



Transportation Project Updates

November 2023

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2023 Construction Projects

2023 Street Resurfacing Project

This suite of projects encompasses the majority of the City's Street resurfacing activities and includes some asphalt path resurfacing. Work began in July and will last into 2024. Local resurfacing work in 2023 is scheduled to occur in the area bounded by Washtenaw, Geddes Ave, and Huron Parkway, although there will be additional work scheduled with the Road Bond funding outside of that area. Asphalt path resurfacing along segments of Huron Parkway has been completed. A complete list of locations can be found on the [project website](#) and on the [project tracking dashboard](#). Some of the work originally scheduled for 2023 will not be able to be completed and will occur instead in the spring of 2024.

Sidewalk Gaps

Gaps in the sidewalk system that are expected to be filled in 2023 include:

- Broadway (north/west side from Broadview Ln to Plymouth) - COMPLETE
- Brooks (Mix wood to Sunset) – COMPLETE
- Earhart Road (east side from Glazier to new development) - COMPLETE
- Ellsworth Road (north side, State to Stone School) – Project is substantially complete; however, one gap remains due to a utility conflict. This remaining gap is expected to be completed this fall.
- Newport (east side from Sunset to Down up Circle) – COMPLETE
- Scio Church Road (north side from Landmark Court to Winsted and Greenview to Seventh) – COMPLETE.

Projects Currently in Design/Planning

Miller Avenue Improvements Project

This project includes watermain replacement, stormwater improvements, road resurfacing, crosswalk improvements, and an All Ages and Abilities bike facility. Staff is planning to expand the limits of the bike facility out to Maple Road and is working out the details for how to implement this. A public engagement meeting for the Chapin to Newport portion of the project was held on October 19th. More information can be found on the project website at url.a2gov.org/millerave. Construction is scheduled for 2024.

2024 Street Resurfacing Project

This suite of projects encompasses the majority of the City's Street resurfacing activities and includes some asphalt path resurfacing. Work is schedule to begin in April/May of 2024. While the final list of streets is not yet finalized, local resurfacing work in 2024 is



scheduled to occur in the Lakewood Neighborhood (south of Jackson, west of I-94) and in the neighborhood south of Jackson, north of Liberty, and east of Stadium Blvd. Asphalt path resurfacing is also included in the Earhart/Glazier Way area. A complete list of locations will be available on the [project website](#) and on the [project tracking dashboard once available](#).

State Street & North University Project

This project includes the next phase of work on State Street (William to South University) and on North University (State to Fletcher). Work includes watermain replacement, stormwater improvements, street resurfacing, sanitary sewer work on Thayer, bike lanes on North University, intersection improvements at the State/South University intersection, and evaluation of crosswalk improvements. Design work is underway, and more information will be shared when available. Construction will likely be postponed until 2025.

Other Updates and Information

Micromobility

The City and the University of Michigan have an Agreement with Spin to have up to 450 dock-less e-scooters and 100 dock-less e-bikes available for public use. The e-bikes rolled out on April 1, 2023. Spin has a reduced rate program with broad qualifications (ADA card, Bridge card) and pre-paid options. The City's agreement with Spin was amended in October 2023 to provide City staff with free rides on Spin devices to provide a small EV option to staff for in-town trips. Spin can deploy another 50 devices in areas with high staff demand to facilitate staff use. The Ann Arbor DDA has also provided Spin with a secure storage location for an e-cargo bike to be used to replace device batteries around the downtown area.

Accessible Pedestrian Signals (APS)

The City has installed accessible pedestrian signals at Huron and Seventh; Jackson/Huron and Dexter/Revena; and Ellsworth and Research Park. APS signals incorporate an audible 'ping' and crossing message to assist persons with visual impairments.

Streetlight Implementation

DTE has reported fixing 610 streetlights so far in 2023.

Quick Build Program

The projects have been completed and staff have already collected 94 survey responses in the past month. Transportation Commission were provided a summary report of the current data. This survey will remain open until spring 2024 where a final report will be developed.

Quick Build 2023 project is working through the design process with HRC and are looking to be completed with design later this year: with implementation in 2024.



Bike Corrals Pilot Program

The program has launched and the DDA has received four requests thus far. No requests have been requested outside of the DDA's boundary at this time.

Safe Streets and Roads for All Grant

Staff are still waiting a final grant agreement. Staff are developing RFPs in anticipation of this agreement being finalized.

Phase 1 - Quick Build Survey Results



ANN ARBOR
MOVING
TOGETHER
TOWARDS VISION ZERO

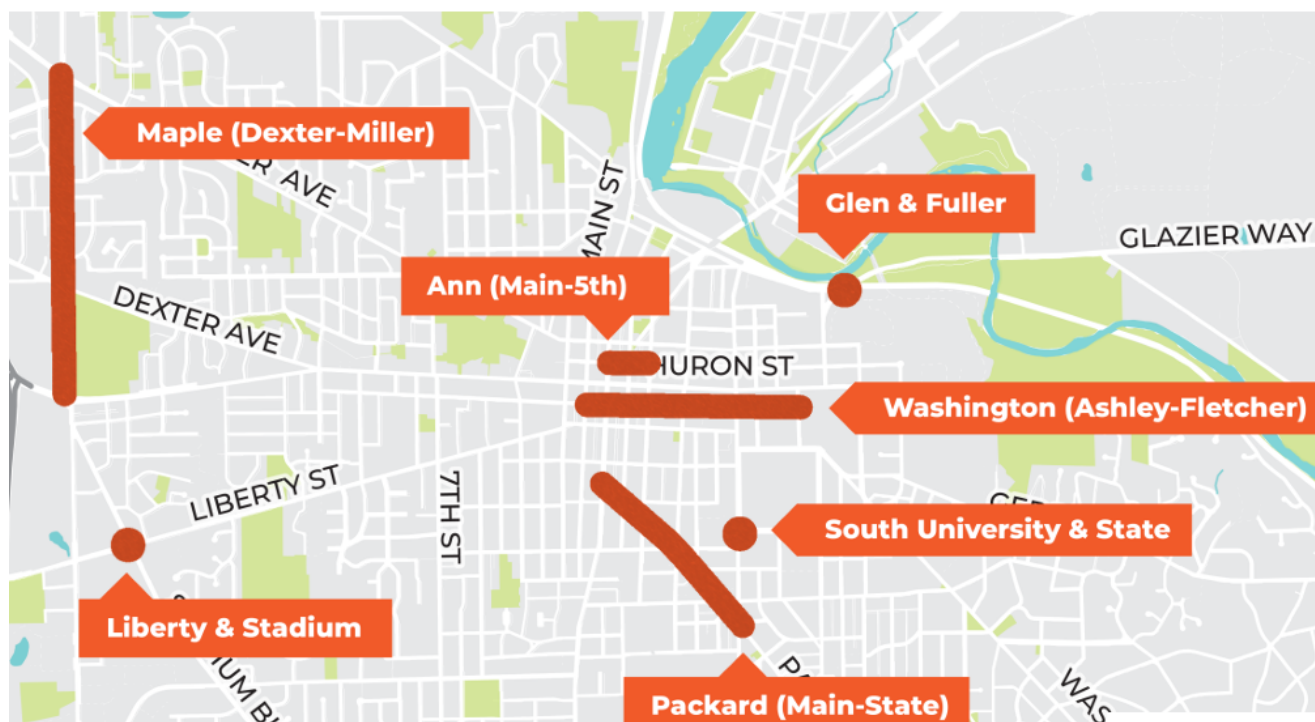
October 25, 2023

As part of the Vision Zero Transportation Master Plan, Quick Build projects were identified as one of the strategies to create safer streets.

Quick Build projects use a combination of paint (pavement markings) and posts (such as city posts/bollards and rubber speed bumps) to make temporary adjustments within the roadway to reduce speeds and provide safer movements/crossings, for vulnerable road users (pedestrians and bicyclists). With these types of treatments, adjustments can be made where necessary.

Seven locations were identified in our first phase of Quick Build projects.

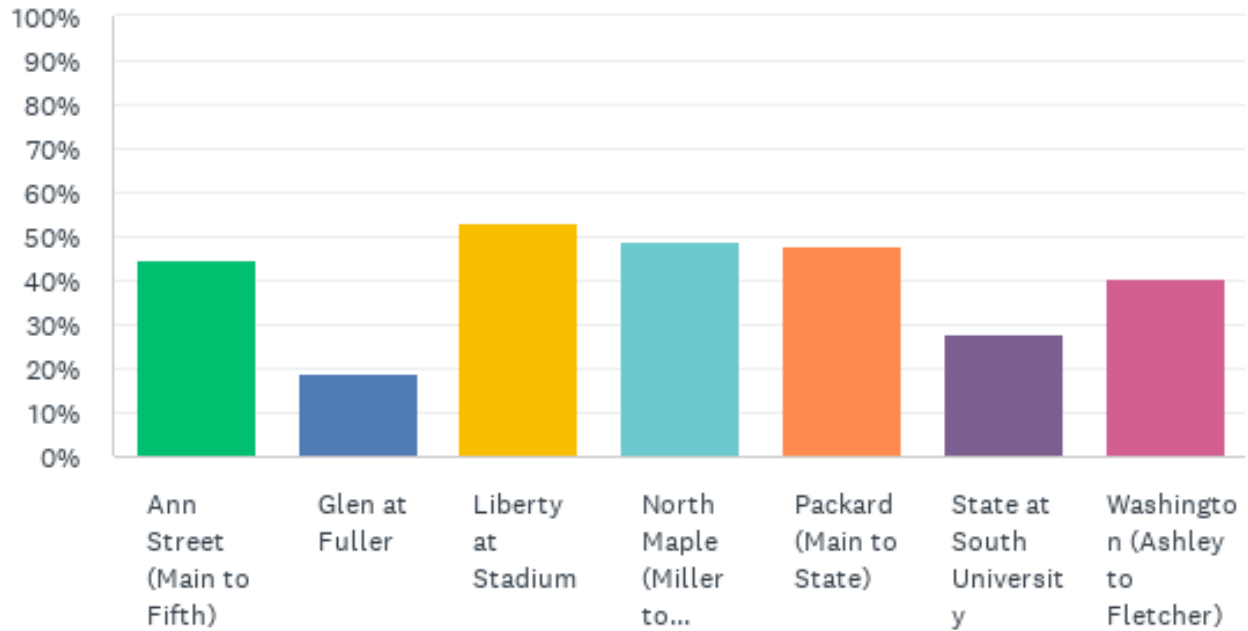
Quick Build Phase 1



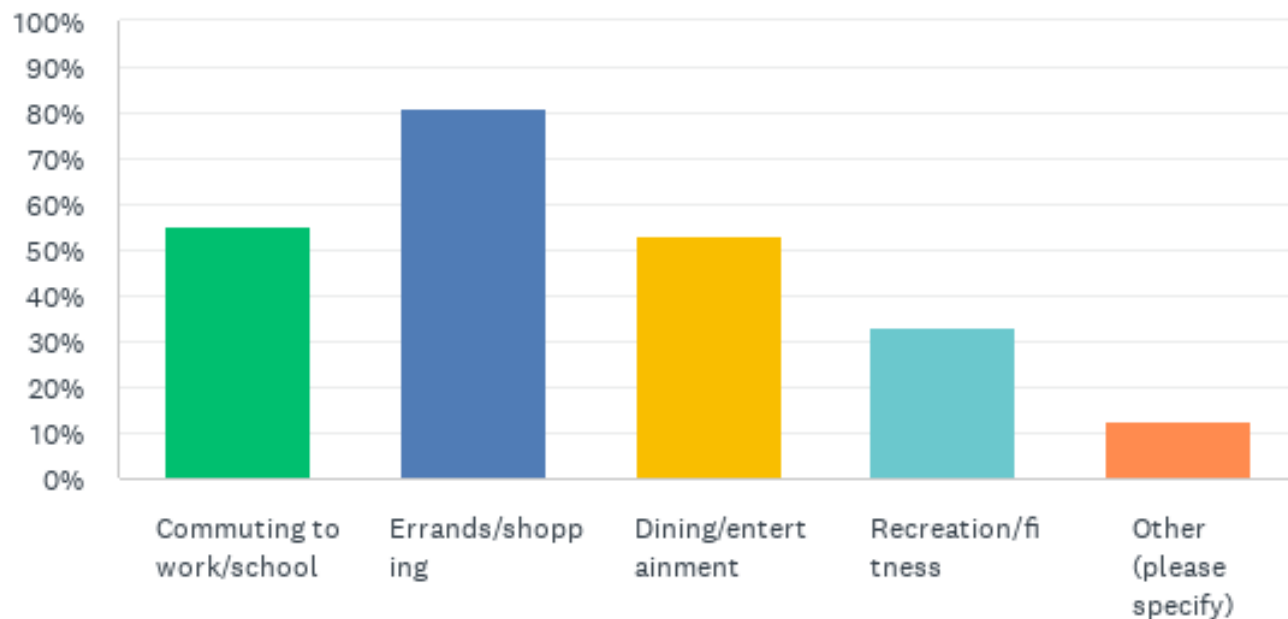
As of October 19, 2023, the City has received 94 responses to the survey.

The information provided in this document only summarizes the information that has been collected from the survey tool. This survey remains open and will be updated after the survey closes.

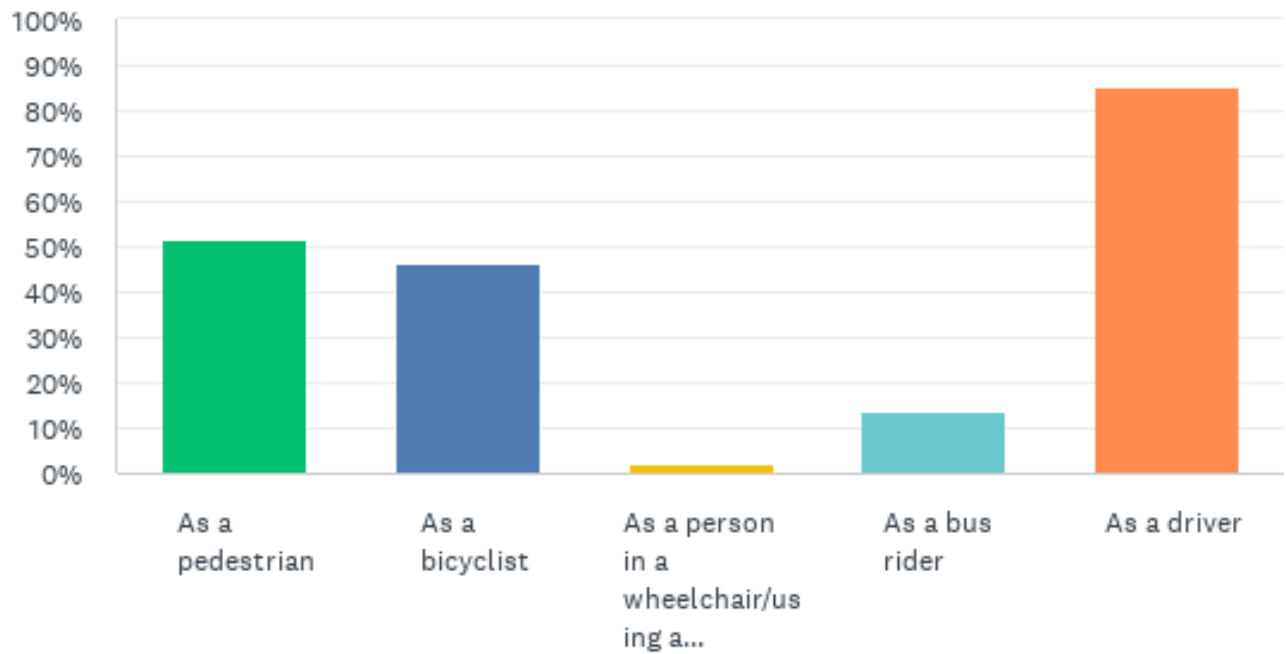
Question 1 - Which Quick Build location(s) are you providing feedback on?



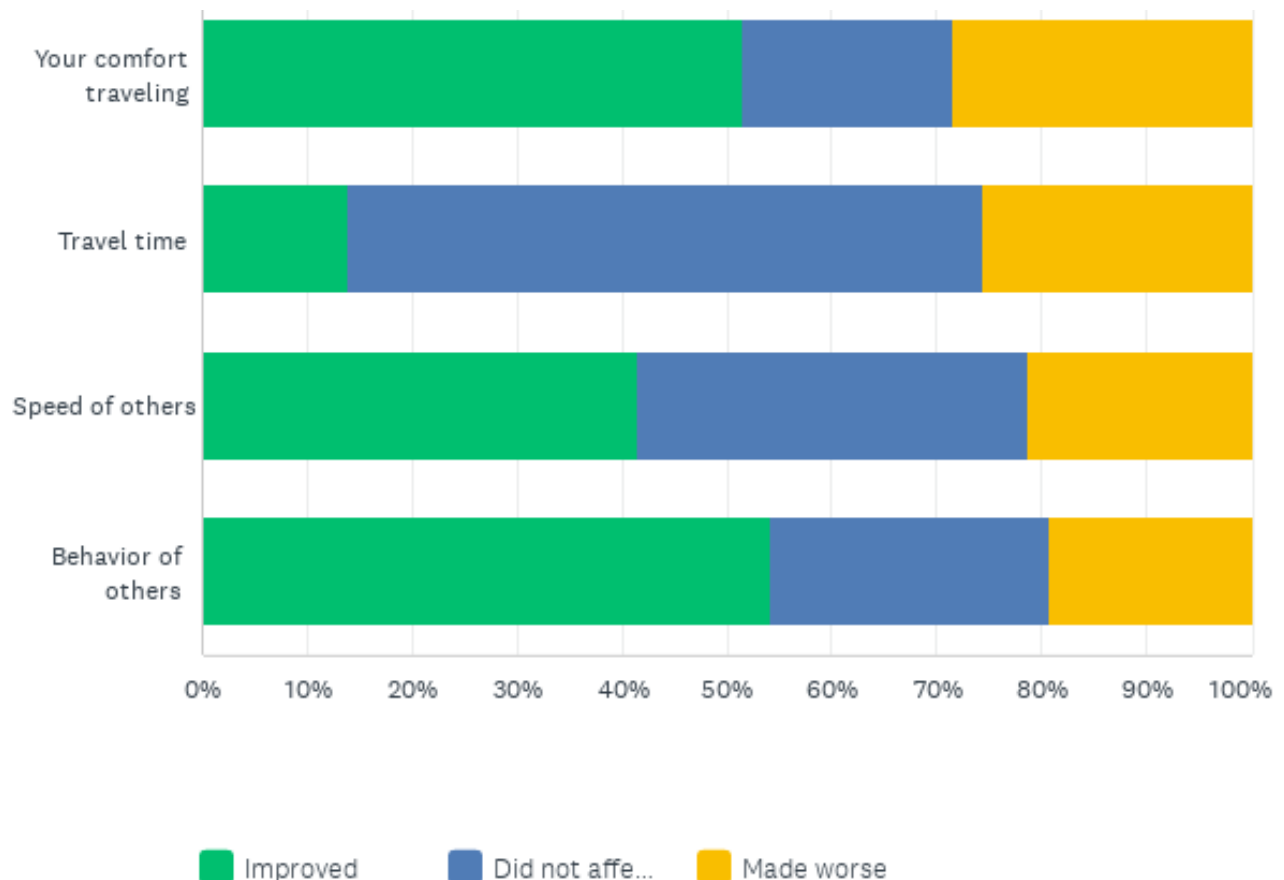
Question 2 -What kind of trip usually takes you through this location(s)?



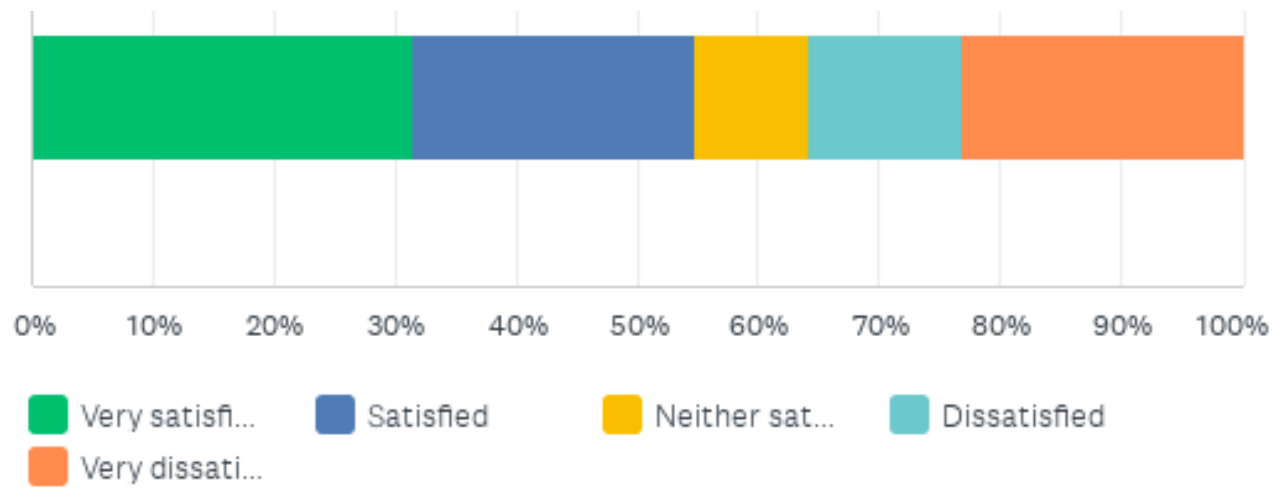
Question 3 - How did you travel the Quick Build project(s)?



Question 4 - How did the Quick Build Elements impact the following factors as you traveled?



Question 5 - What is your overall opinion about the quick build designs?



Question 6 - Do you have any suggested locations for quick build installations in the City of Ann Arbor?

*Only responses that provided a location based response are included. Any additional comments/responses were moved to Question 7.

Liberty from W Stadium to 7th is a narrow road that drivers travel too fast on. There is no protection for bikes, and it's an area where kids are walking to school. Also the Pauline and W Stadium intersection is a very large intersection that drivers pass through very quickly. It's dangerous for anyone not in a car to traverse this area. Slowing down the turning drivers would help this area.

Anywhere else travel lanes are too big and there is space for buffered bike lanes (like Packard northwest of state intersection was before quick build). Not sure where that might be.

Packard (buffered bike lanes State to Eisenhower; hardened centerlines at the Stadium intersection), Fuller & East Medical Center intersection (hardened centerlines & enhanced bike-crossing markings), Maple & Jackson intersection (hardened centerlines), Stadium and Seventh (Delineator-separated bike lanes on Seventh to prevent use as vehicle turn lanes), Stadium between Seventh and Main (road diet + separated bike lanes)

Stronger bollards. Brighter colors. Enforcement/education right after installation.

Plymouth road buffered bike lane needs flex posts.

Question 6 cont.

On 7th Street by Pioneer High School where the bike lanes are used daily by car drivers as parking/pick up/drop off lanes, bollards would keep the bike lanes open for students and others. Main and Stadium on the other sides of Pioneer could also use some help (though I would love to see those portions of the streets taken down to 3 car lanes plus wide, buffered bike lanes.

Buffered bike lane quickbuild on Packard from Eisenhower to Stadium by narrowing the lanes

Stadium and Pauline

Intersection Pauline and Stadium

Maple/Jackson that huge intersection needs help it too hard to cross an that light is too long and feels dangerous with so many cars!

Need more improvements on Maple. Better timing on traffic lights to reduce pedestrian wait time. Walking along Maple is terrible!

Question 6 cont.

Intersection of Huron Pkwy-Plymouth, Intersection of E Medical Center-Fuller

E medical drive - route to hospital

Yes - Scio Church Rd & Oak Valley intersection... A hostile environment for anyone not in a car. Should be a roundabout with crosswalks, but at the very least we need crosswalks. My other suggestion that doesn't really apply here is permanently block off the roads downtown to cars, not just during summer :)

Madison between 5th Ave and Division: add an east bound bike lane to connect Maddison with the Packard bike lanes in the South East direction.

Packard near Independence Blvd there are lots of walkers going to the bus stop and/ or schools nearby

Remove verticals near abbot school entrance. Especially in middle lane near abbot school turn in and near left turn light

Flex posts or "bike waves" for buffered bike lanes on maple, plymouth, packard; traffic calming on north division approaching Broadway bridge, esp. on the off ramp to depot st.

Question 6 cont.

Maple and Jackson, Cooley Ave bike lane install for school year

things to slow traffic and pedestrian crossways by schools-Pioneer, Huron Skyline

Pauline, South U, Broadway

Maple / liberty area to connect downtown to tc 1

Question 7 - What questions or comments would you like to share about the Quick Build projects?

*Additional comments/responses were moved from Question 6 to Question 7 are presented here.

Please state what the quick build projects are—I'm sure I could respond to them if I knew what you were referring to. The only think I can think of is the extra space blocked off around pedestrian crossings, which I appreciate. It feels safer to step into the street. Also I often use a scooter, but that wasn't a option to select above.

No. Don't do more of this anywhere. People need to get across town efficiently and it has become impossible.

Real bollards are needed not just plastic

No, stop doing these projects.

No. They serve no purpose so get rid of them.

Don't waste money on this

The city must think all residents of ann arbor are idiots! We need sticks popping up to show us an intersection? PLEASE!

Stop doing it and remove it. You are going to have a lot of accidents hitting these things.

Improve the damn road conditions first

Do not build any more until we know how snow removal will work this winter in these areas.

Question 7 cont.

No
No
Restore car lanes
Nowhere. In general they have made travel downtown annoying enough to make downtown Ypsi a better choice for many trips.
Fix the damm roads first !!
NO!
Considering the pedestrian walkways and the fact that those didn't work why did you go ahead with these quick build projects
Fix the pavement first.
More pedestrian/cyclist education and less building.
nothing particular
idk..nothing right now
See comments above. I should have put them here. Thx

Question 7 cont.

I really like the quick builds, please keep doing them. It makes the city safer for everyone. I drive, bike, and walk and these improvements have made biking and walking much better. The effect on driving is good, because it makes drivers think about their driving slightly more.

I love these projects. Please continue these! I feel better walking and biking in all of these location, and I know drivers are taking different, safer turns, waiting their turn to go, leaving more space and driving more slowly around these places. I have suggestions. I think stretches like those on Maple and Packard (could go for other future quick build bike lane buffer hardening areas) could use slight improvements with post placement. Every place where a vehicle could turn off of the street and onto a side street or significantly spaced out entrance should get a black post on both sides. I explain my experience with a particular street having those encouraging me to bike below. When there is a large buffer area, there is no reason the black posts should be narrowing the bikeable space. See SW corner of Maple and Miller, SE corner of Stadium and Liberty. The crowding of bike space in these two locations makes me far less attracted to biking there, and has a lower impact on driver behavior than, say, SE corner of Hill and Packard. Since there isn't danger of drivers skirting the rules and taking over the bike lane/buffer space on Liberty and Maple here (unlike Hill+Packard), I would not worry about the bike lane edge of the buffer, but instead (and only) the car travel lane edge. On a related note, they could at least be at minimum as far as the center of a normal bike buffer from the line delineating what is technically the bike lane (but again I think even more space to bikes where buffers can be large is far far better) I also think that, in some of the other big gaps between drives and near corners, additional black posts should go in. In all, I don't think any more than may four or five times the current number is needed, but definitely at least tripling. I live in the neighborhood just southeast of the Miller and Maple intersection. I NEVER wanted to bike along Maple despite the buffered lanes (which work well in general by the way) because people go so fast and I am constantly scared of getting cut off. My street happens to be one of the ones that has 2 black posts, which makes me feel better both as a driver who always takes slower, sharper turns to make sure I haven't missed a biker (because I don't fear the wrath of the driver zooming to the highway tailgating me since they understand there is now a physical barrier forcing that maneuver) and as a biker (since people slow down more to turn and are more likely to see me, have time to react, or just not hurt me as much).

Question 7 cont.

I don't really like the east bond bike lane visually merging with car lane. But the poles on west bond is good

they are pretty good

what criteria are used to select quick build projects

More protected bike lanes

love that creates bike and more pedestrian safety

not being able to pass buses along Liberty given bollards is a good thing

posts make driving feel nervous, when on both sides, downtown on XXXX too.

better than home, drivers are courteous

How much money are you spending on this project?

Where are Ubers supposed to pull over to pick up people?

Will these be removed/modified during the winter to accommodate snow plows?

Question 7 cont.

My comment is that this is exactly why I wanted to end up in Ann Arbor. I've always felt that this city prioritizes pedestrians over cars, unlike anywhere else I've lived. I'd love to help and get more involved in any way I can.

How do you plan on plowing around a bunch of breakaway pylons? Trying to force cars into 90 degree turns means crossing into oncoming traffic and makes moving through downtown even more of a crawl than normal. Placement of enhanced crosswalks does not seem to stop the completely random jaywalking which seems to comprise the majority of street crossings.

Please add these at every intersection in the city. It is settled fact that daylighting intersections improve safety and all intersections should be daylighted asap: with quick builds for now and in concrete when other road repairs are completed.

Most of the changes around miller/maple are fine but the yellow barrier in the middle of maple around sequoia makes it very difficult to turn left into that neighborhood and potentially dangerous.

Happy to see quick build projects, looking forward to more! The ones so far make it feel safer to walk around downtown and kerrytown where sidewalks and crosswalks can get crowded. Great way to see what works before a permanent treatment is applied.

For drivers headed south on Packard, it is a pain, being behind a driver who is turning left on Hill. Because of the new sticks, you can't go around them. It creates needless backups in my view.

If your goal was (and I think it was) to not move cars, cause confusion and make drivers frustrated you have succeeded. In many of these areas it looks like a hot mess—nothing attractive for our city at all.

Question 7 cont.

Keep it up! Love to see these where there are lots of conflict points. Feels much safer

I walk, bike, bus, AND drive, and I love to see these projects around town. I appreciate them making the roadways safer for all users! Thank you!

From the destruction to not only the front flexposts on the hardened center line but also the ones further back, it's clear that at least some of these need to be bollards if we're actually serious about protecting vulnerable road users.

The quick builds should create pedestrian refuge islands between bike lanes and general traffic. Even if the separate bike lane only exists near the intersection, that will help bicyclists at the most dangerous spot.

The lanes around the Packard quick build are still too wide and encourage speeding when it's not busy.

In locations where we have used flexible delineators, I am concerned that we are not doing enough to protect pedestrians and bicyclists from the mistakes of drivers. If a driver who isn't paying attention can hit a delineator and end up driving through it and hitting a pedestrian, that is not accomplishing the goal of improving safety. I strongly prefer hardened bollards in these areas.

Packard and Argus, the bike lane is b/t the traffic lane and 30 min/1 hour parking. Car drivers are focused on quick trips into Argus and I think it is an accident prone place for bike/car incidents. I have really appreciated the increased use of green paint downtown, in addition to the new bike ways. I think the bike lane on this section of Packard should be painted green ASAP! I would also love to see some education outreach encouraging ppl to learn the dutch reach and think Argus customers are likely adopters of this behavior and that Argus could be a friendly partner in encouraging the customers to be bike aware when they are coming to Argus and other places.

Question 7 cont.

favoring the few bicyclists who are loud at city council meetings over the many motorists who do not speak is bad transportation engineering. Devoting larger and larger percentages of our roads to a mode of transportation that can't even be used 3-4 months out of the year is bad transportation policy. Parents who need to transport children in car seats cannot bike in to work. Elderly commuters cannot bike to work or to and from doctors appointments. Disabled people cannot jump on a bike to run a quick errand. This bike lane policy is short-sighted catering to a loud minority at the expense of a quiet minority and it needs to stop. There are better ways to develop environmentally-friendly options for city transportation without implementing ableist and ageist plans.

I really dislike those black posts located on some (but not all) side street corners, it's much more difficult to make a turn now, before it was much easier to turn off of Maple and get away from the traffic. The traffic flowed better. Of course being aware of the occasional bike using the bike lane) Now there are backups from Miller to Dexter many weekdays from 4-6 pm. I feel like the city is punishing people like me who live on the streets with the posts, at least if we have to suffer with them please be consistent and add them to all streets in the "Quick Build" area.

At what point, other than this survey, were you going to tell us all what the hell all these new markings/equipment meant? Given the enormity of their presence, and the costs involved, an educational mailing to all city residents (and on an on-going basis) should have been included in your plans/budget - - from the beginning - - at a bare minimum. Did you think all of us should intuitively know about all this new stuff? If it is drivers you are most concerned about, and usually place blame on, you screwed up big time in this area.

Make bigger sidewalks with a bike lane instead of people riding in the road next to a giant machine that could harm them. Where do handicap people go on the sidewalk when many are damaged?? Should they ride in the bicycle lane on the road?? Make the sidewalks larger and paved like a road but would be safe for pedestrians, bikes, children, handicap wheelchairs.

Question 7 cont.

All these changes are making it much more difficult to drive in around Ann Arbor to the point where I have started cutting through neighborhoods to avoid all this bullshit

I found most of these projects added another layer of confusion to our bespoke traffic laws.

How does the city plan to handle snow and ice removal where there are many of the "city posts" and narrow bike lanes?

These seem a waste of money for the most part.

Complete waste of money that does nothing for actual safety.

More aggressive!

Do you get feedback from people with disabilities before implementing? Blind, deaf/HH, and those who use mobility devices?

These quick build projects have definitely improved my comfort and feelings of safety as a bicyclist and pedestrian. For example some of the intersections are just a bit more protected by flex posts and drivers go further around. Also the green paint and allowing bicyclists to stop ahead of cars at say dexter/maple has helped me feel more visible to cars through what used to be a scary intersection where the bike lane just disappeared and I just hoped no cars would whack into me.

Question 7 cont.

Turning south onto Maple from the Haisley neighborhood has become a nightmare at rush hour and school drop off/pick up times. Not only do people block the streets and not let residents out of the neighborhood (turning both north or south), but it's illegal to pull into the center turn lane yet that's also often the ONLY way I can get out of my neighborhood. (Some kind northbound person lets me through and I 'hope and pray' for a break into the southbound traffic. I still have people travel around or past me in the center lane, most frequently when I slow to turn onto my street. And god forbid you want to make the northbound left onto Miller from Maple at rush hour...you'll be waiting several light cycles to make it past the vertical stick thingies at Sequoia. So unhappy with the changes.

I think the hardened center-line treatments on the Stadium corridor and curb extensions downtown are great. People are taking the turns slower and more carefully and I feel more visible as a pedestrian as well as less worried about someone clipping my bumper when I am waiting to turn left in my car. People are also driving less herky-jerky/unpredictably, it seems, which makes it nicer to share the road as a cyclist. I hope that some of the paint and post bump-outs get replaced with something a little more permanent when possible.

I understand the concept and I think there is merit in some locations where it can layer with already existing modes of non personal auto travel like aata and umich buses. I think that outside of downtown applications the bike lane concept or whatever orwellian term we are using is a elitist fad by a clique of out of touch 30-50 something umich bureaucrat families that view the town as their personal demense. The little black pylons on maple road are the most passive aggressive addition to a already pathetically underutilized waste of resources. I drive maple every single day and for every 5k cars it's taking in a day I see maybe 1 bike and it's always a middle age white collar professional. I understand that you view yourselves as the anointed chosen technocrats that wish to "save the environment" from the unwashed Midwestern peasants but the bike lane on maple is such a laughable sham that if you truly seek to continue your little quid pro quo make work for the Taylor machine I would suggest focusing on the actually successful bike lanes that are close to campus and abandon this idiotic crusade to make the upper Midwest into Copenhagen or wherever you got to take your vacation I hope you biked there!

Question 7 cont.

I think more public awareness needs to happen so everyone knows their role in making those spots safe for all!

We have city streets unpaved in subdivisions, yet our tax money is being spent on painting our streets and sticking sticks everywhere!

No right turn on red at Huron Pkwy-Plymouth and bump outs to slow R turning; elevated crosswalks on Fuller at the intersection of E Medical Center to diminish the number of cars rolling into the crosswalk before stopping

Great approach to pilot potential long-term solutions and improve safety in the short-term

Why do you keep doing this versus actually address real safety issues? Why is there still no traffic light or 4-way stop at the intersection of Miller and Newport? There is no visibility at that intersection due to all the school traffic that backs up waiting to turn, and there is no light between Maple all the way to 7th on Miller. Why has nothing been done to fix the hazard that is the two lane roundabout on south State Street at Ellsworth? That thing is notoriously unsafe. You have lots of users who do not understand how to use it correctly and don't read the signs, cut people off, go straight when they were required to exit or vice versa.

What I've seen represents a great idea that's poorly implemented. The location where needs are haven't changed.

Slower speeds are safer for all users. People gripe about anything that looks new to them, such as flex posts and green paint. But they will get used to them, and the average speed in these spaces will slow, and there will be fewer crashes, injuries, and deaths. Thank you for this work. I'd love to see more.

Question 7 cont.

I can't readily get out of my neighborhood during the several high traffic hours of the day. I live on N. Circle near N. Maple. Making a left onto N. Maple is nearly impossible several times a day. Traffic is backed up past Dexter to Miller. It's a mess. There is no break in the traffic. It simply does not clear. Nor can I see southbound traffic crossing Miller because the road with northbound traffic is so solid. Cars will sometimes create an opening for me, but I then have to stop in front of the bollards until southbound traffic clears in order to continue south. I have been told this is illegal, that I must wait for traffic to clear, which it doesn't. One way around this is to turn right and go down to the roundabouts and then return, making a long loop (and adding to the traffic jam). This would add about a mile to my trip. Another way neighbors use is to use City Drive, turn right on Miller, right on Seventh, and then right on either W. Huron or W. Stadium. This adds a few miles. Also, northbound traffic on N. Maple often jumps into the bike lane on the block before it (bikelane) stops to turn right on Miller. They are understandably itching to get out of the jam and often don't look to see if a car is already turning from the side street. Bikes rarely (never?) use the bike lane because most consider it dangerous. It is therefore mostly dangerous to cars and pedestrians. It is also hard on pedestrians. Unless they choose to walk between cars, they must walk to the light at Miller/Maple or use the pedestrian crossing signal by Alanon. I used to be able to get off the bus by the Sequoia stop and cross there to my home. I can't do that now. The two neighborhoods, Abbott and Dexter-Miller, have become starkly separated by traffic.

Question 7 cont.

1. The hardened centerlines at Maple/Dexter and Maple/Miller do not seem like they will be effective at the stated goal of improving pedestrian safety, as they are set back far behind the crosswalk stripes. Contrast with Stadium/Liberty, where the hardened centerline includes one device placed in front of (toward the center of the intersection from) each crosswalk. 2. The quick build "curb extension" treatments, e.g. as seen on Ann and Washington, should include the entire space adjacent to the corner in which parking is prohibited. My understanding has been that parking is prohibited within a certain distance from a corner for EXACTLY one of the same reasons that curb extensions are a positive safety intervention - to "daylight" the intersection and ensure good sight-lines for drivers (+ all other road users). If the curb extension treatments are intended to solve this same problem, why would it make any sense to only solve PART of the problem and leave the rest to "enforcement"?! 3. In almost all cases where the city has deployed flex-posts / delineators, this is insufficient. Best-practices from cities across the US show us that separated bike lanes should be separated by a combination of e.g. delineators and concrete wheel-stops. Same with quick-build curb extensions. 4. The designs that the city has deployed so far are a good start, but there are many other types of "quick build" infrastructure that could dramatically improve safety and comfort for all road users in our city. For one example, we should be urgently and aggressively pursuing quick-build pedestrian refuge islands in any and all crosswalk locations where pedestrians must cross more than two lanes of traffic. (The trail crossing at Depot and Fifth is sort of a case where the city has done this, although once again, this treatment needs to include more than just plastic delineators to be properly effective)

Question 7 cont.

The bollards installed on N Maple near Sequoia Parkway have made it very difficult for motorists using the adjacent side streets (Circle Drive especially) to make turns and merge into traffic on N Maple. Engineers should take a close look at what is happening during peak traffic times. Traffic in general on N. Maple has become a nightmare during peak times. It gets backed up nearly all the way between Dexter and Miller, making it very difficult to make a left turn from any of the side streets. The traffic light cycles at both Dexter and Miller intersections don't function ideally, with a good bit of wasted time when no cars are advancing, causing further backups. The turn lanes at the stoplights are too short to help alleviate the backup and let cars advance more easily. When heading north on Maple Rd south of Dexter Rd, there is inadequate signage indicating the car lane reduction that is about to occur. The car lane reduction space is too short and encompasses the Dexter intersection, an AAATA bus stop, Aldi's driveway, and several resident driveways. Why not make a right turn only lane onto Carbeck Dr, and have the bike lane begin just north of Carbeck? Bikes are not going to magically begin using the bike lane where it has currently been painted on in the middle of the car merge area. Very unsafe. When I bike I do not ride in the bike lanes on N. Maple, I use the sidewalk. There is nothing wrong with the sidewalk and it serves as an actual protected bike lane. The painted-on lanes provide a false sense of security. Human error by either motorists or cyclists could still result in fatal accidents, and encouraging cyclists to get closer to vehicles is not a good idea. Additionally, I have seen an increased amount of road rage and erratic driving on Maple Rd north of Miller (once motorists have waited multiple light cycles to get through that bottleneck). So is the road safer overall if that has been a result? We must remember that Maple Rd is a major artery leading to/from M14 and I94, bringing commuters and provisioners to the entire city. When people bought houses in these neighborhoods, some did it for the convenient proximity to freeways. We knew there would always be traffic due to this. To now bottleneck this traffic and create excessive drive times is a bad idea which has economic impacts. Already we have the "Ann Arbor markup" where services cost more because contractors don't want to come here to do business. I hear all the time from various service providers how it's taking them longer to get to their appointments, resulting in increased costs to consumers. As a longtime resident and taxpayer, I wish the city would consider all these factors when making such decisions. The problem with N Maple Rd is that there was no public engagement period 5 or 6 years ago when the road diet was first implemented. We simply woke up one day after the resurfacing and saw that new lanes and traffic pattern had been painted on. This was very poor planning to not allow resident input.

Question 7 cont.

I think the entire "quick" concept is a bad idea. Ann Arbor has a poor track record for keeping painted road surfaces visible generally speaking. Ann Arbor doesn't even keep intersections clear of snow....not even near schools. Reporting it only addresses that one time. When turning left and encountering a road divider (ex: from Plymouth south onto Huron Pkw), the Huron Parkway divider is next to impossible to see in snow, fog, rain, or darkness. The edge of the divider has no paint/visibility. (This is with LED headlights.) The divider on Easy St. at Packard is also not painted, unexpected, and dangerous. I've reported this before and nobody cares. The roundabout at Easy and Carmel does not calm traffic either. It's too small to drive around, and nobody does. Not all of my comments are specific to this survey. My #1 issue with eliminating vehicle lanes is the potential to significantly slow access to emergency veterinary care. This happened on Packard by the Cobblestone Farm during safe streets. That was inexcusable. For the record, I support bike lanes, public transportation, and safe pedestrian travel. I have decreased car use dramatically.

The road diet on North Maple has been bad since the beginning. Now the addition of bollards is even worse. First, why are some bollards black and not high-visibility yellow? The black bollards are hard to see at any time of day, but especially at dusk and in rainy, foggy conditions. The light cycles at Maple/Dexter and Maple/Miller don't function as well as they could. It is incredibly frustrating to sit through multiple light cycles, while there is dead time with no cars moving. Can't city engineers do better? Left turn lights do not switch from green to red until many extra seconds have passed, while traffic in the lanes going straight continues to back up. I have used Carbeck to access my neighborhood for the past 10 years. It has gotten very difficult to make a left turn from Carbeck onto southbound Maple during peak hours, because traffic on Maple is continuously backed up at times. (The same applies to all the side streets along this stretch of Maple.) This was never an issue with the pre-road diet lane configuration. When you combine this with the crumbling condition of the roads in my neighborhood (Carbeck, Walter, Leona, Faye, Susan, etc.), driving in this area has become a nightmare. I am very dissatisfied with the city's inability to manage basic functions and services which my taxes are meant to provide. Stop all these nonsense projects and just take care of basics. Thank you.