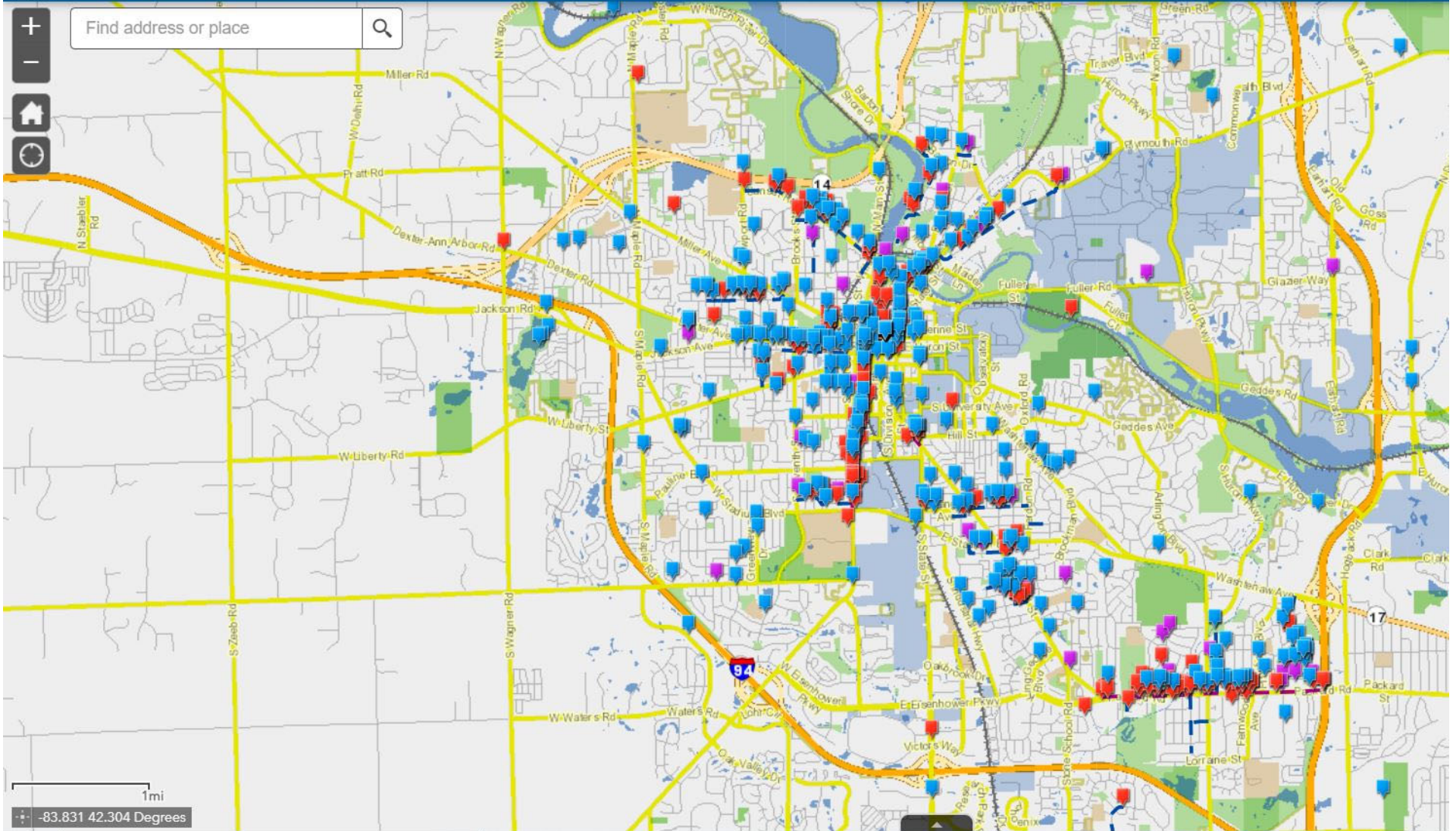




# Healthy Streets - 2021 Survey Results

City of Ann Arbor

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Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
1515 Golden Ave	Golden	Packard	Other (please describe)	<Null>	<Null>	Very narrow street with dense parking. Cars turning off Packard (and Golden) already have a lot to watch for.	NOT used as a healthy street	<Null>	<Null>	<Null>
1638 Broadway St.	Plymouth Rd	Plymouth Rd	As a Healthy Street	walking,biking,other	No,through,Traffic	Cut through traffic increases erosion of an already damaged and barren (exposed road bed).	<Null>	<Null>	<Null>	<Null>
2919 Brandywine Drive	Packard	Yost	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Use,the,street,for,any,use,other,than,a,race,track,to,cut,over,to,Washtenaw,.	<Null>	<Null>	<Null>	<Null>	<Null>
3rd st	Washington	Liberty	As a Healthy Street	walking	<Null>	It would extend from Washington. Although Krause parking lot is there it hasn't been used much other than by next neighbors and some play. People walk to the Y here all the time. Cars go by too fast for safety	<Null>	<Null>	<Null>	<Null>
4th	Catherine	Kingsley	Other (please describe)	<Null>	<Null>	Would be great to reduce the space cars are allotted in the city vs other transportation.	Kerrytown area could be more pedestrian friendly	<Null>	<Null>	<Null>
4th St., Jefferson to Madison	Jefferson	Madison	As a Healthy Street	walking,biking,other	Children,can,play,here.	This street is already heavily used as a play area by kids, because it has such light traffic. It doesn't connect any busy streets.	<Null>	<Null>	<Null>	<Null>
5th avenue	Liberty	Beakes	Make No Changes	<Null>	<Null>	<Null>	<Null>	Having the stop signs at every crossroads slowed down traffic to an unbearable point and I rarely saw bikes using the new lane	Driving-Critical access to my residence	<Null>
5th Street	Liberty St.	Pauline	As a Healthy Street	walking,biking,other	Kids,coming,and,going,from,the,3,parks,in,connected,to,5th,(Bach,playground,,Wurster,Park,,Allmendinger,Park)	Hordes of people walk up/down 5th St. all day, many to stroll, many commuting on foot. At times people walk on each sidewalk + 1-2 other singles/groups walking in the street to avoid each other. Cars shortcutting through Madison/Hoover=bad news	<Null>	<Null>	<Null>	<Null>
7th	Greenview	Delaware	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
7th Street	Pauline	Liberty	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
8th Street	Liberty	Huron	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Abbot Ave	Burwood Ave	Collingwood Dr	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
All	All	A	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's terrible for traffic flow	Driving-Critical access to my residence	<Null>
All	Ann Arbor	Ann Arbor	Other (please describe)	<Null>	<Null>	<Null>	None. This one of the bad things the City has come up with.	<Null>	<Null>	<Null>
All	All	All	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please stop spending tax payer dollars to please the minority & inconvenience the majority whom travel via motor vehicle.	Driving-Critical access to my residence	<Null>
All	All	All	Other (please describe)	<Null>	<Null>	Healthy streets last year were not utilized. Waste of tax payer money. Created traffic congestion in many spots. I bike all summer and see little use. Open your eyes.	No healthy streets.	<Null>	<Null>	<Null>
All	All	All	Other (please describe)	<Null>	<Null>	Healthy streets last year were not utilized. Waste of tax payer money. Created traffic congestion in many spots. I bike all summer and see little use. Open your eyes.	No healthy streets.	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
All Ann Arbor Streets	All Ann Arbor Streets	All Ann Arbor Streets	Make No Changes	<Null>	<Null>	We need to move on to a normal life!	<Null>	Healthy Streets would just fuel the unwarranted paranoia that exists today around Covid. The vaccine's here, many people have already gotten Covid so they are protected and unfortunately a high number of those most susceptible have already died. We need to move on to a normal life!	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
all downtown	Williams	Main Street	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
All of Plymouth Road up to Dixboro	Dixbor	Pontiac Trail	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
All of them. My pin is for City Hall because they are not thinking this through very well	Huron	5th	Other (please describe)	<Null>	<Null>	I walkthe city and feel strongly that you need to stop the program for summer time period, its not a problem. Its a waste of money to put up barriers that are easily driven around. Worry about winter when plows push snow onto sidewalks at intersections.	The whole program is a waste of money in the summer. Use the money to clear snow from sidewalks at intersections instead to keep citizens from having "unhealthy" accidents then. Especially those with wheelchairs, strollers or otherwise handicapped..	<Null>	<Null>	<Null>
All reconfigured streets in "people friendly" areas in central Ann Arbor: Division, S. Main, N. Fourth, the Broadway bridge, etc!	any place on major thoroughfares entering and exiting Ann Arbor	ditto	Make No Changes	<Null>	<Null>	If you want to make these streets safer, step up enforcement! Don't make everyone so frustrated and crazy.	<Null>	and near-misses (for bikes & pedestrians) last summer on "people-friendly" streets than I have ever seen in my life. During the program, it took easily 3-4 times as long to cross town at any given time. That's a lot more car exhaust multiplied by a much longer line cars waiting to go through 4-way stops at any given time. Packard, Main, and Division were parking lots. Plus traffic in surrounding neighborhoods got seriously scary as folks tried to find shortcuts around the affected streets. Did anyone give thought to what would happen if a major fire or shooting incident occurred around rush hour? Emergency vehicles would be hard-pressed to get there because of the physical press of stalled traffic. Bus service was nightmarish. This is a very frustrating and poorly-thought-out initiative in terms of how it disrupts bus service, endangers emergency services, and puts everyone at risk who lives on or uses those routes to walk/bike/commute.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
All streets	All streets	All streets	Make No Changes	<Null>	<Null>	<Null>	<Null>	Do. Not bring back this disgusting hairbrained program.???? There's no upside to the program just a total mess. Please use the time you are paid for to improve things. Not make things worse. And this survey is biased. And the map is impossible to use.	Driving-Critical access to my residence,Walking	<Null>

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All streets	All streets	All streets	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last time it was initiated, you guys created so many traffic jams, that I couldn't get in and out of work. By closing parts of streets down you actually made more cars to drive on those because you didn't provide any detours or reroutes for the drivers. Also, healthy streets weren't really utilized that much by pedestrians or bicycles. And if they were, those people acted like cars don't belong anywhere at all by acting very hostile.	Driving-Critical access to my residence	<Null>
all streets in Ann Arbor	Wells	Cambridge	Other (please describe)	<Null>	<Null>	Healthy streets last year improved nothing, but placed impediments which were avoided anyway	abandon this silly idea that had no impact except annoyance	<Null>	<Null>	<Null>
Any	any	any	Other (please describe)	<Null>	<Null>	I suggest NOT doing this. Choices seem discriminatory & whimsical. Drivers double use a street NOT serving as a "Healthy Street." Barriers ugly.	No healthy streets	<Null>	<Null>	<Null>
Any	Any	Any	Other (please describe)	<Null>	<Null>	The whole program is a ridiculous eyesore	Leave them all alone	<Null>	<Null>	<Null>
Any	Any	Any	As a Healthy Street	walking,biking	<Null>	I am filling out this survey to go on record of being very supportive of doing more Healthy Streets. I don't have a preference for any particular areas/streets. I support walking and biking infrastructure over cars!	<Null>	<Null>	<Null>	<Null>
any st6reet	anywhere	anywhere	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	i think it would make sense to connect a circle of streets so people could ride their bike or walk more than a block with cars going slowly in the neighborhood. almost any neighborhood could get a nice walk or ride with their kids and feel calm and safe	<Null>	<Null>	<Null>	<Null>
Arbana Drive	Huron	Arborview	As a Healthy Street	walking	<Null>	Arbana gets a ton of cut-through traffic between Huron and Miller. I would be glad to have those drivers encouraged to go elsewhere.	<Null>	<Null>	<Null>	<Null>
Arbana Drive	Huron Street	Linwood Street	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Arbor View	Miller Ave.	Doty	Other (please describe)	<Null>	<Null>	I think this whole idea is a waste of taxpayer money. As long as people are walking around without masks, how can it be healthier? This makes no sense to me.	Take off "Healthy Street" designation. People apparently don't comply with masking, so what difference does car traffic make? This is nothing but a feel-good exercise with no actual benefit, and a waste of money and city resources.	<Null>	<Null>	<Null>
arbordale	las vegas	doty	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last year too many people felt it was their "right" to stay in the road and ignore cars approaching. I wouldn't want to see someone injured.	Driving-Critical access to my residence	<Null>
Arborview	Westwood	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a wide and low traffic street anyway. Making it a healthy street last year just inconvenienced neighborhood residents. It had no impact on pedestrian navigability.	Driving-Critical access to my residence,Biking,Walking	<Null>

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Arborview	Miller	Westwood	Make No Changes	<Null>	<Null>	<Null>	<Null>	Google waze and other navigation apps route many drivers through this neighborhood. Healthy streets led many pedestrians to treat the entire neighborhood as a walking park. This combination resulted in many near miss vehicle on pedestrian collisions.	Driving-Critical access to my residence,Biking,Walking	<Null>
Arborview	Westwood	Miller	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Arborview	Miller	Westwood	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Biking,Walking	<Null>
Arborview	Westwood	Miller	As a Healthy Street	walking,biking	<Null>	My son learned to ride his bike thanks to our arborview being closed as a healthy street. Please do it again this summer	<Null>	<Null>	<Null>	<Null>
Arborview	Miller	Westwood	Make No Changes	<Null>	<Null>	Cars	<Null>	Please do not close this street as a "healthy street". It is necessary for traversing our neighborhood.	Driving-Critical access to my residence,Biking,Walking	<Null>
Arborview	Westwood	Ross	As a Healthy Street	walking,biking	<Null>	Make safer for kids biking, account for Sidewalk gaps	<Null>	<Null>	<Null>	<Null>
Arborview	Miller	Doty	Make No Changes	<Null>	<Null>	<Null>	<Null>	As a resident of the area for 50 years, I don't see a need to limit traffic on Arborview.	Driving-Critical access to my residence,Walking	<Null>
Arborview	Westwood	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Walking	<Null>
Arborview	Miller	Westwood Av	Make No Changes	<Null>	<Null>	<Null>	<Null>	Coming from the Summit St area Arborview is the most practical way to get to Dexter without a route that involves several traffic lights. There are several streets in the neighborhood immediately surrounding Arborview that are good candidates for walking, that do not require substantial traffic detours.	Driving-Critical access to my residence	<Null>
Arborview	Miller	Westwood	As a Healthy Street	walking	<Null>	I really liked the healthy street program from last summer. It provided for easier physical distancing while out walking.	<Null>	<Null>	<Null>	<Null>
Arborview	Westwood	Miller	As a Healthy Street	walking,biking	<Null>	we loved Arborview being a Healthy Street in 2020, please have it (or a similar nearby street) be a Healthy Street again!	<Null>	<Null>	<Null>	<Null>
arborview	westwood	miller	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	All streets should be healthy streets	<Null>	<Null>	<Null>	<Null>
Arborview	Westwood	Miller	As a Healthy Street	walking,biking,other	<Null>	Kids play on this quiet, residential street like crazy	<Null>	<Null>	<Null>	<Null>
Arborview	Miller	Ross	As a Healthy Street	walking,biking	<Null>	Loved having Arborview as a Healthy Street last year. Please extend the signage west of Westwood to Ross this year. There are several sidewalk gaps and cars tend to speed through Doty-Arborview-Bruce.	<Null>	<Null>	<Null>	<Null>
Arborview	Doty	Miller	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Arborview	Maple Ride	Willow	As a Healthy Street	walking,biking	<Null>	Traffic on this street tends to be fast, and many people cut through off Miller down Maple Ridge to 7th to skip the Miller & 7th traffic light. Last year, a barricade at Arborview off Miller made turning from Miller onto Arborview dangerous.	<Null>	<Null>	<Null>	<Null>

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Arborview	Miller	Doty	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Running	411 Linda Vista St	<Null>	<Null>	<Null>	<Null>
Arborview	Miller ave	Westwood	As a Healthy Street	walking,biking	<Null>	Put up signs of healthy street at arbana/Huron and N revena/Huron to prevent people from cutting through the neighborhood to get to Miller (encourage use of 7th). Thanks	<Null>	<Null>	<Null>	<Null>
Arborview	Westwood	Miller	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Arborview	Miller	Westwood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Many people walk this route - it would be great to have more room to spread out!	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Miller	Westwood	Other (please describe)	<Null>	<Null>	<Null>	Do NOT make this a "healthy street" This is one of the widest streets in Ann Arbor! There is plenty of room for pedestrians and bicyclists to practice social distancing.	<Null>	<Null>	<Null>
Arborview Blvd	Doty	Miller	As a Healthy Street	walking,biking	<Null>	Block off a travel lane (or stripe it) for biking? Street is far too wide.	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Miller Rd. (Eastern Boundary)	Bruce St. (Western Boundary)	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Ross St at Arborview Blvd	Miller Rd at Arborview Blvd	As a Healthy Street	walking,biking	<Null>	This is a wide street that cars often speed on, but it's also a popular walking and biking street for people in the surrounding neighborhoods. Would be safer as a healthy street!	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Miller	Westwood	As a Healthy Street	walking,biking	<Null>	So many people already use this street for walking, biking and playing. It would be great to ensure our neighborhood residents are safe as they do so!	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Miller	Doty Avenue	As a Healthy Street	walking,biking,other	Kids,on,scooters	<Null>	<Null>	<Null>	<Null>	<Null>
Arborview Blvd	Miller Ave	Westwood	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Ardmoor Avenue	Stadium Blvd.	Martha Street	As a Healthy Street	walking,biking,other	Dog,and,baby,buggy,walking	<Null>	<Null>	<Null>	<Null>	<Null>
Baldwin	Packard	Stadium	Other (please describe)	<Null>	<Null>	<Null>	speed bumps or one way to reduce the use of this street as a cut through between Packard and Stadium	<Null>	<Null>	<Null>
Baldwin	E Stadium	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is no need to slow traffic. The street is so decrepit that it is bone jarring to drive over 10 MPH.	Driving-Critical access to my residence,Walking	<Null>
Baldwin	Packard	Stadium	As a Healthy Street	walking,biking	<Null>	This is the only "Healthy" street that merits blocking off from cars. Baldwin should not take the burden of all of the cars cutting through from Packard to Stadium. Even Google maps was directing people to use this route.	<Null>	<Null>	<Null>	<Null>
Baldwin	Packard	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is scheduled for repaving. Sometimes I think you folks don't talk with each other.	Walking,other	Running

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Baldwin Ave	Packard	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Our street is a cut thru street from Packard to Stadium and last years with the signs saying street was close to thru traffic it didn't matter because people just went around the sign so whats the point in closing the streets if your not going to enforce the changes. We have small children living on our street and with all the cut thru's it's not safe for the children. Our street is going to get new pavement and I do hope you put speeds bums in to slow the cars down.	Driving-Critical access to my residence	<Null>
Baldwin Ave	Packard	Stadium	As a Healthy Street	walking,biking	<Null>	The cut-through car traffic is real, and it's a pain. I live on this street and I can't count the number of times I've been taking a walk, having a conversation with a neighbor, or starting/ending my bike commute and been nearly run over by a motorist.	<Null>	<Null>	<Null>	<Null>
Barber and Ravenwood	Dexter and Barber	Ravenwood and Kuehnle	As a Healthy Street	walking,biking	<Null>	Barber has no sidewalk, residents/children walk in the street. Cars cut through the neighborhood to access M14 at reckless speeds.	<Null>	<Null>	<Null>	<Null>
Barnard	Greenview	Mershon dr	As a Healthy Street	walking,biking,other	Kids,are,skateboarding,and,such,down,the,new,hill.,Traffic,likes,to,cut,trough,this,street.,	This street should be closed as there are a large number of neighborhood children that like to skateboard, bike and just play on this street. There is no stop sign or yield sign at the intersection of Barnard and Mershon or a three way stop on Greenview	<Null>	<Null>	<Null>	<Null>
Barton	Brede	Chandler	As a Healthy Street	walking	<Null>	If you can put in two-way bike lanes, you can figure out how to put in a crosswalk here, where everyone wants to cross!	<Null>	<Null>	<Null>	<Null>
Barton	Pontiac Trail	Whitmore Lake	As a Healthy Street	biking	<Null>	A flashing pedestrian light is desperately needed at the intersection of Longshore and Barton. A 2 way bike lane at the very least on Barton from Pontiac Trail to Whitmore Lake. And even better, continuing to Traver.	<Null>	<Null>	<Null>	<Null>
Barton Drive	Plymouth	M14	Make No Changes	<Null>	<Null>	While I am generally supportive of experimenting with this program, I think it is a serious error to draw any conclusions on volume or congestion impact based on this year! Any observations of volume this year are guaranteed to be unrepresentative.	<Null>	Area is highly congested during rush hour times.	Driving-Critical access to my residence	<Null>
Baylis Drive	Stone School Rd	Stone School Rd	Make No Changes	<Null>	<Null>	Encourage bikers on busy sidewalks to use bike lanes.	<Null>	The only issue we have is occasional speeding, mostly from a few of our own residents.	Driving-Critical access to my residence,Biking,Walking,other	playing,games
Bemidji Drive	Virginia	Crest	As a Healthy Street	walking,biking	<Null>	Last summer during the lockdowns the street was full of children riding bikes and scooters down the hill between Virginia park and Slauson field. They have gotten really bold because of the reduced traffic and I'm afraid this year there will be accidents.	<Null>	<Null>	<Null>	<Null>

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Bluett	Nixon	Green	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Often used as a cut through with high speeds, but the neighborhood uses it for exercise and outdoors, bad spot for vehicular conflict. Love to reduce traffic here.	<Null>	<Null>	<Null>	<Null>
Both Crestland & Brockman	Carhart for both. (See description, below.)	Carhart for both.	Other (please describe)	<Null>	<Null>	Consider: Permanently close Crestland and Brockman at Carhart, reducing cut-through traffic off Stadium/Packard; create cul-de-sacs for safety of Pattengill students; create healthy streets.	<Null>	<Null>	<Null>	<Null>
Brandywine	Yost	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is not a heavily traveled street. The barriers at each end simply made it feel less safe, especially at the Yost end, as there was barely enough room for two cars to pass if one was at the stop sign and one was turning onto Brandywine. I walk this street daily and have never felt unsafe. Did have to chuckle though when I saw a man walking down the middle of Brandywine though he and I were the only people in sight. Being a Healthy Street I assume he felt it his right.	Driving-Critical access to my residence,Walking	<Null>
Brandywine	Packard	Yost Boulevard	Make No Changes	<Null>	<Null>	<Null>	<Null>	Street not used for bicycle or foot traffic. Barriers cause traffic congestion and dangerous use of opposite driving lane.	Driving-Critical access to my residence	<Null>
Brandywine	Packard	Yost	As a Healthy Street	walking,biking,other	Kids,feeling,safe,to,bike,,walk,,play,,skateboard,,etc	Many people use brandywine as a cut through between packard and washtenaw. They all speed through and it isn't safe for kids or pedestrians. Esp the intersection of brandywine and Terhune, there needs to be a stop sign /calm measures for permanent safety	<Null>	<Null>	<Null>	<Null>
Brandywine	Packard	Yost	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	3630 Terhune Rd	<Null>	<Null>	<Null>	<Null>
Brandywine	Packard	Yost	As a Healthy Street	walking,biking	<Null>	It has worked out well currently as a Healthy Street	<Null>	<Null>	<Null>	<Null>
Brandywine Drive	Packers Road	Yost Blvd.	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Brandywine Drive	Packard	Yost Blvd	As a Healthy Street	walking,biking	<Null>	Last year, many neighbors used Brandywine to safely exercise and walk/bike/run in a socially distanced manner. Cars often cut through our neighborhood, driving too quickly. Last summer, it was wonderful to see so many families and friends out together.	<Null>	<Null>	<Null>	<Null>
Brandywine Drive	Packard	Packard	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Broadw6	Maiden lane	5th avenue	Other (please describe)	<Null>	<Null>	If you plan on forcing a green agenda just do it but shame on you for hiding behind a pandemic	Do not block lanes on Broadway Bridge	<Null>	<Null>	<Null>
Broadway	Division	Swift	Make No Changes	<Null>	<Null>	<Null>	<Null>	Do NOT close/restrict MAIN routes into or out of the downtown area. There are no alternative routes to bypass this area.	Driving-Critical access to my residence	<Null>



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Broadway	Plymouth	Plymouth	Other (please describe)	<Null>	<Null>	Broadway (close to my neighborhood and often used for our walking or cycling) has very little traffic of any kind already, due to potholes, speed bumps, and the out-of-the-way location. Why make it even harder to navigate by making it a Healthy Street?	<Null>	<Null>	<Null>	<Null>
Broadway	Plymouth	Plymouth	As a Healthy Street	biking	<Null>	This is an awesome way to make this corridor, which I used to travel frequently, more bike friendly. I hope this reconfiguration sparks permanent changes.	<Null>	<Null>	<Null>	<Null>
Broadway	Plymouth Road	Plymouth Road	Make No Changes	<Null>	<Null>	It should be a normal street so people who live here can get to work, shopping etc	<Null>	People live up here!!! we need to be able to get out of our neighborhood to get to work, shopping etc. Broadway needs to be repaved NOT to be made harder to access!	Driving-Critical access to my residence,Walking	<Null>
Broadway	Division	Maiden Lane	Make No Changes	<Null>	<Null>	Leave it alone so that the people who live and PAY TAXES up here aren't harmed!	<Null>	adjacent to Plymouth/Bridges up to North Campus have VERY limited options for getting out of their neighborhood to shop, go to work etc. You are harming a huge number of people who care for many historic houses, landmark trees and pay taxes with this. Our only other options are Huron River Drive (huge traffic issues AM/PM or driving all the way out to US 23 also traffic problems during AM/PM commuting. There are very few people biking - mostly students who DON'T PAY TAXES!!! Why are thousands of taxpayers less important than a few students who don't? This is really unfair to the people who live here and who you clearly do not care about at all! If you want better bike access make one sidewalk on the bridge for walkers and the other for bikers. This is a simple obvious and cheap solution. Why do you want to waste all that money and harm 1st Ward taxpayers doing something else?	Driving-Critical access to my residence,Walking	<Null>
Broadway	Jones	Plymouth Road	Make No Changes	<Null>	<Null>	Move the roundabout to the intersection. Trucks ignore it or bump up into the curb and ruin the landscaping. My friends in suv's drive over it	<Null>	No issues with social distancing	Driving-Critical access to my residence,Biking,Walking,other	A,Ride
Broadway	Moore	5th ave	Make No Changes	<Null>	<Null>	Leave bridges alone	<Null>	The traffic on the bridge was dangerous and backed up every night	Driving-Critical access to my residence,Biking,Walking	<Null>
Broadway	Maiden	Division/Fifth	As a Healthy Street	biking	<Null>	Having the full lane open for biking on Broadway makes it MUCH easier to get downtown from northside on a bike.	<Null>	<Null>	<Null>	<Null>
Broadway	Depot Street	Maiden Lane	Other (please describe)	<Null>	<Null>	Please do NOT shut down lanes on the Broadway bridge. It's the main road people on the north side use to and from downtown. The city caused serious backups with the lane closures last year.	Please do NOT close auto traffic lanes on the Broadway	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Broadway	Plymouth	Plymouth	Other (please describe)	<Null>	<Null>	The road surface on Broadway is in such poor condition that the data collected will be compromised. Cars and cyclists avoid it because there are so many potholes. Delay until after it is fixed.	Delay study until after road improvements are made	<Null>	<Null>	<Null>
Broadway	Swift	Depot	As a Healthy Street	biking	<Null>	Buffered/protected 2-way bike lanes	<Null>	<Null>	<Null>	<Null>
Broadway	Division	Plymouth	Make No Changes	<Null>	<Null>	<Null>	<Null>	Division and the Broadway bridge is busy enough as it is. I use it multiple times per day for my work. The last time it was made to be a "healthy" street very few people used it. The reasons given for the lack of use was bicyclists didn't feel safe and the roads are in poor repair.	Driving-Critical access to my residence,Walking	<Null>
Broadway	Maiden Lane/Moore	Division	As a Healthy Street	walking,biking	<Null>	increasing foot/bike traffic to the river and dog park, taking away cars	<Null>	<Null>	<Null>	<Null>
Broadway	Plymouth	Plymouth	As a Healthy Street	walking,biking	<Null>	People drive way too fast on Broadway and many cut through to avoid traffic and lights on Plymouth.	<Null>	<Null>	<Null>	<Null>
Broadway	Plymouth	Plymouth	As a Healthy Street	walking	<Null>	Nice moderate incline for exercise.	<Null>	<Null>	<Null>	<Null>
Broadway	Division	Maiden Lane	As a Healthy Street	biking	<Null>	It is hard to get from south of the river to north of the river on a bike and the change last year helped a lot.	<Null>	<Null>	<Null>	<Null>
Broadway	Plymouth	Plymouth	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Broadway	Maiden Lane	Plymouth	As a Healthy Street	walking	<Null>	This is sort of an odd one, because I don't know how much pressure it really gets from pedestrians and cyclists. Being a long, steep hill, I'm guessing not much? Mainly hoping the thing is paved or sufficiently patched. It's a joke to drive and walk on.	<Null>	<Null>	<Null>	<Null>
Broadway	Division	Maiden	As a Healthy Street	walking,biking	<Null>	I know that this won't be done this year because of construction, but we NEED some infrastructure for bikes across the bridge. The sidewalks are narrow and often blocked by construction signage, and drivers go way too fast across the bridge.	<Null>	<Null>	<Null>	<Null>
Broadway	before and after the bridge	before and after the bridge	Make No Changes	<Null>	<Null>	<Null>	<Null>	We need two lanes for car traffic on both sides of the bridge. There are already walkways for pedestrian and bikes. And it is also disruptive to close lanes immediately following your exit from the bridge area also.	Driving-Critical access to my residence,Biking,Walking	<Null>
broadway bridge	Beakes	Scott	Make No Changes	<Null>	<Null>	<Null>	<Null>	Because there are already multi-use paths on both sides of the bridge.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Broadway Bridge	High Street	Swift Street	Make No Changes	<Null>	<Null>	In general, The Healthy Street closing of lanes was ineffective. The result was increased congestion which actually made it more dangerous for bikers and walkers. A better alternative would be to merely increase and enlarge the standard bike lanes.	<Null>	Last year's experiment was a disaster.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Broadway Bridge	E Kingsley	Maiden Lane	As a Healthy Street	biking	<Null>	It's tricky to get to Northside (the neighborhood, but also the restaurant!) from downtown or Kerrytown on a bike. This was a Healthy Street last year and it was amazing to feel safe on a bike going on Division and across the bridge.	<Null>	<Null>	<Null>	<Null>
Broadway Bridge	maiden lane	broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is an area that gets very congested with traffic. The lane closure causes backups over the bridge. Waiting through 5 red lights just to get from the bridge to my residence on Broadway (up the hill) is very choking, considering there are no short cuts. I appreciate opening lanes for bikes & pedestrians but this is a dangerous area to do it. The sidewalks on Broadway Bridge are very safe.	Driving-Critical access to my residence,Biking,Walking	<Null>
Broadway Bridge	Swift St.	Depot St.	As a Healthy Street	walking,biking	<Null>	This was an amazing experience last year.	<Null>	<Null>	<Null>	<Null>
Broadway bridge	Broadway bridge	Broadway bridge	Make No Changes	<Null>	<Null>	When the Argo cascades are open, please make Longshore Drive a healthy street. On weekends it gets thousands of cars headed to the livery area, it's a traffic jam every weekend.	<Null>	The majority of people still have to drive and blocking-off streets causes more congestion, pollution etc. Also, I didn't see the healthy streets being used heavily by pedestrians on a regular basis, so this doesn't seem a good use of the limited funding and resources available to the city.	Driving-Critical access to my residence	<Null>
Broadway Bridge	Beakes	Scott	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is a wide path on both sides of the bridge.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Broadway bridge	Kingsley	Broadway st	As a Healthy Street	biking	<Null>	The bike lane on division ends and then you are forced to ride in the road next to the concrete barrier where you could be crushed. I believe this is one of the most dangerous sections of road. Also, this gap prevents the easy connection to the n side.	<Null>	<Null>	<Null>	<Null>
Broadway bridge	Summit	End of bridge	Other (please describe)	<Null>	<Null>	<Null>	Do not include the bridge. It created traffic problems and was infrequently used by bicycles.	<Null>	<Null>	<Null>
Broadway Bridge	Depot	Swift	Make No Changes	<Null>	<Null>	<Null>	<Null>	I was on the Broadway Bridge replacement design committee when it was replaced. We spent extra money to design the protected walkway specifically to accommodate both pedestrians and cyclists by making it extra wide. By using the protected sidewalk, the cyclists will also have access to the parks. Why would you restrict one of the major arteries crossing the river and railroad tracks into downtown when cyclists were already taken into account in its design?	Driving-Critical access to my residence,Walking	<Null>
Broadway Bridge	Detroit Street	Swift St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	The entrance to the Broadway Bridge is very dangerous WITHOUT the adding of cones and concrete blocks as a healthy street.	Driving-Critical access to my residence,Walking	<Null>

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Broadway Bridge	Maiden Lane and Plymouth	Division and Hill	As a Healthy Street	biking	<Null>	It was incredibly nice to be able to bike all the way from Lower Town to South Ann Arbor over the Broadway Bridge and along Division. Incredibly helpful as a biker	<Null>	<Null>	<Null>	<Null>
Broadway Bridge	Swift	Summit	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traveling over the bridge with lanes closed is difficult. Traffic backs up on Division. It is a major artery from the Northside to Downtown. Please do not obstruct driving.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Broadway Bridge	Swift	Division	Make No Changes	<Null>	<Null>	Do not make it worse for workers that cannot afford to live in Ann Arbor.	<Null>	The bridge is one of the main inbound and outbound routes for vehicle traffic for workers from outside of Ann Arbor. Eliminating one lane on each side under the guise of "healthy streets" is disingenuous. Bicycle traffic is insufficient to justify wasting each lane, and "if you build it they will not come" on bicycles from out of town. Please stop making traffic worse, the city is unaffordable for many workers, so they need to drive in from outside. For these same reasons, do not eliminate lanes on Main Street. Please stop.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Broadway Bridge & all of division	Packard	Plymouth Rd	Make No Changes	<Null>	<Null>	Streets are streets and a lot of them are being maintained poorly yet the bike lanes get paved	<Null>	Most of the changes that have been made will only impede auto traffic more and add to our emissions problems. I cannot imagine what the jam up would be like on a two lane Broadway bridge. With a lot of cyclists not obeying traffic signals and stop signs it looks like a disaster in the making Last fall I was stopped on third street and liberty and had to wait while 35 cyclists rode through the stop sign. Not a good advertisement for safe streets.	Driving-Critical access to my residence	<Null>
Broadway Bridge traffic is sometimes bas without closing lanes. Closing Swift makes it harder to get in and out of our drive	Pontiac tr	Fifth	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Biking,Walking	<Null>
Broadway St	Maiden Lane	Division	As a Healthy Street	biking	<Null>	Dedicated Bike lane to cross the bridge	<Null>	<Null>	<Null>	<Null>
Broadway St	Plymouth	Plymouth	Make No Changes	<Null>	<Null>	<Null>	<Null>	Looking at it for only biking, this street is too steep to ride up, and too dangerous to ride down. Make an on-road bike lane on Plymouth.	Walking	<Null>
Broadway St	Swift St	Moore St	As a Healthy Street	biking	<Null>	protected bike lanes	<Null>	<Null>	<Null>	<Null>

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Broadway St.	Depot St	Moore St.	Make No Changes	<Null>	<Null>	Please do not shut down any driving lanes between lower town and campus, we decided to move to AA, rather than commute into the city, to reduce our time in the car to and from work. Last summer, the delays caused hardship on our family.	<Null>	closing down a lane on the Broadway bridge caused a tremendous amount of unnecessary traffic last summer. I drive on this stretch of road multiple times a day and never once saw a biker or walker using the closed lane last summer. There are protected pedestrian and bike ways on both sides of the bridge.	Driving-Critical access to my residence,Walking	<Null>
Broadway St.	Depot St.	Moore St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Walking	<Null>
Broadway Street	North Division and Beakes Street	Maiden Lane	Make No Changes	<Null>	<Null>	<Null>	<Null>	When the right lane was blocked last year, it caused a large traffic back up and didn't get any pedestrian or bike use.	Driving-Critical access to my residence	<Null>
Broadway Street	Plymouth	Plymouth	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Brooklyn	Golden	Packard	Other (please describe)	<Null>	<Null>	Several of the healthy streets in the Burns Park and area south of Stadium were just too short to be practical. It wasn't like they were long enough that you could have a continuous bike ride.	Discontinue as healthy street	<Null>	<Null>	<Null>
Brooklyn	Packard	Park	Make No Changes	<Null>	<Null>	<Null>	<Null>	It seemed like such a waste of resources last year and an inconvenience to those who use the street. There is plenty of space for people to use the sidewalks safely or to pop out into the street when there is little traffic.	Driving-Critical access to my residence,Biking,Walking	<Null>
Brooklyn Ave	Golden	Packard	As a Healthy Street	walking,biking,other	Community,events/parties,,children, playing	<Null>	<Null>	<Null>	<Null>	<Null>
Brooklyn Ave	Ferdon	Pacjard	As a Healthy Street	walking,biking	<Null>	As a big walker, I'm honestly confused about this program . No one walks or bikes up and down on a few blocks of one street. This just seems to push more traffic into nearby blocks while not really clearing designated streets.	<Null>	<Null>	<Null>	<Null>
Brooklyn Avenue	Packard	Golden	As a Healthy Street	walking,biking,other	Playing	Our street was a healthy street last year but it was so poorly identified that it was a hazard. The signs were not apparent enough. There should be reminders throughout (more signs/cones?) and there was no indication at Westminster at all.	<Null>	<Null>	<Null>	<Null>
Brooklyn Avenue	Packard Street	Golden Street	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Brooklyn Avenue	Golden Avenue	Packard	As a Healthy Street	walking,biking	<Null>	Need better signage, including off Westminster onto Brooklyn	<Null>	<Null>	<Null>	<Null>
Brooklyn Avenue	Golden	Packard	As a Healthy Street	walking,biking	<Null>	1110 BROOKLYN AVE	<Null>	<Null>	<Null>	<Null>
Bydding	Brooks	Summit	Make No Changes	<Null>	<Null>	<Null>	<Null>	There isn't enough automobile traffic to warrant this designation. In fact the barricades get in the way of pedestrians.	Walking	<Null>
Bydding Rd	Brooks	Summit	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Bydding St	Miner	Brooks	As a Healthy Street	walking,biking	<Null>	A lovely residential street that I enjoy walking and biking on, particularly during the pandemic, when it's not safe to go to the gym.	<Null>	<Null>	<Null>	<Null>

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Canterbury Road	Towner Blvd	Platt Road	Other (please describe)	<Null>	<Null>	Maintain right-of-way via resurfacing and signage update. Road surface is beyond repair and dangerous for cyclists, pedestrians, and low clearance vehicles. Should be marked a "rough road" or be maintained. Paint on speed bumps not longer visible. if	Maintain right-of-way via resurfacing and signage update. Road surface is beyond repair and dangerous for cyclists, pedestrians, and low clearance vehicles. Should be marked a "rough road" or be maintained. Paint on speed bumps not longer visible.	<Null>	<Null>	<Null>
Catherine	Division	Main	Make No Changes	<Null>	<Null>	<Null>	<Null>	One lane with no parking allowed negatively impacts St. Andrew's Church, which on Sundays and for special events (such as weddings and funerals) needs street parking.	Driving-Critical access to my residence,other	Parking,for,church,,funerals,,weddings,,etc,at,St.,Andrew's,Church.
Catherine St	Glen Ave	First st	As a Healthy Street	walking,biking	<Null>	This is a great street for getting to the farmers market and Kerrytown in the summer!! Even with the bike lane on part of the street it still doesn't feel safe because cars go by so fast	<Null>	<Null>	<Null>	<Null>
Catherine Street	Division	N First	Make No Changes	<Null>	<Null>	Install traditional bike lanes, one for each side of the street, wherever you do it. I sometimes use the fancy bike road on William Street. It's an adrenaline rush at every intersection as left-turning cars cannot see me approaching from behind them.	<Null>	Healthy Street last time. It was a nightmare. There's already a bike lane for much of it. The Healthy Street stuff made the set-up confusing for me as a cyclist. Also, those speed humps that were put in the temporary bike lanes were awful to cycle over. I started weaving out of the temporary bike / pedestrian lane to avoid them. I live on the east side of Ann Arbor and work in the Old West Side. I used to enjoy biking through Kerrytown to get to work - until you did this. I switched to using Hill Street to cross town, which should say something since so much of Hill Street is in terrible condition.  My understanding is that the Healthy Street zones are meant for both bicycles and pedestrians. That's a mistake. It means that the bicyclists have to dodge the people on foot, or slow down to walking pace, which isn't useful for commuting. I doubt that pedestrians enjoy having bikes zip	Biking	<Null>
Chandler	Barton	Swift	As a Healthy Street	walking,biking	<Null>	A reminder that except for cut-through traffic, Chandler/Beckley Park Path/Wright/Swift is a terrific way for people to comfortably get to the river and downtown. But you have to do something about the cut-through speeders.	<Null>	<Null>	<Null>	<Null>
Chapin	Huron	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	I'm assuming there will be additional downtown N-S construction. Chapin is a useful alternative for avoiding long detours downtown.	Driving-Critical access to my residence,Walking	<Null>
Chapin	Huron	Miller	Other (please describe)	<Null>	<Null>	Leave Chapin OPEN, please and thank you	Needs to remain OPEN. Do NOT close! Critical connector for those headed either North or West later in the day - or South or East earlier times of day.	<Null>	<Null>	<Null>

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Chapin	Miller	Huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am not a fan of this program in general. In the case of Chapin in particular, there are not many options in that area for a car to get from Huron to the neighborhood north of Miller, this is one of them. The "healthy street" designation last summer made Chapin dangerous as unknowing eastbound drivers on Huron tried to turn left onto the partially blocked street only to find themselves stuck in the middle of the road on westbound Huron with nowhere to go (this happened to me the first time I became aware of the closure). Blocking off the streets for no reason, in random areas, during the already frustrating road construction season just makes it that much harder to get around town.	Driving-Critical access to my residence,Walking	<Null>
Chapin	Miller	Huron	Make No Changes	<Null>	<Null>	If you want to calm traffic on Chapin, try speed bumps. And the street desperately needs repaving/reconstructing. Also, why not some signage by the fire hydrant in front of #204 to keep people from parking too close to it?	<Null>	Last summer, the temporary barriers didn't keep people from using Chapin Street as a connector between Miller and Huron, so it wasn't actually safer for me as a pedestrian. And the street contains a public park entrance; you can't restrict traffic to residents. Sometimes avoiding Chapin when driving created a significant detour for me between home and my destination. Restricting car traffic on smaller streets pushes more traffic onto other streets, makes car trips slower, and probably increases energy use.	Driving-Critical access to my residence,Walking	<Null>
chapin	miller	huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	difficult to get into the neighborhood with construction detours that will be planned for the summer. if miller rd is cut off so is the neighborhood	Driving-Critical access to my residence,Walking	<Null>
Chapin	Miller	Huron	As a Healthy Street	walking,biking	<Null>	At present this narrow street, adjacent to a children's play area in West Park, is a high-speed cut-through between Huron and North Main.	<Null>	<Null>	<Null>	<Null>
Chapin	Huron	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Biking	<Null>
Chapin	Huron	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	Street is too essential to local traffic, everybody ignored the healthy streets closure and drove through anyway. The healthy streets signage merely bottlenecked the end points of the street and nearly caused accidents.	Driving-Critical access to my residence,Biking	<Null>
Chapin	Huron	Miller	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Chapin	William	Miller	Other (please describe)	<Null>	<Null>	<Null>	Do not close this important cross connector, especially with multiple parks nearby.	<Null>	<Null>	<Null>

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Chapin	Miller	Huron	As a Healthy Street	walking,biking,other	Playing	This small street is right off West Park. Cars speed as they cut through it, making it dangerous for kids playing and on bikes. Cars can take Seventh or First. (the new bike lane on First feels super safe!)	<Null>	<Null>	<Null>	<Null>
Chapin	Huron	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's a through street that needs to remain passable. I object to all these "healthy" barricades.	Driving-Critical access to my residence	<Null>
Chapin	Miller	Hurpn	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is an important connector between Huron and Miller. Further west you have to go all the way to Seventh to make the same connection. People ignored the safe street's instructions not to use the street because the alternatives are too much trouble. The street desperately needs to be resurfaced.	Driving-Critical access to my residence,Biking,Walking	<Null>
Chapin	Huron	Miller	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	It was great to have this as a healthy street last summer. Cars speed down it normally, which is very dangerous with the park here	<Null>	<Null>	<Null>	<Null>
Chapin	Miller	W Huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	albeit short, between Miller and W Huron. Closing a major connector street will force traffic on other streets and the longer travel distance will increase carbon emissions. It is likely that people who have a Chapin Street address would love having zero traffic on their street. We all pay taxes to the city and we all should be allowed to use the public streets we support. There are sidewalks on both sides of Chapin; those who feel the need (unnecessary in my opinion) to be six feet from others outside, can accomplish not passing by another person by walking on the sidewalk in the direction of traffic. For people who want to use Chapin to access the park, there is also an entrance on Miller, which actually has bike lanes. This is an already existing bike friendly entrance to the park. For resident coming from Orkney and side streets that connect to Spring, this is the most direct route to get to the Y, to Huron Street, to Liberty Street.	Driving-Critical access to my residence	<Null>
Chapin	Miller	Huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is well used as it provides another way for traffic to cross Huron Street, especially if other nearby streets are closed down. Closing this street is going to make traffic drive farther out of their way to get to their destination and push traffic into residential areas.	Driving-Critical access to my residence	<Null>
Chapin	Miller	Huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	Excellent sidewalk availability for walking	Driving-Critical access to my residence	<Null>





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Crest	Liberty	Washington	Other (please describe)	<Null>	<Null>	Do NOT make this a "Healthy Street" again. This is a very wide street, and can handle people and pedestrians. Why should these folks be even more privileged than they already are??	<Null>	<Null>	<Null>	<Null>
Crest	Liberty	Washington	Make No Changes	<Null>	<Null>	<Null>	<Null>	Crest has sidewalks on both sides which work fine for pedestrians. Bicyclists can use the street safely - traffic is not heavy, especially in this time of pandemic when so many commuters are working from home.	Driving-Critical access to my residence,Biking,Walking	<Null>
Crest	Washington	Liberty	Make No Changes	<Null>	<Null>	<Null>	<Null>	Do not make healthy street	Driving-Critical access to my residence	<Null>
Crest	Washington	Liberty	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is one of the few ways to get from Huron to Liberty and will all the ongoing construction it makes no sense to restrict it. This is not a crowded or busy street. Consider another nearby street in the area if people this it's an absolute need.	Driving-Critical access to my residence,Biking,Walking	<Null>
Crest	Washington	Liberty	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Crest	Liberty	Washington	As a Healthy Street	walking,biking	<Null>	Wish more healthy streets connected to each other to get all around town	<Null>	<Null>	<Null>	<Null>
Crest / Washington	Huron / S. Revena	Liberty (and further south) / Main St.	Make No Changes	<Null>	<Null>	Streets are primarily for motorized traffic, with accommodation for bicycles. Sidewalks are for pedestrians.	<Null>	Restricting vehicles on Crest, and other proposed streets, does nothing but redirect traffic to surrounding streets. It favors residents of the 'closed' streets & imposes traffic upon residents of nearby streets. It is the OPPOSITE of Equity. This comment applies to All proposed street closures, except in our core downtown (which are also questionable). Closing / restricting streets does Not improve safety, connectivity, or equity, and is unnecessary for social distancing out of doors.	Driving-Critical access to my residence,Walking	<Null>
Crest and Washington	Liberty and Crest	Washington and First	As a Healthy Street	walking,biking	<Null>	I live at Eberwhite and Liberty and would like to try biking but not ready for Liberty bike lanes. This would give a safe way to get down to the good new lanes on Williams. etc. Also, lots of walkers here and we all use the street to distance.	<Null>	<Null>	<Null>	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Devonshire	Washtenaw	Hickory	As a Healthy Street	walking,biking	<Null>	Geddes is not suitable for biking eastward so Devonshire is parallel	<Null>	<Null>	<Null>	<Null>
Dexter -Maple	Yes	Yes	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Division	hoover	depot	Make No Changes	<Null>	<Null>	<Null>	<Null>	This change to Division during covid made it impossible to access extra street parking for St. Andrews Episcopal Church; plus there is just too much traffic in Ann Arbor to be cutting down any lanes within the city confines. I know people who now refuse to come into Ann Arbor because of the traffic during normal times ( when we did not have covid).	Driving-Critical access to my residence,Biking,Walking	<Null>
Division	Huron	Broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence	<Null>
Division	Catherine	Kingsley	Make No Changes	<Null>	<Null>	On street parking on Division must be preserved.	<Null>	St. Andrew's Church--on Division--uses Division Street for parking on Sunday mornings and on other public events. The church has no substantial parking lot, and on-street parking is essential. In the absence of on-street parking people who are older, infirm, or less able to walk find it difficult to access the church. The street closure, in other words, is a serious impediment to the life of the church.	Driving-Critical access to my residence,Biking,Walking	<Null>
Division	Packard	Broadway	As a Healthy Street	biking	<Null>	Cyclists need a safe way to get across town in a direct way and the Division bike lane was great for this last year.	<Null>	<Null>	<Null>	<Null>
Division	Huron	Beakes	Make No Changes	<Null>	<Null>	<Null>	<Null>	Major N/S artery in town.	Driving-Critical access to my residence	<Null>
Division	Huron	Beakes	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's one way and few cyclists used it during the last closure.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Division	Liberty	William	Other (please describe)	<Null>	<Null>	<Null>	Don't do it	<Null>	<Null>	<Null>
Division	Huron Street	Moore	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a cross town street, and taking it to one lane, particularly after we are past COVID, will be a huge bottleneck for commuters.	Driving-Critical access to my residence	<Null>
Division	William	Broadway	As a Healthy Street	biking	<Null>	I'm not too clear on which streets it would make sense to set up for a big bike lane, but you all can figure that out. I just know it was really good last year!	<Null>	<Null>	<Null>	<Null>
Division	Cathrine	Kingsley	Make No Changes	<Null>	<Null>	<Null>	<Null>	St. Andrews Episcopal uses this street for parking on Sundays and needs to be able to request on street parking exceptions for Funerals and Weddings.	Driving-Critical access to my residence	<Null>
Division	Williams	Maiden Lane	Make No Changes	<Null>	<Null>	<Null>	<Null>	Not Division or N Fifth Street and not crossing the Broadway bridge. There is room to make the pedestrian walkways crossing the bridge one way in each direction for both bikes and pedestrians. Not two way each side. The lane-wife bike Kane last summer was a nightmare for egress traffic. Please don't do that again.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Division	Hill	Broadway/Plymouthj	Make No Changes	<Null>	<Null>	<Null>	<Null>	This stretch of Division should absolutely not be closed. I don't think ANY streets should be closed for the "healthy Streets" program which I vehemently disagree with doing. But This stretch of Division is an artery through and out of downtown for anyone living on the north side which must remain open.	Driving-Critical access to my residence	<Null>
Division	Huron	Maiden Lane	As a Healthy Street	biking	<Null>	211 Buena Vista Ave	<Null>	<Null>	<Null>	<Null>
Division	Packard	not sure, but north	Make No Changes	<Null>	<Null>	<Null>	<Null>	I do not see this on the map, but one lane was closed on Division with temporary stop signs placed at several cross streets. In our frequent trips, there were numerous times that drivers on the cross streets failed to obey the stop signs, resulting in near collisions with our vehicle. My question is why does an entire traffic lane need to be changed for vehicles when it is much less hazardous for a pedestrian or bicyclist to move aside for passing people or bikes?	Driving-Critical access to my residence	<Null>
Division	Liberty	Broadway Bridge	Make No Changes	<Null>	<Null>	Maintained as is, no lane closures	<Null>	When the Healthy Streets project closed a lane of traffic in the Fall, there was a drastic increase in traffic backups. Division is a major thoroughfare for the city and capacity for traffic flow must be maintained.	Driving-Critical access to my residence,Walking	<Null>
Division	Catherine	Lawrence	Make No Changes	<Null>	<Null>	<Null>	<Null>	The church in the 300 block needs the parking for it's very senior parishioners on Sundays and Holidays	Driving-Critical access to my residence	<Null>
Division	Maiden lane	Hoover	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Division	Ann	Catherine	As a Healthy Street	biking	<Null>	I wasn't fond of the two-way bike treatment, but the bike lane here is unusable. There's a dangerous blob of concrete in the bike lane, the right-hand of the road is pretty much destroyed, the bike lanes come and go for no apparent reasons.	<Null>	<Null>	<Null>	<Null>
Division	Hoover	Plymouth	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Division	Broadway	State	As a Healthy Street	biking	<Null>	549 LONGSHORE DR	<Null>	<Null>	<Null>	<Null>
Division	Hoover	Depot	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Division	Depot	Maiden Lane	Make No Changes	<Null>	<Null>	<Null>	<Null>	Why don't you have bicyclist use the Broadway bridge on the Detroit Edison side and restrict Pedestrians to use the Dog Park side of the Bridge. You have crosswalks before and after this portion-keep 2 lanes of traffic open for cars each direction. People and bikes could easily cross over to the correct side At least you have some stable structures already in place to protect me. Those orange barrels do nothing for me and I believe the walkways are wide enough to accommodate bikes that pull baby/child carriages	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Division	All of it	All of it	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am an active bicyclist and pedestrian, but believe it is important to have a couple of streets that serve as pass-through streets in the city. I believe Division is an important pass-through.	Driving-Critical access to my residence,Bus_Route	<Null>
Division	Ann	Kingsley	Make No Changes	<Null>	<Null>	<Null>	<Null>	Impossible to request street parking for special church services, funerals, and Sunday morning worship at St. Andrew's.	other	Parking
Division	Huron	Bridge over river	Other (please describe)	<Null>	<Null>	<Null>	Healthy st really hampering worship parking	<Null>	<Null>	<Null>
Division	Packard	Broadway	As a Healthy Street	biking	<Null>	Do not install speed bumps in bike lane	<Null>	<Null>	<Null>	<Null>
Division	Packard	Broadway	As a Healthy Street	walking,biking	<Null>	I really miss the bike lanes from last year!	<Null>	<Null>	<Null>	<Null>
Division	Packard	Broadway	As a Healthy Street	walking,biking	<Null>	Division is an important thoroughfare that currently has no safe option for biking. The bike lane ends randomly before Ann St and again shortly after Kingsley. In the downtown, cars often park in the bikelanes. Drivers have plenty of space, bikes don't.	<Null>	<Null>	<Null>	<Null>
Division	Packard	Broadway	As a Healthy Street	biking	<Null>	two way bike traffic on Division is nice. 'bikes cross with pedestrian signal' signs are nice	<Null>	<Null>	<Null>	<Null>
Division	Packard	Maiden Lane	As a Healthy Street	biking	<Null>	Safe two way biking	<Null>	<Null>	<Null>	<Null>
Division	E Huron	Maiden Lane	Make No Changes	<Null>	<Null>	<Null>	<Null>	Takes away my church parking options	Driving-Critical access to my residence	<Null>
Division	Packard	Wall Street	Make No Changes	<Null>	<Null>	<Null>	<Null>	Major thoroughfare across downtown. Traffic needs to flow smoothly. Too confusing for out of town people	Driving-Critical access to my residence	<Null>
Division and Broadway	William St	swift	As a Healthy Street	biking	<Null>	It was so nice last year to have an easy connection to the Border to Border trail from downtown area!!	<Null>	<Null>	<Null>	<Null>
Division North	Catherine Street	Carey Street	Make No Changes	<Null>	<Null>	<Null>	<Null>	Need parking for St Andrew's church for Sunday services and especially for funerals and other events during the week.	Driving-Critical access to my residence	<Null>
Division St	Packard St	Detroit St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a major thoroughfare across town. Cars move quickly through that street with minimal stopping reducing carbon. There are parallel streets that could be used as healthy streets that are far less traveled Fourth ave for Example. Then at Detroit Street that parallel street could meet up with Division to cross the bridge.	Driving-Critical access to my residence	<Null>
Division St	Packard	Broadway	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	I really would like to see the Division bike lanes come back (and I know that is the plan)!! They were so great last year!	<Null>	<Null>	<Null>	<Null>
Division St	William	Lawrence	Make No Changes	<Null>	<Null>	<Null>	<Null>	When this was a healthy street, it felt as though traffic was more congested and stopping at each cross street caused much confusion.	Driving-Critical access to my residence	<Null>
Division St	All	All	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closing part of Division last year was a disaster.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Division St	Broadway St	Beakes St	As a Healthy Street	walking,biking	<Null>	Having barriers for a bike line on this street makes me feel a lot safer from cars when I'm commuting to work and running errands. Cars have a lot of other options but bikes don't have many at all, as cars and delivery trucks constantly park in bike lanes	<Null>	<Null>	<Null>	<Null>
Division St	Packard	Maiden	As a Healthy Street	walking,biking	<Null>	This area is seeing a great deal of bike/walking traffic because of its proximity to the B2B, and I would love to see it made more hospitable to pedestrians.	<Null>	<Null>	<Null>	<Null>
Division St.	Huron	Kingsley	Make No Changes	<Null>	<Null>	<Null>	<Null>	Making changes would severely impact the program at St. Andrew's Episcopal Church for weddings, funerals, drop offs, etc.	Driving-Critical access to my residence	<Null>
Division Street	Huron	Broadway	Make No Changes	<Null>	<Null>	Leave it as it is.	<Null>	The congestion at rush hour is very heavy. It takes away parking for Sunday church services and unique events such as weddings and funerals.	Driving-Critical access to my residence	<Null>
Division Street	Packard	Broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	I'm a member of the St. Andrew's Episcopal Church congregation, and changes to the traffic as outlined in Healthy Streets make it impossible to request street parking for special events and funerals. Parking for St. Andrew's is already severely limited. A reduction to one lane would seriously hamper the church's ability to do its work.	Driving-Critical access to my residence,Walking	<Null>
Division Street	E Ann Street	E Kingsley Street	Other (please describe)	<Null>	<Null>	Two side parking on Division is critical for St. Andrew's Episcopal Church, which uses it for Sunday, special weekday services and funerals. Seasonal or permanent parking lane blockage would put an undue burden on the church community.	Maintained as is, with two side parking capability on Sundays or by special permission	<Null>	<Null>	<Null>
Division street	Hill	Maiden Lane	Other (please describe)	<Null>	<Null>	Enjoyed having Main St/ Liberty closed for dining (nice to have Liberty by Mani) if you could maintain safety at Liberty Plaza	Please do not take lanes away on Division St again like last year & over Broadway Br. t's one of the few major North thoroughfares to efficiently get through downtown (hence less idling at lights)	<Null>	<Null>	<Null>
Division Street	Huron	Kingsley	Make No Changes	<Null>	<Null>	<Null>	<Null>	Changes would impact the programs of St. Andrew's Episcopal Church in a negative way	Driving-Critical access to my residence	<Null>
Division/Broadway	Packard	Maiden Lane	Make No Changes	<Null>	<Null>	<Null>	<Null>	It was HORRIBLE going out of town, over the Broadway Bridge, going out on Division. Too much traffic uses that route..... to cut the street capacity in HALF was the dumbest idea I ever saw.	Driving-Critical access to my residence	<Null>
Division/Broadway St	Kingsley	Maiden/Broadway St	As a Healthy Street	biking	<Null>	either make a bike lane in the road (ideally, separated) or make the connection to the wide sidewalk (going North) less of a death trap at the intersection of Carey/High/Division	<Null>	<Null>	<Null>	<Null>





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Elmwood	Packard	Edgewood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Prevention,of,vehicle,cut,through	This street is rendered vulnerable as a cut through when queues built on Packard last year during the Packard healthy streets pilot. A barrier should exist here to prevent that. But this is another reason Packard is a poor candidate for Healthy Streets.	<Null>	<Null>	<Null>	<Null>
Elmwood	Packard	Oakwood	As a Healthy Street	walking,biking	<Null>	Love the idea. PROBLEM: some cars seemed to drive even faster through the healthy street. Less worried about other vehicles? Long term, I want chicanes and speed humps and a sidewalk	<Null>	<Null>	<Null>	<Null>
Elmwood	Edgewood	Packard	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Elmwood	Packard	Edgewood	As a Healthy Street	walking,biking	<Null>	We live on Elmwood and have two young children, appreciated how Healthy Strs. reduced amount of cut-thru traffic. But the cars who do still cut thru speed like crazy! Pls Add barriers at cross streets, designated crosswalk by Scheffler Park, etc.	<Null>	<Null>	<Null>	<Null>
Elmwood	Packard	Oakwood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Close road at Packard to stop cut through traffic	<Null>	<Null>	<Null>	<Null>
elmwood	all of it	all of it	Make No Changes	<Null>	<Null>	how about i bring some of my amish freinds and buggy around the town just 5 buggies would bring this place to its knees	<Null>	this is so dumb try turning from e packer on to elmwood with that big dumb ass sign there and cars from those places there turning on to packer u cant turn in do u dumb shits ever drive them or just think them up w packer turning n on platt with the with all to stuff going in 1 lane real smart how much drugs did u guys do the stop sign by my house i see car blow thew it all the time do u really think that sign down bt packer will stop they going that way to beat the light your full of micshit that shit in amish yes for bumbs i see bikes ever day not even stopping or slowing down at the stop sign by my house but in this town a car can have the right away and they will still do time. put some speed bums all over to stop they i have hear NOT ONE person anything good about your healthy street its great turn a 4 lane road into a 2 lane can i have some of that shit u r smoking why can cars park on the street with no plate on or not move for weeks like 3 or 4 or more	Driving-Critical access to my residence,Walking	<Null>
Elmwood	Edgewood	Packard	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Elmwood	Packard	Edgewood	Make No Changes	<Null>	<Null>	Please repair the potholes.	<Null>	People who live here need to drive on this street. INSTEAD please repair the MANY potholes in the Darlington subdivision-- especially on Edgewood.	Driving-Critical access to my residence	<Null>

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Felch please consider an auto barrier at the RR bridge. Allowing peds and bikes but no cars or trucks. It would enhance the proposed Greenway. Also stop the occasional rent a truck from crashing into the tressel!	Spring Street	Main	Other (please describe)	<Null>	<Null>	Pedestrians only . It was a sleeding hill my Father used in his youth. Felch is currently frequently used as acut through the neighborhood. a dead end allows the residents and businesses on either side of the barrier to still access their properties.ood	Close to large vehicles	<Null>	<Null>	<Null>
Felch street	Gott	Spring	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Ferdon	Washtenaw	Stadium	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This street is so narrow and is a thoroughfare for bikers and runners anyway. It would be safer for people who are walking/running or biking not to have to worry about cars on the street.	<Null>	<Null>	<Null>	<Null>
Fifth St	Depot St	Beakes St	As a Healthy Street	walking,biking	<Null>	Connect better to the new trail/path under the railroad connecting Depot to the B2B Trail	<Null>	<Null>	<Null>	<Null>
Fifth Street	Pauline Blvd	Jefferson or Liberty	As a Healthy Street	walking,biking	<Null>	I think Fifth could make part of an important connection from southwest neighborhoods into downtown. It could be a bike-friendly alternative to Seventh and take people from Pauline up to where they can easily pick up First Street or Washington.	<Null>	<Null>	<Null>	<Null>
Fountain	Miller	Sunset	As a Healthy Street	biking	<Null>	Fountain had the most gradual incline for biker commuters to get from town to the top of Waterhill. It also lacks sidewalks between Summit and Sunset.	<Null>	<Null>	<Null>	<Null>
Fourth Ave	As far south as possible	to as far north.	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Fourth street	Jefferson	Madison	As a Healthy Street	other	Kids,play,all,year,round,outdoors,and,they,use,the,street,for,games,,scooters,,etc	<Null>	<Null>	<Null>	<Null>	<Null>
fulmer	miller	foss	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Geddes Ave	Washtenaw	Huron Pkwy	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Geddes is already heavily used by walkers, runners and bikers. It is also used by many commuters who are extremely eager to get home or to work. We need to control the traffic. we also need ways for citizens who can not walk or bike to get places	<Null>	<Null>	<Null>	<Null>
Geddes avenue	Riverview	Observatory	As a Healthy Street	walking,biking,other	Jogging	<Null>	<Null>	<Null>	<Null>	<Null>
Georgetown Blvd.	Plymouth Road	Ramsey	As a Healthy Street	walking,biking	<Null>	Bike lanes	<Null>	<Null>	<Null>	<Null>
Glazier Way	Green	Huron Parkway	Other (please describe)	<Null>	<Null>	There is a s only a sidewalk on one side of the street and it is a heavily walked streetz	Sidewalk on north side	<Null>	<Null>	<Null>
Gott	Miller	Felch	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Granger	State	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	DO NOT turn this into a healthy street. Confusing for drivers, and pedestrians. They think they can walk in the middle of the street, even though there are sidewalks along both sides of the road! Dangerous!	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	This portion of Granger, which I live on, was consider a healthy street last year. This created a lot of difficulty with traffic on the street. The portion from Packard to Olivia in particular is a very high traffic area and being a healthy street did not keep cars from using this portion of the road. In fact, this lead to a lot of person versus car situations that were unnecessary. Additionally, this created difficulty turning onto Granger from Packard due to the traffic signs showing that this is a healthy street. This significantly narrowed the ability to turn and on many occasions I saw drivers getting very annoyed and angry at one another due to bottle necks. If Burns Park needs a healthy street, please choose a street with less car traffic.	Driving-Critical access to my residence,other	running
Granger	Packard	Ferdon	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	I go on walks in this area fairly frequently, and I think this part of Granger is a great place for a slow street -- little car traffic, close to a school.	<Null>	<Null>	<Null>	<Null>
Granger	Packard	Ferdon	Other (please describe)	<Null>	<Null>	I think it very unwise to use a street leading to or especially from Packard as a healthy street. Between cars and ciyclists, there is already a lot to be watching at an intersection like that. Does not make sense to put pedestrians or children at risk.	NOT as a healthy street	<Null>	<Null>	<Null>
Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is easy to socially distance when walking on this street.	Driving-Critical access to my residence,Walking	<Null>
Granger	Ferdon	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is a main route to Burns Park and a way for people in the neighborhood to get to Washtenaw that avoids the congestion on Ferdon. It also is a way to get to Packard and State and Arch without having to get on the congested street of Stadium Blvd.	Driving-Critical access to my residence,Biking,Walking	<Null>
Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am a biker, runner, walker. But I saw no need for this project. There is plenty of room for social distancing (most will be vaccinated soon anyway) and to bike or run safely. The new street markings are more confusing than useful.  I think we've forgotten two important factors that influence how few bike commuters we have in Ann Arbor. 1. Winter. Almost nobody rides in winter here. 2. Cost of living. Most commuters are coming from out of town. Bikes are not practical for that. If anything we need better traffic flow for cars. We seem to be determined to make it worse.	Driving-Critical access to my residence,Biking,Walking	<Null>

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Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	1. The healthy streets designation actually increases pedestrian density and makes it harder to socially distance. 2. Cars still have to traverse the street, which is dangerous to kids. 3. We should have wide availability of a vaccine by end of May, so this should not be as much of an issue this summer.	Driving-Critical access to my residence,Biking,Walking,other	Running
Granger	Ferdon	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	The only thing it did last time was make it hard to turn onto the street. Plus, people need to stay out of the street as it is. Streets are for driving, not walking. Isn't there a sidewalk millage that makes such nice smooth walkways? People can use them	Driving-Critical access to my residence	<Null>
Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	1607 Brooklyn Ave	<Null>	Reducing Granger to one lane created a dangerous intersection at Granger and Packard. Vehicles had a hard time turning onto Granger when another vehicle was on Granger. Frankly, I am surprised this was even allowed it is so obviously dangerous.	Driving-Critical access to my residence,Biking,Walking	<Null>
Granger	Packard	Ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	No need. Both sides of the street have sidewalks. Last year's attempt failed to curb heavy local traffic despite signage. This portion of Granger leads nowhere from the bike lane on Packard. Last year's attempt gave people-especially young bike riders—an unreasonable sense of safety to be play and bike in the street. A recipe for tragic results. Contiguous streets downtown, or areas that can be fully blocked off make sense; random sections of streets make no sense.	Driving-Critical access to my residence,Biking,Walking	<Null>
Granger	Packard	Ferdon	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
granger	packard	ferdon	Make No Changes	<Null>	<Null>	<Null>	<Null>	It just drives traffic onto adjacent streets!!!	Driving-Critical access to my residence,Biking,Walking	<Null>
Granger	Packard	Packard	Other (please describe)	<Null>	<Null>	Barricades on Granger at Packard made the intersection dangerous for cars and pedestrians (couldn't see them)! Please don't barricade this intersection again or at least move the barricades further back on Granger from the intersection.	Please DON'T make this a healthy street	<Null>	<Null>	<Null>
Granger	Ferdon	Packard	As a Healthy Street	walking,biking	<Null>	1448 Harpst St	<Null>	<Null>	<Null>	<Null>
Granger	Packard	Ferdon	As a Healthy Street	walking,biking,other	Running	<Null>	<Null>	<Null>	<Null>	<Null>
Granger	State St	Ferdon	As a Healthy Street	walking,biking	<Null>	I love the new advisory bike lanes on Granger and I think it has helped to slow traffic. I would love to see Granger turned into a Healthy Street.	<Null>	<Null>	<Null>	<Null>
Granger	State	Ferdon	Other (please describe)	<Null>	<Null>	<Null>	NOT a healthy street	<Null>	<Null>	<Null>
Granger Ave	State	Packard	As a Healthy Street	walking,biking,other	skateboarding	1202 Granger	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Granger Ave.	State street	Packard	Other (please describe)	<Null>	<Null>		Granger is a cut-through between State and Packard. Drivers do not pay attention, stop at stop signs, use turn signals and many speed down Granger. When traffic returns to "normal," the congestion will be awful! Very few drivers yield to pedestrians."	<Null>	<Null>	<Null>
Granger Ave.	Packard St.	Ferdon Rd.	As a Healthy Street	walking	<Null>	Make it a one-way street.	<Null>	<Null>	<Null>	<Null>
Granger Avenue	Packard	Ferdon	Make No Changes	<Null>	<Null>	Use it for cars in the road and pedestrians on the sidewalks. Bikes have more than enough claim on the road and seem to be doing just fine without silly sort-of barriers	<Null>	Putting up a few permeable barriers does not make a safe street, it just gives a false sense of not needing to watch for auto traffic. I witnessed many times that children dashed or rode into this "healthy street" and narrowly escaped a very unhealthy result. I don't understand this initiative. Either remove autos from designated streets, or leave the streets as they are. Better yet, repave the streets and stop spending money on this silly initiative.	Driving-Critical access to my residence,Biking,Walking	<Null>
Granger Avenue	Packard street	Ferdon Road	As a Healthy Street	walking,biking,other	Taking,kids,to,Burns,Park,safely	<Null>	<Null>	<Null>	<Null>	<Null>
Green road	Nixon	Plymouth	As a Healthy Street	biking	<Null>	3054 Barclay Way	<Null>	<Null>	<Null>	<Null>
Greenview	Stadium	Scio Xhurch	Make No Changes	<Null>	<Null>	<Null>	<Null>	Only route from stadium to Scio church west of 7th	Driving-Critical access to my residence,Walking	<Null>
Greenview Dr	Scio Church Rd	W Stadium Blvd	As a Healthy Street	walking,biking	<Null>	This gets used as a high-speed cut-through from Scio Church to Stadium, and it can make biking in the street pretty uncomfortable. The on-street parking could maybe be used to create a protected bike path along one side of this extremely wide street.	<Null>	<Null>	<Null>	<Null>
Greenview Drive	Stadium and Greenview	Scio Church and Greenview	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Greenview Drive	Stadium	Scio Church	As a Healthy Street	walking,biking	<Null>	Greenview gets lots of foot and bicycle traffic, much of it by children, yet cars race through all the time. Please block it off as a through street to keep our kids safe!	<Null>	<Null>	<Null>	<Null>
Greenway	Stadium	Morehead	As a Healthy Street	biking	<Null>	2721 N Wagner Rd	<Null>	<Null>	<Null>	<Null>
Harpst	Packard	Terminal	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is valuable cut through to from Packard to Industrial	Driving-Critical access to my residence	<Null>
Harpst	Packard	Tremmel	Make No Changes	<Null>	<Null>	They are streets. Let them be used as streets.	<Null>	You're survey doesn't allow me to place a pin on every single healthy street to voice my opposition to the entire initiative. If I could, I would. I'm not fond of the healthy street initiative. I think it's ridiculous example of City Hall telling the populous how we should live. I think it was particularly aggregous when you actually shut down two lanes of Packard between Eisenhower and Platt. When I see things like the Healthy Street initiative, it makes me feel like City Hall has too much money to spend of foolish endeavours.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Harpst	Tremmel	Packard	Make No Changes	<Null>	<Null>	add sidewalks, REPAIR the streets you're trying to divert all the traffic down, and survey the whole neighborhood for opinions and approval.	<Null>	This is a necessary cross street to and from my work and the only other cross street, Rosewood, is so derelict that it takes twice as long to get down just to avoid damage to my car. I live in the neighborhood and it's just super annoying and unhelpful, and makes crossing town to run errands three times as long as it needs to be. A lot of these are high traffic, feeder streets which, when blocked off, cause backups, frustration, and an increase in erratic driving. Rosewood already has a steady stream of pedestrians and no sidewalks to speak of, and closing off Jewett and Harpst will increase the traffic to dangerous levels especially considering the amount of heavy machinery that drives through.	Driving-Critical access to my residence,Biking,Walking	<Null>
Harpst	Packard	Tremmel	As a Healthy Street	walking,biking	<Null>	It was a healthy street last year, and it was nice to see people out and about with fewer cars.	<Null>	<Null>	<Null>	<Null>
Harpst	Packard	Tremmel	As a Healthy Street	walking,biking	<Null>	Walking and biking	<Null>	<Null>	<Null>	<Null>
Harpst St	Packard	S. Industrial	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Dog,walking,,scootering,,skateboarding	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route.	<Null>	<Null>	<Null>	<Null>
Harpst St.	Packard	Tremmel	As a Healthy Street	walking,biking,other	Scootering,,dog,walking,,skateboarding	1447 Harpst St	<Null>	<Null>	<Null>	<Null>
Harpst Street	Packard	Tremmel	As a Healthy Street	walking,biking	<Null>	1448 Harpst St	<Null>	<Null>	<Null>	<Null>
Harpst Street	Packard	Temmel	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	There are not sidewalks throughout and children have to walk in the street but cars like to use our road to go around the next two roads because those streets have speed bumps	<Null>	<Null>	<Null>	<Null>
Harpst Street	Packard	Tremmel Ave	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Children,play	<Null>	<Null>	<Null>	<Null>	<Null>
hikone	packard	hikone	Other (please describe)	<Null>	<Null>	<Null>	Do not use Hikone as a healthy street, the barrier caused unsafe entrance and exit	<Null>	<Null>	<Null>
Hikone St	Packard St	Hikone	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a dead end street with mainly local traffic use. Why is it even on the healthy street program?	Biking,Walking	<Null>
Hill Street	Division	Washtenaw	As a Healthy Street	biking	<Null>	People are always going really fast down this street. Because of this and the fact that the bike lanes are just painted stripes and not protected, biking is not safe.	<Null>	<Null>	<Null>	<Null>
Hiscock St.	Brooks	Spring	As a Healthy Street	walking,biking	<Null>	People zoom along Hiscock when cutting through the neighborhood, especially after dark, often running the stop sign at Hiscock and Fountain. Would love for this vehicle traffic to be reduced, discouraged, or at least slowed down.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Huron Parkway	Plymouth	Platt	As a Healthy Street	biking	<Null>	No need for 4 lanes, unsafe speeds & passing. Reduce speeds, enforce limits, put on a road diet. Use the extra capacity for protected bike lanes, safer bus stops, safer crossings, refuge islands. US23 & 14 replaced this as high speed corridor long ago.	<Null>	<Null>	<Null>	<Null>
Huron River Drive	Main	Wagner	As a Healthy Street	walking,biking	<Null>	How this hasn't been done already is mystifying. There are few houses there and it's not needed as a thoroughfare for vehicles. Just limit it to local traffic!	<Null>	<Null>	<Null>	<Null>
Huron St.	Glen Ave	Jackson Ave	As a Healthy Street	biking	<Null>	Reduce car lanes and turn into bike lanes	<Null>	<Null>	<Null>	<Null>
Hutchins	Princeton	Stadium	As a Healthy Street	walking,biking	<Null>	It's a low-traffic street that makes an ideal alternative to S Seventh (one block over) and path for biking to Pioneer HS. This would be a good time to experiment with shifting space from cars to people.	<Null>	<Null>	<Null>	<Null>
Hutchins	Potter	Pauline	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Hutchins	Stadium	Princeton	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Hutchins Ave	Stadium	Pauline	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This extra wide road is a major thoroughfare for pedestrians and bikers waking to and from Allmendinger Park. It is also a major cut through for speeding vehicles wishing to bypass seventh and stadium light to get to Pauline. There is only one stop sign.	<Null>	<Null>	<Null>	<Null>
I oppose all "soft closures".	I oppose all "soft closures".	I oppose all "soft closures".	Other (please describe)	<Null>	<Null>	The original stated reason for the "soft closures" was to minimize risk of coronavirus for walkers and bikers. We now know risk of outdoor transmission from passing encounters is minimal.	I oppose all "soft closures".	<Null>	<Null>	<Null>
Independence	Emerald	Essex	As a Healthy Street	walking	<Null>	this street is busy enough to need speed bumps and is on the way to a school and has no fucking sidewalks	<Null>	<Null>	<Null>	<Null>
Independence Blvd	Packard	Washtenaw	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	We just need to slow the traffic not stop them from using. There are a lot of walkers and children some on bikes or scooters using this street where sidewalks are not always available.	<Null>	<Null>	<Null>	<Null>
Iroquois	Stadium	Packard	As a Healthy Street	walking,biking	<Null>	Lots of families with kids there - so it was really nice!	<Null>	<Null>	<Null>	<Null>
Iroquois Pl	E Stadium Blvd	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	When Iroquois Pl was a healthy street before, backups ensued at both Packard and Stadium due to the road closed signs at each end of Iroquois. I was almost rear ended on Stadium as I waited to turn onto Iroquois.	Driving-Critical access to my residence,Biking,Walking	<Null>
Iroquois Place	Stadium	Packard	Other (please describe)	<Null>	<Null>	1400 iroquois	Should not be a healthy street. There are two parks on the street and immediately adjacent if exercise is the goal. The program made the street more hazardous for teen drivers. Additionally, no metrics of success were shared with the residents.	<Null>	<Null>	<Null>

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Iroquois Place	Packard	Stadium	Other (please describe)	<Null>	<Null>	Iroquois Place already has traffic mitigation measures in place--the largest speed bumps in the city. We have well-maintained sidewalks. Last year's HS signage was a danger at the Stadium entrance requiring Stadium traffic to stop to enter Iroquois.	Please do not designate Iroquois Place as a Healthy Street in 2021.	<Null>	<Null>	<Null>
Iroquois Place	Stadium	Packard	As a Healthy Street	walking,biking,other	Kids,playing	<Null>	<Null>	<Null>	<Null>	<Null>
Ives Lane	Granger	Hermitage	<Null>	<Null>	<Null>	This connects to the Granger "Healthy Street" and also a dirt portion of Fair Oaks that is used by many walkers.	<Null>	<Null>	<Null>	<Null>
Jackson	Stadium	Huron	Other (please describe)	<Null>	<Null>	We need the traffic islands we were told would happen if the 2 lanes stayed beyond the trial phase.	Slow traffic to 25 mpg, for residents on street, and bicycles safety. Way to many speeders on this street.	<Null>	<Null>	<Null>
Jackson (eastbound at the split by Webers)	Wagner	Parklake Ave	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	The businesses out by Wagner could really use better access to people in Ann Arbor, withOUT cars! We are business owners near the movie theatre, and we'd love to see people cycling and walking to get to the many businesses along Jackson Rd.	<Null>	<Null>	<Null>	<Null>
Jewett	Packard	South industrial	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is the only point at which a protected left can be made on to this stretch of Packard and only one of two cut throughs to Industrial. If there are further traffic slowing measures that need to be taken, those should be explored before shutting this street again.	Driving-Critical access to my residence,Walking	<Null>
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	I was very puzzled by how neighborhood streets were deemed healthy -- and what type of neighborhood input/notification there was before such decisions were made.	<Null>	Jewett (which is only a 2 block street to begin with) was deemed a healthy street. It is an important route for our south side neighborhood to get from Packard to South Industrial -- one of only 2 streets that enables you to go through without having to go all the way to Stadium or Eisenhower -- particularly if you want to access any number of valuable services on South Industrial. It also is the only one with a light at Packard that enables you to most safely turn onto/from Packard. All this did was shove traffic onto other streets, like Rosewood, which also connects Packard to Eisenhower. The map you are using here inaccurately suggests that Marlborough connects Packard to S. Industrial. There are only two options: Jewett and Rosewood.  In contrast, I understand the desire to keep traffic off Iroquois -- to keep people from skirting the Packard/Stadium intersection. I do	Driving-Critical access to my residence,Biking	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is the only street connection between Packard and Industrial with a traffic signal. This make no sense. Would rather have city spend money to building sidewalks on Jewett and Page	Driving-Critical access to my residence,Walking	<Null>
Jewett	Industrial	packard	Other (please describe)	<Null>	<Null>	Limit parking to one side to create bike space. Jewett is a main corridor connecting 2 business districts. It is the only light between Stadium and Eisenhower.	SIDEWALK please.	<Null>	<Null>	<Null>
Jewett	Packard	Industrial	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is no viable motorized route between Stadium and Eisenhower to reach Industrial from Packard or vice versa. Please try to grasp that the population of Ann Arbor includes people who are not 25 years old.	Driving-Critical access to my residence	<Null>
Jewett	Page	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	Jewett is one of the few through streets in this neighborhood. Diverting traffic just adds to congestion everywhere else where people walk. Page is already a major walking street since there are so few through streets from Packard to S Industrial and there are NO sidewalks. If you put more cars down this road it's actually worse for the pedestrians in the neighborhood. Very few people walk on Jewett in the first place specifically because it's a through street. Please let it stay that way.	Driving-Critical access to my residence	<Null>
Jewett	Page	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	When this was a Healthy Street in 2020, thru traffic between Industrial and Packard simply re-directed onto other streets such as Kensington, which incidentally does not have the speed humps to slow traffic that Jewett does. So it doesn't seem like the Healthy Street on Jewett accomplished anything.	Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	Please don't close it again! 1) We need the traffic light to make left turns onto Packard, which are difficult at busy times of day, and 2) We need safe streets for walking, and closing Jewett creates the opposite on all surrounding streets.	<Null>	caused a lot of serious safety concerns for residents in our neighborhood. Jewett has sidewalks for pedestrians and road humps to slow drivers, and it provides the only traffic light intersection with Packard in our neighborhood. When it closed, cars diverted to the streets around it and, with no road humps or traffic lights to slow them, drivers drove far above posted speeds. Many of the surrounding streets do not have sidewalks or only have sidewalks in sections, and this is a neighborhood where people love to walk, little kids like to play in front yards, and people like to walk their dogs. Creating a situation where drivers are speeding up and down the streets - streets that have many pedestrians but lack sidewalks - it is the polar opposite of healthy. PLEASE don't do this again. The families living on that one closed block of Jewett might benefit, but for the entire rest of the neighborhood it is a major safety hazard.	Driving-Critical access to my residence, Walking	<Null>
Jewett	Packard	South Industrial	Other (please describe)	<Null>	<Null>	Turning Jewett into a healthy street was a terrible decision--It routed all the auto thru-traffic previously on Jewett TO Rosewood, which has no sidewalks, poor pavement, and a large volume of pedestrian traffic walking to/from Roos Roast	REMOVE THIS FROM THE HEALTHY STREET PROGRAM	<Null>	<Null>	<Null>
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	See above.	<Null>	When it was designated a healthy street it only served to increase traffic on other streets. It was confusing and is no longer necessary, there is plenty of room for the foot traffic in our neighborhood with streets as normal. What would GREATLY help provide safe walking in our neighborhood is to ensure there are sidewalks on all streets, especially Page. That is what makes walking dangerous. Shutting down one section of Jewett did NOTHING to make our neighborhood healthier. Please focus on the basics of safety measure for pedestrians and that is SIDEWALKS!!!!!! Please do not shut down one section of Jewett which will make all other streets busier with traffic.	Driving-Critical access to my residence, Bus_Route, Biking, Walking	<Null>
Jewett	Packard	Industrial	Other (please describe)	<Null>	<Null>	Early in the panemic we had less traffic and more pedestrians. Now we have more traffic than pedestrians. ot adhered to even by the city, then take the signs down. Also pot holes are more and more prevalent due to heavy traffic.	Rosewood is used as a cut thru for people avoiding the light on Jewett.	<Null>	<Null>	<Null>

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Jewett	Packard	S. Industrial	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a connector street to easily/quickly get to I-94 and businesses at, S. Main, Eisenhower, Airport Circle, S. State areas, etc. The existence of speed bumps already slows traffic to make streets safe for multiple use.	Driving-Critical access to my residence,Walking	<Null>
Jewett	Page	packard	Make No Changes	<Null>	<Null>	In addition, I observed that the burden on Tremmel between Harpst and Rosewood was doubled by cars turning onto Tremmel, reaching Harpst, and having to turn around and go back up Tremmel to Rosewood.	<Null>	Benefiting one street at the expense of others inevitably creates a nuisance on those streets that take the burden. I am referring to the ill-conceived designations of Harpst between Packard and Tremmel; and Jewett, between Packard and Page as "safe streets," which diverts all of the traffic going between Packard and South Industrial down Rosewood. Rosewood, besides having no sidewalks, and being only 25 feet wide with parking on one side, is a major pedestrian corridor since it outlets to both thoroughfares with bus stops, and businesses (like Roos Roast and PTO Thrift Shop) nearby. So routing all of the cut-through traffic down the narrowest street, full of pedestrians, with no sidewalks, will paradoxically, make it less safe for pedestrians. It should also be noted that Jewett at Packard has a stop light. Rosewood outlets to Packard at a slight slope, with a small parallel roadway interfering with sight lines to the NW when pulling out of Rosewood.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Jewett	Packard	S. Industries	Make No Changes	<Null>	<Null>	See above, perhaps that should have gone here.	<Null>	This is the main cross street connecting Packard and South Industrial, the one with a light. It seems best to funnel automobile traffic onto this street and discourage it on a parallel street. In fact, I don't understand why separating auto traffic from bicycle/pedestrian traffic by encouraging them on separate parallel streets isn't a foundational strategy in this program. Why cram them all together on Division, which with its one way pair with Fifth is designed to be a main route through downtown. Why not use Thompson and Fourth (with its bus connection) as a similar pair for bicycles and pedestrians? It seems safer and less frustrating for all parties to build separate, parallel corridors.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	<Null>	<Null>	This block of Jewett is the only section of street between Packard and S Industrial that has sidewalks on BOTH SIDES of Jewett, so, it is already a SAFE STREET for walking down this block. By closing Jewett between Packard and Page, traffic heading to S Industrial would be diverted either to Rosewood or Kensington, then to Page which has NO SIDEWALKS on either side and is already a VERY DANGEROUS STREET for pedestrians because they are FORCED TO WALK IN THE STREET. The plan to block auto traffic on Jewett between Packard and Page makes absolutely NO SENSE! Don't believe me, come and spend a day walking to S Industrial by walking up and down Page between Henry and Marlboro. But first, make sure your health insurance is paid up.	Driving-Critical access to my residence, Bus_Route, Biking, Walking	<Null>
Jewett	Packard	Page	Make No Changes	<Null>	<Null>	Just leave the streets alone. Leave all of them alone.	<Null>	This particular site is at the corner that has the traffic light. I don't think Healthy Streets made a lot of sense. I didn't have any problems or concerns walking last year. Having Healthy Streets didn't improve my walking experience last year. I don't think it will improve my walking experience this year. I have walked this whole year wherever I wanted without any problems. Healthy Streets only made it more frustrating to drive.	Driving-Critical access to my residence, Walking	<Null>
Jewett Ave.	Packard Street	Page Avenue	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is used more heavily than other residential streets in the area as a means to get from Industrial to Packard and vice versa. It even has a traffic signal at the Packard end. It seems to me that the goal isn't to provide additional space for social distancing for those who walk or bike, but as a means to reduce traffic flow through the neighborhood. That should be handled through permanent traffic calming, sidewalks or bike lanes and not through the Healthy Streets program which is temporary.	Driving-Critical access to my residence, Walking	<Null>

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Jewett Ave.	Packard Rd.	Page Ave.	Make No Changes	<Null>	<Null>	Rather than designating Jewett as the safe street, why not designate one of the other, less-travelled streets as a safe street?	<Null>	Jewett is a commonly used thoroughfare between Packard and Industrial with a stoplight at Packard. Designating it a "safe street" last year made all the streets around it much less safe. There was a marked increase in traffic on Kensington, Page, and Rosewood--much of this traffic being annoyed motorists driving above the speed limit as they tried to negotiate around the closed block. Page itself lack sidewalks, and when parked cars are present, there is little maneuvering room on the street for cyclists or pedestrians. Speeding motorists on the streets around Jewett definitely made the surrounding streets less safe to travel.	Driving-Critical access to my residence,Biking,Walking	<Null>
Jewett Ave.	Packard St.	S. Industrial Ave.	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route.	<Null>	<Null>	<Null>	<Null>
Jewett St	Packard Rd	Page St	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	When we had the "Healthy Street" I did not like the barriers at the beginning and end of the street. It was an eyesore. The "Healthy Streets" design should be pleasing to the eye. If it will be the same as last time I say no.	<Null>	<Null>	<Null>	<Null>
Jewett St.	Packard St.	S. Industrial Ave.	As a Healthy Street	walking,biking	<Null>	This whole neighborhood gets a lot of speeding cut through traffic.	<Null>	<Null>	<Null>	<Null>
Jewett Street	Packard	Industrial	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is a primary way to get to Industrial from Packard.	Driving-Critical access to my residence,Walking	<Null>
Jewett Street	Packard	Page	Make No Changes	<Null>	<Null>	Please close off either Harpst OR Jewett but not both! Rosewood is already a major cut-through street between S. Industrial and Packard.	<Null>	If both Harpst and Jewett are closed, all traffic goes down Rosewood, which (a) is in terrible condition and (b) has a very high number of non-resident pedestrians (and strollers & bikers) going to Roos Roast, plus hired caregivers, and also bus riders switching bus routes between the 5 and the 6. (c) Jewett has a light and controlled pedestrian crossing at Packard but Rosewood has no light, a dogleg cross street, plus a service drive. It doesn't make sense to divert two streets' traffic down the street with no sidewalks, lousy surface, and complicated crosswalks.	Driving-Critical access to my residence,Biking,Walking,other	I,frequently,clear,storm,drains,&,gutters,,along,the,street,to,protect,Huron,watershed.

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Jewitt	Packard	Page	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please exclude Jewitt Ave to be blockaded off for a healthy street. Jewitt is a major thoroughfare, with a traffic light assisting the flow of traffic from Packard to Industrial. When Jewitt Ave was closed from Page to Packard, I observed much more traffic diverted to my street from Page, as well as a lot of driver confusion at the Page & Jewitt intersection and at the traffic light on Packard & Jewitt. Many residents walk their dogs, push strollers, and cycle along Page where there are no sidewalks. There was a definite increase in traffic down Page averting the blockade. It also created confused drivers and increased speeds as they navigated away from their familiar route. The closure simply created an unsafe area for pedestrians, cyclists, and pushed strollers. In 1992, I intentionally purchased a home on a low traffic, quiet, dead-end street and the increase in traffic up/down my street was noticeable and a nuisance. Thank you.	Biking, Walking	<Null>
Jewitt	Industrial	Packard	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Jewitt or Harpst or Rosewood	Packard	Industrial	As a Healthy Street	walking, biking	<Null>	We liked and used the healthy streets that were in place last year and especially used the ones established in Southeast Ann Arbor where we live and would encourage the continuation of the project.	<Null>	<Null>	<Null>	<Null>
Kensington Dr.	Packard St.	Tremmel	As a Healthy Street	walking, biking	<Null>	This whole neighborhood gets a lot of speeding cut through traffic	<Null>	<Null>	<Null>	<Null>
Kensington Dr.	Packard St.	Tremmel Ave.	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route.	<Null>	<Null>	<Null>	<Null>
Kenwood	Jackson	Abbott	As a Healthy Street	walking, biking	<Null>	I frequently saw kids playing in the street last summer; might as well make it official?	<Null>	<Null>	<Null>	<Null>
King George Blvd	Packard	Eisenhower	As a Healthy Street	walking, biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Kuehnle	Sequoia	Dexter	As a Healthy Street	walking, biking	<Null>	lots of people use this to cut through to miller; it's surprisingly busy	<Null>	<Null>	<Null>	<Null>
Las Vegas Dr	Coronada	Avondale	As a Healthy Street	walking, biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Liberty	Main	State	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	I love the look and feel of the reworked kerrytown farmers market. I thought liberty, in particular, worked as a pedestrian mall. The artwork on the intersections at main and state we're gorgeous.	<Null>	<Null>	<Null>	<Null>
Liberty	Division	State Street	As a Healthy Street	walking	<Null>	701 Mt Pleasant Ave	<Null>	<Null>	<Null>	<Null>
Liberty	State street	Zeeb	As a Healthy Street	biking	<Null>	Protect cyclist	<Null>	<Null>	<Null>	<Null>
liberty St	Stadium Blvd	State St	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	This is a main passage for walkers bikers and could be used as a primary healthy thoroughfare	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Liberty St	State	First	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	restaurant,dining,outdoors	<Null>	<Null>	<Null>	<Null>	<Null>
Liberty St	First St	N State St	As a Healthy Street	walking,other	close,down,the,street,to,vehicle,traffic,and,allow,restaurants,/,shops,to,open,outdoor,space	close down street to vehicle traffic	<Null>	<Null>	<Null>	<Null>
Liberty St.	Fifth St.	Main St.	Other (please describe)	<Null>	<Null>	Incliment weather may bring tents, for street dining or events.	Extended outdoor distancing dining and pedestrian use.	<Null>	<Null>	<Null>
Lillian	Eli	Terhune	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is purely residential and is used, with rare exception, only by those living there or visiting.	Walking	<Null>
Lillian	Eli	Terhune	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is not a main thoroughfare for the neighborhood and I am concerned about large emergency vehicles not able to get through once the barricades are up. I think this is more useful for the original intent of traffic control on yost or brandywine.	Driving-Critical access to my residence,Walking	<Null>
Lillian	Eli	Terhune	Other (please describe)	<Null>	<Null>	Please improve the barricade system for this healthy street area	Please improve the barricade system for this healthy street area	<Null>	<Null>	<Null>
Lillian	Eli	Terhune	Make No Changes	<Null>	<Null>	<Null>	<Null>	The street isn't a pass through street and doesn't make sense for the initiative. The signage is too large and causes street congestion. This makes it difficult for delivery and emergency vehicles to get through.	Driving-Critical access to my residence	<Null>
Lillian	Eli	Brandywine	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Kids,play,remote,control,cars,,chalk,and,dance,in,the,street	<Null>	<Null>	<Null>	<Null>	<Null>
Lillian	Yost	Eli	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	We loved this program last year for all the local families	<Null>	<Null>	<Null>	<Null>
Lillian Rd	Lillian Rd and Terhune Rd	Lillian Rd and Eli Rd	As a Healthy Street	walking,other	smaller,children,on,scooters	Loved it last year!	<Null>	<Null>	<Null>	<Null>
Lillian Rd	Eli	Terhune	Make No Changes	<Null>	<Null>	<Null>	<Null>	Lillian is a VERY quiet, cul de sac type road with no traffic other than the people who live here. I have some demanding, I want things my way neighbors who want to let their kids run around feral without any supervision. Streets are for cars, sidewalks and parks are for people. PLEASE stop junking up the streets with ugly signs that serve zero purpose. If my neighbors want to live in a gated community, they can go move to one.	Driving-Critical access to my residence	<Null>
Lillian Rd	Terhune	Eli	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This was so great for the little kids in the neighborhood last year to get out in a socially distanced way. We also have a ton of walkers and a gentleman in a wheelchair that walk in the street.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Lillian Rd	Terhune	Eli	Make No Changes	<Null>	<Null>	<Null>	<Null>	I do not believe in designating some streets as 'healthy'. Are the rest of the streets unhealthy? It makes the neighborhood feel exclusive and unwelcoming. The sign barricade makes it look like there is construction.	Driving-Critical access to my residence,Walking	<Null>
Lillian Rd	Eli Rd	Turhune Rd	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Lillian Rd.	Terhune	Eli Rd.	As a Healthy Street	walking,biking	<Null>	We participated in the 2020 Healthy Streets Program and saw incredible benefits. Kids across the street from one another playing without the fear of traffic. Neighbors out interacting more. it was wonderful!	<Null>	<Null>	<Null>	<Null>
Lillian/Eli	Eli	Terhune	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Long Shore Dr.	Argo Park	Barton Dr.	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Longshore	Barton	Longshore	Other (please describe)	<Null>	<Null>	It makes no sense to close Longshore to traffic for the sake of walkers and cyclists, since the traffic is only local anyway and most of the street is gravel. (I walk/bike this neighborhood regularly.)	<Null>	<Null>	<Null>	<Null>
Longshore	Wright	Barton	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Longshore	Barton	Argo Drive	As a Healthy Street	walking	<Null>	Longshore Drive affords walkers a beautiful view over the river and a loop combined with the Argo Park trails. But one must walk in the road itself. Making Longshore a Healthy Street for the summer would be wonderful.	<Null>	<Null>	<Null>	<Null>
Main	Liberty	Stadium	Other (please describe)	<Null>	<Null>	Keep it as it is. Being a "healthy" street is insane thinking, especially when your trying to get home from work..	<Null>	<Null>	<Null>	<Null>
Main	Pauline	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	The last time this was done it increased the amount and speed of traffic on the side streets around the area. Especially Pauline and Potter. The stop signs on Potter at Belmar would routinely get run without the cars stopping.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main	William	Stadium	As a Healthy Street	biking	<Null>	Very stressful to bike on Main with its heavy traffic	<Null>	<Null>	<Null>	<Null>
Main	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's very inconvenient	Driving-Critical access to my residence,Walking	<Null>
Main	Huron	Eisenhower	As a Healthy Street	biking	<Null>	Main Street is lacking in bike lanes, so making it a Healthy Street would be a dramatic improvement for cyclists.	<Null>	<Null>	<Null>	<Null>
Main	Packard	Stadium	Other (please describe)	<Null>	<Null>	I think this Healthy Streets idea is TERRIBLE and should be completely eliminated!	I don't know if "Make No Changes" means "Make no changes to the plan to make it a healthy street" or "Don't make it a healthy street." I DO NOT WANT IT TO BE "HEALTHY!" LEAVE THE OUTER LANES AS THEY ARE!	<Null>	<Null>	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main	Stadium	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closing outside traffic lanes creates major vehicle bottlenecks and is unsafe. I cycle frequently on this road and seriously prefer *not* closing these lanes; very easy for unaccustomed cars to turn into/through cyclists and peds. Please do not close.	Driving-Critical access to my residence,Biking	<Null>
Main	Williams	Huron	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Main	Williams	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	1. This area is too busy as a major artery in and out of Ann Arbor. Making it a healthy street will cause horrendous back-ups, and drivers will simply divert to fast driving through the surrounding neighborhoods. 2. In general, on all Healthy Streets throughout Ann Arbor, the initiative is NOT NEEDED. All last year, almost no one actually used the lanes as intended. And now with COVID-19 on the wain, it will be totally unnecessary.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main	State	William	Other (please describe)	<Null>	<Null>	Walkability. Safety. Ambiance. Sustainability. Can we make this a traffic free zone?	Closed to traffic	<Null>	<Null>	<Null>
Main	Stadium	William	Make No Changes	<Null>	<Null>	Driving. Streets are for driving.	<Null>	This is the stupidest thing this city has done in a long time. I know you guys like to smell your own farts while your biking through town since you don't actually have anywhere important to be or anything productive to do but some people need to work and we use roads to get to work. If we have fewer roads, more cars are on the roads that we do drive on. More cars on the limited roadways means longer lines. Longer lines means cars wait for lights more. Cars waiting for lights for longer means more gas is burned in idle. This is a dumb backwards plan that no one will use. Everyone who was going to walk and bike was already doing so.	Driving-Critical access to my residence	<Null>
Main	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This was not widely used in 2020. It caused major vehicle backups. With the construction downtown this summer at Main & William and on Ashley between William & Huron IT IS CRITICAL TO NOT MAKE IT MORE DIFFICULT TO GET DOWNTOWN.  I am a business owner on Main Street and the consistent feedback I received from all of my customers last year was that the streets that caused traffic delays getting into downtown should be eliminated.  I believe the surveys and analysis previously done were simply not accurate.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main	Hoover	Pauline	As a Healthy Street	biking	<Null>	East-West bike routes are lacking anywhere south of Liberty. Stadium is unsafe (west of Pioneer it just has sharrows painted in a car lane). Protected bike lanes between Hoover and Pauline, as we had last summer, keep cyclists off the narrow sidewalks.	<Null>	<Null>	<Null>	<Null>
Main	Huron	Stadium	As a Healthy Street	walking,biking	<Null>	I think Main should be closed off to give pedestrians and cyclists more space. Where it isn't completely closed off, the increase in bike lane space last year was so, so great.	<Null>	<Null>	<Null>	<Null>
Main	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a major commuter driving path for people working or shopping in the city, it isn't residential, and there are few street level businesses to walk between along it. Closing lanes causes backups, sometimes huge ones. The Healthy Streets changes to this street discouraged us from coming in to the city.	Driving-Critical access to my residence	<Null>
Main St	William	Stadium	Make No Changes	<Null>	<Null>	USE THE SIDEWALKS.	<Null>	We live in downtown Ann Arbor. We saw people almost getting hit by oncoming traffic when they went to walk across the 'Healthy Streets'. It was very confusing as a pedestrian to cross the street with the barriers. As a driver, it was difficult to see a pedestrian crossing the street with the barriers. It is opposite of 'Healthy Streets', it is 'Dangerous Streets' and an accident waiting to happen. Please DO NOT start this program again.	Driving-Critical access to my residence,Walking	<Null>
Main St	Stadium	Miller	Make No Changes	<Null>	<Null>	<Null>	<Null>	Because it was an absolute nightmare to travel last year when closing a main thoroughfare.	Driving-Critical access to my residence	<Null>
Main St	Hoover	Madison	Make No Changes	<Null>	<Null>	<Null>	<Null>	Significant number of delivery trucks (Amazon, UPS, etc.) already block a lane of traffic numerous times per day on Main St in front of the large apartment complexes. During last year's Healthy Streets program these trucks typically just parked in the blocked lane that was supposed to be for bicycles/pedestrians, so if Main St is again chosen as a Healthy Street, whatever design is used will need to account for these trucks (maybe some sort of designated delivery truck area?).	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main St	William	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	During last year's Healthy Street program, many cars driving north on Main St did not realize that there was no longer a left turn lane for turning onto westbound William and instead blocked the southbound Main St lane as they attempted to turn left. The temporary parking spots created on the west side of Main St at this intersection were also very unclear and likely contributed to driver confusion. If Main St is chosen as a Healthy Street again this year, the design needs to do a better job of reducing driver confusion at this intersection.	Driving-Critical access to my residence, Walking	<Null>
Main St	Hill	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a major commuting route in and out of the city. As people get vaccinated and COVID becomes manageable, more of us will be returning to our workplaces in Ann Arbor. Having Main St (and Packard past Stone School) narrowed to one lane in and out of the city is just going to add to the gridlock. It's not going to push us commuters to use buses when we don't live in the city on bus routes to start with. It's not going to push us commuters to use bikes when we live too far away to bike.	Driving-Critical access to my residence	<Null>
Main St	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Too important for vehicle traffic	Driving-Critical access to my residence, Bus_Route	<Null>
Main St	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	It was such a mess last year. There is already so much traffic here and the "healthy streets" made it worse — increasing emissions from traffic (which is the opposite of healthy.) Plus there is not as much pedestrian activity here compared with other areas where it would make more sense.	Driving-Critical access to my residence, Bus_Route	<Null>
Main St	Huron River Drive	Waters / Lohr Rd (DO ALL OF MAIN ST PLEASE)	As a Healthy Street	biking	<Null>	it is currently VERY difficult to get to Meijer / Target or to Huron River Dr via bike from downtown / campus area. Having a usable protected lane or path would be such a game-changer for making this city bike & ped friendly.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main St	Stadium	Madison	Make No Changes	<Null>	<Null>	<Null>	<Null>	I drive down Main St daily. Last summer, I witnessed very few cyclists and pedestrians using the healthy lane. Cars are left idling their engines as they wait through several sequences of traffic lights especially by the Big House. Traffic's backed up past Pioneer on some mornings and that's during the pandemic when fewer people are out driving. This is a main road through town to US14. There are plenty of sidewalks including on Main for pedestrians to use to go into town. Seventh has a bike lane which few people use.	Driving-Critical access to my residence,Walking	<Null>
Main st	Stadium	Hill	Make No Changes	<Null>	<Null>	<Null>	<Null>	Many use this as a commute route. Closing this off makes it difficult to go from Pauline to downtown. The alternative, 7th, is ridden with potholes and can't handle the traffic. Additionally, there aren't any businesses here which would benefit from space in the street for dining etc like they do on Main between Williams and Huron.	Driving-Critical access to my residence	<Null>
Main st	Stadium	Madison	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is used to commute and shouldn't be restricted.	Driving-Critical access to my residence	<Null>
Main St	Huron	E William St	As a Healthy Street	walking,biking,other	Dinning,,I,loved,the,weekend,closures,last,year,that,allowed,the,streets,to,be,used,as,social,distance,seating,,walking,and,shopping	<Null>	<Null>	<Null>	<Null>	<Null>
Main st	Washington	Huron	As a Healthy Street	walking,other	No,vehicle,	The street is blocked off every other weekend in the spring, summer, and fall. Just keep it closed and improve the site with plants, walkways, art/fountain	<Null>	<Null>	<Null>	<Null>
Main St	Miller	Williams	As a Healthy Street	walking	<Null>	During the summer the sidewalks on Main Street become crowded. By making it a healthy street and adding space there can be more dining and more to draw people to the city. I would not allow bikes (walk them in that area), they have other lanes.	<Null>	<Null>	<Null>	<Null>
Main St	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am concerned about the ease of movement for emergency vehicles if lanes on this major road are closed.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main St	Huron	William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	In general, just wanted to convey that the more opportunities we promote for walking/biking over car use...the better!	<Null>	<Null>	<Null>	<Null>
Main st	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is difficult enough to drive in A2 with the anti-car mentality council has taken. By taking lanes on Main st it makes it almost impossible to use. Traffic backs up causing more air pollution because cars have to sit and idle in traffic. It is also dangerous because people trying to pull out on side streets just pull into traffic no matter what the Main St traffic is doing.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main St	William St	Huron St	Other (please describe)	<Null>	<Null>	The street should be closed during the summer for dining and shopping and turned into a pedestrian promenade	Close the Street	<Null>	<Null>	<Null>
Main St	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	You've got to be kidding me. Main Street??? What is the alternate route for this traffic??? This is heavily traveled. It is a main route for traffic from I-94 to downtown for out-of-towners. It is the main artery to get to and from the Busch's area, Briarwood, and Whole Foods/REI, and the Ann Arbor Saline Meijer/Target/Best Buy area and downtown. South Fourth Avenue is an excellent alternative. Seventh is an excellent alternative. First or Ashley is an excellent alternative. UNBELIEVABLE. This proposal boggles my mind.	Driving-Critical access to my residence	<Null>
Main St	William st	Huron St	As a Healthy Street	walking,other	Close,down,the,street,and,allow,for,shops/restaurants,to,set,up,outdoor,space	Close it down to vehicle traffic	<Null>	<Null>	<Null>	<Null>
main st	william	stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Making Main street a healthy street would have a serious impact on traffic and would make Ann Arbor very unpleasant to live and work in	Driving-Critical access to my residence	<Null>
Main St	Catherine St	Packard	Other (please describe)	<Null>	<Null>	I'd love for this part of down town to prioritize pedestrians, walking, biking, safe strolling between the businesses without all the car traffic.	I'd like to see this section of Main St closed off to car traffic entirely and be made into a pedestrian/bike-friendly street permanently	<Null>	<Null>	<Null>
Main St	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic is much higher this year for people entering and exiting the downtown area for employment. As restaurants come back to full capacity and traffic increases, you want to make sure people want to work (most restaurant workers cannot afford to live in Ann Arbor) and visit the downtown area without sitting in traffic. I'd elect to work in a restaurant where I do not have to sit in traffic and jobs are plentiful right now in that industry.  Everyone is eligible for a vaccine right now, closing down a lane on Main isn't necessary this year. Traffic is already way up compared to what it was last summer.	Driving-Critical access to my residence,Walking	<Null>
main st	stadium blvd	william	Make No Changes	<Null>	<Null>	<Null>	<Null>	to permit good traffic flow	Driving-Critical access to my residence,Walking,other	motorcycling
Main St	Huron	Packard	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Main St	Madison	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	The construction in this area already makes Driving difficult	Driving-Critical access to my residence	<Null>
Main St.	Huron	William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Allow,businesses,to,have,more,space,on,street.	this would be great for full time, or just weekends, for businesses and residents alike.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main St.	Washington	William	As a Healthy Street	walking,biking	<Null>	This street is horrible to drive on anyway. Close it during busy summer months, along with Liberty from Ashley to Fourth.	<Null>	<Null>	<Null>	<Null>
Main St.	William St.	Stadium Blvd	Make No Changes	<Null>	<Null>	Re: First and William: we live near here and see few bicyclists, but plenty of confused drivers. One wonders if the changes were based on evidence of high bicycle use? Or wishful thinking? Then you had to add another RR crossing -- more train horns.	<Null>	I live near William and Second, and I walk around here as well as Main St., daily. When Main St. was changed to a "healthy street" some months ago the traffic backed up and became congested, smelly, and noisy, unpleasant to walk on Main St.  Another street for "no changes" would be Third St. between Miller and Huron. Unnecessary to block this one off as was done recently; it's fine as it is, very walkable.  BTW - unable to move the pin	Walking	<Null>
Main Steet	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This section used as a "healthy street" last year did a disservice to the entire program. It was poorly executed and really pissed off drivers -- and rightly so. If this is under consideration again, I really hope there's consideration given to how to allow for drivers to make left-hand turns, and to mitigate very long backups at lights. That was a legitimate source of frustration, which I shared -- and I'm someone who supports this initiative generally! Throwing up barrels does not = engineering.	Driving-Critical access to my residence,Walking	<Null>
Main street	The entire main street	The entire main street	Make No Changes	<Null>	<Null>	I'm not opposed to this in principle, but it shouldn't be any main streets in town because it impacts traffic way to much. I don't want to complete this survey again, but I would also say no on Broadway Street/Plymouth. And any other main road.	<Null>	I live on main street and it got so backed up when this was implemented, I had a horribly hard time turning into my drive way and leaving my home. This very popular street should NOT be reduced. I only saw like one person using the added lane -- IT IS NOT WORTH IT for how little people use it. My commute got longer because of this as well.	Driving-Critical access to my residence,Walking	<Null>
Main Street	William	Stadium	As a Healthy Street	walking,biking	<Null>	This was so great last year on Main and I would love to see it come back this year. It made it easier to walk up and down Main, but also much easier to cross because the cars would actually stop at crosswalks.	<Null>	<Null>	<Null>	<Null>
Main Street	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	There's a reason that John Allen and Elisha Rumsey named it "Main Street" and not "Side Street that Doesn't Go Anywhere". Of course that would be hard to fit on a sign as well.	Driving-Critical access to my residence,Biking	<Null>
Main Street	Madison	Stadium	Make No Changes	<Null>	<Null>	This program should not be used for major streets.	<Null>	Very disruptive. It's a major thoroughfare. There is plenty of sidewalk. Not a major walking street anyway.	Driving-Critical access to my residence,Bus_Route	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	Miller	Packard	Other (please describe)	<Null>	<Null>	Travel to Burlington Vermont and see how nice their main drag is now that it's pedestrian-only	Shut it down to vehicular traffic - make it pedestrian-only YEAR ROUND	<Null>	<Null>	<Null>
Main Street	William Street	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	The stretch of Main Street does not usually see heavy pedestrian traffic. Last year I rarely saw walkers using areas designated for, yet vehicle traffic was greatly impeded by the blocked lanes.	Driving-Critical access to my residence	<Null>
Main Street	Packard	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a very busy street with two lanes each way. Closing lanes creates even more congestion.	Driving-Critical access to my residence	<Null>
Main Street	Huron?	Packard	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Dining/Music	Closing Main street to pedestrians and businesses should be permanent	<Null>	<Null>	<Null>	<Null>
Main Street	Pauline	Scio Church	Make No Changes	<Null>	<Null>	Should not be closed	<Null>	This stretch of Main should absolutely not be closed. I don't think ANY streets should be closed for the "healthy Streets" program which I vehemently disagree with doing. But This stretch of Main is an artery into and out of downtown which must remain open.	Driving-Critical access to my residence	<Null>
Main Street	William	Ann Arbor Saline	Make No Changes	<Null>	<Null>	<Null>	<Null>	Major thoroughfare, Heavy rush hour traffic	Driving-Critical access to my residence	<Null>
Main Street	Packard	Stadium	Make No Changes	<Null>	<Null>	Walkers should use the sidewalks.	<Null>	The orange barrels ver very dangerous. It was difficult for drivers to see cross traffic. I saw several close calls.  People should use the sidewalk, or someone will get hurt accidentally!	Driving-Critical access to my residence	<Null>
Main Street	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closing lanes here is appropriate for a main artery. Makes the road dangerous for cars and pedestrians, given the traffic load. I drive and walk this corridor, with grandchildren who live a block away, and the configuration last year was nightmarish. A driver looking up at Michigan Stadium knocked my granddaughter off her bike in a cross walk. The road has hills and traffic levels that block sight lines and the addition of barrels and cones and changing lane configuration is a recipe for disaster.	Driving-Critical access to my residence,Walking	<Null>
Main Street	William	Huron	As a Healthy Street	walking	<Null>	Close Main Street to Huron for Pedestrian use only	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	Stadium	Keech	Make No Changes	<Null>	<Null>	<Null>	<Null>	I run this section 4 times a week, and walk the area while my kids play Pokemon Go. The removal of a traffic lane did not add value, I almost never see anyone using the repurposed vehicle lane. For some time people assumed it was under construction and avoided the lane, and then it became unnecessary as the sidewalk is very generous. There were occasionally runners who would prefer to run on a non-concrete surface, but even bicycle traffic did not shift to the vehicle lane. Any repurposing needs to not suggest it is a construction zone, striping it as a bike lane similar to the green area downtown may be more effective.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main street	Huron st	William St.	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Main Street	Washington	3928 Dogwood Ct	As a Healthy Street	walking,wheelchair rolling or other assisted mobility device,other	Dining	If roads are closed to cars they should also be closed to biking, skateboard, etc.	<Null>	<Null>	<Null>	<Null>
Main Street	Scio Church	Huron	Make No Changes	<Null>	<Null>	<Null>	<Null>	Ann Arbor is not a warm-weather city. So blocking major streets to allow free access by bicycles and pedestrians does not make physical or economic sense. Traffic on Main Street in the mornings and afternoon is normally very heavy. If you reduce the number of lanes by 50% we will have major traffic jams.	Driving-Critical access to my residence	<Null>
Main Street	Huron	William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	2320 Walter Drive	<Null>	<Null>	<Null>	<Null>
Main Street	Kingsley	William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	restaurant,outdoor,dining	<Null>	<Null>	<Null>	<Null>	<Null>
Main Street	Huron	E. William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Include,extensive,outdoor,space,for,eating,,gatherings,,performances,,	Make main street like a city plaza / gathering space full time (no cars/motorized vehicles)	<Null>	<Null>	<Null>	<Null>
Main Street	William	Liberty	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is way too hard to drive downtown when Main Street is blocked. Also, there are many businesses on Main Street that are not restaurants that may lose business if the street is blocked and full of unmasked people.	Driving-Critical access to my residence,Biking,Walking	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	This section of Main being a Healthy Street last year caused a lot of issues with traffic. People turning left onto Pauline and other side streets while the street was one lane each way caused traffic backups. Also, the sidewalks, particularly the ones near the stadium, are wide enough for people to pass one another at a distance. Also, the way the Health Street lanes were blocked off often had traffic barrels or steel support beams for signs blocking the lane -- it was not safe to bike in these lanes without potentially having to weave into traffic to pass.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main Street	Madison St	Stadium Blvd	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is a main thoroughfare for traffic. It keeps traffic from cutting through neighborhoods where kids play and where bike or foot traffic can safely navigate. By closing Main Street between the south edge of downtown and Stadium Blvd, cars cut through the neighborhood and that can make the neighborhoods much more dangerous	Driving-Critical access to my residence,Biking,Walking	<Null>
Main Street	Entire length	Entire length	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's already too congested. Last summer almost no pedestrians were ever seen on the South Main portion of the healthy street installation between Madison and Pauline.	Driving-Critical access to my residence,Walking	<Null>
Main Street	Stadium	Williams	Make No Changes	<Null>	<Null>	I understand wanting to encourage social distancing for those that are biking or walking, especially on busier streets, but this section of main street is not an appropriate location for this program.	<Null>	This is major road, and it handles a lot of vehicular traffic. It is a direct route for vehicles to take from downtown to 194, or beyond to Saline. As such, it should cater more to vehicular traffic. There are large sidewalks on either side of this section of main street. Anyone who chooses to commute on a bicycle can utilize either of these sidewalks for their ride into work. But eliminating auto lanes on this section of road only forces that traffic to take longer, more inefficient routes to get to their destination. If a commuter is coming from the highway or Saline, riding their bike to downtown is not an option. We need to maintain a viable transportation mode for them. Most people do not enjoy walking or biking next to heavy vehicular traffic. Converting automobile lanes into bike lanes does not eliminate the heavy traffic, and it does not make the experience of walking along this road more enjoyable.	Driving-Critical access to my residence,Walking	<Null>
Main Street	Huron	Williams	As a Healthy Street	walking	<Null>	701 Mt Pleasant Ave	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	Kingsley	Liberty	As a Healthy Street	walking,biking,other	Sidewalk,cafes,and,green,zone.,,	Perminatly close it to automobile traffic. Allow delivery trucks between 9am-11am. Add plants, fountains, and sidewalk cafes. Adapt to the times.	<Null>	<Null>	<Null>	<Null>
Main Street	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a main thoroughfare. Prior efforts to make this "healthy" resulted in terrible traffic issues and very little use by pedestrians that would warrant any consideration	Driving-Critical access to my residence	<Null>
Main Street	Williams	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Main Street is a major thoroughfare & bus route with high volumes of both incoming and outcoming traffic. Reducing this street down to one lane each way is going to cause many issues. First, it's going to increase travel time making the morning & afternoon rush hour longer than it currently is. Second, it's going to create backups when cars have to turn left or when a bus has to make a stop. Third, it will make turning onto Main Street from the connecting residential streets nearly impossible (due to the long backups).	Driving-Critical access to my residence,Walking	<Null>
Main Street	Anywhere	Anywhere	Make No Changes	<Null>	<Null>	Consider blocking off Main St from William to Washington all week, rather than just Thur-Sun	<Null>	Main Street was a healthy street last year, and in my daily commute on the route, I NEVER saw a single person using it. Blocking this street is both a waste of taxpayer money and a major inconvenience to commuters. As a local business owner, I am dependent on customers being able to conveniently get to my downtown store...and whether the city likes it or not, this requires the use of a car for the majority of our customer. Please don't waste time or money creating this unnecessary gridlock.	Driving-Critical access to my residence	<Null>
Main Street	Stadium Blvd	William St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	Main Street should not be designated as a "Healthy Street". It is a major thoroughfare. When it was designated a "Healthy Street" before I never saw people using the "extra space" for biking/walking but I did encounter more vehicle traffic and slower drives.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	William	Jefferson	Make No Changes	<Null>	<Null>	<Null>	<Null>	I do not support closing down lanes at this intersection (especially a turn lane onto Packard) because it is a relatively high-traffic intersection that backs up easily, especially with the construction at 405-425 Main St. and the closures for restaurants on Main St. during weekends. Increased traffic on a main road with closed down lanes could lead to more usage of neighborhood streets, which would impose a safety risk for its residents. I feel that the need for the Healthy Streets program isn't as necessary as it was in the beginning of the pandemic due to the vaccine being widely disbursed and mask mandates.	Driving-Critical access to my residence	<Null>
Main Street	Hill St	Madison	As a Healthy Street	walking,biking	<Null>	I work near here and would like to be able to walk or bike on Main safely (never felt safe biking on Main before)	<Null>	<Null>	<Null>	<Null>
Main Street	Stadium	HW14	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closing lanes on Main street through town is disruptive. Two lanes in/out of downtown is not too much to ask. And one lane through downtown is not excessive. I am a cyclist and pedestrian myself, but we need lanes for car traffic as well.	Driving-Critical access to my residence,Biking,Walking	<Null>
Main street	stadium	Packard	Make No Changes	<Null>	<Null>	automobile use - and emergency vehicles. It was a nightmare for emergency vehicles, glad I wasn't the party waiting for them to arrive.	<Null>	Not needed. More dysfunctional than serving any purpose.	Driving-Critical access to my residence,Walking	<Null>
Main Street	William	Stadium	Make No Changes	<Null>	<Null>	Please do not make a healthy street on main street between Williams and Stadium!	<Null>	Last year it caused traffic back ups, and it was not used for outdoor seating/pedestrian use.	Driving-Critical access to my residence	<Null>
Main Street	Stadium	downtown	Make No Changes	<Null>	<Null>	<Null>	<Null>	It was so congested as a "healthy street" last year and made driving to work so hard. It will only get worse as more are vaccinated, in school, etc and are commuting again.	Driving-Critical access to my residence,other	Running,occasionally
Main Street	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	Making Main Street a two lane road makes it very difficult to get downtown. It will negatively impact business if it's too much of a hassle to drive downtown. I think the whole healthy streets program is a horrible idea.	Driving-Critical access to my residence	<Null>
main street	stadium	william	Other (please describe)	<Null>	<Null>	This created such a traffic nightmare. Please do NOT do this again.	should NOT be used as a "healthy street"	<Null>	<Null>	<Null>
Main Street	Huron	Williams	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Reataurants	<Null>	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Main Street	Stadium blvd	William st	Make No Changes	<Null>	<Null>	<Null>	<Null>	This was a mess last year with half the road blocked for biking. I never even saw anyone using the blocked lanes. Traffic will be worse this year as more people will be back at work. Please do not make this a healthy street!	Driving-Critical access to my residence	<Null>
Main Street near the stadium	Stadium	William	Make No Changes	<Null>	<Null>	Main Street north of William is a great area to close off on Weekends in warm months. That was a great way to get people downtown and feel safe. Our whole family enjoyed that experience and would be happy to use businesses in downtown more.	<Null>	This is a major commuting route for Saline. It is so very difficult to get to Ann Arbor from Saline because of the surface roads already. When you reduce this road, it makes it just so hard for employees to come into town or use services.	Driving-Critical access to my residence	<Null>
Man	Stadium	William	Make No Changes	<Null>	<Null>	Restricting vehicle access to downtown should start downtown, eg. William , not out by the stadium and high school.	<Null>	Last summer the orange barrels blocking lanes on main st. by the golf course and stadium was scary for driving. Stopped going downtown. Very unfriendly and unsafe.	Driving-Critical access to my residence	<Null>
Manchester Rd	Independence	Washtenaw	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Maple Rd	Scio Church	Stadium	As a Healthy Street	biking	<Null>	1738 S Maple Rd	<Null>	<Null>	<Null>	<Null>
Maplewood ave.	Packard	Edgewood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	We already meet weekly in our street, and have a lot of cut through traffic. It would be great to be able to use our own street safely.	<Null>	<Null>	<Null>	<Null>
Marlborough	Packard St.	Tremmel	As a Healthy Street	walking,biking	<Null>	This whole neighborhood gets a lot of speeding cut through traffic	<Null>	<Null>	<Null>	<Null>
Marlborough Dr.	Packard St.	Tremmel	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route.	<Null>	<Null>	<Null>	<Null>
Mershon dr	Scio church rd	Avondale rd	As a Healthy Street	walking,biking,other	Lots,of,children,playing,,skateboarding,,biking	Lots of people use it as a cut-through to our neighborhood. They speed and do not look. No yield or stop signs to slow them down	<Null>	<Null>	<Null>	<Null>
Miller	First	Main	Make No Changes	<Null>	<Null>	<Null>	<Null>	No left turn at Main? Ridiculous!	Driving-Critical access to my residence	<Null>
Miller	First	Division	Other (please describe)	<Null>	<Null>	We loved the bike lane from last year's pilot. It was great. We particularly loved how it then led directly into a bike lane on Division. Thanks for making A2 so bike friendly!	Bike lane!	<Null>	<Null>	<Null>
Miller	Chapin	Seventh	Make No Changes	<Null>	<Null>	Your "drop a pin" as a method of surveying people isn't very user-friendly. Therefore I'm not using it. I will say that several of the street changes and signage are ridiculous, for example: adding a four-way stop on First and Anne. No traffic there.	<Null>	<Null>	Driving-Critical access to my residence,Walking	<Null>
Miller	First	Main	Make No Changes	<Null>	<Null>	<Null>	<Null>	The elimination of the left hand turn lane was miserable. Waiting two to three light change to get through the intersection make no sense.	Driving-Critical access to my residence,Walking	<Null>
Miller	Chapin	Fifth	As a Healthy Street	walking,biking	<Null>	Connect the west side with Kerrytown and downtown so families can bike safely!	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Miller Ave	First Street	State Street	As a Healthy Street	walking,biking	<Null>	This is a great route for biking, if there's enough room for bikes. I really appreciated the extra bike lane in this area last summer - made it so easy to get to the farmer's market!	<Null>	<Null>	<Null>	<Null>
Miller Road	First Street	Newport	As a Healthy Street	walking,biking	<Null>	It seems like the only major street being used is were poorer people live. I would go downtown and walk up miller to see the big houses.	<Null>	<Null>	<Null>	<Null>
Miller St	Division St	Chapin St	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Miller/Catherine	Newport Rd	Glen	As a Healthy Street	biking	<Null>	Major route into town and the University	<Null>	<Null>	<Null>	<Null>
Miller/Catherine	As far west as possible	to Division or even to the hospital!	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Miller/Catherine	First	Division	As a Healthy Street	biking	<Null>	Last year Miller/Catherine was adjust to have a bike lane all the way through, rather than ending at First. This made a huge difference in my comfort/safety level riding my bike to the farmer's market, which I did every Saturday.	<Null>	<Null>	<Null>	<Null>
Miller/Catherine Street	First Street	Division Street	As a Healthy Street	biking	<Null>	Provide east west comfortable and safe bicycling transportation from first Street protected bike lane to healthy streets protected division Street bike route.	<Null>	<Null>	<Null>	<Null>
Miner	West Summit	Brooks	Other (please describe)	<Null>	<Null>	There is very little traffic that uses this street during normal times. It seems like a poor use of resources to close it down.	No longer a healthy street	<Null>	<Null>	<Null>
Miner	Summit	Brooks	As a Healthy Street	walking,biking	<Null>	I live here and I am glad our street is on the list of planned healthy streets. Just make sure the barriers do not block the drains	<Null>	<Null>	<Null>	<Null>
Miner	Summit	Brooks	Make No Changes	<Null>	<Null>	Yes, streets are for driving.	<Null>	I think the healthy street plan is stupid and confusing to drivers who run across a sign that says the street is closed. Who could possibly monitor this to ensure that only people who live in the neighborhood go down the "closed" street? Also, drivers in A2 have so many things to pay attention to already (cross walks, dedicated bike lanes, etc) its amazing anyone can figure out how to drive in this town.	Driving-Critical access to my residence	<Null>
Miner	Summit	Brooks	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Miner St	Summit	Brooks	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please don't run this program in 2021. I'm an enthusiastic pedestrian and cyclist and believe that safe streets are important for everyone. This program doesn't make streets safer or more welcoming. It makes them confusing, which is dangerous for pedestrians and cyclists.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Morton	Ferdon	Harding	Other (please describe)	<Null>	<Null>	1700 Morton Ave	As the house most affected, please do NOT include Morton. It did not change healthy behaviors and created more problems that it solved.	<Null>	<Null>	<Null>
Morton Ave.	Ferdon	Harding	Other (please describe)	<Null>	<Null>	Just leave Morton Ave. alone - we were fine before this program!	Not as a Healthy Street. It was just fine before the program and a one-block Healthy Street does not really make sense.	<Null>	<Null>	<Null>
Morton Avenue	Ferdon	Baldwin	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	1611 Morton Avenue	<Null>	<Null>	<Null>	<Null>
Murray Avenue	Liberty	Washington	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	children's,safe,play	<Null>	<Null>	<Null>	<Null>	<Null>
N Division	Huron St	Broadway St	As a Healthy Street	walking,biking	<Null>	Current painted bike lane is in poor shape. Serious vehicle speeding issue.	<Null>	<Null>	<Null>	<Null>
N Division	Huron St	Plymouth	Other (please describe)	<Null>	<Null>	Do not make this a healthy street, it is the only major route to the north side of town and gets a lot of vehicle use, leave it alone	<Null>	<Null>	<Null>	<Null>
N Division St.	Packard St	Broadway St.	Make No Changes	<Null>	<Null>	Please consider the people who need to get to work and drop their kids at care. Not everyone living in Ann Arbor is privileged enough to enjoy their summer days taking their time to get from point A to point B.	<Null>	Division is a major road through Ann Arbor and there's a reason it was made into a two lane road. Last summer, it was horrible to try and use Division during the day, it was so backed up. Please, please, please do not shut down a lane of Division this summer. At the very least, please do not turn the lights into four way stops, people were just blowing through them and it seemed much more dangerous then when the lights were working and also created more traffic backup.	Driving-Critical access to my residence,Walking	<Null>
N Fourth Av	Beakes	Depot	Make No Changes	<Null>	<Null>	<Null>	<Null>	North Fourth Avenue is a TWO WAY street in an area with frequent traffic trying to navigate around Kerrytown, which is full of ONE WAY streets. It is the main route for: (1) going north from Kerrytown to Depot in order to take Main Street north to leave town and get onto M14, (2) taking a left going north onto Summit Street, to follow Summit up into Water Hill, (3) turning left to get off Depot to get into the side of Kerrytown that has entrance to all the parking (Fifth has no parking), and to the Coop and the businesses on Fourth. If this street is reduced all traffic will have to go via Main Street (3 lights, frequent backups traveling north to leave town, and there will be even more backup from having to turn left from Main onto Summit with no left turn lane).	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
N Fourth Ave	Depot St	Beakes	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last summer, I was not aware of anyone using the Healthy Streets as intended.	Driving-Critical access to my residence,Walking	<Null>
N Main	william	Stadium	Other (please describe)	<Null>	<Null>	<Null>	Not a healthy street	<Null>	<Null>	<Null>
N Main Street	Huron	William	As a Healthy Street	walking,wheelchair rolling or other assisted mobility device	<Null>	1930 Harley Dr	<Null>	<Null>	<Null>	<Null>
N Revena Blvd	Dexter	Arborview	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
N. 5th Avenue	Beakes Street	Packard St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	The changes made to this road this past summer were disruptive and unnecessary. I generally drive like 20 miles per hour on this road because of the pedestrian foot traffic and high number of parked cars - pedestrians have no trouble crossing the street at existing cross walks or jay-walking 5 feet away from a cross walk. I also found the substitution of stop lights for stop signs disruptive - it was much more tedious to use this road to get downtown (this is the Main Street I use to navigate from the north of the city downtown). Additional, I prefer stoplights and crosswalk lights as a pedestrian.	Driving-Critical access to my residence,Walking	<Null>
N. Division	Huron	broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last year's Healthy Street lane restriction on N. Division (and traffic light timing changes at Catherine and Kingsley) created terrible traffic jams for those heading North to Plymouth Rd, as well as those Medical Campus commuters heading West on Catherine to get to Main St. With sidewalks & curb ramps on both sides of the street, there is no need to restrict a viable traffic lane.	Driving-Critical access to my residence,Walking	<Null>
N. Division	South of Carey Street	Broadway Bridge	Make No Changes	<Null>	<Null>	No 2way bicycle traffic on one way Division Street	<Null>	Last year with the new, temporary, summer conversion on N. Division, it was very dangerous and scary walking on N. Division. With Carey Street 2 way traffic, Division 2 way Bicycle traffic, and E. Summit Street and Brakes all next to each other, it was very, very difficult and unsafe to be walking there. Bicyclists on Division do Not stop for pedestrians and traffic coming from multiple directions. But putting two way bicycle traffic on Division at this location makes a difficult walking location into a dangerous walking location.	Walking	<Null>
N. Division	Ann	Kingsley	Make No Changes	<Null>	<Null>	<Null>	<Null>	Making N. Division one lane with no parking negatively impacts St. Andrew's Church, which has minimal private parking and often hosts large gatherings such as weddings and funerals.	Driving-Critical access to my residence,other	Parking,for,regular,and,special,event s,at,St.,Andrew's,Church.,
N. Division St	Beakes ST	Packard	As a Healthy Street	biking	<Null>	Dedicated bike path for a safe way to traverse downtown	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
N. Division Street	Hoover Ave	Broadway/Beaks	Make No Changes	<Null>	<Null>	<Null>	<Null>	This road is one of the main ways to get from Downtown to the North side of town, and depending on the day it can be challenging to navigate. On Sundays, St. Andrews blocks one lane for church parking, and the other side of the street near Community High School often has cars parked as well. If anything, the crosswalks could be enhanced, as the bump outs can make it hard to see pedestrians and the uneven cross streets can make it challenging to know where to cross	Driving-Critical access to my residence,Walking	<Null>
N. fourth st	depot st	beakes st	Make No Changes	<Null>	<Null>	<Null>	<Null>	making this a healthy street would significantly increase traffic on Main street and depot street	Driving-Critical access to my residence	<Null>
N. Main	W. William St.	W. Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Already congested and past healthy street barricades made it worse!	Driving-Critical access to my residence,Walking	<Null>
N. Main St	Miller	Packard	Other (please describe)	<Null>	<Null>	The entire city council should research some of the pedestrian zones used in Europe. They were very controversial when initially proposed and implemented, but they have revitalized some of the major European city shopping districts.	Make it a permanent pedestrian zone with set times for truck delivery.	<Null>	<Null>	<Null>
N. State Street	Depot	Monroe	As a Healthy Street	walking,biking	<Null>	Take out the parking on one side of State and make a two-way bike highway that connects to William.	<Null>	<Null>	<Null>	<Null>
N.A.	N.A.	N.A.	Make No Changes	<Null>	<Null>	Invest our street millage and general fund tax \$'s in street repair. These "healthy streets" programs to retrofit streets for non-automobile use are very costly, labor intensive, disruptive and do not serve the needs of the community.	<Null>	This is a program that has outlived its purpose.	other	XXX
NA	NA	NA	Make No Changes	<Null>	<Null>	Streets are there for cars. It's hard enough getting around AA and blocking streets is a good idea?	<Null>	It's a street. Let's use it as such.	Driving-Critical access to my residence	<Null>
Needham	Medford	Manchester	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Newport	Sunset	Bird Hills Park entrance	As a Healthy Street	walking,biking	<Null>	It is difficult to walk to Bird Hills from Sunset along the east side of Newport. Can you improve the walkability?	<Null>	<Null>	<Null>	<Null>
Nixon	Plymouth	Bluett	Make No Changes	<Null>	<Null>	<Null>	<Null>	not needed. we have sidewalks etc. Waste of fuel to drive in circles to get to destination	Driving-Critical access to my residence	<Null>
Nixon	Bluett	Plymouth	Make No Changes	<Null>	<Null>	2432 Nixon rd	<Null>	2432 Nixon rd	Driving-Critical access to my residence,Walking	<Null>
No healthy streets!	Anywhere	Antwhere	Make No Changes	<Null>	<Null>	<Null>	<Null>	Made getting around a pain Never saw anyone using the healthy streets	Driving-Critical access to my residence,Biking,Walking	<Null>
North Division	Catherine	Lawrence	Make No Changes	<Null>	<Null>	Division Street is already too narrow for inclusion in this program. It is also one of the few cross-town streets available.	<Null>	So where do members of St. Andrews Episcopal Church park for Sunday services or special services if on-street parking is blocked off? Other nearby streets are already congested with resident parking restrictions.	Driving-Critical access to my residence,other	church,parking,for,Sunday,services



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
North Division	Ann	Catherine	Make No Changes	<Null>	<Null>	<Null>	<Null>	When you added a two way bike lane to Division last summer, and changed the intersection of Division and Catherine from a regular traffic light to a four way flashing red stop, drivers were constantly running through the flashing red. It was difficult to cross Division as a pedestrian, and I was almost hit several times. Drivers did not understand that they needed to come to a full stop. It was also difficult for drivers in the lane further from the curb to see pedestrians trying to cross. Two lanes heading north on Division, paired with the offset one way Catherine, was a mess for drivers to navigate, and dangerous for pedestrians and cyclists.	Driving-Critical access to my residence,Walking	<Null>
north division	huron	plymouth rd	Make No Changes	<Null>	<Null>	was not used very much last year	<Null>	because of the traffic congestion already there caused by mismanagement	Driving-Critical access to my residence,other	running
North Division	Packard	Broadway	Make No Changes	<Null>	<Null>	Keep it as it is--protect the citizens of Ann Arbor	<Null>	You did this in the Fall, when traffic was low and you created massive traffic jams. The situation on this street was made far more dangerous for everyone and there is MINIMAL BICYCLE TRAFFIC. To do this when there is normal traffic will be to wreck north/south traffic in Ann Arbor (imagine trying to get people in and out of town on this major access route on a Football Saturday).	Driving-Critical access to my residence,Bus_Route	<Null>
north division	huron	plymouth rd	Make No Changes	<Null>	<Null>	healthy streets are a waste	<Null>	because the city has screwed up traffic enough	Driving-Critical access to my residence,Biking,Walking	<Null>
North Division	Hoover	Fuller	Make No Changes	<Null>	<Null>	<Null>	<Null>	North division is the largest, mostly pedestrian free, north-south road, connecting all of downtown Ann Arbor, to Northern Ann Arbor via the broadway bridge.  There are other north-south streets, such as state st, that are already so full of people, it might as well be used for people this summer, not cars.  But division should be for cars.	Driving-Critical access to my residence,Bus_Route	<Null>
North Division St	East William St	Broadway St	Make No Changes	<Null>	<Null>	<Null>	<Null>	Turning Division into one lane last summer caused multiple traffic issues. It is the only street that easily facilitates traffic going north through the city center and is heavily used by northside residents and commuters. As a member of St. Andrew's Episcopal Church on Division, I would also like to point out that the Healthy Streets program would make it impossible for the church to request street parking from the city for special services and funerals.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
North Division St.	Huron	Broadway Bridge	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's a one-way street that fees onto a bridge. Division has bike lanes.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
North Division St.	Packard St.	Broadway/ Wall Street	As a Healthy Street	biking	<Null>	Please bring back the two way bike lane to N Division St.	<Null>	<Null>	<Null>	<Null>
North Dixboro Road	Hillside Drive	Geddes Road	As a Healthy Street	walking,wheelchair rolling or other assisted mobility device,other	Walking,to,bus,stop	There are many senior citizen and kids in this area. We need safe path to walk to the bus stop and crosswalk to the botanical garden. .	<Null>	<Null>	<Null>	<Null>
North First Street	Miller	Huron	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Northside Avenue	Pontiac Trail	Barton Drive	As a Healthy Street	walking,biking	<Null>	Eliminate the cut-through traffic so people can walk and bike safely on this small, neighborhood street.	<Null>	<Null>	<Null>	<Null>
Oak Valley	Scio church	Ann Arbor/Sali e	As a Healthy Street	walking,biking	<Null>	With more families moving into apartments in area I see a lot of them trying to navigate walking and riding to the Pittsfield library. People are speeding and healthy street would slow down traffic.	<Null>	<Null>	<Null>	<Null>
Oakwood st	Pittsfield	Yost	As a Healthy Street	other	<Null>	Stop speeders in school zone	<Null>	<Null>	<Null>	<Null>
Oakwood Street and Pittsfield Blvd	Pittsfield Blvd	Yost Blvd	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Slow,down,traffic,in,a,school,zone,and,stop,cut,through,of,traffic,from,Packard,to,Washtenaw.,,Also,,better,management,of,,the,stop,signs,at,Pittsfield,and,Oakwood,,because,there,is,a,school,and,cars,are,not,stoppi ng,or,even,slowing,down.	Make Pinecrest a healthy street as well because it is used as a cut through of traffic from Washtenaw to Packard. People drive to fast and don't stop for stop signs.	<Null>	<Null>	<Null>	<Null>
Oswego Street	Hill	Geddes	Other (please describe)	<Null>	<Null>	Please add speed bumps; this street is only two blocks long and drivers go way too fast.	<Null>	<Null>	<Null>	<Null>
Package Road	Eisenhauer	Capenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	Package Road is a major thoroughfare that, even when all four lanes are open, has traffic backups during rush hours that extend from Buhr Park to Platte. As economic activity picks up with lifting of pandemic restrictions, traffic volume will return to previous high levels. When these traffic backups occur, it is very difficult for those who live in adjoining neighborhoods to enter the traffic stream. Reducing the driving lanes from four to two, as was done last summer, will only exacerbate the problem.	Driving-Critical access to my residence,Biking,Walking	<Null>
Packard	Stone School	U.S. 23 Highway	Make No Changes	<Null>	<Null>	<Null>	<Null>	This area of the road got too backed up and congested during the high traffic times last year. There is plenty of room on both sides of Packard for social distancing and bike traffic. Last year there was not as much use of the closed lanes as there was downtown, and it made getting through the area and home harder than it needed to be. This is a major in/out route and should be kept as such, not constricted. Many times had to wait through multiple cycles of the traffic signals because of the longer single line of automobiles trying to get through the different intersections.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	US-23	As a Healthy Street	walking,biking	<Null>	I love the concept, but on Packard, the orange barrels and construction gates weren't the most functional. It was nice to have the extra room for walking, but biking was still a challenge. Please consider more infrastructure for a dedicated bike lane.	<Null>	<Null>	<Null>	<Null>
Packard	E Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Packard is a major artery for commuters. Making it part of the Healthy Street initiative only created major back-ups and people cutting through the Buhr Park neighborhoods. There are wide, accessible sidewalks on both the north and south sides of Packard that people can use.	Driving-Critical access to my residence	<Null>
Packard	Stadium Blvd	Carpenter Rd	Make No Changes	<Null>	<Null>	No major streets please, neighborhood street ok	<Null>	No major streets please, neighborhood street ok	<Null>	<Null>
packard	eisenhower	platt	Make No Changes	<Null>	<Null>	keep 4 lanes open	<Null>	this closure made for traffic backups with no benefit to cyclists or pedestrians	Driving-Critical access to my residence	<Null>
Packard	US-23	Easy	Make No Changes	<Null>	<Null>	<Null>	<Null>	Lane changes for vehicles are dangerous. Physical distancing becomes moot after vaccinations are largely accomplished. There is almost no foot traffic along this stretch--and certainly not enough to change traffic on the STREET to accommodate a FEW people on the SIDEWALKS.  Besides, the city does not even have money to fix its streets. How can you tie up manpower, planning power, barricades, and money etc. for such a boondoggle as healthy streets? Look at Bedford Rd., for instance, which is in awful repair. Examples can probably be multiplied. Please focus on providing the basic services, and let pedestrians be courteous to one another during this time of governmentally encouraged anti-personal interaction.	Driving-Critical access to my residence	<Null>
Packard	Platt	Eisenhower	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Packard	Platte	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	Did not see one person using it while it was shut down. Main thoroughfares should not be used for this anyway	Driving-Critical access to my residence	<Null>
Packard	Packard	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please do not take a lane away on Packard! Its making to difficult to get out of our own subdivision, traffic is all backed up.	Driving-Critical access to my residence,Walking	<Null>
Packard	Eisenhower	US23	Make No Changes	<Null>	<Null>	<Null>	<Null>	1) Because there are very nice bike paths 2) Because there is a ton of traffic on Packard 3) There are relatively few bikes travelling on Packard 4) Thousands of cars are inconvenienced (burning more fuel) for 10's of bikes.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Any part of it	Any part of it	Other (please describe)	<Null>	<Null>	Major thoroughfares like Packard (any part) or Main Street (any part) should be considered a healthy street.	Do know make a healthy street	<Null>	<Null>	<Null>
Packard	Eisenhower	through downtown Ypsi	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	US-23	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a critical link for buses and drivers to and from Ypsilanti and as a frequent user of this street during the pilot, there was a significant impact on efficiency of the street, with low demand for the healthy street configuration and continued high demand for vehicle lanes. There are many other healthy streets in this area already that make complete sense. This one is restrictive to people who move between the already segregated communities of Ypsilanti and Ann Arbor.	Driving-Critical access to my residence,Walking	<Null>
Packard	Hill	State	As a Healthy Street	walking,biking	<Null>	Another awesome location, this time a primary street that definitely needs better pedestrian and biking facilities for its user mix	<Null>	<Null>	<Null>	<Null>
Packard	US Rt 23	Stone School	Make No Changes	<Null>	<Null>	My experience with these changes in other cites that I have lived in is that local businesses lose out when traffic goes to alternate routes to avoid dealing with the resulting congestion	<Null>	This a thoroughfare that allows cars to travel at a constant rate of speed with few traffic lights and is a less congested route than Stadium. Condensing this route down to fewer lanes is only going to induce drivers to use routes further south (Ellsworth) or the interstate and thereby bypass any local business stops	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	US-23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Healthy streets is a good idea for side streets, Packard is a main thoroughfare and once traffic gets back to regular levels, this program is not a good fit for this roadway.	Driving-Critical access to my residence	<Null>
Packard	Platt	Eisenhower Parkway	Make No Changes	<Null>	<Null>	Dump the Entire Healthy streets nonsense! It's just plain Nuts! Waste of time!	<Null>	Vote Totally against the Healthy Streets. Packard being blocked off double the travel trip on every trip made. The dumbest thing I have every seen. Have lived here 67 years and found it just as annoying as summer road construction projects that run into overtime. The blinking traffic lights caused nothing but confusion and fender bender accidents. Just plain nuts! Please! Not a repeat of last years insane street blockades. Please NO! Just plain Stupid!	Driving-Critical access to my residence	<Null>
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	The "healthy street" made Packard very difficult to use and diverted traffic into the neighborhoods. Walkers and bikers are already accommodated on sidewalks.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Jewett	Page	Other (please describe)	<Null>	<Null>	Driving from Packard down Jewett to South Industrial: Make it safe for drivers to see cross on-coming right sided traffic.	Very dangerous intersection. Owners of house on right corner have not cut down sufficient brush and brush further back along Page St. for driver to see oncoming cross traffic before being right onto the crosswalk. Blind corner for safe driving.	<Null>	<Null>	<Null>
Packard	Eisenhower	M23 ov3rpass	Make No Changes	<Null>	<Null>	<Null>	<Null>	Widen the sidewalk. Closing 2 of 4 lanes blocks traffic	Driving-Critical access to my residence	<Null>
Packard	Platt	Industrial	Make No Changes	<Null>	<Null>	Question whether or not this is a useful program. There is adequate area for distancing on sidewalks. COVID transmission from a brief passing encounter is extraordinarily unlikely.	<Null>	This street was closed last year... I never saw anyone using the closed portion of the street, nor even the sidewalk. It's a very low pedestrian traffic, but high vehicle traffic area. People had removed many of the cones, especially by the turn lanes, before the city did so. My partner and I, who live nearby, could not understand why this street was closed.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	I never once saw it used. Traffic backups.	Driving-Critical access to my residence,Biking	<Null>
Packard	Eisenhower	US23	Make No Changes	<Null>	<Null>	<Null>	<Null>	1) Sidewalks exist for bike riders; 2) the road barriers used in 2020 made it difficult for drivers to see cars from side streets 3) I did not see how this provided any protection for non vehicles 4) I did not see bicycle use	Driving-Critical access to my residence,Walking	<Null>
Packard	Stone School	Platt	Other (please describe)	<Null>	<Null>	Last summer was horrible. So many barrels I could not see pedestrians waiting to cross. You trained me to stop for pedestrians do not make it harder. Packard is a main corridor for autos. It needs a safe permanent bike lane.	Build a proper bike lane	<Null>	<Null>	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closing a lane both directions results in much more traffic delays and log jams.	Driving-Critical access to my residence,Bus_Route	<Null>
Packard	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	This area receives a relatively high flow of traffic. Also walking paths on either side of the road are wide enough for safe travel.	Driving-Critical access to my residence,Walking	<Null>
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	This stretch of Packard should absolutely not be closed. I don't think ANY streets should be closed for the "healthy Streets" program which I vehemently disagree with doing. But This stretch of Packard is an artery on the south side of town which must remain open. There is also ample sidewalk space since it's almost entirely bordered by parkland and absolutely nobody walks or uses that stretch of sidewalk that I have seen.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic backups	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	The backup on Packard at "rush" hour was long and difficult. I rarely was able to make a left from Easy Street onto Packard.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Turnberry	Make No Changes	<Null>	<Null>	<Null>	<Null>	<p>compared to vehicle traffic in this area. I travel this stretch of packard seven days a week and at different times of day. I usually commute to work this way and I walk my dog on packard to get to various parks/trails near my house.</p> <p>When they shut down one lane in both directions last year, commute times increased by 300-400% on this stretch of packard. I personally avoided this stretch of packard most days and took alternative routing to commute because it was so much slower. When walking on the sidewalk, I never used the "healthy streets" lane. I don't feel safe walking that close to traffic. I never saw any other pedestrians using the lane either. I only occasionally saw some bicyclists using the lane, but there is always enough space for them on the sidewalk in my experience. I also noticed significant backups in traffic when I was walking. I was often able to keep up with vehicle traffic while on foot</p>	Driving-Critical access to my residence,Walking	<Null>
Packard	Hill	Arbor	Make No Changes	<Null>	<Null>	We walk through campus daily.	<Null>	<p>It would back up too much traffic. The 700 block of S. Division is already impacted. While I am a big biker what has happened on S. Division makes it nearly impossible for larger vehicles to pass through. It is very difficult to back in and out of driveways now. Trash is not getting picked up. The intent is wonderful but how it is designed has made matters worse. This could be improved by measuring street parking spaces and whether or not their location is impacting driveways.</p>	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	The study on Healthy streets was conducted during an entirely unrepresentative time period. With covid, stores, restaurants closed, much less traffic with working from home, NO football games and to use the info from this alleged "study" is fallacious!!	<Null>	When this was implemented with lane closures between these 2 streets (never consistently, either) it resulted in massive traffic backups. Eastbound on Packard at Carpenter was backed up for over a mile and took numerous turns of the traffic signal to get through. How is this a good thing? There is little to no observable pedestrian or bike traffic on Packard thru that area, and the lane closures were absolutely unnecessary and obstructive. I know A2 is aiming to reduce traffic and ped accidents, but to close off an entire lane of traffic just so pedestrians on the sidewalk don't have to veer off onto the grass when passing another is just ridiculous when you consider the congestion and pollution caused by the lane closures. Pedestrians can veer MUCH easier than a car!	Driving-Critical access to my residence	<Null>
Packard	Carpenter	Eisenhower	As a Healthy Street	walking,biking	<Null>	Previously as a Healthy Street, I frequently saw Packard used by bikes, joggers and motorized assisted mobility devices. I also drove it often and never found delays unreasonable. When I bike to town, that stretch feels least safe when no lane reduction	<Null>	<Null>	<Null>	<Null>
Packard	Fernwood	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	This particular section of Packard is really congested already -- there are typically lengthy back ups at the Platt/Packard traffic light during the rush hour. The way the street was used last summer created backups at all times of day for traffic going west by adding an awkward lane merge just before the traffic light. Additionally, no one seemed to know that the lane closure was for "healthy streets" -- it looks like the lane was blocked for a future construction project (all orange barrels). By the end of summer, maybe a couple of cyclists had figured out that the lane was for them, but they were mostly empty. I would support the exploration of a road diet to add an actual bike lane on his section of Packard, but this was a mess.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please don't make this stretch of Packard a "healthy street" again. It makes no sense as there are sidewalks on both sides for people to use. The traffic backup was a nightmare for those of us on this side of town. I never saw anyone in the closed lane except a landscaping crew that parked their vehicle and trailer on Packard to mow at a church. The traffic backup seemed to motivate people to cut through our neighborhood to avoid that stretch of Packard. Does that make our street "unhealthy"? YES	Driving-Critical access to my residence	<Null>
Packard	Washtenaw	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	President says there will be enough vaccine for all Americans by May. There is no need at all to disrupt traffic.	Driving-Critical access to my residence	<Null>
Packard	Hill	Hoover	Make No Changes	<Null>	<Null>	<Null>	<Null>	This intersection is crowded and a traffic hazard. Last summer's orange barrels added to vehicle congestion and confusion, which puts me as a pedestrian in a less safe situation. The short and temporary nature of this lane removal does not add value.	Driving-Critical access to my residence,Biking,Walking	<Null>
Packard	Platt	Eisenhower	As a Healthy Street	walking,biking	<Null>	With Buhr Pool opening again, this would be a great way for families and older kids to be able to bike from neighborhoods to the pool.	<Null>	<Null>	<Null>	<Null>
Packard	Easy	Carpenter	Make No Changes	<Null>	<Null>	Keep the healthy streets for the side streets and not the major arteries.	<Null>	I think barrels and healthy streets on main arteries like Packard, Washtenaw, and Stadium is kind of foolish. I do not like to bike or walk them because they are inherently unsightly. Car traffic has to move somehow. Let the arteries move the traffic. Do not clog them with lanes that nobody uses for walking and biking during the barrel test.	Driving-Critical access to my residence	<Null>
Packard	Stone School	US 23	Other (please describe)	<Null>	<Null>	No One utilized this for walking/biking on Packard and it was useless and pointless, it caused non-stop traffic backups, turn lane accidents and was unsafe!	Normal Traffic	<Null>	<Null>	<Null>
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	A major thoroughfare. It took twice the number of usual traffic light cycles to get through an intersection. Idling time and air pollution were doubled. Closed lanes were empty of bicycles nearly 100% of the time.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Very disruptive. Rarely see anyone using the closed lanes	Driving-Critical access to my residence	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	I thought it was ridiculous that Packard was considered part of the program. Packard is a busy thoroughfare and should not be closed for pedestrians. Closing 1 lane in each direction resulted in major traffic backups on a street that is already jammed at rush hours. I never saw any pedestrians using the closed lane. I did, however, see a lot of angry motorists with the increased backups.  The stretch of Packard that goes between Carpenter and Eisenhower should not be blocked off in any way. This is a very busy traffic area that connects Ann Arbor and Ypsilanti. It is not a pedestrian friendly area.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic congestion, little to no use by pedestrians and cyclists when it lanes were closed last year for healthy streets 2020	Driving-Critical access to my residence,Bus_Route	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	This a major traffic conduit. Along either side of the road that is ample room for a widened bike/ped combination, simply by improving existing structures. When I first came upon this change, it was awed by this unneeded intrusion.	Driving-Critical access to my residence	<Null>
Packard	All of it	All of it	Make No Changes	<Null>	<Null>	<Null>	<Null>	Use sidewalks	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is too much traffic there already. Last year with the lanes closed it was a complete mess. Improve the sidewalks for bikers.	Driving-Critical access to my residence,Biking	<Null>
Packard	Eisenhower	23/Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	This stretch of Packard already suffers from significant rush hour congestion, reducing the lanes to one each way entirely exacerbates the issue. Last summer was awful, even with significantly less drivers due to Covid restrictions and work-from-home. If you were to do this again this year, which will undoubtedly see traffic levels closer to if not entirely back to pre-Covid levels it will almost certainly take drivers 45 minutes or likely even longer to drive this two mile stretch of road, forcing heavy traffic through the neighborhoods to avoid it. There are sidewalks on both the north and south side of the road that I've never really seen a lot of foot traffic on and last summer when lanes were closed off for Healthy Streets not once did I see anyone walking or biking in these lanes during my commute.	Driving-Critical access to my residence	<Null>
Packard	Pittsfield	Stone School	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last time this was a healthy street it didn't appear useful and just increased traffic	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
packard	easy	eisenhower	Other (please describe)	<Null>	<Null>	Discontinue healthy streets program entirely.	Find a way to solve the bike flow issue without closing a lane of traffic. And closing a lane for covid precautions is a real stretch IMO.	<Null>	<Null>	<Null>
Packard	Eisenhower Pkwy	US 23	Other (please describe)	<Null>	<Null>	Last summer's healthy street initiative revealed Packard should be one eastbound and one westbound lane with bike lanes replacing curb adjacent lanes. The speed limit should be what it is when it passes similar locations in Burns Park.	Reconcile the A2 Master Plan w/ the A2Zero Plan (encourage zero carbon burning transport), reduce to two lanes with a bike lanes &/or strictly enforce the speed limit. Current situation is very dangerous to pedestrians, cyclists, etc..	<Null>	<Null>	<Null>
Packard	US-23	Eisenhower Pkwy	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is a major route into Ann Arbor from Ypsilanti. I traveled this road every day to and from work for many years. It is one of three East/West roads that connect Ann Arbor and Ypsilanti. The others are Washtenaw and Ellsworth. All three are heavily travelled. East bound Packard is a nightmare with traffic during PM rush hour with two open lanes. I often dealt with traffic that was backed up from Platt to Eisenhower and sometimes backed up to Stone School. Last year I travelled into Ann Arbor mid day and would have to sit through 3-4 light cycles at Platt Rd. I rarely saw any bicycle traffic on Packard Rd, not enough to warrant closing down a whole lane of traffic. Very little pedestrian traffic either. The powers that be in Ann Arbor obviously do not travel these roads on a regular basis if at all.	Driving-Critical access to my residence	<Null>
Packard	Platt	Colony	Make No Changes	<Null>	<Null>	<Null>	<Null>	Removing the second vehicle lane is unnecessary.	Driving-Critical access to my residence,Walking	<Null>
Packard	Hill St.	State St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	Closes down a major artery for one block stretch of minimal added value.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	Please stop creating new conventions that people don't understand, especially temporary ones.	<Null>	someone is killed using the "Healthy Streets" pathways. The markings are not adequate, they are not lighted, and encourage mixing cars, bikes, and pedestrians. At night, on major streets, people and bikes appear out of nowhere with no lighting to see that anyone is coming, unusual turn lanes, and no warning signs to mark the "new" rules. This initiative is a serious mistake that will result in injury and lawsuits now that traffic has picked up. Even if safe, it is an elite program where residents in wealthier areas (Sunset) complain and get traffic (trucks) rerouted out of their neighborhood and into other people's. Now that the risk of passing others in masks on sidewalks is lower, there is no reason to put people into the street where cars go, and will be going in much higher rates very soon. Please focus on getting people to recognize and follow existing sidewalk, bikelane, and driving lane rules. Teaching them to IGNORE the	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Packard	Stone School	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	It was ok in 2020 when there were fewer people working in the office, but under normal conditions Packard gets really backed up with both lanes open. It would be bad to close a lane as people start returning to work.	Driving-Critical access to my residence	<Null>
Packard	US 23	Eisenhower split	As a Healthy Street	biking	<Null>	The lane closure along Packard last year got me using this as a bike route for about 1/3 of the car trips I'd normally make on this route, such as to pick up library books or visiting a friend.	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	Platt	Other (please describe)	<Null>	<Null>	Reducing this to 1 line creates a traffic jam. I do not want the council to spend my money on any healthy streets	Do not make this a healthy street.	<Null>	<Null>	<Null>
Packard	Platt	Eisenhower	Other (please describe)	<Null>	<Null>	It causes major bottlenecks at peak traffic times (and I almost never saw the lanes being used by pedestrians or cyclists)	These lanes should not be closed down.	<Null>	<Null>	<Null>
Packard	I-23	Stone School Rd.	As a Healthy Street	biking	<Null>	I would the Packard deployment to be used as a trial for a permanent installation. There are so many bike lane project for the people who already live downtown, but many people need a safe way to get downtown!	<Null>	<Null>	<Null>	<Null>
Packard	Fernwood	Eisenhower	As a Healthy Street	biking	<Null>	This is a main access point for our family to get to downtown AA. I also wish we could get to downtown Ypsi on Packard without having to ride on the sidewalk or in a street lane (riding with my children).	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	I live on Easy Street and love to bike, walk, and drive along Packard, however I strongly disliked the lane closures on Packard last year. I barely ever saw a soul using the closed lanes--Who would want to walk in the middle of a major vehicular road, even if partially closed? The many, many orange barrels give the area an unsightly, unloved, under-constant-construction feeling that is fine for a short term project but a horrible disservice to the community on a long term basis; and it is more difficult and congested coming and going from my home. I think that this well intentioned program should be limited to downtown and more residential areas and not endlessly obstructing major thoroughfares, both visually and physically. I feel like most respondents to these surveys are heavily biased in favor of the program, and the city is not hearing as much from a large constituency that dislikes elements of it.	Driving-Critical access to my residence,Biking,Walking	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Because rush hour traffic on this stretch is already horrendous. Closing half the lanes was a nightmare last fall.	Driving-Critical access to my residence	<Null>
Packard	Platt	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Very busy main road. Last summer it would get very backed up on weekends and evenings	Driving-Critical access to my residence	<Null>
Packard	Stone School	Platt	Other (please describe)	<Null>	<Null>	<Null>	Do not make a Healthy Street. Was a nightmare last year for traffic and few people were actually using it. (I live in this neighborhood and travel it regularly to the library and stores. It's too much of a main route between AA and Ypsi and shopping.)	<Null>	<Null>	<Null>
Packard	Eisenhower	Carpenter	As a Healthy Street	biking	<Null>	3554 Pheasant Run Cir	<Null>	<Null>	<Null>	<Null>
Packard	Hill	State	Make No Changes	<Null>	<Null>	<Null>	<Null>	What is the point of closing Packard from Hill to State Street? Packard is the main artery to get from Stadium Blvd to Division / Main St / downtown. How is traffic supposed to go around this single block detour without major backups? Detouring is going to involve waiting at 2 or more traffic lights. The light at Hoover is always backed up. There are no separate left turn lanes around this area. How about these alternatives in the same area: Madison, Arch / Oakland / Tappan.	Driving-Critical access to my residence,Biking	<Null>
Packard	Packard and Carpenter	Packard and Main	As a Healthy Street	walking,biking	<Null>	1111 WESTMOORLAND ST	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	The traffic is too heavy to close lanes on Packard. This was horrible last summer. Please do not do this again. Especially with school returning and summer activities plus traffic increasing.	Driving-Critical access to my residence,Walking	<Null>
Packard	Hill	State	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a major street that people use to access downtown from neighborhoods, and for UM employees exiting campus. It is already congested, and backed up as is is, there's no way you can close Packard between State and Hill. So everyone would have to turn north onto State and west onto Hill to continue to downtown? Can't even imagine what that will do to traffic and pedestrian safety?	Driving-Critical access to my residence	<Null>
Packard	Packard	State and Main	Make No Changes	<Null>	<Null>	<Null>	<Null>	Ridiculous to close Packard!	Driving-Critical access to my residence,Walking	<Null>
Packard	Us23	EisenhowerIN	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last year closing lanes on Packard in this area was a nightmare causing multiple backups because it's a main route between ypsi and Ann Arbor.	Driving-Critical access to my residence,Bus_Route	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please DO NOT reduce the traffic flow on Packard again! It was an utter mess last summer, and the experiment was ended early. The lane reduction makes entering/exiting businesses and making left turns exceedingly difficult and dangerous. Anecdotally, I also saw almost nobody using these lanes for pedestrian or bicycle use. Please do not proceed with this reduction.	Driving-Critical access to my residence,Walking	<Null>
Packard	Eisenhower	US-23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please do NOT do this. The only outcome last time was heavy traffic. I live at Carlton Court directly in the middle of this closure, and I can tell you very well that no one utilized the closed lane for walking or jogging (who would when the only protection between you and cars going 35-45 mph are cones?). Maybe some cyclists used it, but it largely sat empty. For people that live in this area, the only noticeable change was difficulty turning out of our neighborhoods and going to local businesses. Bottom line, it is a busy street, and it makes no sense to funnel traffic even further for the sake of pedestrians who still won't use it.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	Not sure why Packard, a major thoroughfare has to become a healthy street. Not once, all summer, did I see people biking or walking on the road. Just caused major backups, and cars to cut through neighborhoods.	<Null>	It was a nightmare last summer. When heading west on Packard, it often took 2-3 lights to get through the intersection at Platt. The right turn lane, to go north on Platt was blocked, encouraging people to cut through the neighborhood instead of staying on Packard. Instead of narrowing the lane before the intersection, the merge to one lane should be AFTER the intersection, so people turning right (north) on Platt can continue. Just like heading west on Stadium, the merge to one lane happens after 7th street, not before the intersection so cars can continue to turn right!	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Cross	As a Healthy Street	biking	<Null>	Would love to see Packard become bike friendly the entire way to Ypsilanti.	<Null>	<Null>	<Null>	<Null>
Packard	Carpenter	W Stadium	Other (please describe)	<Null>	<Null>	<Null>	Keep north south main roads open. Keep east west main streets open. At 79 walk or bike is meaningless. So do not penalize like residents for new bes	<Null>	<Null>	<Null>
Packard	Eisenhower	Platt	As a Healthy Street	biking	<Null>	This street was a healthy street in 2020 and I used it quite a bit!	<Null>	<Null>	<Null>	<Null>
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	For cars	<Null>	Because it congests traffic during rush hour times I have seen very few people are using it. The Orange barrels look ugly. Please do not do this again.	Driving-Critical access to my residence	<Null>
Packard		94 Terhune	Other (please describe)	<Null>	<Null>	Losing the turn lane here on packard will significantly impact the future residents of the new construction condos on Burton Rd!	<Null>	<Null>	<Null>	<Null>
Packard	Elmwood	Yost	Other (please describe)	<Null>	<Null>	It is dangerous for walkers and children at parks.	Packard saturated with vehicle fumes. Yost and Elmwood are cut through for speeding vehicles.	<Null>	<Null>	<Null>
Packard	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	Too busy, too much traffic to be a "Healthy Street". Last time it was also too dangerous and not used enough as a "Healthy Street" to justify the change.	Driving-Critical access to my residence	<Null>
Packard	All	The entire length	Make No Changes	<Null>	<Null>	<Null>	<Null>	Do not close the major traffic arteries (Washtenaw, Division) It creates very unhealthy back ups. It also causes resentment, and does not further the cause of reducing personal vehicle use. The 80,000 people a day who commute here are not going to ride bikes. Nor will they use the public transportation facilities that don't exist, primarily because of their lack of existence.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower Pkwy	Carpenter Rd	As a Healthy Street	biking	<Null>	I used Packard road Healthy Streets lane to commute to/from work 3 times a week last year. I saw several bike commuters using the Healthy Streets lane on both sides as well. With a better set up, it will be less confusing to drivers. I felt so much safer.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	As business gets back to our "previous" normal this is a very busy road. Pre-pandemic between 4-6:30pm many times all eastbound lanes were full and backed up all the way to King George from Platt. Even last summer it would occasionally back up and I foresee an issue this year, too.	Driving-Critical access to my residence	<Null>
Packard	Hill	State	As a Healthy Street	biking	<Null>	3320 CREEK DR	<Null>	<Null>	<Null>	<Null>
Packard	Eisnehower	23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please do not block off one lane in each direction with temporary construction barrels. This roadway has sidewalk and parkway grass on both sides - plenty of space for pedestrians. Is the bike traffic high enough to justify reducing the car travel lanes? Perhaps a 'share the road' signage and road markings would be more appropriate and less confusing to all.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Many bicycles are still ride on the sidewalk, and it bottlenecks traffic during the rush hours. There is more traffic now than last year, and it will be difficult to move through the area. There will be more slower cars in the area for a longer time creating more air pollution, as well as frustrated drivers. Last year I saw 3 out of 5 bicyclists riding on the sidewalk not the new area on the street.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Streets are for cars and motorized vehicles. If you shrink the streets there will be more congestion, accidents, travel time and frustration.	Driving-Critical access to my residence,other	Running,on,the,sidewalk
Packard	Madison	Division	As a Healthy Street	biking	<Null>	The Packard bike lane disappears for the incredibly short block between Madison and Division. Many cyclists take to the sidewalk to avoid this gap, resulting in way too many people too close together on the sidewalk.	<Null>	<Null>	<Null>	<Null>
Packard	State	Hill	As a Healthy Street	biking	<Null>	The bike lane is dangerously narrow here, and making it a healthy street temporarily solves that problem.	<Null>	<Null>	<Null>	<Null>
Packard	Main St	Eisenhower	As a Healthy Street	biking	<Null>	1332 White St	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	Main Street	As a Healthy Street	biking	<Null>	This is a major artery for cyclists	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	23	As a Healthy Street	walking,biking	<Null>	This was a crucial extension of the bike network last summer, and I would like to see it come back again. Packard is extremely difficult to bike currently, and Ann Arbor-Ypsi is a necessary destination for people like me who run errands via bike.	<Null>	<Null>	<Null>	<Null>

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Packard	State	Hill	Other (please describe)	<Null>	<Null>	Don't put speed bumps in the Healthy Streets bike lane. direction markings on the speed bumps seemed backwards last year. Find some barricades that don't take up half a land in themselves. Thank you.	Whether it's a "Healthy Street" or not, PLEASE fix the d*** street. It is difficult to bike at any speed over all the broken and patched pavement. The barricades last year forced me into the car lane because i didn't want to bike over all the bumps.	<Null>	<Null>	<Null>
Packard	Eisenhower	city limits	Make No Changes	<Null>	<Null>	<Null>	<Null>	this is an arterial with major am/pm traffic last year never saw any meaningful pedestrian use to justify closing outside traffic lanes	Driving-Critical access to my residence	<Null>
Packard	State	Hill	As a Healthy Street	biking	<Null>	Parked cars on in going lane, no bike lane at the intersections on either side, broken road surfaces especially in out going lanes, dangerous for cyclists in the midst of motorized traffic changes lanes, rough bumps at sidewalk curbcut, crowded sidewalkk	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	Golfside	As a Healthy Street	walking,biking	<Null>	I use Packard regularly to ride to & from downtown - felt so much safer with the lanes closed to both walk & bike. Often saw wheelchair use. Would like to ride safely to Ypsi..	<Null>	<Null>	<Null>	<Null>
Packard	Hill	State	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Packard	Carpenter	Eisenhower	As a Healthy Street	walking,biking	<Null>	This remains a key gap in nonmotorized connections from neighborhoods on the southeast side of Ann Arbor to the rest of the city	<Null>	<Null>	<Null>	<Null>
Packard	Stone School	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	My god. I was stunned that you chose this section of Packard, which is already a nightmare at rush hour. I used to work at 777, and this stretch is already overloaded at multiple times of day. This is not a good place to do a lane reduction; many people attempt to drive between Ann Arbor and Ypsi along this route -- or shop along the stretch of Packard E of Platt with all the little malls. There are places I like to shop along there, but it was a complete no-go zone for me during the months when "Healthy Streets" was in place, and it will be again.	Driving-Critical access to my residence	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	pedestrians have enough room in the right away to distant themselves when walking	<Null>	Major streets that needs all the lanes for traffic.	Driving-Critical access to my residence,Walking	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic was terrible when you make this a healthy street last year. That actually makes it more dangerous. There are sidewalks, so why do you need to add lanes in the street. Cars were going into the closed off lanes to get around traffic jams, which make it dangerous for any pedestrians there. Let them use the safer sidewalks!	Driving-Critical access to my residence,Walking	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	All of it	All of it	Other (please describe)	<Null>	<Null>	Streets are for cars. There are enough bike lanes. Leave it alone, if anything put on widened sidewalks for extended bike paths	Leave it out of your stupid plan. It wasn't utilized last year, leave it alone. Stop forcing your agenda on the city. Streets are for driving.	<Null>	<Null>	<Null>
Packard	Packard	Ypsilanti	Make No Changes	<Null>	<Null>	You can do things like this without being ableist and I encourage it.	<Null>	This was chaos last year. My kids and I use that cross walk to get to the park by easy street. It made it useless. Whoever made the signs did an awful job. Put in a clear protected bike lane but please do not rob our entire neighborhood of a cross walk to get around because of this. The lack of communication and clear marking is downright shameful, confusing, and ableist. You can create safe pathways without being those things, and I encourage you to reflect on the language you choose to use. Ultimately, I hope you can remove or alter Packard to be beyond that across walk. That cross walk connects a ton of surrounding parks and gives safe access to some small shops we can walk to spring, summer, and fall. But not if you bring this back. Ask yourself who you are choosing to prioritize when you do things like this.	Bus_Route,Biking,Walking	<Null>
Packard	Eise	Pittsfield blvd.	Make No Changes	<Null>	<Null>	<Null>	<Null>	The congestion of traffic in this area (especially during peak times) was extremely frustrating the last time this was utilized as a healthy street. People sat idling in their vehicles for a number of minutes while waiting for the lights to turn near the Packard-Platt intersection...traffic was either stopped or inching along. Increased vehicle wait times and neighborhood cut-thrus. As a frequent user of this road, I saw no additional foot traffic or bike traffic on either the sidewalks or the blocked lane. I'm unsure if this was due to a poor rollout or if the desire for use didn't exist. I bike but would not consider using this street for such a use even during this initiative. We still continue to walk and utilize the sidewalk as most of us have adapted to sharing the sidewalks with others during the pandemic. *This survey also seems biased as I could easily check a box if I'm in favor of a healthy street initiative but I'm requested to write a narrative if I propose no change.	Driving-Critical access to my residence,Walking	<Null>
Packard	State	Hill	Make No Changes	<Null>	<Null>	<Null>	<Null>	Honestly, with the proposed changes for this year, it feels like you dont want those of us who live on the southeast side of town to come downtown. There are no major artery closures from the west side. The reroutes for this high traffic area will all be difficult.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard	Platt	easy street	Make No Changes	<Null>	<Null>	make a bike lane then if you think this street is no needed for improvement. Road diet it then.	<Null>	The traffic gets terrible. I live on the street and people don't walk in the street with cars going 40 mph at them. Not enough foot traffic to make it worth it. Why not move the major street to miller avenue or are the housing values going to go down.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Packard	Platt	Eisenhower	Make No Changes	<Null>	<Null>	The initial lock down restrictions that prompted the "healthy streets" program have been significantly reduced and in my opinion the benefits of the program are not worth the inconvenience of the restricted flow of traffic.	<Null>	The 2020 lane closures on this stretch of Packard caused traffic back ups, especially during going to and from work hours. As a result cars were cutting thru the neighborhoods. This stretch of Packard does not have a lot of foot or bicycle traffic, like the downtown areas, where the lane closures made sense.	Driving-Critical access to my residence	<Null>
Packard	Arch	State	As a Healthy Street	biking	<Null>	There is a nearly complete bike path on Packard but headed north west the bike lane disappears as you approach State. It's dangerous for bikers who are dumped into a right turn only lane. Many take to the narrow sidewalk in preference.	<Null>	<Null>	<Null>	<Null>
Packard	Eisenhower	Platt	Make No Changes	<Null>	<Null>	Please repair the many potholes in the Darlington subdivision (in Southeast Ann Arbor) -- especially on Edgewood which has major potholes.	<Null>	Packard is one of the few East-West arteries in Ann Arbor. Removing car lanes will only snarl traffic even more. Instead, please repair the potholes. The traffic is much too busy on this major road for bike riding. (I love bike riding, but I would never ride my bike on a freeway or major city artery).	Driving-Critical access to my residence	<Null>
packard & eisenhower	Eisenhower	Platt	Other (please describe)	<Null>	<Null>	<Null>	Leave as originally designed	<Null>	<Null>	<Null>
Packard and Washtenaw	Ypsilanti	Downtown	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Living,,breathing,,quiet,,peaceful.	Anyone that argues against healthy streets on any of our neighborhood side streets because it is a valuable "Short Cut" exemplifies that these streets should be better patrolled for motorist speed thorough our neighborhoods.	<Null>	<Null>	<Null>	<Null>
Packard Rd	Eisenhower Pky	Carpenter Rd	As a Healthy Street	walking,biking	<Null>	Additional signage spelling out restrictions would be good.	<Null>	<Null>	<Null>	<Null>
Packard Rd	Eisenhower	23	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am concerned about the ease of movement for emergency vehicles if lanes are closed on this major road. When this was closed last summer I never saw bicyclists use it.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard Rd	Eisenhower	US-23	Make No Changes	<Null>	<Null>	<Null>	<Null>	I observed multiple VERY long back-ups on Packard at the Platt-Packard stoplight during the afternoon rush hour that were clearly due to the reduced number of lanes available. Additionally, most of the sidewalk along Packard is wide with wide grassy areas on either side that can be used to add distance between people passing. If anything, the sidewalk should be widened in a few places and the sidewalk should be better maintained (e.g. snow, puddles, etc.).	Driving-Critical access to my residence, Walking, other	Running;, Going to, the, library/ on, errands
Packard Rd	Eisenhower	US 23	Make No Changes	<Null>	<Null>	<Null>	<Null>	I don't like traffic	Driving-Critical access to my residence	<Null>
Packard Rd	Eisenhower	Burton Rd	Make No Changes	<Null>	<Null>	<Null>	<Null>	Please do not make Packard a Healthy Street! I live just off of Packard, and having the outer lanes blocked off last summer was horrible! It caused traffic to unnecessarily back up. But mostly, I found it very unsafe. Trying to make a right turn off of Chesterfield onto Packard was often very difficult, as I had to get across the closed-off lane. Additionally, I saw many cars get confused at the Platt/Packard intersection and either enter the closed-off lane or swerve to avoid doing so. Also, while I do sometimes drive, I mostly walk (I am 41 and didn't get a license until 3 years ago). And I can say that, as a very experienced pedestrian, Packard is not a pedestrian street -- hardly anyone ever walks on it (even when it was a Healthy Street last summer), so there is plenty of room to socially distance for the few pedestrians / bicyclists who do use it. Mostly, it is a car street, used heavily as a major artery for commuters. We need all lanes of traffic open please!	Driving-Critical access to my residence, Biking, Walking	<Null>
Packard Rd	Eisenhower Pkwy	US 23 overpass	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is the main route to get from the Briarwood area to the Kroger / Home Depot / Carpenter area. There are no good alternatives. This is the only access to Pittsfield Blvd which is the only direct route from Packard to Washtenaw. There are several small specialty 'mom and pop" groceries (Japanese / Indian / Middle Eastern) along Packard from Platt to Carpenter that will suffer horribly from a decrease in traffic. Once again, I'm dumbfounded at the idea that this is even a consideration. Here are good alternatives: Norwood St, Oakwood St, Edgewood Dr, Hampshire Rd, Easy St, Towner St.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard Rd	US 23	Eisenhower	Make No Changes	<Null>	<Null>	<Null>	<Null>	The current plan makes going downtown, or frankly leaving my neighborhood incredibly difficult. Traffic during peak times on this section of Packard is already an issue and reducing the number of lanes will make it very difficult to do simple things like run to the grocery store or get downtown.	Driving-Critical access to my residence, Walking	<Null>
packard rd	eisenhower	US 23	Make No Changes	<Null>	<Null>	<Null>	<Null>	this is a major road for cross town traffic in the southern part of ann arbor. Making changes would have a significantly negative impact on traffic flow	Driving-Critical access to my residence	<Null>
Packard Rd	Golfside	Eisenhower	As a Healthy Street	biking	<Null>	Make bike pathways clear at intersections...last year barricades at some intersections were quite confusing. Position barricades so it is easy to bike past them with a bike trailer. Last year some were very difficult to negotiate with a trailer.	<Null>	<Null>	<Null>	<Null>
Packard Rd	Colony Rd	US 23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Packard Rd is notoriously busy through this section. Turning it into a health street (closing down 1 lane in each direction) backs traffic up even further, and endangers lives. Very bad idea.	Driving-Critical access to my residence, Walking	<Null>
Packard Rd.	Eisenhower	Platt	Other (please describe)	<Null>	<Null>	<Null>	Not as a healthy street	<Null>	<Null>	<Null>
Packard Rd/Eisenhower Pkwy	S. State Street	Carpenter Rd	Make No Changes	<Null>	<Null>	<Null>	<Null>	A section of Eisenhower was turned into a healthy street last summer and it was a disaster to drive in. Where it was previously easy to join traffic, the reduction to a one-lane road forced me to frequently make turns into traffic that I felt were unsafe. When I walked/jogged in the area, I used the sidewalks that were already there.	Driving-Critical access to my residence, Walking	<Null>
Packard Road	Eisenhower Rd	Platt Road	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic is slowed too much, increasing delays and causing more danger. Last year this was a big problem for those of us who have to drive this road regularly. And hardly anyone used the extra road space, in my experience.	Driving-Critical access to my residence	<Null>
Packard Road	Carpenter	Platt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Too many people drive this route, especially when there are accidents on 94.	Driving-Critical access to my residence	<Null>
Packard road	Carpenter Road	Eisenhower Parkway	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	It most definitely is way overdue for upgrades into being a healthy street.	<Null>	<Null>	<Null>	<Null>
Packard Road	Entire Length of proposed change	Entire length of proposed change.	Make No Changes	<Null>	<Null>	<Null>	<Null>	During the "experiment last year, traffic opted to go through the neighborhoods adjacent to Packard to avoid the back-ups creating far more dangerous interactions between children/pedestrians and vehicles.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard Road	Eisenhower	US-23	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last year, reducing Packard to one lane only successfully created hour long traffic jams and congestion. While sitting in that gridlock every day, I observed no one, I clearly mean no one, using the extra space created by the orange cone used to blocked off lanes. Interesting idea, but in reality accomplishes nothing other than create traffic grid lock. By effectively reducing traffic capacity on Packard, overflow traffic "cuts" through the neighborhoods between Washtenaw and Packard and cuts the corner at Packard and Platt. Traffic speeds through the neighborhoods because Packard is essentially "blocked". The tranquility and quiet atmosphere of the neighborhoods was destroyed last year by the daily noise of cars cutting and speeding through.	Driving-Critical access to my residence, Walking	<Null>
Packard Road	Platt Road	Eisenhower Parkway	Make No Changes	<Null>	<Null>	Drop the Healthy Street program completely	<Null>	<Null>	Driving-Critical access to my residence	<Null>
Packard Road	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	Please do not make a healthy street.	<Null>	Would cause awful traffic congestion.	Driving-Critical access to my residence	<Null>
Packard St	Eisenhower	Platt	Make No Changes	<Null>	<Null>	Healthy streets program should be utilized on downtown streets only.	<Null>	This a main artery route that when one lane is closed only slows down traffic and serves no other purpose. Cars back up for the Platt/Packard light which causes the left turn center lane to become a high speed lane to avoid the through traffic lanes.	Driving-Critical access to my residence, Biking, Walking	<Null>
packard st	hill st	state st	Make No Changes	<Null>	<Null>	<Null>	<Null>	this healthy street short segment would have a significant impact on inflow and outflow traffic through town	Driving-Critical access to my residence	<Null>
Packard St	S Division St	Stone School Rd	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Packard St	Hill St	State St	As a Healthy Street	walking, biking	<Null>	This is the most painful gap in one of the least bad bike routes to downtown for south Ann Arbor residents. It was fantastic during the pilot last year not to have to worry I'd be run over on this stretch	<Null>	<Null>	<Null>	<Null>
Packard St.	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	How about we pave Parkwood first? Or make Platt and Packard pot-hole free before we start all of this? Seems like a gross misuse of funds.	<Null>	There are sidewalks, cross walks, and wide lanes. Taking out a lane for this experiment ruins traffic flow patterns and adds no value.	Driving-Critical access to my residence, Walking	<Null>
Packard Street	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	Horrible traffic backups all summer last year, saw a total of 2 bikers using the healthy lanes. Barrels and barricades meant it was still more pleasant to bike on path next to road than on the road itself. Street already has a paved path on one side and a sidewalk on another. We've never had problems biking to the library other other points along this street before.	Driving-Critical access to my residence, Bus_Route, Biking, Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Packard Street	Hill	Eisenhower	As a Healthy Street	walking,biking	<Null>	as a collector street- we need to practice more space for bikes instead of merging lanes with bikes at the most necessary points for more sustainable transit.	<Null>	<Null>	<Null>	<Null>
Page Ave.	Harpst St.	Esch Ave.	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route, and has no sidewalks..	<Null>	<Null>	<Null>	<Null>
Page Ave.	Harpst	Esch	As a Healthy Street	walking,biking	<Null>	Page has no sidewalks most of the way, but we had people honk at us to get out of the street last year and a lot of people driving too fast. It'd be nice to have fewer people tearing around in the summer, especially where there aren't sidewalks.	<Null>	<Null>	<Null>	<Null>
Page Avenue	King George	Rosewood	Other (please describe)	<Null>	<Null>	Many people in the neighborhood and surrounding neighborhoods use Page to walk on (NO SIDEWALK). The condition of the street is a disgrace. Parking on one side to create space for pedestrians who are forced to walk on heavily cratered surface.	SIDEWALK please, or at least repave	<Null>	<Null>	<Null>
Page Avenue	Harpst St.	Esch Avenue	As a Healthy Street	walking,biking	<Null>	This section of Page doesn't have sidewalks, and is a popular walking/biking route, but it's also a popular car cut through. Someone once laid on their car horn because my 5 yo, who had just learned to ride a bike, didn't get out of the way fast enough.	<Null>	<Null>	<Null>	<Null>
Pamela Ave	Maple	Center	As a Healthy Street	walking,biking	<Null>	this is a frequent cut through for cars and trucks to Dexter Rd. The neighborhood has lots of foot and bike traffic, especially with young families with children. Could be use for neighborhood games and gatherings.	<Null>	<Null>	<Null>	<Null>
park lake road	lakeview	lakewood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Explore this as a shared street idea - either close to vehicles or traffic calming to create slow (5-10mph)	<Null>	<Null>	<Null>	<Null>
Parklake	McCotter	Lakewood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	There is a blind curve in this section, no sidewalks, and many bikers and walkers (the entrances to Dolph Nature Preserve woods, with lots of hiking trails, come off this section of Parklake, right in the vicinity of the blind curves.	<Null>	<Null>	<Null>	<Null>
Parklake	Lakeview Dr.	Lakewood Dr.	As a Healthy Street	walking,biking,other	Bird,watching.,Install,path,along,wo oded,Dolph,Pk.,and,better,signage.,	Install path or wooden footbridge on west side of Parklake. due to lack of sidewalk and recent auto accident.	<Null>	<Null>	<Null>	<Null>
Parklake	McCotter	Lakewood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This section of Parklake by Dolph Nature Area has low visibility and no sidewalks. Cars, especially delivery vehicles, drive too fast.	<Null>	<Null>	<Null>	<Null>
Parkwood	Packard St	Washtenaw ave	Other (please describe)	<Null>	<Null>	Fix the potholes	Pave the road	<Null>	<Null>	<Null>
Pin doesnt move!! Broadway should NOT be a "healthy (ha ha) street!	Plymouth Rd.	Plymouth Rd	Other (please describe)	<Null>	<Null>	<Null>	Pave it	<Null>	<Null>	<Null>
Pinecrest Ave	Parkwood	Oakwood	As a Healthy Street	walking,biking	<Null>	2391 Pinecrest Avenue	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Pittsfield Blvd	Packard	Washtenaw	As a Healthy Street	walking,biking	<Null>	My street is used as a "cut through street" and folks travel way too fast on it. I would love to see my street turned into a healthy street to curb this and give people in the neighborhood a safe place to work out.	<Null>	<Null>	<Null>	<Null>
Pittsfield Blvd	Washtenaw	Packard	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Platt	Packard	Washtenaw	As a Healthy Street	walking	<Null>	make sure it is free of snow & ice in winter time	<Null>	<Null>	<Null>	<Null>
Platt	Eisenhower	Carpenter	Make No Changes	<Null>	<Null>	<Null>	<Null>	The sidewalks are sufficient and traffic is too thick during certain times to not cause significant backups. The use by walkers and bikers does not warrant having lanes blocked.	Driving-Critical access to my residence	<Null>
Platt Road	Huron Parkway	Ellsworth	As a Healthy Street	walking,biking	<Null>	Especially from Huron Parkway to Packard where there is no designated portion for bikes.	<Null>	<Null>	<Null>	<Null>
Platt Road	Packard St	Washtenaw Ave	Other (please describe)	<Null>	<Null>	Bikes cannot ride on roads that are not paved	Pave the Road	<Null>	<Null>	<Null>
Plymouth	Murfin	Broadway	As a Healthy Street	biking	<Null>	Make a bike lane, or fix the sidewalk, but definitely fix the road	<Null>	<Null>	<Null>	<Null>
Plymouth	Murfin	Huron Parkway	As a Healthy Street	biking	<Null>	Motorists, particularly bus drivers, are still driving in these bike lanes. Put up break-away posts!	<Null>	<Null>	<Null>	<Null>
Plymouth Rd.	Upland Drive	Maiden Lane	Other (please describe)	<Null>	<Null>	<Null>	We need a bike lane here	<Null>	<Null>	<Null>
Plymouth Road	Swift	Green Rd	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a necessary thoroughfare, that gets people in and out of the city efficiently. "Healthy Streets" will traffic miserable here, for commuters and residents alike.	Driving-Critical access to my residence	<Null>
Plymouth Road	Dixboro Rd	Nixon Road	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	It would be great if Plymouth was safe enough to bike to grocery stores, pharmacies, banks, coffee shops, and other shops.	<Null>	<Null>	<Null>	<Null>
Plymouth Road	Broadway Bridge	Green Road	As a Healthy Street	biking	<Null>	I'm sure this is impossible, but it would be wonderful to have one lane for bikes. Between the existing bike lanes and the proposed streets on the map, there's good coverage for bicyclists.	<Null>	<Null>	<Null>	<Null>
Pontiac	Dhu Varren	Longshore	As a Healthy Street	biking	<Null>	The road lanes are excessively wide, the bike lanes are too narrow, and there's constant speeding. You should put in a buffer line and put in break-away posts most of the length of Pontiac.	<Null>	<Null>	<Null>	<Null>
Pontiac Trail	Swift St.	Broadway St.	Make No Changes	<Null>	<Null>	<Null>	<Null>	Narrowing the lanes for the 2020 healthy streets program caused significant traffic backups, especially during the months when the Argo Cascades and the canoe livery are being used. The same situation occurred for Wright St. to Swift to Broadway. The route used by the livery vans, allowing them to get back and forth to Gallup in a timely manner, was impacted.	Driving-Critical access to my residence,other	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Pontiac Trail / Pontiac Street	Dhu Varren	Swift	Other (please describe)	<Null>	<Null>	You have speed displays here, and they show that most of the motorists are doing 35-45 in the 25 zones here. Do those displays make log files? Does anyone ever check them?	These bike lanes are pretty good, but scores of trash cans blocking the bike lanes and really atrocious speeding are a problem here.	<Null>	<Null>	<Null>
Railroad tracks	Rosewood	Liberty	As a Healthy Street	walking,biking	<Null>	The near south side lacks promenade parks like Bandemer/Argo/Fuller/the Arb/Gallup/Mary Beth Doyle/County Farm/Bird Hills/Black Pond/Dolph/Lillie). I doubt it falls into this program, but a railroad trail is the best option for walking in a park we have.	<Null>	<Null>	<Null>	<Null>
Redwood Ave	Platt	Springbrook	Make No Changes	<Null>	<Null>	<Null>	<Null>	No need. Just confuses pedestrians and drivers. Looks like a road work blockade. Auto traffic detours to smaller side streets where kids play and dogs are walked. Pedestrians and cyclists have to travel into the middle of the street to get around the blockades.	Driving-Critical access to my residence,Bus_Route,Biking,Walking	<Null>
Revena	Washington	Arborview	As a Healthy Street	walking,biking	<Null>	Connect the healthy streets on the west side	<Null>	<Null>	<Null>	<Null>
Revena Boulevard	Washington	Abbot	As a Healthy Street	walking,biking	<Null>	many young children bike, scooter and play on this block	<Null>	<Null>	<Null>	<Null>
Rosewood	Packard	S. Industrial Hwy.	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Rosewood	S. Industrial	Packard	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	baby,carriage.,,We,see,lots,of,them, on,Rosewood	This is essential if Harpst and Jewett are designated as "Healthy Streets." Allow traffic on Rosewood from S. Industrial but block Rosewood where it turns residential. If Rosewood Harpst and Jewett were "Healthy", that would eliminate the problem.	<Null>	<Null>	<Null>	<Null>
Rosewood St.	Packard St.	S. Industrial	As a Healthy Street	walking,biking	<Null>	This whole neighborhood gets a lot of speeding cut through traffic, even with existing traffic calming installations.	<Null>	<Null>	<Null>	<Null>
Rosewood St.	Packard St.	S. Industrial	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This whole neighborhood gets a lot of speeding cut through car traffic, but it is also a popular low(er) stress walking and biking route.	<Null>	<Null>	<Null>	<Null>
s 1st st	Liberty	Huron	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S First St	William	Madison	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S Main	E Williams	Stadium	As a Healthy Street	walking,biking	<Null>	This is a useful corridor that is currently not very friendly to cyclists or walkers. A Healthy Streets program would be great, just like last year!	<Null>	<Null>	<Null>	<Null>
S main	E William	E stadium	Make No Changes	<Null>	<Null>	I find these changes for "health streets" very off putting, I have avoided driving downtown with the implementation of these changes and as a result have chosen alternate businesses rather than those in the ares of these street changes	<Null>	The Healthy Street changes are detrimental to traffic flow and lane size	Driving-Critical access to my residence	<Null>
S Main	William	Stadium	Make No Changes	<Null>	<Null>	To avoid diverting traffic to adjoining neighborhood streets.	<Null>	<Null>	Driving-Critical access to my residence	<Null>
S Main	Stadium	Pauline	Make No Changes	<Null>	<Null>	Multilane needed for rush hour traffic	<Null>	No meaningful pedestrian benefit Not significant pedestrian corridor	Driving-Critical access to my residence,Walking	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
S Main	Stadium	William	As a Healthy Street	walking,biking	<Null>	This is a key gap in nonmotorized connectivity; there are wide shared-used paths along Main St. and Ann Arbor-Saline south of Stadium, but no usable bike infrastructure between Stadium and downtown. A *permanent* road diet should be implemented here..	<Null>	<Null>	<Null>	<Null>
S Main St	William	Stadium	Other (please describe)	<Null>	<Null>	820 Fuller St	Do not make this a healthy street, it is a major commuter route and was a nightmare last time it was a healthy street	<Null>	<Null>	<Null>
S Main Street	Stadium	Liberty	As a Healthy Street	biking	<Null>	I adored this protected bike lane when it was there last summer. It made riding on Main so much easier, safer, faster, more pleasant, and more convenient. I can't wait to have it back!	<Null>	<Null>	<Null>	<Null>
S Revena	Washington	Charlton	As a Healthy Street	walking,biking,other	Children,playing,safely,	This is heavily c	<Null>	<Null>	<Null>	<Null>
S Revena Blvd	Huron	Abbot	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	209 S Revena Blvd	<Null>	<Null>	<Null>	<Null>
S Revena blvd	Washington	Charleston	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Bldv makes for great laps	<Null>	<Null>	<Null>	<Null>
S State St	Packard	E Stadium Blvd	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S. Division	Packard	Broadway	As a Healthy Street	biking	<Null>	It was a great experience having two way bike traffic there last fall. It made getting across town more direct and accessible. Bikes following pedestrian signals makes it safer.	<Null>	<Null>	<Null>	<Null>
S. Fifth Avenue	E. William Street	Packard	As a Healthy Street	biking	<Null>	S. Fifth Avenue, between E. William St. and Packard is like the wild west of car traffic. After cars get past E. William St., they aggressively exceed the speed limit (25 mph) to jockey for position to turn on Packard. It is SO UNSAFE to ride a bike	<Null>	<Null>	<Null>	<Null>
S. First St	W. Madison	W. William St	As a Healthy Street	walking,biking,other	2,way,traffic	Two way traffic encourages slower traffic and easier interaction between neighbors	<Null>	<Null>	<Null>	<Null>
S. Main	Downtown (Packard?)	Stadium	As a Healthy Street	biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S. Main	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	The prior attempt at "healthy streets" configuration on this street was a hot mess. Please don't repeat.	Driving-Critical access to my residence,Biking	<Null>
S. Main	William	W Stadium	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S. Main St	S. Main St and Ann Arbor Saline Rd.	M-14 highway	As a Healthy Street	biking	<Null>	Reduce the 4 lane roads to 2 lanes for vehicle traffic and 2 lanes for bicycle traffic. foot traffic can remain on the sidewalk.	<Null>	<Null>	<Null>	<Null>
S. Main St	Stadium Blvd	Hill St	Make No Changes	<Null>	<Null>	<Null>	<Null>	Major commuting artery, no need to close a lane. There are already sidewalks on both sides and alternative routes for bikers/walkers	Driving-Critical access to my residence	<Null>
S. Main St.	W. Stadium St.	W. William St.	As a Healthy Street	biking	<Null>	Provide north-south access from South edge of city to downtown and William Street protected by clean.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
S. Main Street	Stadium	Packard	Other (please describe)	<Null>	<Null>	From the perspective of a Motorcyclist, the closure of S. Main street creates a bottleneck and not healthy or safe. During the summer, even with reduced Covid traffic, S. Main was so backed up with traffic I couldn't breathe while idling behind trucks.	Only reduce street by one lane; keep turning lane open for vehicles.	<Null>	<Null>	<Null>
S. Revena Blvd	Huron	Charleton	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
S. State St	Ellsworth	Eisenhower	As a Healthy Street	walking,biking	<Null>	No sidewalk or bike lanes along this stretch. Reduce the traffic lanes and allow for safe walking/biking in this area	<Null>	<Null>	<Null>	<Null>
S.Main	Packard	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	IT is already congested enough, Need 2 lanes for motor traffic North and South bound Not safe for drivers, much less bicyclist or pedestrians-should be allowed to use the sidewalks	Driving-Critical access to my residence,Walking	<Null>
Scio Church	Maple	7th St	Other (please describe)	<Null>	<Null>	Assuming money is not taken away from road upkeep...	Dedicated protected bike lane	<Null>	<Null>	<Null>
sdfsdgsgd	asdfsdf	asdfsdfgfd	Other (please describe)	<Null>	<Null>	<Null>	Do not resurrect any of them.	<Null>	<Null>	<Null>
Sequoia Parkway	Maple	Ravenwood	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	neighborhood,events,on,median,strip	704 Patricia Ave	<Null>	<Null>	<Null>	<Null>
Shadowood	Ellsworth	Hemlock	Make No Changes	<Null>	<Null>	<Null>	<Null>	We had a healthy street sign last year. It didn't change anything. We still had same amount of traffic. People still didn't slow down. It only caused problems when turning the corner onto Shadowood.	Driving-Critical access to my residence	<Null>
Shadowood Dr	Ellsworth Rd	Hemlock Dr	Make No Changes	<Null>	<Null>	<Null>	<Null>	People part along that road, and with the healthy street barrier, creates a narrower path for driving and passing other drivers. It's also too busy of a street (shadowood dr) to feel comfortable walking on. Drivers constantly speed up and down that road.	Driving-Critical access to my residence	<Null>
Snyder	Main	Seventh	Make No Changes	<Null>	<Null>	<Null>	<Null>	When it was marked as a healthy st in the past all it did was move more traffic to Belmar and Potter Streets and increase the speeds on these roads.	Driving-Critical access to my residence,Walking,other	Live
Snyder	7th	Main	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Snyder	Seventh	Main	As a Healthy Street	walking,biking	<Null>	I'm glad to see this on the list, it could use a long-term change since it has no sidewalks. Could a 4-way stop at Hutchins and Snyder be considered?	<Null>	<Null>	<Null>	<Null>
Snyder	Seventh St.	S. Main St.	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Notorious Cut-Through. Lots of speeding.	<Null>	<Null>	<Null>	<Null>
Snyder	7th	Main	Other (please describe)	<Null>	<Null>	Last year, a HUGE construction/road closed type sign with sand bags was placed just 20 feet from my front door. (I am on a corner.) It's an eyesore and the flashing light at night is anything but charming. Please find another street this year.	No healthy street.	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
snyder	south Main	south seventh	Make No Changes	<Null>	<Null>	<Null>	<Null>	<Null>	Driving-Critical access to my residence,Walking	<Null>
Snyder	Main St.	Seventh	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Snyder Ave	S. Main Street	Seventh Street	Other (please describe)	<Null>	<Null>	Would love Snyder to be a healthy street again as well, but need to install wider barricades to really make it not a thru street	To resolve constant speeding (no stop sign from S. Main to Seventh), please install slowing mechanisms like Brooks and Pauline near 5th Street.	<Null>	<Null>	<Null>
Snyder Ave	Edgewood Ave	Main Street	Other (please describe)	<Null>	<Null>	<Null>	Not a healthy street	<Null>	<Null>	<Null>
South	Packard	Ferdon	As a Healthy Street	walking,other	This,street,has,a,very,slight,downhill,slope,from,Ferdon,towards,packard,and,could,be,the,site,of,some,awesome,rolling,toy/soap,box,car,races.	<Null>	<Null>	<Null>	<Null>	<Null>
South 7th Street	Pauline	Miller	As a Healthy Street	biking,wheelchair rolling or other assisted mobility device	<Null>	There are currently bike lines on 7th Street, but it's a shared lane and between Liberty and Miller it is full of potholes and unsafe. This is a regular crosstown route for cyclists.	<Null>	<Null>	<Null>	<Null>
South Ann Arbor	Stadium	Hoover	Make No Changes	<Null>	<Null>	<Null>	<Null>	As a commuter on this street all last fall, I did not see enough pedestrians at any one time to warrant closing off one lane in each direction. Moreover, when I did see pedestrians, no one was ever using the closed portion of the street to walk/cycle/etc. They were only using the sidewalk. It didn't make a difference and just jammed up morning and evening vehicle commutes.	Driving-Critical access to my residence,Walking	<Null>
South Division	Hill Street	Packard	Other (please describe)	<Null>	<Null>	Parking on one side only to allow cars, trucks and busses room to drive up the street safely.	Back to the way it was or remove parking spots on one side. When cars park on both sides we can barely get our car or truck out of our driveway.	<Null>	<Null>	<Null>
South Main	William	Packard	Make No Changes	<Null>	<Null>	Encourage people to walk on Ashley! It's nice, not too far out of the way, one way for car traffic. Please don't create more rerouting for traffic. A lot of people need to turn at these intersections.	<Null>	essential worker, a responsible driver, and supportive of the push to encourage foot traffic. However, getting rid of the turn lanes and blocking off the parking on Main creates confusion, frustration, and backups that affect an already-busy downtown driving area. With this Healthy Streets initiative blocking off other pedestrian-friendly streets and routing drivers who would otherwise possibly cut through these neighborhoods, it is pretty annoying to have one of the main arteries in town present responsible commuters with a deliberate chokepoint/obstacle thrown in. The fact is, some people have to drive and we need to acknowledge that--balance that--with the worthy goal of encouraging walking and biking, so we can gain more buy in, rather than a division of some happy pedestrians mixed with some frustrated drivers (who, I've noticed, tend to engage in riskier driving practices when frustrated...). Also, Main and Ashley are a mess w/	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
South Main	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	The "healthy street" lane was often blocked by orange barrels, seemingly randomly placed. I never saw either a pedestrian or bicyclist use it. And, it is ugly clutter on a busy street.	Driving-Critical access to my residence,Walking	<Null>
South Main	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Too much impact of vehicle traffic. I walk this route almost everyday and don't see a reason to close lanes of traffic.	Driving-Critical access to my residence,Walking	<Null>
South Main	Packard	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	This is a major access motor vehicle route to and from the south side of town, and is relatively little used by pedestrians or bicycles.	Driving-Critical access to my residence	<Null>
South Main	Stadium	William	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic is very heavy on Main St. I foresee accidents happening, loss of life or limbs. Also traffic backups which can cause additional delays. Also, Ann Arbor has approved a Highrise Apartment complex on south Main Street near Scio Church which will result in hundreds of additional car traffic on Main St. There is a sign stating no left turn. But Wood land plaza with Busch grocery and CVS are left of that road. What do you think the students living there are going to do???	Driving-Critical access to my residence	<Null>
South Main	all	all	Make No Changes	<Null>	<Null>	This whole idea is a bad part of the city council majority's desire to end driving in Ann Arbor despite the fact that they and everyone else drives more than any other form of transportation.	<Null>	It was ridiculous last year	Driving-Critical access to my residence	<Null>
South Main	Madison	West Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	South Main carries too much vehicular traffic. Narrowing it causes delays in the traffic flow on this busy arterial. During last year's installation I saw few pedestrians along this stretch in sufficient numbers to justify the irritation it provoked in the driving public. I drive this corridor at least twice a day.	Driving-Critical access to my residence,Walking	<Null>
South Main	Madison St	Stadium Blvd	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
South Main	William	Stadium	Make No Changes	<Null>	<Null>	As a main roadway into and out of town, don't make it a 2 lane road.	<Null>	If you want to add bike lanes to this section of road, do it in a clearly marked manner, not using construction barrels like you did last year. It was unsafe as confused or frustrated drivers would enter the rightmost lane. This road needs at least 3 lanes - traffic in each direction and a center turning lane. Otherwise you get huge backups when cars are waiting to turn left.	Driving-Critical access to my residence,Walking	<Null>
South Main	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Major route to access Ann Arbor's downtown. It relieves traffic forgoing into the neighborhoods.	Driving-Critical access to my residence	<Null>
South Main	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	It was not used as EVER last year, doesn't make any sense to divert traffic for no reason.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
South Main	Williams	Stadium	Make No Changes	<Null>	<Null>	I would encourage pedestrians to use the sidewalks--that is the use for which they were designed.	<Null>	South Main is a major corridor into and out of the city. Last year the back ups were intense at the intersection of Stadium and Main in both directions. Pedestrians have sidewalks on both sides of the street; one does not need to walk into the street to avoid passing another person to prevent COVID spread (reference how people pass by each other on the sidewalks where restaurants have seating outside). The safest route for bicyclist is to head south on 7th street where there are bike lanes to Scio church. Then head east if they need to get to Busch's or the other businesses located there. Decreasing traffic lanes will cause traffic to turn off onto side streets and increase traffic in residential neighborhoods, an undesirable consequence. Please keep two lanes of traffic on south Main and encourage bicyclists to use 7th street to get North and South.	Driving-Critical access to my residence,other	Most,direct,route,to,daughter's.
South Main ST	William St	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Do not make changes of South Main from William to Stadium. That street is already heavily used for commuters and out of town visitors coming in and out of Ann Arbor from I-94 on Ann Arbor Saline Road. There are more commuters and visitors coming in and out of downtown than there are people who actually live downtown. I know business downtown are having staffing issues so making it harder to travel downtown will absolutely NOT help staffing issues. Our small businesses do not need any more obstacles to be successful in the wake of the pandemic. Also, with that large construction site happening on the corner of Main and William it is already a huge main commuting to work each morning.	Driving-Critical access to my residence	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
South Main St.	William	Stadium	Make No Changes	<Null>	<Null>	The William St. bike lanes are extremely hazardous. They violate cardinal principles of traffic& safety engineering. They create many more bicycle/vehicle/pedestrian conflicts. They create many new vision obstructions. Very unsafe.	<Null>	This is the only North-South artery through the city. It carries large volumes of traffic in and out of downtown. Closing 1/2 of its capacity will create massive backups at least twice a day, Combined with side-street measures to discourage cut-throughs will only frustrate drivers even more. Some frustrated drivers will resort to unsafe behaviors, increasing safety hazards. The way to reduce MVAs is to make driving easier, not harder. This entire project reeks of ideological hostility to autos and drivers. All too often, ideology is the enemy of common sense. Any notion that bicyclists and walkers can sustain a healthy downtown is pure fantasy. Look around: downtown is a ghost town now, well on its way to becoming San Francisco. Is that really what anyone wants? You should be inviting all people, not driving them away.	Driving-Critical access to my residence	<Null>
South Main St.	West Stadium Blvd.	West William St.	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
South Main Street	William	Stadium	Make No Changes	<Null>	<Null>	<Null>	<Null>	Traffic is already a nightmare and blocking a lane only increased congestion and confusion among drivers trying to understand what the designer's intent was. It is dangerous.	Driving-Critical access to my residence	<Null>
South Main Street	Packard	Stadium	Other (please describe)	<Null>	<Null>	Please do not make this road a healthy street. With all of the cross walks that aren't at lights, barrels/lights created distracted driving, hard to see pedestrians trying to cross the street, cars turning onto or from south Main, causes backups	<Null>	<Null>	<Null>	<Null>
south main street	stadium blvd	Packard	Make No Changes	<Null>	<Null>	signed agreement of support from solid waste, recycle A2,cops, fire, HVA for all closures	<Null>	heavy traffic...construction activity in the 900 block...danger with trash, recycling, compost carts in the ROW...	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
South Main Street	William	Packard	Make No Changes	<Null>	<Null>	<Null>	<Null>	make no changes until the construction project at the southeast corner of William and Main is totally completed	Driving-Critical access to my residence,Walking	<Null>
South Main Street	W Stadium Blvd	Hoover Ave	Make No Changes	<Null>	<Null>	<Null>	<Null>	I am not sure who would be using this healthy street, as it ends at a very busy intersection next to the stadium. Unless there were more safe routes branching off (i.e. in the south, west, east directions) I am not sure implementing for this specific part of main street makes sense.	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
South Main Street	Packard	E. Stadium Blvd.	Make No Changes	<Null>	<Null>	We need at least a middle turning lane to relieve congestion	<Null>	most people will have them travel on Main Street. They don't know the back-roads. Main street was so backed up during the test, it was agonizing, I'd always try alternate routes into downtown because I couldn't travel on Main Street. I noticed that even in the good weather, there were very few bikes, and all of them biked in the street anyway! No one can turn either, or the whole street becomes gridlock. You're making a strange decision at the expense of all commuters and no real benefit to health. I could understand doing this for M-football game days where there are massive amounts of people walking. But go look on Main today, it's 65 out and no one is walking up to the Stadium. Please don't do this. I'd rather use Main Street than cutting through the back streets. Just because you name it "Healthy," certainly does not mean it will be. This is an expensive project with good intentions and but with no benefit and lots of pitfalls.	Driving-Critical access to my residence,Biking,Walking	<Null>
South Main Street	E William ST	Stadium Blvd	As a Healthy Street	walking,biking,other	Road,diet	I live on S. Main St and my home office faces S. Main St. When we had the healthy street program late last summer, traffic was overall slower, calmer, and more polite to peds and bikes. I noticed traffic backups only for a few minutes in the evening.	<Null>	<Null>	<Null>	<Null>
South Revena Blvd	Huron	Charlton	Other (please describe)	<Null>	<Null>	<Null>	As a Healthy street with no through traffic	<Null>	<Null>	<Null>
Spring Street	Sunset	Summit	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Springbrook	Packard	Marshall	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Rollerblading,	We absolutely loved when Springbrook was a Healthy Street last year! Our kids (and us) could engage in lots of walking and biking without people flying down the road. People like to cut the corner to get around the traffic light and come blasting through	<Null>	<Null>	<Null>	<Null>
Springbrook (Packard to Marshall)	PACKARD	MARSHALL	Other (please describe)	<Null>	<Null>	Using Springbrook causes our landlocked neighborhood to use less safe outlets. Nordman or Rosedale are better solutions streets. How about we get some sidewalks on Springbrook. School kids have to walk in the street.	Do not use this street again.	<Null>	<Null>	<Null>
Stadium	Iroquois	Iroquois	Other (please describe)	<Null>	<Null>	If you are going to designate Iroquois, people will likely be crossing stadium where Iroquois ends...	Add crosswalk striping to the road	<Null>	<Null>	<Null>
Stadium	Seventh	Main	As a Healthy Street	biking	<Null>	Connect the bike lanes on both sides that go east from Main and go west from Seventh, but nothing in between. Cars move fast there and it does not feel safe to be on the street.	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Stadium Blvd	Dexter Ave	Seventh	As a Healthy Street	walking,biking	<Null>	It is absolutely possible to have 1 lane in each direction with a center turning lane. Expand to a protected bike lane for easier access between shops. The area is becoming increasingly walkable and the sidewalk is narrow.	<Null>	<Null>	<Null>	<Null>
Stadium Blvd	Pauline Blvd	S Maple Rd	As a Healthy Street	walking,biking	<Null>	Better protection for bike lanes would make this stretch more friendly to people who ride. As an occasional cyclist I would love to use my bike more for transportation, but this important corridor makes me uncomfortable.	<Null>	<Null>	<Null>	<Null>
Starwick	Barton	Pontiac Trail	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Permanent road markings. Change to one way from Pontiac Trail to Wickfield	<Null>	<Null>	<Null>	<Null>
Starwick	Barton	Pontiac Tr.	Other (please describe)	<Null>	<Null>	<Null>	It makes no sense to create a Healthy Street in this location, which is my neighborhood (or in any other, in my strong opinion). Healthy Streets make it harder to navigate, and people will still be close to each other in many locations.	<Null>	<Null>	<Null>
Starwick Deive	Barton	Pontiac Trail	As a Healthy Street	walking,biking	<Null>	Last year Starwick Drive was utilized heavily for walking and biking	<Null>	<Null>	<Null>	<Null>
state	washington	william	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
State	E William	Huron	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
State St	Catherine	William	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	restaurant,outdoor,dining	<Null>	<Null>	<Null>	<Null>	<Null>
State St, North U	William	Liberty	As a Healthy Street	walking,biking	<Null>	Having this section of State and North U closed to cars on the weekends was amazing last summer! It also helped with connecting from the William Bike Lane to the North U bike lane, the potholes on State and North U does still make it hard to bike	<Null>	<Null>	<Null>	<Null>
State Street	Packard St	Catherine St	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
State Street	Ellsworth	Eisenhower	As a Healthy Street	biking	<Null>	There's a good path that goes to State Cr, right before the 94 interchange. But we need something to safely get across the interchange	<Null>	<Null>	<Null>	<Null>
State Street	E. Williams	Washington	As a Healthy Street	walking	<Null>	701 Mt Pleasant Ave	<Null>	<Null>	<Null>	<Null>
State street	West william	East Huron	As a Healthy Street	other	Restaurant,seating	<Null>	<Null>	<Null>	<Null>	<Null>
Steere	South	Brockman	As a Healthy Street	biking	<Null>	This street should get maximum kid bike use and already has a lot of walkers but does not have sidewalks.	<Null>	<Null>	<Null>	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Suffolk and Norfolk	West Stadium	West Stadium	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	My neighborhood has one entrance and access point, one lane could be used for cars and another lane could be used for presides trains, bikes and scooters. A few people park on the street so some on street parking would need to be maintained.	<Null>	<Null>	<Null>	<Null>
Summit	4th	Main	As a Healthy Street	walking,biking	<Null>	This street is increasingly used for drivers cutting the Depot line during afternoon rush hour. Drivers frequently blow through the stop sign by Wheeler playground.	<Null>	<Null>	<Null>	<Null>
Sunset	Wildt	Newport	As a Healthy Street	walking,biking	<Null>	I think the heathy streets idea is a very good one. We often have to walk in the street to keep a safe distance from other pedestrians and a street designated as healthy makes us feel a bit more safe doing that.	<Null>	<Null>	<Null>	<Null>
Sunset	Summit	Vesper	Make No Changes	<Null>	<Null>	Brooks Street, the alternative, is a washboard! Unpleasant to drive on. So much construction and street renovations make other routes longer and unpleasant.	<Null>	This street is the best route to get to the Wines Forsyth area!	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Sunset	Newport Rd	Wildt	Other (please describe)	<Null>	<Null>	Too disruptive to traffic; to avoid you have to access M14 via either Bird Rd or Miller	omit from program	<Null>	<Null>	<Null>
Sunset	Newport	Wildt	Make No Changes	<Null>	<Null>	<Null>	<Null>	I think the barrier is a safety hazard and an eye sore. When school reopens the Newport/ Sunset crosswalk will be very busy with cars and school busses trying to maneuver the corner. I think this program was a waste of time and money. I do not want this on my street. I've lived in Ann Arbor my whole life and think this is the dumbest idea the city has spent money on.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Sunset	Newport	Wildt	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Sunset	Newport	Wildt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Sunset is a wide street with a sidewalk. There is plenty of room for vehicles to share with bicyclist and pedestrians. I walk on this street many times a week and never have any problem staying socially distant. The barricades confuse motorists who think that the road is closed due to construction. This unfairly diverts traffic to other streets such as Newport and Red oak. The barricades are actually unsafe as they force bicyclists out into traffic. This is a waste of revenue.	Bus_Route,Walking	<Null>
Sunset	Newport rd	Wildt	Make No Changes	<Null>	<Null>	This program is the dumbest in 20 years	<Null>	This is an important shorter commuting abNd shopping street for 100# of people living in this area	Driving-Critical access to my residence,Bus_Route	<Null>



Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Sunset	Newport	Wildt	Make No Changes	<Null>	<Null>	Add sidewalks where needed and bike lanes	<Null>	There will be a constant daytime traffic backup at Newport and Miller which doesnot have a traffic light. This also poses a problem for residents north of Newport and Sunset commuting to work and school everyday.	Driving-Critical access to my residence,Walking	<Null>
Sunset	Newport	Wildt	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Sunset	Newport	Summit	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Sunset	Wildt	Fountain	As a Healthy Street	walking,biking	<Null>	Speeding has increased and healthy street designation would hopefully slow down traffic. Also there is only a sidewalk on one side of this street.	<Null>	<Null>	<Null>	<Null>
Sunset	Newport Rd	Summit	Make No Changes	<Null>	<Null>	<Null>	<Null>	Not a street with heavy traffic and plenty of room for walkers ad cyclists. If closed, drivers have to drive all the way to the Newport Rd/Miller intersection to make a left turn. This can be difficult! There is no traffic light!! When school buses drive to Wines and Forsythe, making that left turn to go west on Miller is next to impossible!	Driving-Critical access to my residence,Walking	<Null>
Sunset	Newport	Spring	Make No Changes	<Null>	<Null>	<Null>	<Null>	It is a Main Street to get to m-14, medical center and east side of Ann Abor. This whole program is dumb!	Driving-Critical access to my residence	<Null>
Sunset	Newport	Wildt	Make No Changes	<Null>	<Null>	Street use is for cars, and bicycles along the edges.	<Null>	I don't support the healthy street program for any street in the city of Ann Arbor. Because the healthy street program interferes with vehicle traffic, it should not be adopted anywhere.	Driving-Critical access to my residence,Walking	<Null>
Sunset	Daniel	Wildt	Make No Changes	<Null>	<Null>	Put up signs in front of park designating parking in front of the park - I'm tired of people pulling into my driveway to turn around to park in front of my house. The dry turning of people cranking their tires has caused a rut in my paver driveway.	<Null>	street. There was absolutely no difference in the amount of people walking in the street (many do already) the problem was the barricades at the bottom of Wildt near the train tracks really bottleneck traffic in what is already a tight entry/exit road from Wildt to West Summit, many times I saw people trying to pull around these barricades and nearly causing accidents with vehicles turning right onto Wildt from W. Summit - which due to the uphill nature of the road at this point makes it difficult to pre-see what is going on at that intersection.  I live on Sunset and am home all day so am well qualified based on observation - there was no difference in the amount of foot/bike traffic as a result of the healthy street designation - there are already plenty of people using the road here sans vehicles - nothing changed except for the ugly, difficult to get around barricades.	Driving-Critical access to my residence,Walking	<Null>
Sunset	Newport	Wild...	Make No Changes	<Null>	<Null>	Just didn't see the point of any of them -just pushes drivers to other neighborhood streets	<Null>	It is so totally unnecessary	Driving-Critical access to my residence,Biking,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Sunset	Widlt	Newport	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Last summer having Sunset designated as a healthy street was game changing at the beginning. As time progressed, drivers cutting through to Newport realized there was no enforcement and traffic began to increase.	<Null>	<Null>	<Null>	<Null>
Sunset	Newport	Summitt	As a Healthy Street	walking	<Null>	More signage needed and some enforcement is necessary	<Null>	<Null>	<Null>	<Null>
Sunset	Daniel	Newport	Make No Changes	<Null>	<Null>	<Null>	<Null>	Excellent sidewalk meets the needs of walkers and runners.	Driving-Critical access to my residence,Biking,Walking	<Null>
Sunset	Spring Street	Newport	Make No Changes	<Null>	<Null>	closing some streets makes others busier and less safe. It makes traffic less predictable, so that pedestrians and kids are surprised by traffic they do not expect. Please don't do this - there was a marked increase in traffic last time you closed Sunset.	<Null>	When you closed off Sunset to through traffic, that dangerously increased traffic in the rest of Water Hill. Streets that are normally quiet (Gott Street, Hiscock street, Miner street, Red Oak, and others) had cars zipping through them. Kids who are accustomed to biking safely on the quiet streets were almost hit numerous times. These kids know that Sunset is busy, and they expect the other streets to remain quiet. Closing Sunset will eventually cause an accident on a neighborhood street. A child or adult will be injured or will die. It is not a good idea. Right now, traffic is predictable and fast cars are limited to a few well known streets. When you closed Sunset, it could not be predicted when or where a fast car would zip through a normally quiet street. This was a dangerous idea and if you repeat it, someone will eventually get hurt. Last year I contacted the city a few times to record instances of cars speeding on formerly quiet streets after the change. Please don't!	Walking	<Null>
Sunset	Newport	Wildt	As a Healthy Street	walking,biking	<Null>	610 Huronview Blvd	<Null>	<Null>	<Null>	<Null>
Sunset	Wildt	Newport	Make No Changes	<Null>	<Null>	<Null>	<Null>	It doesn't have that much automobile traffic. Pedestrians easily navigated around each other and cars throughout winter.	Walking	<Null>
Sunset	Newport road	wildt	Make No Changes	<Null>	<Null>	<Null>	<Null>	Healthy streets implies - don't drive. That is most inconvenient for several health care workers who live in the Riverwood and Newport Creek area who need to get to UMHS fast. I can go via Miller, but it is also inconvenient and a time waster - increasing carbon footprint. People can walk as they normally do on Sunset. But don't stop traffic. Traffic and pedestrians can co-exist. To put up that sign gives the walker the right to think they have right of way. And that has been an observed flashpoint between drivers and a walker on Sunset. Thank you.	Driving-Critical access to my residence,Bus_Route,Walking	<Null>
Sunset	Newport	Spring	Make No Changes	<Null>	<Null>	<Null>	<Null>	Important for area resident access to North Main and Miller. The Newport/Miller intersection does not function well for left turns needed to get to Main.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Sunset	Soring	Newport	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street is not so heavily traveled by car that it needs this designation I live on Soring near Felch and often walk up Doring to Sunset and beyond. Last year this designation seemed to increase traffic on Spring and other "cut through" streets. If you make Sunset a "healthy street", make all of Spring "healthy" too!!	Driving-Critical access to my residence,Walking	<Null>
Sunset Rd	Newport Rd	Summit St	Make No Changes	<Null>	<Null>	<Null>	<Null>	It's a major thoroughway in this neighborhood. It's plenty big enough for cars, bikes, and walkers to use it safely.	Driving-Critical access to my residence,Walking	<Null>
sunset rd	newport road	summit st	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is not that much traffic on that street and there are trees and sidewalks.	Driving-Critical access to my residence,Walking	<Null>
Sunset Rd	Wildt St	Newport Rd	As a Healthy Street	walking,biking	<Null>	This was done last year and was quite effective at making social distancing safer.	<Null>	<Null>	<Null>	<Null>
sunset rd	newport rd	summit st	Make No Changes	<Null>	<Null>	<Null>	<Null>	This street already has a sidewalk for pedestrians, is wide enough for bike traffic and cars and there are rarely multiple cars and bikes at the same time. When it was a "healthy street" it did not have enough use by pedestrians and bikes to justify the closure to cars	Driving-Critical access to my residence	<Null>
Sunset Rd	Sunset Rd at Newport Rd	Sunset Rd at Wildt Rd	As a Healthy Street	walking,biking	<Null>	Sunset is a popular street for daily walks by many people who live in the neighborhoods just the to south. It has no sidewalks on one side for most of the length, so people often have to walk in the road. Would be safer as a healthy street!	<Null>	<Null>	<Null>	<Null>
Sunset Rd	Newport	Wildt/Summit	As a Healthy Street	walking,biking	<Null>	I really appreciated being able to walk on Sunset throughout the pandemic. Healthy streets makes me feel safe walking and biking in my neighborhood. If people are in a hurry to drive downtown, they can take Newport or Pomona to Miller to downtown.	<Null>	<Null>	<Null>	<Null>
Sunset Rd	Newport	Wildt	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	Please provide permanent speed bumps. Most drivers speed in excess of 40 mph in front of my house as it is downhill with a long way between any stop signs. This is where pedestrians cross the street from Beechwood and is very dangerous. Please!	<Null>	<Null>	<Null>	<Null>
Sunset Rd.	Wildt St.	Newport Rd.	Other (please describe)	<Null>	<Null>	<Null>	Do not return as Healthy Street.	<Null>	<Null>	<Null>
Sunset rd. & Wildt	Newport	Summit	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This street is a busy street for walkers/bikers etc. all year. Many people have been walking in the street to avoid others during COVID	<Null>	<Null>	<Null>	<Null>
Sunset Road	Wildt Street	Newport Street	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Sunset Road	Wildt	Newport	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device,other	Stroller!	<Null>	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Sunset Road	Spring	Newport	As a Healthy Street	walking, wheelchair rolling or other assisted mobility device	<Null>	Sunset was used extensively last summer and fall by walkers and bikers.	<Null>	<Null>	<Null>	<Null>
Sunset Road	Newport	Summit	Make No Changes	<Null>	<Null>	Unless there are fines and other penalties, I do not plan to honor the Healthy Streets restrictions on Sunset.	<Null>	I and many of my neighbors are very resistant to setting Sunset Road as a Healthy Street. Sunset is a major thoroughfare to and from downtown Ann Arbor for the hundreds of residents who live north of Sunset in neighborhoods off Newport Road. Without Sunset as a welcoming transit street, everyone must travel down Newport to Miller and then make a left turn. The Miller/Newport intersection is difficult as it is. Alternatively, cars can wander through Water Hill to find an exit to avoid the Newport/Miller intersection.  We are sensitive to the desires of residents on Sunset to walk and jog in the street, even though there are good sidewalks. We are also sensitive to the fact that posted speed limits are not always effective in calming traffic through the neighborhood. But restricting through traffic is not the right solution to these issues.	Driving-Critical access to my residence	<Null>
Sunset Road	Summit	Newport	Make No Changes	<Null>	<Null>	Leave Sunset as the connector street that it currently is; don't divert Sunset traffic to other streets.	<Null>	get from Orkney west to Newport and Orkney east to Summit. It's the most direct route to get to Newport on the way to Huron River Drive. Closing this road to thru traffic may be desirable for the people who have a Sunset Road address, but this street is the most DIRECT connection to Newport--heading north for many people in this neighborhood who do not live on Sunset. More importantly, closing a direct travel route will increase carbon emissions as one will have to drive farther if this road is closed. If traffic calming and speeding are issues, than that is what needs to be addressed.  We know a lot more about COVID 1 year later. People are not going to catch COVID from passing another person OUTSIDE on the sidewalk. If you go INSIDE a grocery store, there are people who pass each other in the aisle all the time and it does not stop people from shopping. Also with more residents vaccinated, the risk of getting COVID is markedly	Driving-Critical access to my residence, Walking	<Null>

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Sunset/Wildt	Newport	Summit	Make No Changes	<Null>	<Null>	<Null>	<Null>	Though this is in a residential area, it is a street used by many people in the community and contains a bus route. Changing this road will block access and create problems for any resident (and their visitors) that lives on a street off the north side of the road.	Driving-Critical access to my residence	<Null>
Swift	Pontiac	Broadway/Plymouth	Other (please describe)	<Null>	<Null>	see above	Please do not block lanes in this street. It already gets too backed up at the traffic light. If anything is done there, I would suggest re-timing the traffic light and allowing right turn on red light.	<Null>	<Null>	<Null>
Swift	Longshore	Broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	Because it was. FAILURE last year!	Driving-Critical access to my residence	<Null>
Swift	Swift	Broadway	Make No Changes	<Null>	<Null>	<Null>	<Null>	Last year was a nightmare for driving to and from work because the street was closed at our driveway. The Police, garbage trucks and recycling trucks had to back up the street for access and no one uses it for biking because of the steep hill. Just leave it as is please!	Driving-Critical access to my residence	<Null>
Swift St	Longshore	Pontiac Trail	Make No Changes	<Null>	<Null>	<Null>	<Null>	It reduces traffic flow for residents	Driving-Critical access to my residence,Biking,Walking	<Null>
Swift St	Pontiac	Longshore	Make No Changes	<Null>	<Null>	LeVe it alone	<Null>	This street is our access to Pontiac and Broadway streets. Otherwise we have to drive around the block to access a main road. It was ridiculous last year for the garbage trucks, recycling trucks and police vehicles all having to back up the street and turn around for access. It did nothing for Healthy Streets except cause confusion and anger, that isn't healthy.	Driving-Critical access to my residence	<Null>
Swift St	Wright	Pontiac	Make No Changes	<Null>	<Null>	Leave it as is	<Null>	This is the exit to our homes on Howley Ct. At times when there are trains it is the only access for emergency vehicles. It is the route used by City vehicles for recycle and garbage collection, otherwise those trucks had to back up Wright street for access. There is sidewalk for pedestrians and because of the steep hill it is seldom used for bicycles. Please leave it as is!	Driving-Critical access to my residence,Walking	<Null>
Swift Street	Longshore	Swift	Make No Changes	<Null>	<Null>	Please do not close it again	<Null>	The Argo trail is feet away. There is no need for this to be closed when it leads to the same place as the already existing trail. Makes it very difficult for swift street residents to leave in the mornings.	Driving-Critical access to my residence	<Null>
Swift Street	Wright Street	Pontiac Trail	Make No Changes	<Null>	<Null>	<Null>	<Null>	I live there and it makes commuting difficult	Driving-Critical access to my residence	<Null>
Swift Street	Wright Street	Swift, Pontiac	Make No Changes	<Null>	<Null>	This seemed like a total waste of money for the taxpayers of Ann Arbor--with manpower to set up and take down the barricades. Increasing auto admissions by having to reroute delivery vans and people that live in this area.	<Null>	Please do not include this area in your "Healthy Streets" initiative! Last year's debacle only assisted the people walking with large floats to the Huron River and Rapids area. It totally inconvenienced the people that live on Swift, Howley Court and Wright Street who use this street daily.	Driving-Critical access to my residence,Biking,Walking	<Null>

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Swift Street	Wright Street	Pontiac Trail	Make No Changes	<Null>	<Null>	<Null>	<Null>	I live here and it makes transit very difficult and I rarely saw bikers when it was blocked off	Driving-Critical access to my residence	<Null>
Sycamore Place	White and Sycamore	Sycamore and E Park Place	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This street is very quiet, freshly paved, and a favorite in the neighborhood.	<Null>	<Null>	<Null>	<Null>
Synder Ave	Seventh St	Edgewood Ave	As a Healthy Street	walking,biking	<Null>	There are many young families who live on Seventh, Hutchins & Prescott and their young children like to bike, rollarblade, etc. We need enhanced safety measures b/c commuters speed through this neighbor & because there aren't any sidewalks on Synder.	<Null>	<Null>	<Null>	<Null>
Terhune	Brandywine	Dead end/Lillian	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Terhune	BRANDYWINE	Lillian	<Null>	<Null>	<Null>	3630 Terhune Road	<Null>	<Null>	<Null>	<Null>
Third street	Madison	Huron	As a Healthy Street	walking,biking	<Null>	West side bike route to washtenaw dairy	<Null>	<Null>	<Null>	<Null>
Third Street	Liberty	Huron	As a Healthy Street	walking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
This program should be discontinued. It is a waste of taxpayer money. Meanwhile, the roads in this city are deplorable and you're sitting on millions of dollars that are earmarked specifically for this purpose. FIX THE ROADS!!!!	This program should be discontinued. It is a waste of taxpayer money. Meanwhile, the roads in this city are deplorable and you're sitting on millions of dollars that are earmarked specifically for this purpose. FIX THE ROADS!!!!	This program should be discontinued. It is a waste of taxpayer money. Meanwhile, the roads in this city are deplorable and you're sitting on millions of dollars that are earmarked specifically for this purpose. FIX THE ROADS!!!!	Other (please describe)	<Null>	<Null>	This program should be discontinued. It is a waste of taxpayer money. Meanwhile, the roads in this city are deplorable and you're sitting on millions of dollars that are earmarked specifically for this purpose. FIX THE ROADS!!!!	<Null>	<Null>	<Null>	<Null>
Towner	Easy	Dorchester	Other (please describe)	<Null>	<Null>	Our streets are so bad bikes aren't safe	Fix	<Null>	<Null>	<Null>
Towner	Medford	Canterbury	Other (please describe)	<Null>	<Null>	Road surface is beyond repair and dangerous for cyclists, pedestrians, and low clearance vehicles. Should be marked a "rough road" to warn motorists and cyclists.	Destroyed road surface	<Null>	<Null>	<Null>
Traver Rd	Traver and Moore St	Traver and Barton	As a Healthy Street	walking,biking	<Null>	There is no sidewalk on Traver from John A. Woods to Barton. The cars drive incredibly fast on Traver because there is no stop between Moore Street and Barton. Northside School is at the corner of Barton and Traver. Make a protected bike lane on Traver.	<Null>	<Null>	<Null>	<Null>
W Jefferson St	7th St	1st St	As a Healthy Street	walking,other	For,tables,for,Jefferson,Market,,kids ,playing	<Null>	<Null>	<Null>	<Null>	<Null>
W Stadium Blvd	Pauline	Jackson Ave	As a Healthy Street	biking	<Null>	Stadium Blvd is home to a large amount of retail (Arbor Farms, Westgate, Wags to Wiskers), restaurants/bars (Wolverine Brewing, Homes, Zingerman's) and groceries (Arbor Farms, Kroger). Easy biking to these and many more would be great!	<Null>	<Null>	<Null>	<Null>
W Washington St	S 1st St	S Revena Blvd	As a Healthy Street	walking,biking	<Null>	My family really enjoyed the low traffic and being able to walk socially distant by using the street last year. Please do this again for our street.	<Null>	<Null>	<Null>	<Null>





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washington	ravenia	main	Make No Changes	<Null>	<Null>	stop turning the streets into bike lanes. we are never going to get rid of cars and trying to do so with adding all these bike lanes is just going to cause more driving and biking problems. just fix the potholes and let the strrets be.	<Null>	we do not need this. the pandemic will end. we do not need our streets turned into sidewalks. please leave the streets alone.	Driving-Critical access to my residence,Walking	<Null>
Washington	Revena	Main street	As a Healthy Street	walking,biking	<Null>	1402 Charlton Avenue	<Null>	<Null>	<Null>	<Null>
Washington	Seventh Street	First Street	As a Healthy Street	walking,biking	<Null>	Please mark it out as a cycle track so the city can see how that would be used, with parking on one side of the street only.	<Null>	<Null>	<Null>	<Null>
Washington	First	Ravena	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is no need for anything special here. Low traffic and low use. This is overkill.	Driving-Critical access to my residence,Biking,Walking	<Null>
Washington	7th	Ravena	As a Healthy Street	walking,biking	<Null>	Lots of kids on this street - hard to keep them distanced because they all miss their friends and this would help!	<Null>	<Null>	<Null>	<Null>
Washington	First Street	S. Revena	Other (please describe)	<Null>	<Null>	300 W Liberty St	No healthy street needed, not enough people using it to warrant closing it	<Null>	<Null>	<Null>
Washington	Fourth	Fifth	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Washington	7th	1st	Other (please describe)	<Null>	<Null>	<Null>	This section of Washington is a main corridor for local traffic as well as access and parking for YMCA.	<Null>	<Null>	<Null>
Washington	7th	Crest	Other (please describe)	<Null>	<Null>	*random* healthy street blocks are not useful for pedestrians and dangerous and confusing to drive anywhere in town. If you're going to do it make a route of connecting streets so maybe someone could plan a bike ride, walk or run safely and effectively.	Please remove the healthy street in this area. There are sometimes activities at slauson and it's dangerous for cars and pedestrians to block of access here. People need to be able to access the school grounds	<Null>	<Null>	<Null>
Washington	Ravena	First Street	As a Healthy Street	walking,biking	<Null>	This makes a great bike route	<Null>	<Null>	<Null>	<Null>
Washington & Crest	Seventh	Liberty	Make No Changes	<Null>	<Null>	The sidewalk in-fill program is not working here on Buena Vista.	<Null>	Barriers onto these streets cause traffic hazard because you cannot easily enter the street to go to your home. It's dangerous. Also, children use Crest like a playground and parents are belligerent to drivers who must use the street to access homes. Guaranteed a child will eventually be hit by a car on Crest if this continues. These roads are for cars unless you shut them down and limit access to our homes.	Driving-Critical access to my residence,Walking	<Null>
Washington St	Ravena	Fletcher	As a Healthy Street	walking,biking	<Null>	This would provide a safe corridor from west Ann Arbor through downtown to the UM campus, which is sorely needed. This survey could have been designed differently to maximize citizen input.	<Null>	<Null>	<Null>	<Null>
washington st	first st	revena	As a Healthy Street	walking,biking	<Null>	219 Kenwood Ave	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Washington St	South 1st St	Third St	Other (please describe)	<Null>	<Null>	2558 Traver Blvd	What has been done to this street to make it easy for bicyclists has made it really confusing for motorists. When I drive there I don't have confidence that a bicyclist will be suddenly crossing in front of me.	<Null>	<Null>	<Null>
Washington st	As far west as possible	to as far east as possible	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Washington St.	Ravenna	W State St.	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Washington st.	7th st.	State st	As a Healthy Street	walking	<Null>	533 Virginia Ave	<Null>	<Null>	<Null>	<Null>
Washtenaw Ave	E. Stadium blvd	E Huron st	As a Healthy Street	walking,biking	<Null>	Move from four lanes to three (two for traffic, one for turning). Add a biking lane in both directions.	<Null>	<Null>	<Null>	<Null>
Washtenaw Ave	Hill	Devonshire	As a Healthy Street	walking	<Null>	I'd love to see more easy-to-use crosswalks added. I love walking from the Angell neighborhood to the Burns Park playground, but the sparse spacing of crosswalks and the fast speed of traffic on Washtenaw makes this a bear. Example: <a href="http://bit.ly/3euWAmV">http://bit.ly/3euWAmV</a>	<Null>	<Null>	<Null>	<Null>
Washtenaw Ave	Huron Street	Berkshire Rd	As a Healthy Street	biking	<Null>	Would *love* protected bike lanes on Washtenaw. Would make biking access to downtown *so* much better. Realize this is hard.	<Null>	<Null>	<Null>	<Null>
Washtenaw Avenue	Brockman Ave.	S. University	As a Healthy Street	biking	<Null>	Reducing Washtenaw from 4 lanes to 2 lanes at Brockman would allow for comfortable bike lanes to be added, and also very likely reduce the high incidents of accidents occurring on this stretch.	<Null>	<Null>	<Null>	<Null>
West Davis	South main	7th	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
West Davis Avenue	Seventh Street	Main Street	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	The street is much traveled by dog walkers, kids on bikes and scooters, parents with strollers, and pedestrians. Many are heading to or from Wurster Park (accessible via Edgewood Court, near the Davis/Third St intersection).	<Null>	<Null>	<Null>	<Null>
West Hoover	South main	5th	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
West Jefferson	5th	7th	Other (please describe)	<Null>	<Null>	This will be even more imp if Bach school starts up again, because we are basically a parking lot for it and kids run to and fro	Get people to slow down instead gunning their motor in a sprint to 7th	<Null>	<Null>	<Null>
West Jefferson Street	First Street	Seventh Street	As a Healthy Street	walking,biking,other	For,children,playing,,There,are,many,young,families,on,the,street,at,this,time.	<Null>	<Null>	<Null>	<Null>	<Null>
West Summit Street	Brooks	North Main St	As a Healthy Street	walking,biking,other	Strollers	There is a fair amount of non-neighborhood traffic that cuts through at a high speed. There is only one stop sign on this stretch (Summit x Spring).	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
West Washington	Third street	Seventh street	Make No Changes	<Null>	<Null>	Less is more, please: do it right (with clear signage) on fewer roads, rather than throwing every orange barrel up you have like last year.	<Null>	The "healthy streets" was a good concept, but on our street it did nothing to reduce traffic and instead, the hastily set up construction barriers obstructed visibility for turning traffic. It was inconvenient, unsafe, and worst of all undermined support for other, smarter efforts to make our city more walkable.	Driving-Critical access to my residence,Biking,Walking	<Null>
West Washington	Third	Crest	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
west washington	main	revena	As a Healthy Street	walking,biking	<Null>	It was used by walkers a great deal last summer	<Null>	<Null>	<Null>	<Null>
West Washington	Third	S. 7th	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
West Washington St and Crest	First	S. Revena	As a Healthy Street	walking,biking,other	Kids,playing	These is I narrow streets in a residential neighborhood that has lots of kids biking and playing. I enjoyed walking and biking on them during the pandemic. I	<Null>	<Null>	<Null>	<Null>
West William	3rd St	1st St	As a Healthy Street	walking,biking	<Null>	Creating a Healthy street for Huron (a main artery into downtown Ann Arbor) as well as Washington Street has made the already dangerous intersection of 3rd St and William Street a far more dangerous residential intersection. Needs to be a 4-way stop!	<Null>	<Null>	<Null>	<Null>
White St	Arch	Rose	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
William	Fourth street	First street	As a Healthy Street	walking,biking	<Null>	Bicycle connection into the neighborhood	<Null>	<Null>	<Null>	<Null>
Willow Street	7th Street	Maple Ridge Street	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Worden Ave	Dexter Ave	Jackson Ave	As a Healthy Street	walking	<Null>	There is so much walking and driving traffic down Worden Ave as a cut through. If yiu want to go off the sidewalk to give a fellow pedestrian space to walk by, you better watch out for speeding cars cutting through!	<Null>	<Null>	<Null>	<Null>
Worden Ave	Jackson Ave	Dexter Ave	As a Healthy Street	walking,biking	<Null>	The street could be partially baracaded (so firetrucks could get through) to reduce VERY FAST cut through traffic. Lots of little kids on this street, and there is a hill and a curve on each end so cars can come around way to fast.	<Null>	<Null>	<Null>	<Null>
Worden ave	Jackson	Miller	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	People speed down this street and there are a lot of young children. It's very unsafe.	<Null>	<Null>	<Null>	<Null>
Worden Avenue	Dexter	Jackson	As a Healthy Street	walking,biking	<Null>	Cross traffic from Dexter to Jackson is too fast for residential block. Both Worden and Fairview should be included to discourage this.	<Null>	<Null>	<Null>	<Null>
Worsen Ave	Dexter	Jackson	As a Healthy Street	other	Stop,the,traffic,cut,thru,,somu,h,spedding,,Irecently,had,someone,PASS,me,on,Worden.	124 Worden Ave	<Null>	<Null>	<Null>	<Null>
Wright St	Longshore	Swift	Make No Changes	<Null>	<Null>	Leave it alone please	<Null>	Wright dt is one block that provides access to Howley Ct and Swift street services. When it was "barricaded" last year for emergency services the barricades had to be removed. There is no reason for a one block street to be deemed a healthy street to the detriment of City services.	Driving-Critical access to my residence,Walking	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Wright Street	Howley Ct	n/a	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	This street connects to the B2B, and is used often by walkers, runners, and cyclists. I think this would be a good candidate for a slow street, as it already has fairly low car traffic.	<Null>	<Null>	<Null>	<Null>
Yost	Parkwood/Darrow	Terhune	Make No Changes	<Null>	<Null>	<Null>	<Null>	is purely residential and not used much except for residents. The barrier to southbound traffic at the Parkwood/Darrow intersection is dangerous as a car wishing to proceed south had to enter the northbound lane to do so. And this barrier further complicated the issues at the intersection caused by the traffic circle, which is not maintained (with two exceptions in the last three years) and becomes very overgrown with plants that block the view of oncoming traffic as well as any turn signals that are being used. After years of cutting back the vegetation myself, I stopped when I turned 75. I've spent the past three summers making requests on Fix-it as well as talking to folks at City Hall with almost no response. Woody vegetation was cut back once in 2019 and the leafy stuff once late in 2020. For the past few months it's been lovely to be able to use the intersection without feeling in danger.	Driving-Critical access to my residence,Walking	<Null>
Yost	Washtenaw	Terhune	As a Healthy Street	walking,biking,other	<Null>	Yost is used a cut through to Terhune or Brandywine, to Packard. This is an ongoing problem and this program provides a temporary help for a permanent problem. Plz consider permanent measures too. Thanks!	<Null>	<Null>	<Null>	<Null>
Yost	Oakwood	WASHTENAW	Make No Changes	<Null>	<Null>	<Null>	<Null>	There is already a sidewalk and the stretch of street and this route is far more convenient for cars than the alternatives	Driving-Critical access to my residence,Walking	<Null>
Yost	Terhune	Washtenaw	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	3630 Terhune Rd	<Null>	<Null>	<Null>	<Null>
Yost	Parkwood	Terhune	As a Healthy Street	walking,wheelchair rolling or other assisted mobility device	<Null>	Beneficial to whole neighborhood to keep all non local traffic off of Yost	<Null>	<Null>	<Null>	<Null>
Yost	Terhune	Washtenaw	As a Healthy Street	walking,biking,wheel chair rolling or other assisted mobility device	<Null>	I noticed a significant decrease in "cut-through" traffic from Packard to Washtenaw and vice versa	<Null>	<Null>	<Null>	<Null>
Yost Blvd	Terhune	Washtenaw	As a Healthy Street	walking,biking	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Yost Blvd	Terhune	Washtenaw	As a Healthy Street	walking,biking	<Null>	The local neighborhood pool should hopefully see a lot of foot traffic this year!	<Null>	<Null>	<Null>	<Null>

Street Name	Start Point	End Point	How would you like to see this street used?	How would you like to use the Healthy Street?	Other (please describe) - How would you like to use the Healthy Street?	Description	Other (please describe) - How would you like to see this street used?	Why would you like to see no changes made?	How do you currently use this route?	Other (please describe) - How do you currently use this route?
Yost Blvd	Yost Blvd & Washtenaw	Packard & Bradywine	Make No Changes	<Null>	<Null>	I live on Yost Blvd	<Null>	The "Healthy Street" signs almost caused multiple car accidents. Foot traffic along the neighborhood streets didn't decrease. I'm not worried about the amount of foot traffic in our neighborhood, as it's pretty low to begin with!	Driving-Critical access to my residence, Walking, other	<Null>
Yost blvd	Washtenaw	Brandywine	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Yost Blvd.	Yost Blvd. and Darrow Dr.	Brandywine Dr. and Packard St	As a Healthy Street	walking, biking, wheel chair rolling or other assisted mobility device	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Yost Blvd.	Washtenaw	Terhune	As a Healthy Street	walking, biking	<Null>	Having this as a healthy street was an asset to our community. We noticed a significant decrease in cut through traffic. It will also be beneficial to have Yost as a healthy street with the Forestbrooke pool open this summer.	<Null>	<Null>	<Null>	<Null>
Yost Boulevard	Washtenaw	Terhune	Make No Changes	<Null>	<Null>	Needs to be repaved.	<Null>	Very little foot or bicycle traffic on the street. Used as a backup route between Washtenaw and Packard. Gates marking local traffic only impedes traffic flow and requires traffic to veer into the oncoming lane.	Driving-Critical access to my residence	<Null>
Yost Street	Darrow Drive	Eli	Make No Changes	<Null>	<Null>	<Null>	<Null>	We already have speed bumps on this street, so that slows traffic down. And it is a twisty-turny street. By adding the barriers in 2020, you made it dangerous not "healthy." I saw some near collisions at the barrier near the north end of Darrow, near the roundabout nobody asked to be installed.	Driving-Critical access to my residence, Walking	<Null>

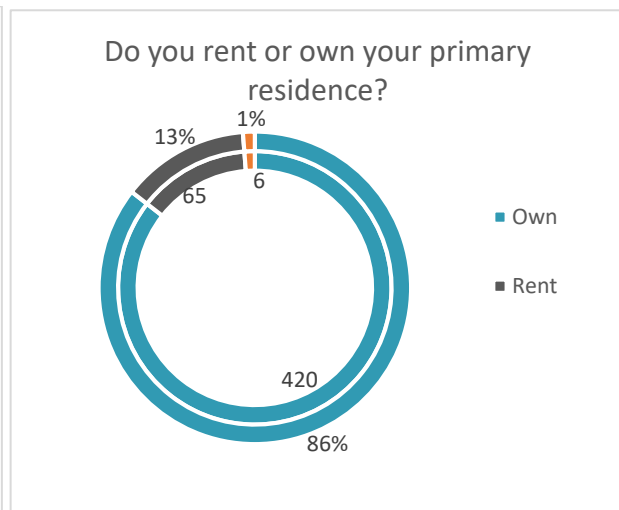
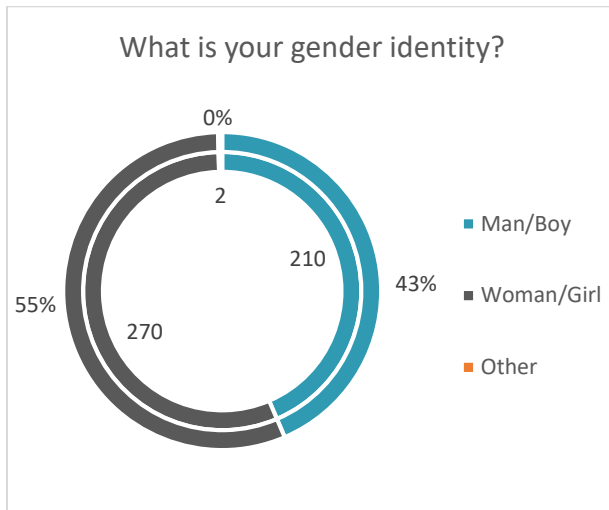
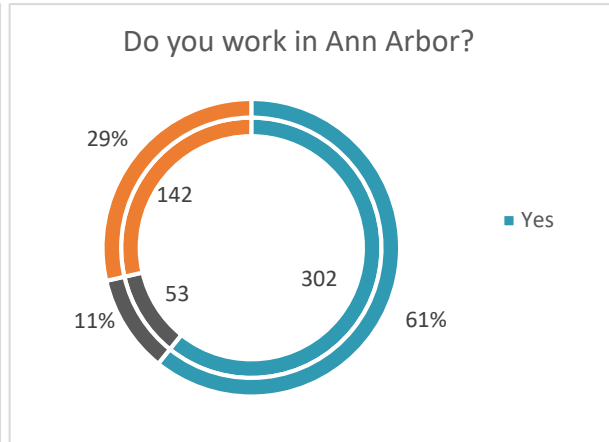
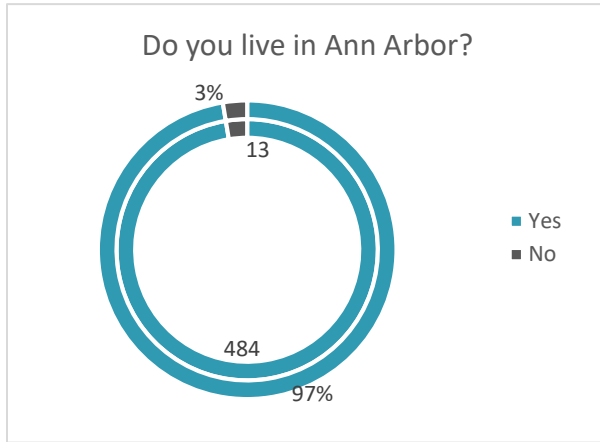
**Demographic Summary**  
**Healthy Streets 2021**

Online Survey conducted March 5 – April 2, 2021

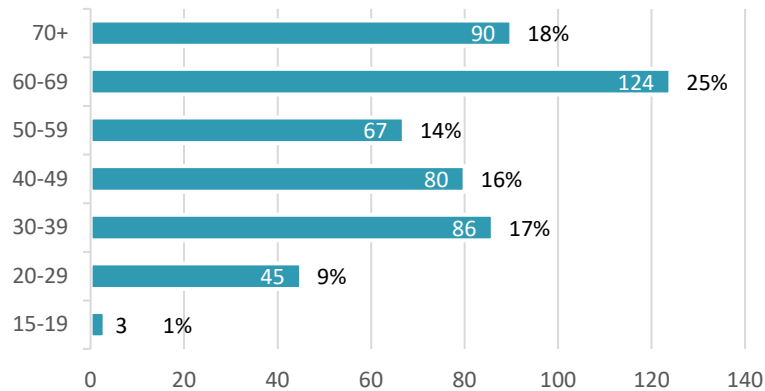
963 survey responses/comments received (multiple responses may be attributable to the same individual respondent)

499 Demographic Questionnaire responses received (optional, anonymous)

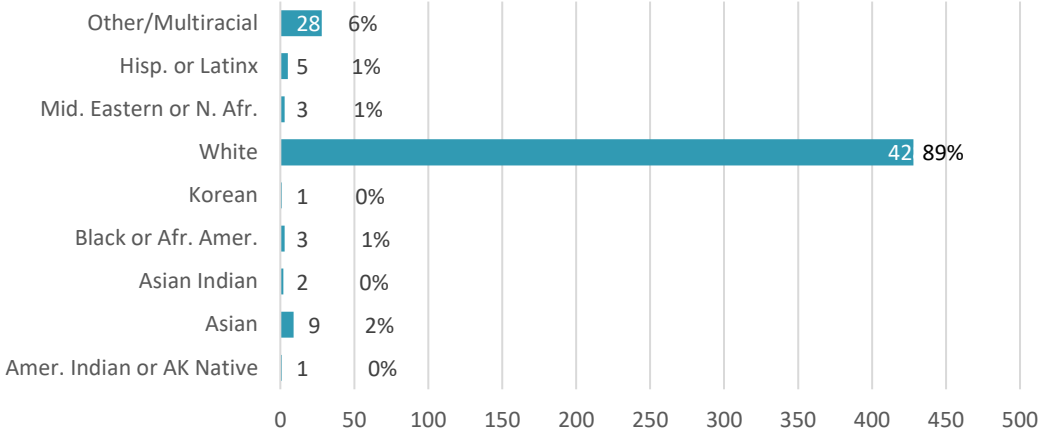
The city is trying to gain a better understanding of who we are reaching to find ways we can continuously improve public engagement efforts and support inclusivity.



### What is your age group?



### Which identifiers would you use to describe yourself?



### What best describes your household income last year?

