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Enter Meeting ID 942 1273 2148

Meeting Time: 11-10-22 19:00

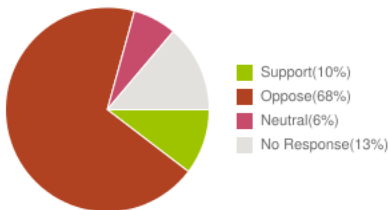
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council - This meeting will be broadcast live on CTN Cable Channel 16, ATT Channel 99, and online at a2gov.org/watchCTN	11-10-22 19:00	80	29	3	20	2
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Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



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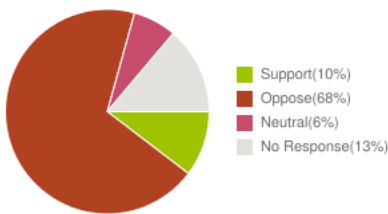
11-10-22 19:00

Agenda Name	Comments	Support	Oppose	Neutral
CA-3 22-1651 Resolution to Prohibit On-Street Parking on the West Side of South Seventh Street from Scio Church Road to Lawton Elementary School and Incorporate Additional Speed Management and/or Traffic Calming	22	1	19	1
CA-9 22-1700 Resolution to Approve the City of Ann Arbor 2022 Hazard Mitigation Plan Update	2	0	1	1
B-1 22-1472 An Ordinance to Amend Chapter 55 (Unified Development Code), Rezoning of 190 Parcels in the W Stadium and N Maple Area to TC1 (Transit Corridor District), City-Initiated Rezoning, (CPC Recommendation: Approval - 6 Yeas and 0 Nays) (ORD-22-16)	2	1	0	0
E-2 22-1598 Transportation Commission Ordinance and Bylaws Amendment	1	0	0	0
E-5 22-1778 Communication from the Washtenaw Regional Resource Management Authority (WRRMA) Regarding Their 2022 Summary of Activities and Fiscal Year 2023 Draft Budget	1	0	0	0
DC-4 22-1825 Resolution to Explore the Feasibility of Activating the Library Lane Surface Parking Lot with Food Trucks and Mobile Vendors	1	1	0	0

Sentiments for All Agenda Items

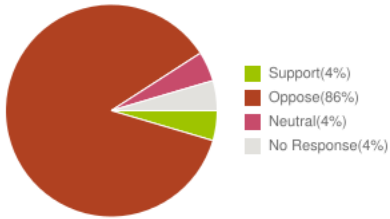
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Overall Sentiment



Agenda Item: eComments for CA-3 22-1651 Resolution to Prohibit On-Street Parking on the West Side of South Seventh Street from Scio Church Road to Lawton Elementary School and Incorporate Additional Speed Management and/or Traffic Calming

Overall Sentiment



Sarah Schairbaum

Location:

Submitted At: 3:50pm 11-10-22

I oppose this resolution. The removal of parking along 7th Street will only push vehicles of those dropping off and picking up children at Lawton school further down the side streets on a daily basis. This does not create safer streets. With parking on both sides of 7th, as it exists now, there is plenty of room for a cyclist and a vehicle to use the street safely. Adding a bike lane will give the appearance of a much busier street than 7th currently is, resulting in an increase in speeds rather than a decrease.

Lindsay Vlasak

Location:

Submitted At: 3:47pm 11-10-22

I'm a resident of the Lawton-Lansdowne neighborhood, and I do NOT support this motion. Extensive, expensive, over-engineered biking infrastructure is not needed or recommended for low traffic, 25 mph speed limit, local neighborhood streets. I do support speed calming initiatives. I walk on this stretch of S Seventh every day. My 11 year old son bikes on it twice per weekday to catch the Slauson bus at Lawton Elementary School. I feel this street is safe, that drastic changes are not needed, and in fact the proposed changes will very likely make the road less safe.

Adam Ludwig

Location:

Submitted At: 3:43pm 11-10-22

I live in the Lawton neighborhood just off of 7th street and I do NOT support this motion. I fully support adding marked bike lanes and the proposal that city staff prepared which meets the City Transportation Plan, but I do NOT agree with the additional changes that the planning committee added. While staff took the time to meet with the residents and discuss what was important to us, the planning committee disregarded that information and put forth a plan that ignores the concerns of residents and does not address the concern of speed calming. There was no data taken prior to these decisions which doesn't lead to good informed decisions being made. There were also no studies done to show the side effect of removing the parking (how it would affect traffic congestion during school drop off especially during cold months) and who predominantly uses the street parking.

Ed Clarke

Location:

Submitted At: 3:42pm 11-10-22

Please reconsider this decision so as to include on street parking on both sides. Very doable, very essential, very fair.

Lindsay Bliven

Location:

Submitted At: 3:38pm 11-10-22

I am a resident of the Lawton neighborhood, along with my two middle school aged children, former Lawton students and I am urging you to vote NO on this dangerous motion. The recommendation to remove parking and instead put in a buffered bike lane is not supported on clear evidence and has not shown to effectuate speed

calming. The proposal will actually have the exact opposite effect and will make the area more dangerous for my kids and their friends and neighbors.

Daniel Schairbaum

Location:

Submitted At: 3:21pm 11-10-22

As a homeowner in the Lawton-Lansdowne neighborhood I do NOT support this motion. Extensive, expensive, over-engineered biking infrastructure (which entails removal of our street parking causing irreparable reduction in our quality of life and home values) is not needed in our neighborhood.

Constance Amrine

Location:

Submitted At: 1:43pm 11-10-22

I live on Braeside Pl. I support bike infrastructure, calmer traffic, and measures that reduce risk of deaths, injuries, and climate change. I know this may mean sacrificing excess in many areas, including street width, and some street parking. Bike lanes and chicanes, when designed well, increase home values for a greener and safer neighborhood. This improves upon our already sought-after homes, sidewalks, 2-car garages, big driveways, and easy access to downtown and the I-94 park-and-ride. We share for the community and future. "Looking like a busy road" doesn't make it busy. The design could be beautiful. I don't love the current plan, but only in that it doesn't consider traffic calming or All Ages and Abilities. While other streets are worse, our time is up because of old, small water mains. S. Seventh is NOT a dead end. It accesses two public parks and paths to reach Scio Church and Ann Arbor Saline Rd. I'm a parent of two Pioneer students who went to Lawton and Slauson.

Cyndy Cleveland

Location:

Submitted At: 1:25pm 11-10-22

My family has lived in Lansdowne since 1968. I do NOT support this motion. Safety measures must be based on data. Speed calming with 25MPH signage, enforcement and sharrow pavement markings are the most economical first steps to safety on S. 7th. This motion is not inclusive of ALL AGES and DISABILITIES. Disabled residents rely on caregivers & service vehicles who must park in the street. This will continue to be a necessity for the disabled and as homeowners age. Lansdowne residents & those who recreate & attend Lawton have traveled by foot, bike, autos and other vehicles for the 54 years my family has lived here, all without a reported accident. I support a re-evaluation of safety measures, an in-depth study of traffic flow and other vehicle usage along with a survey of residents and education for drivers dropping off & picking up Lawton students. Thank you for your time and consideration.

Jordan Else

Location:

Submitted At: 12:17pm 11-10-22

As a resident directly affected I absolutely support bike lanes on our street and feel strongly as a cyclist, that our street is not as safe as it can and should be for cyclists. We will be losing some of our personal parking space to a bump out, and we are happy to give that up. City survey results that showed there is actually very little parking on our street and that folks prefer a buffered or separated bike lane. I would like to see us set a precedent here that we value cyclists, and kids getting to schools as safely as possible. I was happy to learn that most research shows bike lanes increase property values. With many original owners aging out of our neighborhood, a safe, separated bike way to school will only be a selling point. While I know that this resolution may be voted down today to come up with a new plan, I hope that we work quickly to come up with some new solutions that work to reduce speed with an additional priority of protecting our youngest cyclists

Justin Kaiser

Location:

Submitted At: 10:21am 11-10-22

I live on the part of S. 7th St that is impacted by this proposal and I do NOT support the Transportation Committee's recommendation to remove parking and add a buffered bike lane. First, the recommendation is reckless and will make our neighborhood less safe, making the street visually look like a much busier and major road. Second, this imposes a significant burden on residents and visitors with no benefit flowing to anyone in the

community as there are so few bikers using this stretch of dead-end road. The stretch of road is on the northern most part of the Lawton school district (11 houses to the school boarder) and there are two well maintained sidewalks. Therefore, it's reasonable to think there will never be enough bikes using this path to get to Lawton where it would impact safety or justify this excessive proposal. Third, the cost to implement and maintain a buffered bike lane solution is unwarranted on a neighborhood street and is a complete waste of taxpayers' dollars.

Ashley Mooney

Location:

Submitted At: 9:44am 11-10-22

I am a resident on S 7th St and I strongly urge you to please vote NO on this proposal. It has been identified that this RESIDENTIAL street is atypically too wide for a neighborhood street and causes traffic speeding issues. Most of the residents in this neighborhood would like the street to have a look and feel of a residential street when the project is complete. The current proposal does not adequately do that. It will create a look, feel, and treatment of a main thoroughfare. I would like to see the council reject this proposal and reassess an alternative option that prioritize the needs of the community, which include traffic calming measures, enhanced walkability and pedestrian crossings, parking for the school and residents and a reasonable application for biking that fits the quantity of bikers on this stretch of S 7th Street.

Chris Westfall

Location:

Submitted At: 9:03am 11-10-22

City Council Members,

My name is Chris Westfall, and I live on the corner of Greenview and 7th street, along the area that will be impacted with the adoption of this Resolution. I strongly oppose this resolution. The Resolution includes the removal of parking on the West side of 7th Street. Please remember that you and your staff proposed no removal of parking and adding bike lanes on September 21, 2022. I assume this was based on sound reasoning that there was no need to remove parking on 7th street as it is merely a residential street. But, after the Transportation Committee review, there appears to be some dis-connect between sound reasoning and a proposal to eliminate parking on a residential street. Please remember your mindset on September 21st and adopt a resolution that includes traffic calming initiatives without the removal of parking.

Alison P.

Location:

Submitted At: 8:53am 11-10-22

My family lives on Seventh in the Lawton neighborhood. I do NOT support the motion to remove street parking. The motion conflicts with guidance in the City's own Transportation Plan and would make our local street more dangerous, as it would create a wider street for cars to speed down. The street should become an appropriate-sized local neighborhood street with enough space for parking and bikers that leverages traffic calming measures to keep everyone safe.

Colleen Tracy

Location:

Submitted At: 8:10am 11-10-22

Please reject this motion to further consider the needs and wants of the residents of Lansdowne. We must address the water mains and improve the streets with a solution that addresses the residents' real problems. This DANGEROUS motion directly conflicts with the City Transportation Plan and is based on a flawed survey that was too narrow in scope and too broad in sample size. It was developed without empirical data and seemed to cater to a vocal minority pressing blurred special interests. Bike safety for elementary school children looks different than buffered bike lanes in busy streets for commuters. Removing street parking for some is INEQUITABLE for all. The street should become an appropriate-sized local neighborhood street with enough space for bikes and parking for residents, delivery trucks, contractors, and other visitors. It MUST leverage traffic calming measures to keep everyone safe and continue to function as a shared resource. Please do not experiment with this street!

Jill Anderson

Location:

Submitted At: 7:55am 11-10-22

The street should become an appropriate-sized local neighborhood street with enough space for parking and bikers that leverages traffic calming measures to keep everyone safe.

Tony Scott

Location:

Submitted At: 6:23pm 11-09-22

I live in the Lawton-Lansdowne neighborhood on Braeside PI, and I do NOT support this dangerous motion that is in direct conflict with guidance in the City Transportation Plan, would make our local street MORE dangerous, and would set dangerous precedent going forward, impacting ALL residents living on local neighborhood streets. Extensive, expensive, over-engineered biking infrastructure is not needed with rare bicycle traffic in this area, or recommended for low traffic, 25 mph speed limit, local neighborhood streets. If anything, street parking can be used effectively to calm speed better than protected bike lanes. Speed calming is what we need to keep everyone safe and allow local streets to continue to function as shared resources for all who live in and visit the neighborhood.

Joe Gallagher

Location:

Submitted At: 3:09pm 11-09-22

As a homeowner in the Lawton-Lansdowne neighborhood I do NOT support this dangerous motion that is in direct conflict with guidance in the City Transportation Plan, would make our local street MORE dangerous, and would set dangerous precedent going forward, impacting ALL residents living on local neighborhood streets. Extensive, expensive, over-engineered biking infrastructure (which entails removal of our street parking causing irreparable reduction in our quality of life and home values) is not needed or recommended for low traffic, 25 mph speed limit, local neighborhood streets. Speed calming is what we need to keep everyone safe and allow local streets to continue to function as shared resources for all who live in and visit the neighborhood.

Robert Milstein

Location:

Submitted At: 2:59pm 11-09-22

My wife and I have lived on Tilsby Ct (one short block east of Seventh) for 30 years and do NOT support the City's Transportation Plan which removes parking on the street's west side and puts in a protected bike lane. Street parking is used by local residents and is also needed by construction vehicles, contractors, landscapers, parents attending school meetings, and delivery trucks. The recent November Ann Arbor Observer's article entitled, "Building a Bike-Safe City" described an horrendous event when a bicyclist struck a delivery van and was seriously injured when the van driver drove over the curb into a protected bike lane immediately in front of the cyclist. This was possibly due to the lack of sufficient street parking. There currently aren't any school zone, speed limit or "Your speed is" signs along Seventh near Lawton. These should be installed for area speed control. The current plan makes the area more dangerous and there are better, cheaper, safer alternatives.

Christopher White

Location:

Submitted At: 11:59am 11-09-22

My wife and I, and our two young kids, live on Scio Church Road near Seventh in the Lawton-Lansdowne neighborhood. I do NOT support this dangerous motion that is in direct conflict with guidance in the City Transportation Plan, would make our local street MORE dangerous, and would set a dangerous precedent going forward, impacting ALL residents living on local neighborhood streets. Extensive, expensive, over-engineered biking infrastructure is not needed or recommended for these low traffic, 25 mph speed limit, local neighborhood streets. Speed calming is what we need to keep everyone safe and allow local streets to continue to function as shared resources for all who live in and visit the neighborhood.

Krista Campeau

Location:

Submitted At: 11:20pm 11-08-22

I live on Seventh in the Lawton neighborhood, and I do NOT support the motion to remove street parking. The

motion conflicts with guidance in the City's own Transportation Plan and would make our local street more dangerous, as it would create a wider street for cars to speed down. Expensive, over-engineered biking infrastructure is also not needed or recommended for local neighborhood streets. Speed calming measures including narrowing the street by keeping the street parking and curb bump outs is what the majority of residents who live in the neighborhood and use the street actually want and it is what would make the street safe for both bikers and pedestrians.

Michael Bahr

Location:

Submitted At: 2:57pm 11-08-22

As a Lansdowne homeowner, within the defined project area, I am voicing my strong opposition to the proposed plan of eliminating on-street parking on one side of the street and installing a buffered bike lane along this quarter-mile stretch of neighborhood road. When considered, the cost alone does not merit the installation of the proposed buffered bike lane. Our city has much more pressing needs and infrastructure requirements that these dollars could be appropriately attributed towards. Additionally, the lack of real user data supporting the need for the proposed bike lane has made the discussion unnecessary and a waste of all those involved's time. The silver lining is that the discussion seems to be trending towards a much more appropriate and well-thought-out solution that prioritizes traffic calming, the safety of the neighborhood children, and us pedestrians that use the area on a daily basis.

Kristy Kaiser

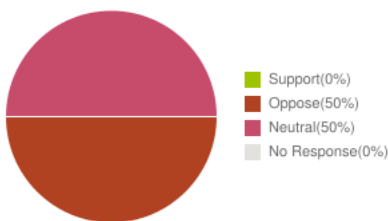
Location:

Submitted At: 12:01pm 11-08-22

We live on S Seventh, with our 4 kids who attend Lawton and Slauson. I urge you to vote NO on this dangerous motion that is in direct conflict with guidance in the City Transportation Plan, would make our local street MORE dangerous, and would set dangerous precedent going forward, impacting ALL residents living on local neighborhood streets. Extensive, expensive, over-engineered biking infrastructure is not needed or recommended for low traffic, 25 mph speed limit, local neighborhood streets. Speed calming is what we need to keep everyone safe and allow local streets to continue to function as shared resources for all who live in and visit the neighborhood. Please invest your time and our tax dollars on speed calming for local streets across the city, including further reducing the speed limit. The direction Council takes on this motion will set precedent for thousands of residents living on the dozens of miles of local neighborhood streets that are part of the AAA network.

Agenda Item: eComments for CA-9 22-1700 Resolution to Approve the City of Ann Arbor 2022 Hazard Mitigation Plan Update

Overall Sentiment



Rory Walsh

Location:

Submitted At: 2:07pm 11-09-22

The comment function is not available for PH-1 22-1472 An Ordinance to Amend Chapter 55, Rezoning of 190 Parcels in the W Stadium and N Maple Area to TC1. I oppose this rezoning. Our neighborhood is not broken, and I would ask the Council to please stop trying to fix it.

Deanne Woodruff

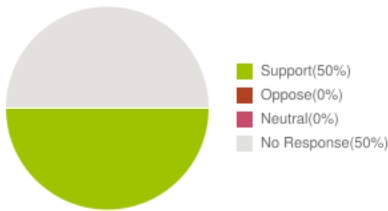
Location:

Submitted At: 4:49pm 10-31-22

I oppose proposal to rezone of W Stadium and North/South Maple to TC1.

Agenda Item: eComments for B-1 22-1472 An Ordinance to Amend Chapter 55 (Unified Development Code), Rezoning of 190 Parcels in the W Stadium and N Maple Area to TC1 (Transit Corridor District), City-Initiated Rezoning, (CPC Recommendation: Approval - 6 Yeas and 0 Nays) (ORD-22-16)

Overall Sentiment



barbara wetula

Location:

Submitted At: 10:17pm 11-09-22

I support housing being added to transit corridors--It's not clear to me that all of the potential unintended consequences for this area have been identified and fully vetted in order to pass this as written. I believe we must ensure retail and other businesses are not critically impacted. There has to be a way to meet both housing and business interests.

J. Bruce Fields

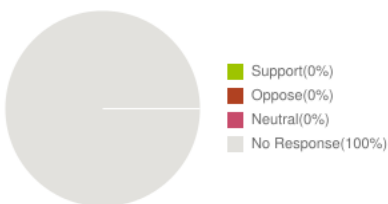
Location:

Submitted At: 9:16pm 11-09-22

Our A2Zero plan commits us to reducing vehicle miles travelled. We know that the best way to do that is to allow more people to live in places that are walkable and convenient to transit. We also have a housing shortage that is pushing people out of our city when we should be welcoming them in. We've known these things for decades. It's good to see the TC1 process finally producing some small progress in this direction. I wish we could upzone more broadly and quickly. But we should at least do this. Please approve.

Agenda Item: eComments for E-2 22-1598 Transportation Commission Ordinance and Bylaws Amendment

Overall Sentiment



Tina Topalian

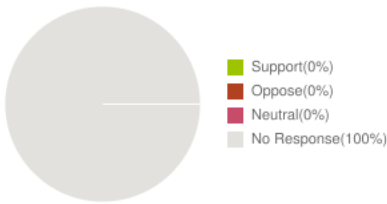
Location:

Submitted At: 8:02am 10-30-22

Regarding "Building a Bike-Safe City", I understand according to the AATC, 2023 (fiscal yr) has an anticipated expenditure allocation of \$30 million. However, <\$1 mill is earmarked for non motorized transportation. It's hard to fathom this begins to approach the necessary resources to fund this project. Would appreciate understanding this seeming discrepancy. Where is the itemized budget and plans to execute, with timeline? (Please not, this comment was also posted under the Budget section; didn't intend to be redundant. Please consider wherever most appropriate.)

Agenda Item: eComments for E-5 22-1778 Communication from the Washtenaw Regional Resource Management Authority (WRRMA) Regarding Their 2022 Summary of Activities and Fiscal Year 2023 Draft Budget

Overall Sentiment



Tina Topalian

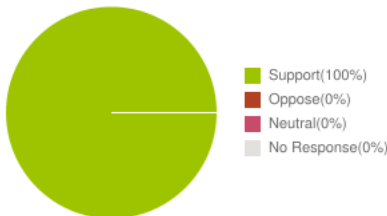
Location:

Submitted At: 8:00am 10-30-22

Regarding "Building a Bike-Safe City", I understand according to the AATC, 2023 (fiscal yr) has an anticipated expenditure allocation of \$30 million. However, <\$1 mill is earmarked for non motorized transportation. It's hard to fathom this begins to approach the necessary resources to fund this project. Would appreciate understanding this seeming discrepancy. Where is the itemized budget and plans to execute, with timeline?

Agenda Item: eComments for DC-4 22-1825 Resolution to Explore the Feasibility of Activating the Library Lane Surface Parking Lot with Food Trucks and Mobile Vendors

Overall Sentiment



Alice Ralph

Location:

Submitted At: 12:31pm 11-10-22

Positive ripple effects and important timing--

**A small Center-of-the-City working group of on-the-ground explorers, has observed how positive economic and social effects ripple outward from hosting "Food Trucks and Mobile Vendors" at centrally located public spaces in

communities comparable to Ann Arbor.** There is a trove of long-standing research in the public domain that documents similar "activation" having great success. Ann Arbor can create similar success with at least one additional benefit of reducing the number of street closures needed for planned events. **This activation supports local businesses with increased pedestrian activity and less disruption of movement in general.**

Please use publicly available research and local information already gathered to shorten the time toward activation of the Library Lane surface parking lot. Community members can help. We need to start planning for success now.

Thank you,
Alice Ralph
734-272-7757
Third Ward