

# City Council

Meeting Time: 08-05-19 19:00

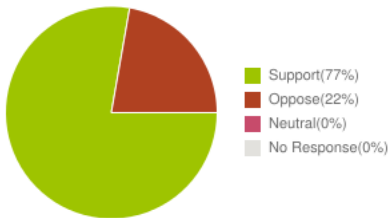
## eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council	08-05-19 19:00	85	9	7	2	0

### 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



# City Council

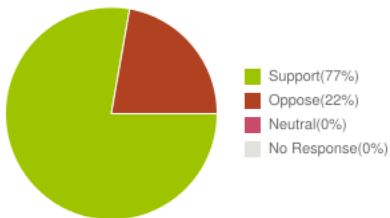
08-05-19 19:00

Agenda Name	Comments	Support	Oppose	Neutral
DC-2 19-1451 Resolution to Direct the City Administrator to Review the City's Policies on Assessing Fees for Freedom of Information Act (FOIA) and Provide Alternatives and Recommendations to Council that Promote Transparency and the Public Interest	1	0	1	0
DC-3 19-1452 Resolution to Waive Fees Associated with Freedom of Information Act (FOIA) Request 2147	1	0	1	0
DS-1 19-0913 Resolution to Proceed with a Road Reconfiguration and Safety Enhancement Project for Earhart Road, from US-23 to South Waldenwood Drive and Appropriate \$34,500.00 and \$40,500.00 Respectively from the General Fund and Alternative Transportation Fund Balances (8 Votes Required)	2	2	0	0
DS-2 19-0956 Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road	2	2	0	0
DS-3 19-0985 Resolution to Proceed with a Road Reconfiguration Pilot for Green Road, from Burbank Drive to Plymouth Road	2	2	0	0
F-1 19-1359 Recommendation from the Transportation Commission Regarding State of Michigan Crosswalk Law and Related Materials	1	1	0	0

## Sentiments for All Agenda Items

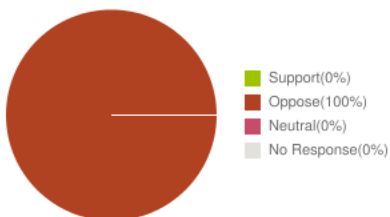
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

### Overall Sentiment



Agenda Item: eComments for DC-2 19-1451 Resolution to Direct the City Administrator to Review the City's Policies on Assessing Fees for Freedom of Information Act (FOIA) and Provide Alternatives and Recommendations to Council that Promote Transparency and the Public Interest

### Overall Sentiment



## Luis Vazquez

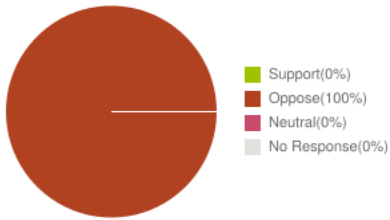
Location:

Submitted At: 7:39pm 08-05-19

Every person who files a FOIA should pay for it. I had to pay for my redacted FOIA, so should anybody. There should also be distinct criteria for what constitutes "media from reputable sources".

Agenda Item: eComments for DC-3 19-1452 Resolution to Waive Fees Associated with Freedom of Information Act (FOIA) Request 2147

### Overall Sentiment



## Luis Vazquez

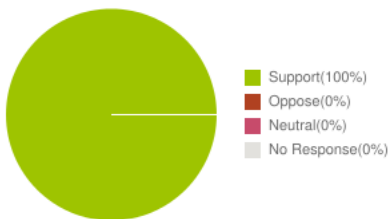
Location:

Submitted At: 7:41pm 08-05-19

CM Hayner should have to pay for his FOIA just like everybody else.

Agenda Item: eComments for DS-1 19-0913 Resolution to Proceed with a Road Reconfiguration and Safety Enhancement Project for Earhart Road, from US-23 to South Waldenwood Drive and Appropriate \$34,500.00 and \$40,500.00 Respectively from the General Fund and Alternative Transportation Fund Balances (8 Votes Required)

### Overall Sentiment



## Luis Vazquez

Location:

Submitted At: 7:45pm 08-05-19

I am willing to spend the extra 5-10 minutes in travel time going through road reconfigurations if it means saving someone's life. Also, I would like to express appreciation for the efforts of the Transportation Commission and City Staff who have worked hard on this issue, and would like to see their efforts rewarded with implementation of these road improvements.

## Matthew Catanzarite

Location:

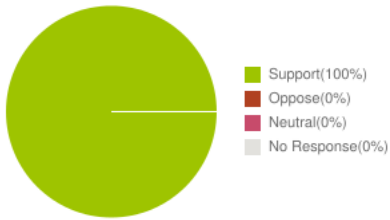
Submitted At: 1:55pm 08-05-19

1. Data shows Pedestrian Deaths with Speed: 20mph=10%::30mph=50%::40mph=90%.

2. The primary purpose of road diets is to reduce vehicle speed through narrowing of excessive road width. Bike lanes are often included as it is an easy and cost effective way to achieve that narrowing, but road diets are aimed at slowing vehicles to reduce the number and severity of crashes for all roadway users.

Agenda Item: eComments for DS-2 19-0956 Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

Overall Sentiment



**Luis Vazquez**

Location:

Submitted At: 7:46pm 08-05-19

I am willing to spend the extra 5-10 minutes in travel time going through road reconfigurations if it means saving someone's life. Also, I would like to express appreciation for the efforts of the Transportation Commission and City Staff who have worked hard on this issue, and would like to see their efforts rewarded with implementation of these road improvements.

**Matthew Catanzarite**

Location:

Submitted At: 1:56pm 08-05-19

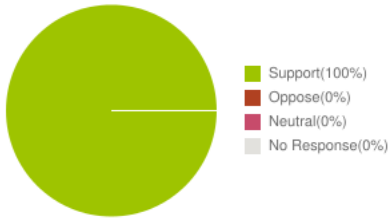
1. Data shows Pedestrian Deaths with Speed: 20mph=10%::30mph=50%::40mph=90%.

2. The primary purpose of road diets is to reduce vehicle speed through narrowing of excessive road width. Bike lanes are often included as it is an easy and cost effective way to achieve that narrowing, but road diets are aimed at slowing vehicles to reduce the number and severity of crashes for all roadway users.

3. The addition of parking on Traverwood will slow vehicle speeds as intended, while also adding greater access to Transit both through AAATA and UM services. This is a win-win for the entire community.

Agenda Item: eComments for DS-3 19-0985 Resolution to Proceed with a Road Reconfiguration Pilot for Green Road, from Burbank Drive to Plymouth Road

## Overall Sentiment



### Luis Vazquez

Location:

Submitted At: 7:46pm 08-05-19

I am willing to spend the extra 5-10 minutes in travel time going through road reconfigurations if it means saving someone's life. Also, I would like to express appreciation for the efforts of the Transportation Commission and City Staff who have worked hard on this issue, and would like to see their efforts rewarded with implementation of these road improvements.

### Matthew Catanzarite

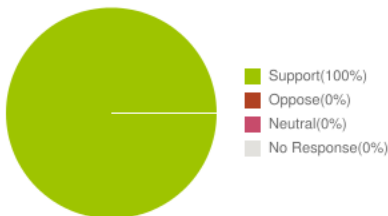
Location:

Submitted At: 1:56pm 08-05-19

1. Data shows Pedestrian Deaths with Speed: 20mph=10%::30mph=50%::40mph=90%.
2. The primary purpose of road diets is to reduce vehicle speed through narrowing of excessive road width. Bike lanes are often included as it is an easy and cost effective way to achieve that narrowing, but road diets are aimed at slowing vehicles to reduce the number and severity of crashes for all roadway users.
3. The lane reduction will have minimal to no impact on vehicle travel time through the corridor. What it will provide is a viable "Complete Street" that is an important and dangerous 1/2 mile gap in the bicycle network.

## Agenda Item: eComments for F-1 19-1359 Recommendation from the Transportation Commission Regarding State of Michigan Crosswalk Law and Related Materials

## Overall Sentiment



### Luis Vazquez

Location:

Submitted At: 7:50pm 08-05-19

The recommendations from the Ann Arbor Transportation Commission are sound. The State should adopt the Ann Arbor Crosswalk Ordinance, not the other way around.