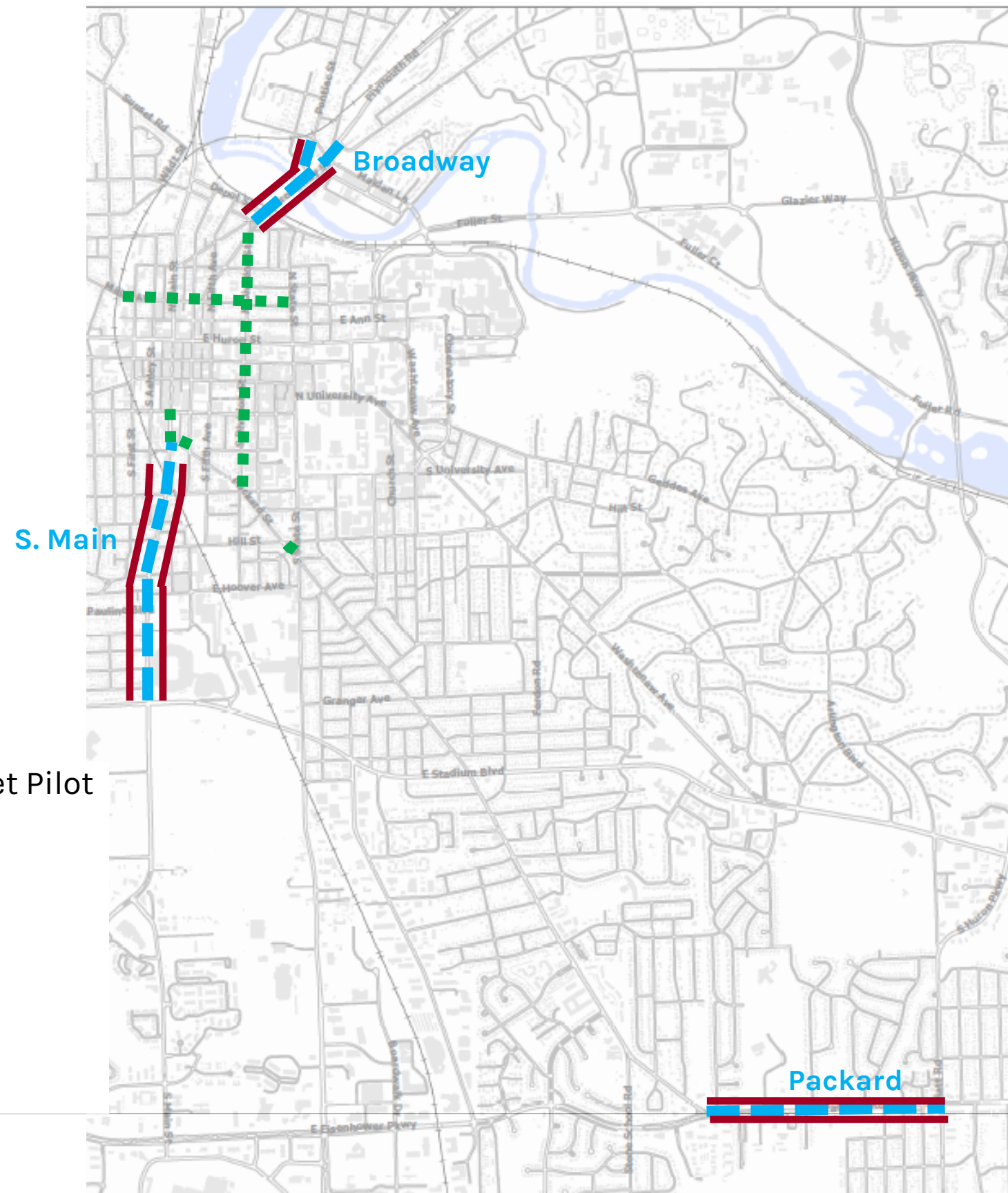
- ■ ■ Recommended downtown pilot facilities
- Remove center turn lane
- Remove right turn lane
- Remove travel lane
- Adjust parking lane
- City Healthy Street Connection



# PILOT ADJUSTMENT SUMMARY

CITY-FUNDED ■ ■■

- Recommended City Healthy Street Pilot
- Remove center turn lane
- Remove right turn lane
- Remove travel lane
- Adjust parking lane
- DDA Healthy Street Connection





# IMPLEMENTATION: ENGAGEMENT AND EDUCATION

## NEXT STEPS

### Post city council, pre-installation:

- Contact with business associations, partners, downtown stakeholders
- Press release
- Pilot project page PFS website
- Social media & Nextdoor
- “Coming Soon” informational signs on location

### During Installation:

- Updates to business associations and partners
- Press release
- Communication with residents in pilot footprint (mailer/door hangers)
- Social Media including photo chronicle of install

### During “Healthy Streets Pilot Projects” being open:

- On location informational signs
- PFS website
- Interactive feedback / web map
- Encourage civic engagement through business partner coupons
- Social Media, post pictures, drive feedback
- Temporary banners along route
- Comment boxes along bike facilities

# IMPLEMENTATION: MONITORING AND FOLLOW-UP

## NEXT STEPS

### Monitoring on-going through the 90-day evaluation period.

- Check for:
  - Effectiveness
  - Issues
  - Usage
  - Benefits / impacts

### Data considered for collection:

- Traffic volume (pre- and post)
- Traffic speeds (pre- and post)
- Bicycle counts (usage)
- Video observation for traffic operations / flow
- Crash reports (AAPD)
- Direct field operation and adjustments
- Public feedback through engagement tools

### Decision-making

- Use data to inform decisions post-90 days:
  - Remove if no longer needed or functionally lacking
- OR
  - Request extended install if needed for physical distancing and/or due to support and data.



# NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

## NACTO GUIDE – STREETS FOR PANDEMIC RESPONSE AND RECOVERY

| Public Health Response      | Pedestrian Realm & Business Support  | Mobility & Transportation   |
|-----------------------------|--|---|
| Stay-at-home order in place | <ul style="list-style-type: none"><li>Sidewalk expansion for outdoor business support</li><li>Temporary pick-up / drop-off delivery zones</li></ul>  | <ul style="list-style-type: none"><li>Pop-up bike lanes / separated lanes</li><li>Adjust signals/intersections for less pedestrian contact</li></ul>  |
| Pre-vaccine re-opening      | <ul style="list-style-type: none"><li>Tactical lane/parking removal for business support (dining, drop-off/pick-up, etc.)</li><li>Street closures for business support (outdoor dining, etc.)</li><li>Sidewalk space expansion</li></ul> | <ul style="list-style-type: none"><li>Separated bike lanes (interim / pilot design)</li><li>Vehicle speed management</li><li>Expanded bike network</li><li>Adjusted intersections</li></ul> |
| Vaccine / post-COVID        | <ul style="list-style-type: none"><li>Permanent sidewalk widening</li><li>Flexible curbside zones</li></ul>  | <ul style="list-style-type: none"><li>Vehicle speed management</li><li>Low stress bicycle network improvements</li></ul>  |

- Implemented/approved
- Seeking City Council approval - via Temporary Response / Pilot Projects
- Additional future consideration