Appendix C includes summaries from surveys, events, community advisory committee meetings, and focus groups.

C

PUBLIC ENGAGEMENT SUMMARY

Public Engagement

Appendix C reviews the following public engagement efforts:

1. Surveys

Over the planning process, various surveys were distributed including:

- Transportation Habits Survey
- Bicycling Preferences Survey
- Bicycle Network Survey
- Pedestrian Crossing Survey
- Focus Corridors

Both a University of Michigan survey and Ann Arbor Public School activity were planned for spring 2020. However, due to the COVID-19 pandemic, the student outreach were unable to take place.

2. Events

In addition to pop-up meetings and a walkshop, there were three open houses during the planning process. The final open house took place virtually as it coincided with the COVID-19 pandemic.

- Open House 1 (City Hall)
- Open House 2 (City Hall)
- Open House 3 (Virtual)
- Pop Up 1 (Mayor's Green Fair)
- Pop Up 2 (Peace Neighborhood)
- Walkshop

3. CAC Meetings

- CAC Meeting 1
- CAC Meeting 2
- CAC Meeting 3
- CAC Meeting 4

4. Focus Groups

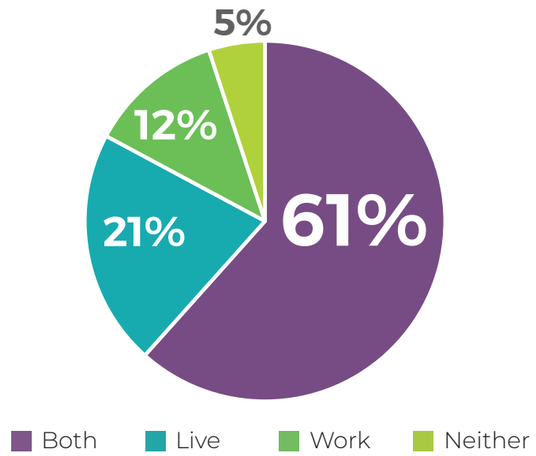
1. Surveys

Transportation Habits Survey

An initial survey was developed and disseminated to the public to understand current transportation habits among residents and visitors to Ann Arbor. A total of 1,814 people completed this initial survey. 1,756 surveys were completed online, while 58 were transit user "intercept surveys" completed in-person. The online survey was available April 14, 2019 to May 20, 2019 on A2 Open City Hall. This input opportunity was advertised through city communication channels (including emails to identified stakeholders, social media posts, etc.), targeting community-wide feedback. The survey was also conducted as an intercept survey at the Blake Transit Center on May 14, 2019 and at the Central Campus Transit Center on May 16, 2019

Online Survey Results

Over half of the 1,756 online survey participants (61%) both lived and worked in Ann Arbor. Only 5% of participants neither lived nor worked in Ann Arbor. In order to understand how place of home and work influence transportation choices, the following survey questions are categorized by participant place of work and home.



Mode of Transportation: Work/School

Participants were asked how they most often traveled to work or school. Over half of all participants (55%) reported they most often drive to get to work or school. Most participants who only lived or worked (78% and 74%, respectively) in Ann Arbor most often drove to work or school whereas less than half of participants who both lived and worked in Ann Arbor drove to work or school. Participants who both lived and worked in Ann Arbor were more likely to bike and walk to work or school than other participants.

Mode of Transportation - Work/School

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	55%	12%	14%	17%	1%	1%
Both	44%	16%	18%	19%	2%	1%
Live	78%	5%	7%	9%	0%	0%
Work	74%	6%	4%	15%	0%	0%
Neither	72%	8%	4%	15%	1%	0%

Mode of Transportation - Grocery Store, Parks, or Other Destinations

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	69%	9%	14%	6%	2%	0%
Both	64%	10%	17%	7%	2%	0%
Live	73%	8%	13%	4%	1%	0%
Work	88%	1%	5%	4%	2%	0%
Neither	78%	4%	7%	10%	1%	0%

Mode of Transportation: Grocery Store, Parks, or Other Destinations

Participants were asked how they most often traveled to the grocery store, parks, or other destinations. While most of the participants drove to get to the grocery store, parks, or other destinations, participants who both lived and worked in Ann Arbor were more likely to bike or walk than other participants. Participants who neither lived nor worked in Ann Arbor were more likely to take transit to get to the grocery store, parks, or other destinations than other participants.

Decision-Making Impacts

Participants were asked what factors impact their decisions about how to get around. Time, followed by Convenience, was ranked the most important factor in deciding how to get around. Health and Cost were ranked as least important in deciding how to get around.

Time > Convenience > Safety > Health > Cost

Transportation Choice - Not Considering Safety

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	39%	32%	13%	11%	1%	0%
Both	31%	39%	14%	11%	1%	0%
Live	50%	23%	12%	9%	2%	0%
Work	50%	24%	9%	12%	2%	0%
Neither	49%	18%	9%	21%	2%	0%

Transportation Choice - Not Considering Time

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	23%	20%	29%	26%	1%	0%
Both	16%	21%	33%	27%	1%	0%
Live	31%	17%	25%	23%	1%	0%
Work	29%	19%	20%	28%	1%	0%
Neither	34%	14%	14%	33%	2%	0%

Transportation Choice - Not Considering Cost

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	41%	15%	9%	13%	17%	0%
Both	36%	18%	11%	13%	18%	0%
Live	50%	12%	9%	10%	15%	0%
Work	49%	10%	4%	15%	20%	0%
Neither	50%	5%	4%	23%	17%	0%

Transportation Choice - Not Considering Time, Safety, or Cost

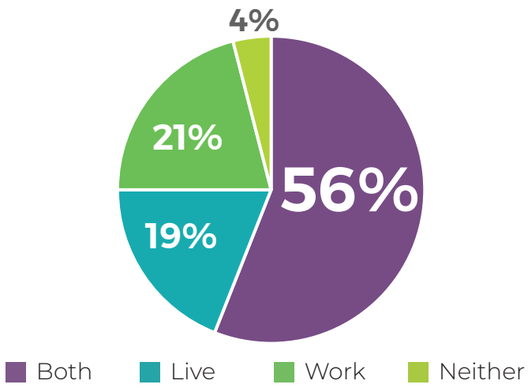
Participants were asked what would be their first choice of getting around if safety were not an issue. Over a third (39%) of participants who both live and work in Ann Arbor reported they would choose to get around by bike if safety were not an issue. Participants who live or work in Ann Arbor (40% and 42%, respectively) reported they would choose to drive alone to get around if safety were not an issue. And a third of participants who neither lived nor worked in Ann Arbor would choose to take transit if safety were not an issue.

A third of participants who both lived and worked in Ann Arbor reported they would choose to get around by walking if time were not an issue. Participants who only lived, only worked, or neither lived nor worked in Ann Arbor reported they would most likely choose to take transit to get around if time were not an issue.

Finally, participants were asked to rank their transportation choices not considering cost. Driving alone ranked the first choice to get around if cost were not an issue for all categories of participants. Participants who both lived and worked in Ann Arbor were more likely to select bicycling as their first choice to get around than other participants. Participants who neither lived nor worked in Ann Arbor were most likely to choose to take transit if cost were not an issue.

Transit User Intercept Survey

Over half of the 58 intercept survey participants (56%) both lived and worked in Ann Arbor. Only 4% of participants neither lived nor worked in Ann Arbor.



Mode of Transportation: Work/School

Over half of all participants (54%) reported they most often take transit to get to work or school. Few participants (1%) reported biking to work or school. The majority of participants who lived or worked in Ann Arbor took transit to get to work or school. Nearly half of participants who both lived and worked in Ann Arbor reported taking transit to work or school. Transit User Intercept survey participants were more likely to take transit to work or school than online survey participants.

Mode of Transportation - Work/School

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	25%	1%	13%	54%	6%	0%
Both	27%	2%	17%	46%	8%	0%
Live	14%	0%	14%	71%	0%	0%
Work	28%	0%	0%	64%	7%	0%
Neither	0%	0%	0%	100%	0%	0%

Mode of Transportation - Grocery Store, Parks, or Other Destinations

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	40%	0%	18%	36%	5%	0%
Both	39%	0%	20%	36%	5%	0%
Live	40%	0%	13%	47%	0%	0%
Work	44%	0%	13%	31%	13%	0%
Neither	50%	0%	50%	0%	0%	0%

Mode of Transportation: Grocery Store, Parks, or Other Destinations

Transit User Intercept survey participants were more likely to take transit to the grocery store, parks, or other destinations than online survey participants.

Decision-Making Impacts

Time played a major role in how participants chose to get around. As with the online survey responses, Time, followed by Convenience, was ranked the most important factor in deciding how to get around. Safety and Health were ranked as least important in deciding how to get around.

Time > Convenience > Cost > Safety > Health

Transportation Choice - Not Considering Time, Safety, or Cost

Nearly a third of participants (29%) reported they would choose to get around by transit if safety were not an issue. Unlike the online participants, few transit user intercept survey participants would choose to travel by bike, even if safety were not an issue (12%).

Nearly half of participants (47%) reported they would choose to get around by walking if time were not an issue. Over a third of participants (38%) reported they would choose to take transit if time were not an issue.

Rideshare ranked the first choice to get around if cost were not an issue for all categories of participants. Nearly a third of participants (31%) reported they would choose to drive alone if time were not an issue, followed by driving with someone or taking transit (10% each, respectively). Participants who worked in Ann Arbor were more likely to select driving alone than other participants.

Transportation Choice - Not Considering Safety

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	30%	12%	20%	29%	4%	0%
Both	24%	16%	20%	28%	4%	0%
Live	40%	10%	10%	30%	10%	0%
Work	41%	8%	33%	17%	0%	0%
Neither	0%	0%	0%	100%	0%	0%

Transportation Choice - Not Considering Time

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	18%	2%	47%	38%	4%	0%
Both	4%	4%	50%	31%	8%	0%
Live	38%	0%	38%	25%	0%	0%
Work	41%	0%	45%	27%	0%	0%
Neither	0%	0%	50%	0%	0%	0%

Transportation Choice - Not Considering Cost

	Drive	Bike	Walk	Public Transit	Rideshare/ Taxi	Scooter Share
All	41%	2%	8%	10%	39%	0%
Both	31%	3%	3%	7%	55%	0%
Live	38%	0%	0%	25%	38%	0%
Work	80%	0%	20%	0%	0%	0%
Neither	0%	0%	50%	50%	0%10%	0%

Big Ideas

Participants were asked to suggest one “big idea” for transportation for the city to focus on. Over 1500 unique responses were entered, with one or more ideas for transportation. The most common topics of those big ideas are listed to the right:

1. **Transit** (603 comments)
2. **Bicycle Accommodation** (421 comments)
3. **Pedestrian Accommodation** (295 comments)
4. **Safety** (220 comments)
5. **Parking** (100 comments)
6. **Maintenance** (96 comments)

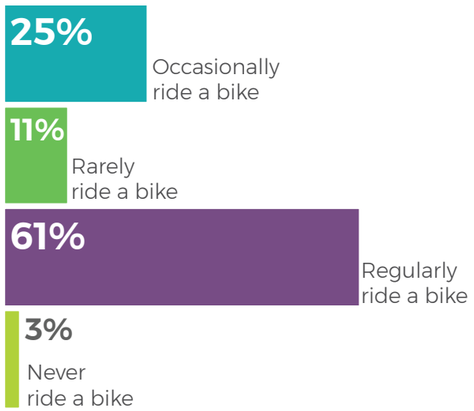
Bicycling Preferences Survey

This survey was developed and disseminated to the public to understand how often people's bicycling behaviors and how comfortable they are riding on varying types of streets. A total of 1,052 people completed this survey with 3,045 entries. The survey was completed online. The online survey was available October 15, 2019 to October 31, 2019 on A2 Open City Hall. This input opportunity was advertised through city communication channels (including emails to identified stakeholders, social media posts, etc.), targeting community-wide feedback.

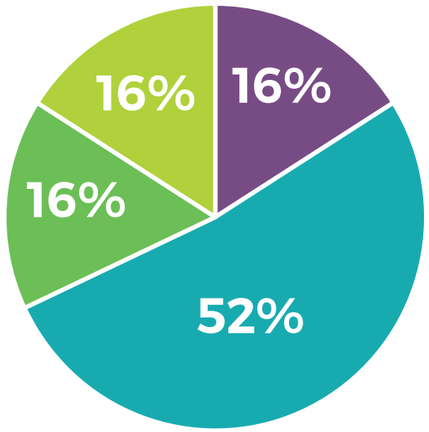
Online Survey Results

Over half of the respondents regularly ride a bicycle (61%), with 51% of respondents reporting they ride a bicycle at least once a week to get to work, school, or errands.

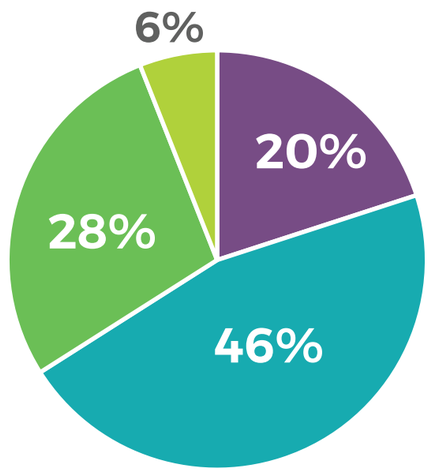
Typical Ridership



Bike to Work, School, or Errands



Bike for Exercise/Recreation



The majority of respondents (79%) reported they would ride a bicycle if they felt safer and more comfortable on roadways. Only 8% reported they would not ride a bicycle if they felt safer and more comfortable.

Nearly two-thirds of respondents (66%) reported they are comfortable sharing the road with cars, but prefer to ride a bicycle in bike facilities (like bike lanes). 23% of respondents reported they are not comfortable sharing the road with cards, but they are interested in riding a bicycle. Typically, the 'interested but concerned' respondents may feel more comfortable riding on an off-street path or trail. Only 2% are not comfortable riding a bicycle while 9% are comfortable riding a bicycle in any roadway condition.

Comfort Level by Street Type

Street Type	1 (low comfort)	2	3	4	5 (high comfort)
Residential, No Parking, No Bike Lane	4%	7%	14%	26%	49%
Residential, Parking, No Bike Lane	5%	11%	23%	30%	32%
Residential, Parking, Bike Lane	4%	4%	9%	21%	62%
2 Lane Commercial Street, Parking, No Bike Lane	35%	27%	22%	10%	5%
2 Lane Commercial Street, Parking, Shared Bike/Car Lane	23%	29%	27%	15%	6%
2 Lane Commercial Street, Parking, Bike Lane	8%	14%	27%	33%	17%
2 Lane Commercial Street, Parking, Separated Bike Lane	6%	2%	4%	12%	76%
4 Lane Street, No Parking, No Bike Lane	53%	20%	15%	6%	5%
3 lane street, buffered, no parking	7%	13%	22%	33%	26%
3 Lane, One Way Street, Parking, Bike Lane	7%	13%	25%	30%	25%
5 Lane Street, No Parking, Bike Lane	16%	20%	27%	25%	12%
2 Lane Street, No Parking, Bike Lane	8%	11%	22%	32%	27%
5 Lane Street, No Parking, Bike Lane	15%	21%	27%	23%	13%

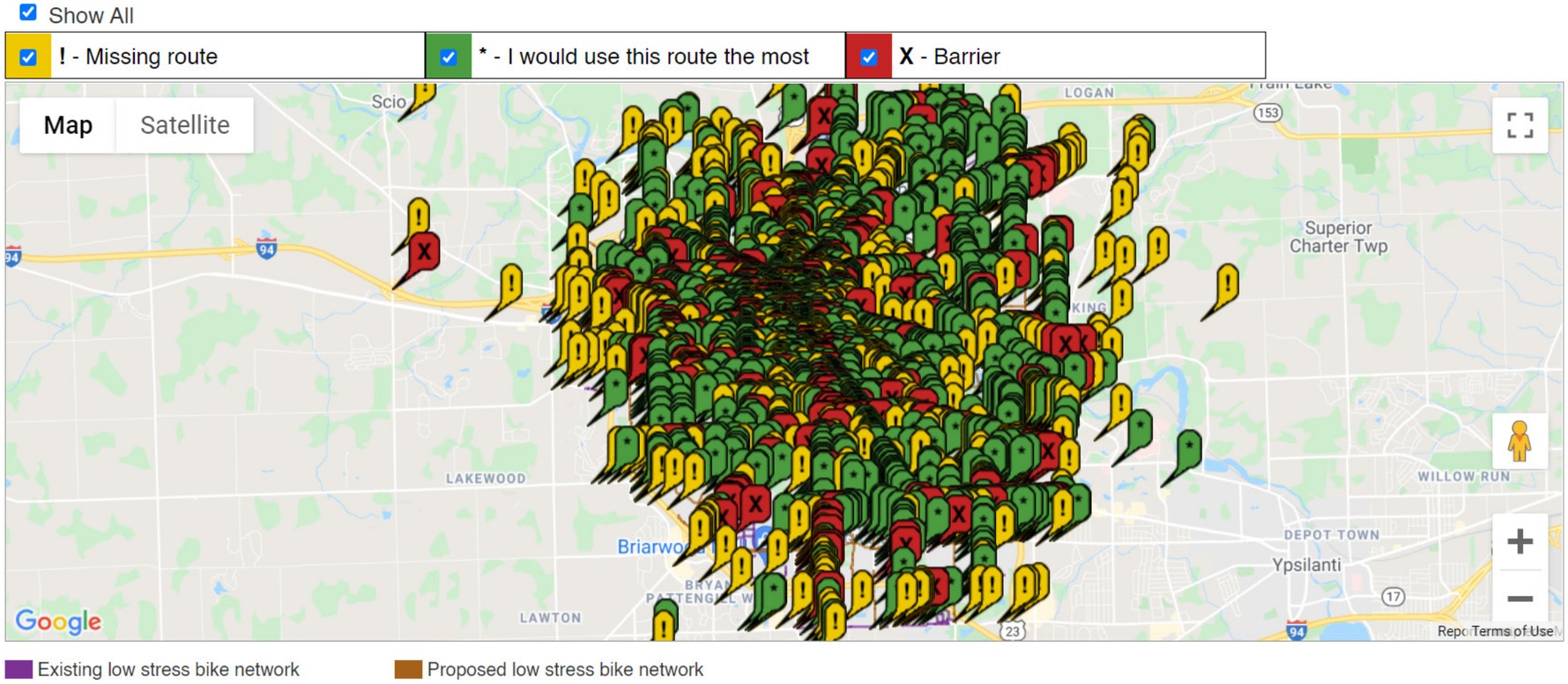
Bicycle Network Survey

This survey was developed and disseminated to the public to collect input on a drafted network of comfortable to use bike routes. The routes ranged from local streets prioritized for bicycle travel to major streets with separated bike paths, that bicycle riders of most skill levels and abilities, including children, consider acceptably safe for bicycling. A total of 460 people completed this survey with 3,505 entries. The survey was completed online. The online survey was available June 24, 2020 to July 10, 2020 on A2 Open City Hall. This input opportunity was advertised through city communication channels (including emails to identified stakeholders, social media posts, etc.), targeting community-wide feedback.

Online Survey Results

On the interactive map, there were 1,680 entries indicating "I would use this route most", 1,001 entries for "missing route", and 354 entries for "barriers".

Responses from Interactive Map



Pedestrian Crossing Survey

This survey was developed and disseminated to the public to understand how comfortable people feel using mid-block crosswalks, as a pedestrian and as a driver, and identify where additional crosswalks should be marked. A total of 954 people completed this survey with 3,325 entries on the interactive map. The survey was completed online. The online survey was available January 10, 2020 to January 27, 2020 on A2 Open City Hall. This input opportunity was advertised through city communication channels (including emails to identified stakeholders, social media posts, etc.), targeting community-wide feedback.

Online Survey Results

Over half of the respondents (54%) self-identified as a driver. 29% self-identified as a pedestrian; 12% as a cyclist; and 3% as a transit user.

How comfortable are Ann Arbor's pedestrian crossings?

The majority of respondents that self-identified as 'pedestrians' agreed rectangular rapid flashing beacons helped make mid-block crosswalks more comfortable. Less than half of 'pedestrian' respondents agreed pedestrian crossing signs and in-person street signs were comfortable (41% and 40%, respectively). Respondents that identified as pedestrians typically agreed that treatments with lighting and/or street infrastructure made for a more comfortable crossing.

Crossing Treatment (Pedestrians)

Treatment	Disagree	Neutral	Agree
Rectangular Rapid Flashing Beacon	7%	10%	83%
Pedestrian Crossing Sign	29%	31%	41%
Lighting	11%	16%	73%
Pedestrian Refuge Island	11%	18%	71%
In-person Street Sign	38%	23%	40%
Pedestrian Hybrid Beacon	16%	13%	70%

Respondents that self-identified as 'drivers' agreed rectangular rapid flashing beacons and lighting helped make mid-block crosswalks more comfortable. Similar to 'pedestrian' respondents, less than half of 'driver' respondents agreed pedestrian crossing signs and in-person street signs were comfortable (48% and 42%, respectively).

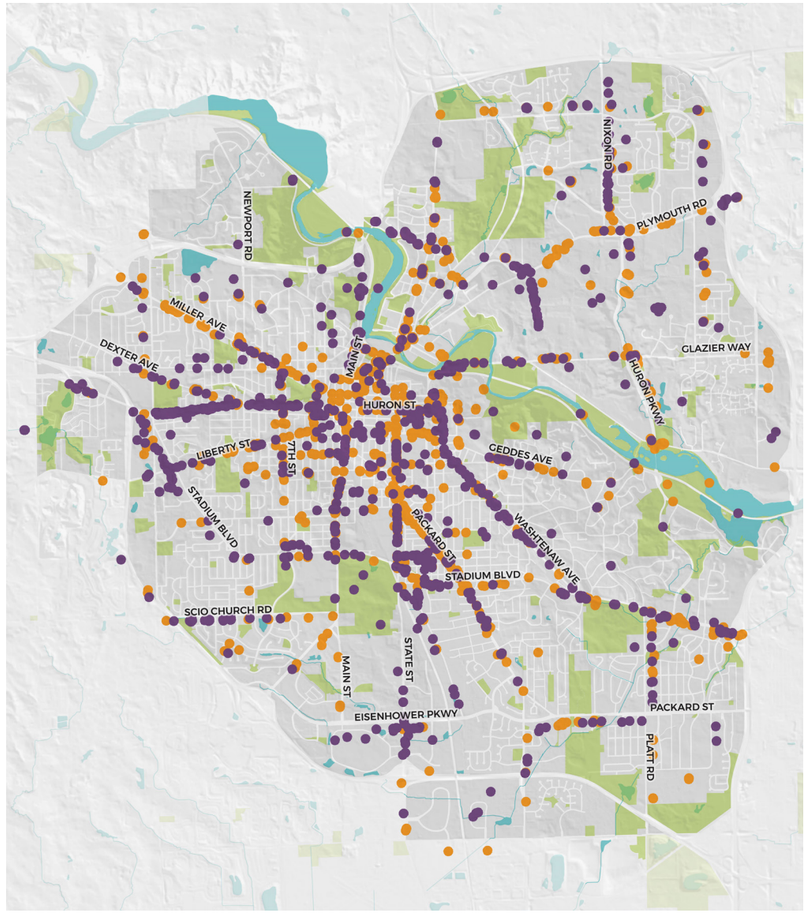
Crossing Treatment (Drivers)

Treatment	Disagree	Neutral	Agree
Rectangular Rapid Flashing Beacon	7%	6%	87%
Pedestrian Crossing Sign	25%	27%	48%
Lighting	9%	12%	80%
Pedestrian Refuge Island	17%	24%	60%
In-person Street Sign	38%	20%	42%
Pedestrian Hybrid Beacon	18%	13%	69%

When asked about how people behave at crosswalks,

- 63% of respondents think people walking behave properly at marked mid-block crosswalks
- 60% of respondents think people driving behave properly at marked mid-block crosswalks
- 61% of respondents think Ann Arbor should continue to install marked mid-block crosswalks

Mapping Activity



I would like to cross here

I would like this crossing improved

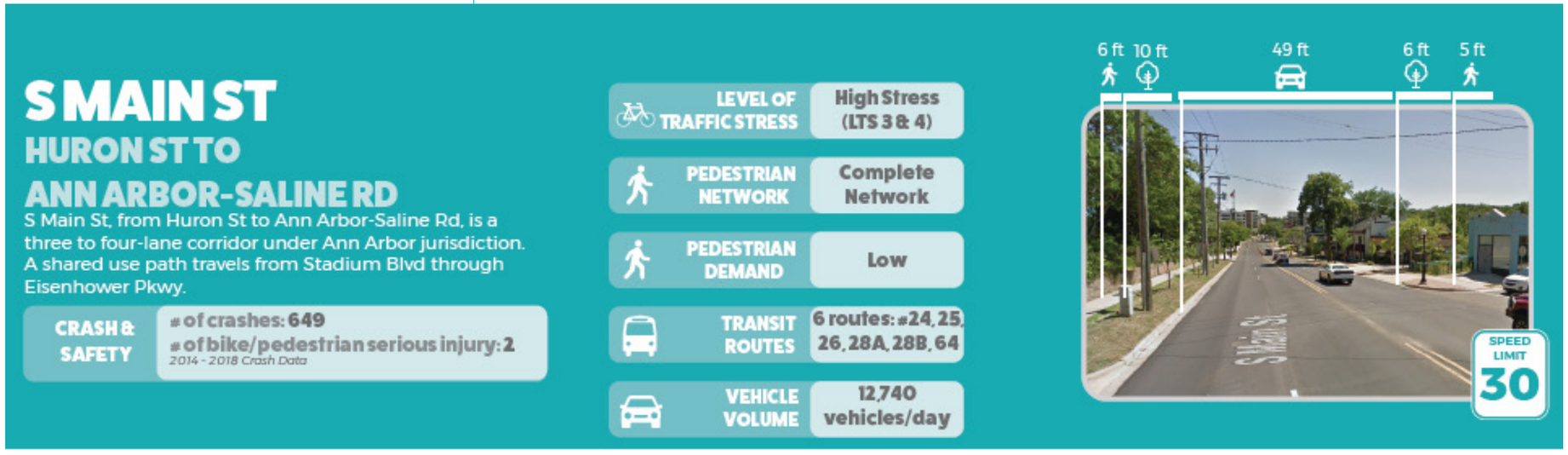
In addition to the survey, respondents were able to map locations that they would like to cross or identify crossings they would like improved. Over half of the entries (53%) identified locations that respondents would like to cross.

Focus Corridors Priorities Survey

This survey was developed and disseminated to the public to understand how people would prioritize space available in focus corridors. The focus corridors represent diverse types of roadways and traffic conditions, so that treatment and consideration for safety enhancements can be developed within a variety of contexts. There are significant safety challenges at each of the corridors. For this survey, the corridors evaluated were Washtenaw Ave, Plymouth Rd, S Main St, Miller Ave, and Fuller Rd.

The survey provided information on the existing conditions for each corridor using the following categories (see example image below):

- **Crash & Safety:** The number of vehicles, bicycle, or pedestrian crashes in addition to the number of fatalities or serious injuries.
- **Bicycle Level of Traffic Stress (LTS):** A score based on the volume of traffic, speed limit, and type of bike infrastructure.
- **Transit Routes:** The number of Ann Arbor Area Transportation Authority bus routes along the corridor.
- **Pedestrian Demand and Network:** The likely level of pedestrian activity and availability of sidewalk routes, accounting for existing gaps in the sidewalk system.
- **Vehicle Volume:** The average daily motor vehicle traffic on a roadway.



A total of 583 people completed this survey. The survey was completed online. The online survey was available November 23, 2019 to December 9, 2019 on A2 Open City Hall. This input opportunity was advertised through city communication channels (including emails to identified stakeholders, social media posts, etc.), targeting community-wide feedback. The online interactive map mirrored the Open House activity.

Online Survey Results

Transit was the top priority for Washtenaw Ave, Plymouth Rd, S Main St, and Fuller Rd. Followed by transit, these corridor prioritized vehicles, bicycles, and then pedestrians. Bicycling was the top priority for Miller Ave.

Washtenaw Ave

Priority:

1. **Transit**
2. Vehicle
3. Bicycle
4. Pedestrian

Plymouth Rd

Priority:

1. **Transit**
2. Vehicle
3. Bicycle
4. Pedestrian

S Main St

Priority:

1. **Transit**
2. Vehicle
3. Bicycle
4. Pedestrian

Miller Ave

Priority:

1. **Bicycle**
2. Transit
3. Vehicle
4. Pedestrian

Fuller Rd

Priority:

1. **Transit**
2. Vehicle
3. Bicycle
4. Pedestrian

2. Events

Open Houses & Pop Up Events

Open House & Pop Up Events #1

The first open house took place June 13, 2019 from 5PM to 7PM at City Hall. The first pop-up meeting took place at the Mayor's Green Fair on June 14, 2019 from 6PM to 9PM. 81 people from 14 zip codes attended and participated in the open house and pop-up.

- 31 people attended the open house
- 50 people attended the pop-up meeting

Station 1 Results - Values

What Values are Most Important to You?

Participant were asked to note their preferences among a list of possible values that they would like to guide Ann Arbor's Comprehensive Transportation Plan. The top five values were sustainability, mobility, regionalism, safety, and accessibility for all. Results reflect input from both the open house and pop-up events.

Value Count

1. Sustainability - 37
2. Mobility - 33
3. Regionalism - 32
4. Safety - 31
5. Accessibility for All - 24
6. Healthy people/places - 20
7. Quality of Place - 17
8. Efficiency - 15
9. Economic Vitality - 5

Comment cards were available for participants to share what the values meant to them. Below are selected comments:

- **Accessibility for All:** A place for everyone on a street. Not just vehicles, not just bikers, but everyone, or every age and ability
- **Healthy People/Places:** Cities designed to promote healthy, safe, and pleasant options for getting around
- **Mobility:** Ability to travel within or beyond Ann Arbor using a variety of modes without being impeded by subpar infrastructure or transit service. It is particularly important that we focus on making non-automobile modes more viable, particularly outside downtown and campus areas
- **Quality of Place:** Making streets and surrounding development more people-oriented rather than car-oriented. This means increasing density and allowing more mixed-use and not requiring large amounts of space be devoted to parking. Also need more streets be on people-driven rather than car-driven, particularly outside downtown/ campus
- **Regionalism:** Easy accessibility to train travel to/from Ann Arbor
- **Safety:** Changing the culture so that driving doesn't seem like the default. Only when drivers see people using other modes and treat them as equally important will they be less likely to run us over. Also, closing the sidewalk gap, especially near schools and parks.

Station 2 Results - Great Streets

What Makes a Great Street?

Participants were provided with three examples of "great streets" for three different kinds of corridors: downtown business districts, commuter corridors, and residential streets. They were then asked to pick which street(s) that they like the most and where in Ann Arbor they would like to see them. Results reflect input from both the open house and pop-up events.

Downtown

- Bioswale, outdoor seating, pedestrian- scale 12
- Parklets converted from on street parking space 8
- Bike lane, street furniture, high visibility crosswalk 6

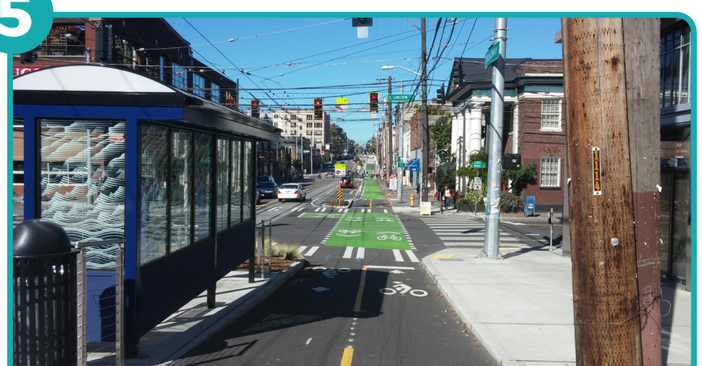
Commuter

- Dedicated bus lanes and median bus stops 4
- Side boarding island and two-way bike lane 15
- Side boarding bus island and through bike lane 2

Residential

- Bicycle boulevard improvements 4
- Painted bulb-outs, flexible bollards, and planters 3
- Raised crosswalk, shortened crossing, signage 3

5



Commuter corridor with side boarding bus island and two-way bike lane

The most popular great street was the commuter street with a side-boarding bus island and two-way bike lane as displayed below: *Commuter corridor with side boarding bus island and two-way bike lane.*

Station 3 Results - Transportation Opportunities & Challenges

Participants were asked to identify which streets or intersections they like or dislike, and which transportation challenges they experienced throughout Ann Arbor. Nearly two-thirds of reported challenges related to walking and bicycling (33% and 30%, respectively). This activity was only available at the open house.

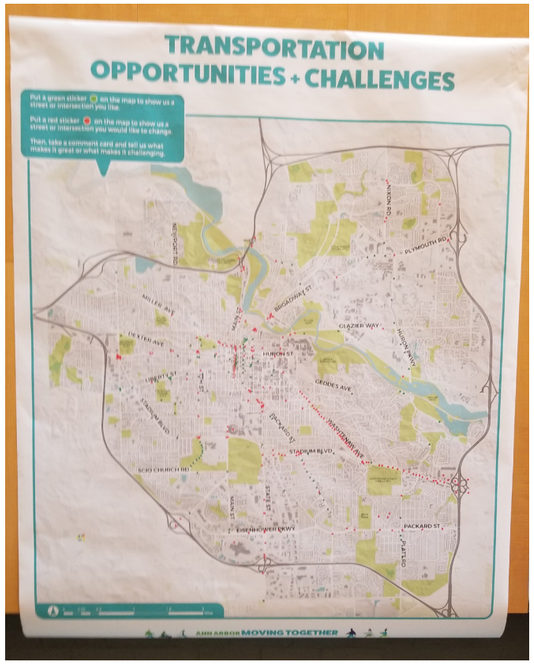
Modes of Transportation Challenges

1. Walking 33%
2. Bicycling 30%
3. Transit 16%
4. Driving 20%

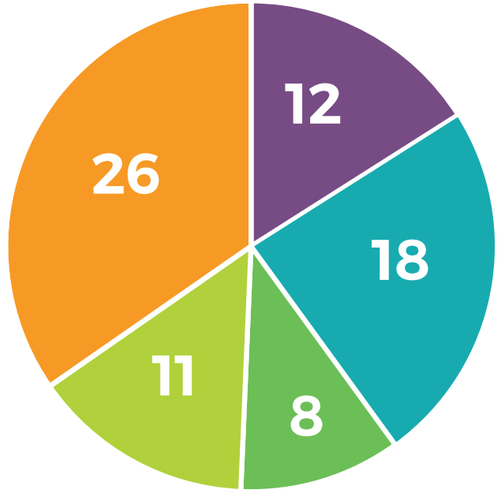
Participants used red dots to indicate areas on the map that they disliked, and green dots to indicate areas that they like.

Safety and Amount of Traffic were reported to be the most frequently experienced challenges.

For both walking and bicycling, almost all the comments related to safety challenges (96% and 90%, respectively). Approximately two-thirds of the walking and bicycling comments related to the amount of traffic (61% and 67%, respectively).



Counts of Reported Challenges



Examples of experienced challenges include:

- Train tracks: *You have to walk/lift your bike over the train tracks - makes an important bike path inaccessible from downtown*
- 7th & Huron: [...] *needs to give more priority to peds and bikes*
- Stadium and Packard: *This intersection is terrifying for parents with young kids, the elderly and anyone with trouble getting through this large, lousy intersection on foot in a measly 18 seconds. Drivers turning right speed thru, nearly running over pedestrians.*
- Detroit/ Division/ Broadway: *The grade change has poor visibility, speeding cars. Very difficult to get to this bus stop*

Big Ideas

Participants were asked about their "big idea" for transportation in Ann Arbor. Below are some representative ideas:

- *Main Street pedestrians and bikes only after 6pm + weekends*
- *Traffic signals environmentally timed*
- *Left and right turns of flashing red*
- *If more people took the bus, we could all get around easier!*
- *A people mover*
- *Using more bikes*
- *Rid A2 bike lanes of potholes!!!*
- *Improve weekend transportation*
- *Improve Jackson Road*
- *Close Washtenaw Ave on Sundays for biking (or Huron Street), etc.*
- *A HUGE pedestrian mall*
- *Campus to campus bikeway*
- *BRT or Bus*
- *Satellite parking lots (free) for commuters with electric shuttle buses to take them downtown [...]*
- *Less car lanes, more connected bike lanes and more buses*
- *More public transportation*
- *electric buses*
- *more walkable spaces (super blocks)*
- *fewer cars*
- *Continuous bicycling infrastructure*
- *Moving Together slowly and safely*
- *Fewer cars - more safe transportation options*
- *Traffic, efficiency, sustainability*
- *Accessible + affordable parking*
- *I hope I live long enough to see positive improvements!*
- *more transit + rail!*
- *Enjoy Ann Arbor, high quality of life - every way!!*
- *I hope I'll be safe on my bike ride...*
- *Motorcycle and scooter parking*
- *Encourage and support communal transportation*
- *Walk today!*
- *Use corn for gas wo it will lower air pollution*
- *Putting up barriers on a crosswalks at a train track*
- *Using bikes more than cars*
- *More accurate timing on traffic signals*

Pop Up #2

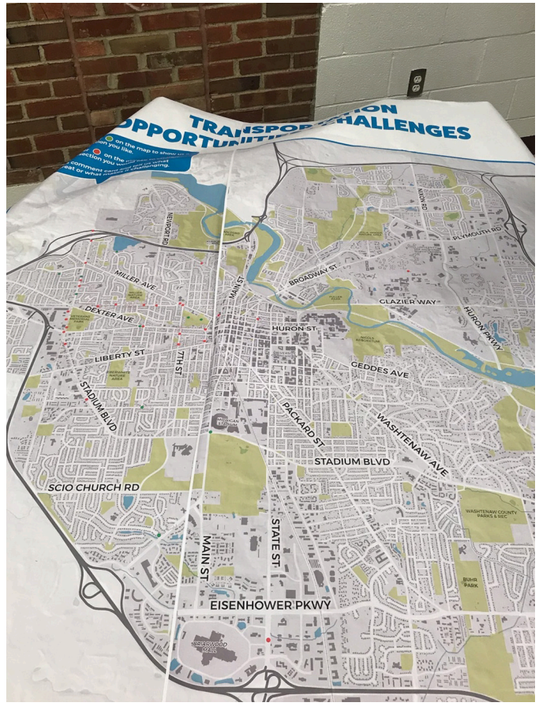
The second open house took place October 15, 2019 from 5PM to 7PM at the Peace Neighborhood Center Family Night. 10 people from 4 zip codes attended and participated in the open house and pop-up.

Participants were asked to identify which streets or intersections they like or dislike, and which transportation challenges they experienced throughout Ann Arbor. Participants used red dots to indicate areas on the map that they disliked, and green dots to indicate areas that they like. An image of the results of the mapping exercise is included below.

All recorded comments are provided here:

- *Arborview Boulevard cycle track on north side*
  - *Street is very wide (40') and could easily accommodate a neighborhood cycle track 2x 4' bike lanes w/ 2' buffer. On street parking stays as is.*
- *Jackson Ave. crosswalks (between Dexter split and Maple)*
- *Install ramp where there are steps at Arborview and Ross Street*
- *Stadium Boulevard and Maple Road cycletrack*
  - *Stretch in front of Maple Village could absorb 1 lane dedicated to a 2-way cycle track*
- *I'd love to see*
  - *Better transportation (public) between Ann Arbor and Ypsi*
  - *More frequent buses across the board*
  - *More bike lanes (and better ones – separated from roads)*
  - *More collaboration between Ann Arbor and UM*
- *UM North Campus*
  - *Lack of frequent transit connecting North campus and non-UM destinations, CCTC, residential areas near Green/Nixon and Plymouth*
- *In recent years, congestion has increased in Ann Arbor. At the same time, some areas seeing growth (like North Campus/ NE Ann Arbor) do not have frequent bus service in key areas. This exacerbates the problem by causing more people to drive, and infrequent service delayed by traffic.*
- *I'd like to see more of an "8-80" focus when implementing bike infrastructure. I appreciate the significant institutional and PR limitations associated with getting anything done in this space, but "paint on pavement" generally leaves inexperienced cyclists, women, and children, the elderly out.*

Pop Up 2



Open House #2

The second open house took place November 20, 2019 from 5PM to 7PM at City Hall. 46 people from 6 zip codes attended and participated in the open house and pop-up.

Information was provided in the form of a project fact sheet and a handout summarizing the values for the plan, resulting from the first public open house event, input from staff, and input from the Technical Advisory Committee and the Community Advisory Committee.

Two stations with informational display boards and interactive boards for input were provided. The activities and input are summarized below.

Station 1 Results - Focus Corridor Priorities

What Are Your Priorities?

Participants were asked to note how the various modes of travel (walking, bicycling, taking transit, driving a personal vehicle) should be prioritized on five corridors throughout Ann Arbor. The corridors of focus were:

- Washtenaw Ave (Stadium Blvd - US 23)
- Plymouth Rd (Murfin Ave - US 23)
- Miller Ave (Downtown - M 14
- S Main St (Huron St - Ann Arbor Saline Rd)
- Fuller Rd (Bonisteel Blvd - Depot St)

Results for each corridor are summarized in tables below. A ranking of 1 indicates the highest priority and 4 indicates the lowest priority.

Washtenaw Ave Priority Polling

Mode	Average Ranking	Most Common Ranking
Pedestrian	3.24	3
Transit	1.22	1
Bicycle	2.39	2
Vehicle	3.06	4

Plymouth Rd Priority Polling

Mode	Average Ranking	Most Common Ranking
Pedestrian	2.96	3
Transit	1.67	1
Bicycle	1.81	1
Vehicle	3.48	4

Miller Ave Priority Polling

Mode	Average Ranking	Most Common Ranking
Pedestrian	2.11	2
Transit	2.76	3
Bicycle	1.50	1
Vehicle	3.56	4

S Main St Priority Polling

Mode	Average Ranking	Most Common Ranking
Pedestrian	1.94	1
Transit	2.33	3
Bicycle	1.79	2
Vehicle	3.77	4

Fuller Rd Priority Polling

Mode	Average Ranking	Most Common Ranking
Pedestrian	2.76	3
Transit	1.97	1
Bicycle	1.90	1
Vehicle	3.40	4

Station 2 Results - Low Stress Bicycle Network

Two informational boards were included at this station. The first provided an overview of what a Bicycle Boulevard is, a type of low-stress bicycle route along local streets, and examples of elements that are used to create a Bicycle Boulevard. The first provided a summary of the results from the online bike survey as well as some background on the Level of Traffic Stress rating system.

In an interactive portion of this station, participants were provided with a large basemap of the existing network of streets that are low-stress for bicycling and asked to provide input on which streets should be a focus. Comment cards were also provided in which participants could denote streets that should be added to the low-stress network. Below is the list of streets that were mentioned or drawn on the map, as well as an image of the map with comments.

Low Stress Bicycle Network Suggestions:

- *Miller*
- *Maple*
- *Washtenaw*
- *Packard: Eisenhower - Platt*
- *Stadium*
- *S. Main*
- *Washington*
- *Hill*
- *7th*
- *Huron/Jackson*
- *Ferndon*
- *Devonshire*
- *Washington*
- *Packard Eisenhower - Platt*
- *7th Miller - Stadium*
- *Washington Town - West*
- *Liberty 7th - west*
- *Packard*
- *Division*
- *Miller*
- *Packard Eisenhower - Main*
- *7th Miller - Stadium*
- *Packard Ypsi - Eisenhower*
- *Fuller*
- *E. Med*
- *Beakes/Broadway/Plymouth*
- *Plymouth Broadway - Murfin*
- *Packard Stadium - Campus*
- *Miller M-14 to Brooks St*
- *Traver Rd/Traver Blvd/Tuebingen*
- *Pkwy/Placid Way Park*
- *trail/Omlesaad Dr*
- *Moore St to Hickory Point Dr*
- *A connector to the northern burbs would be great, and Traver through the golf course is*

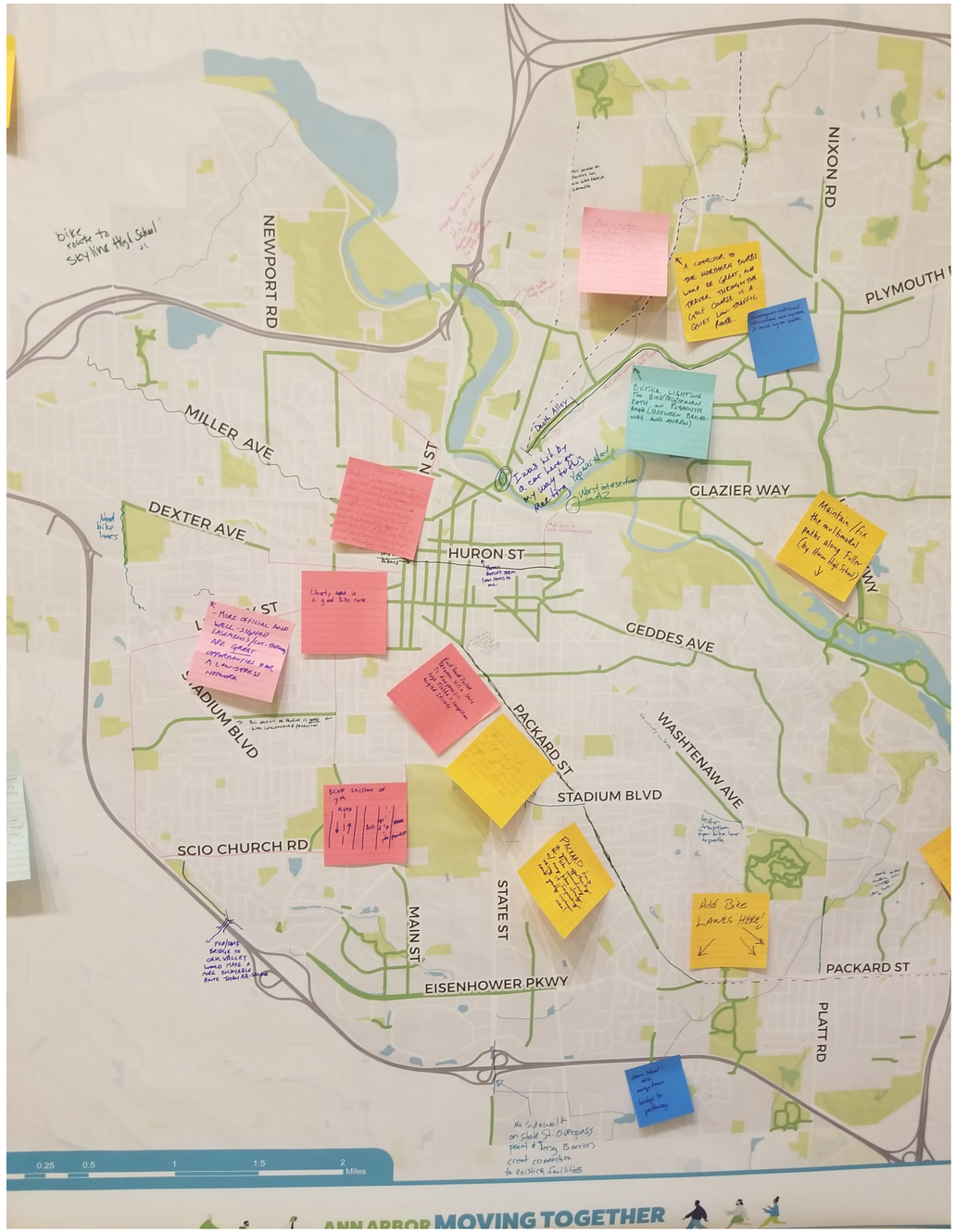
a *quiet, low-traffic route*

- *Pontiac Trail Barton Dr to Dhu Varren Rd*
- *This section of Pontiac has nice bike lanes and sidewalks*
- *Skyline High School*
- *Bike route to Skyline High School*
- *Fuller Catherine St to Maiden Ln Addition of bike infrastructure*
- *Sunset Rd/Wildt St Spring St to Summit St*
- *Huron/Jackson Chapin St to Zina Pitcher*
- *Lots of bikes [both directions]*
- *Revena Blvd/Washington St Dexter Ave to 1st St*
- *Liberty Maple Rd to 7th St Liberty is a good bike route*
- *Maple Rd/Stadium Blvd Dexter Ave to Winewood Ave*
- *Need bike lanes*
- *7th Liberty St to Stadium Blvd*
- *Fuller Rd/Geddes Rd Huron High School to*
- *Earhart Rd*
- *Earhart Rd US-23 to Geddes Rd*
- *Maple Rd Liberty St to Scio Church Rd*
- *Scio Church Rd Maple Rd to Main St*
- *S. Main Stadium Blvd to Scio*
- *Church Rd*
- *Packard Division St to Eisenhower Pkwy*
- *Packard has a great opportunity for bike commuting with many bikes already using it.*
- *Improving could increase use!*
- *Packard Eisenhower Pkwy to US-23 Add bike lanes here!*
- *South edge of Eisenhower Park*
- *Ped/bike bridge to Oak*
- *Valley Dr would make a more enjoyable route than AA-Saline*
- *Through Eisenhower Park from Scio Church Rd to previous comment's proposed ped/bike bridge at southern edge of park*
- *State St overpass of I-94*
- *No sidewalk on State St overpass. Paint and Jersey barriers create connection to existing facilities*
- *Packard Separated bikeway connector to Ypsi should be high priority*
- *Stadium Industrial Hwy to Packard St Bike lane ends*
- *Stadium Washtenaw Ave to St Francis Dr*
- *Better transition from bike lane to path*
- *Platt Huron Pkwy to Packard St*
- *Edgewood Dr & Richard St, Parkwood Ave & Yost Blvd*
- *More traffic circles in other areas like in here*

The streets with the most suggestions to be added to the low-stress network were Packard, 7th, Miller, Stadium, and Washington.

In addition to the suggested routes, participants added comments to the map, which are annotated in the following pages.

Station 2

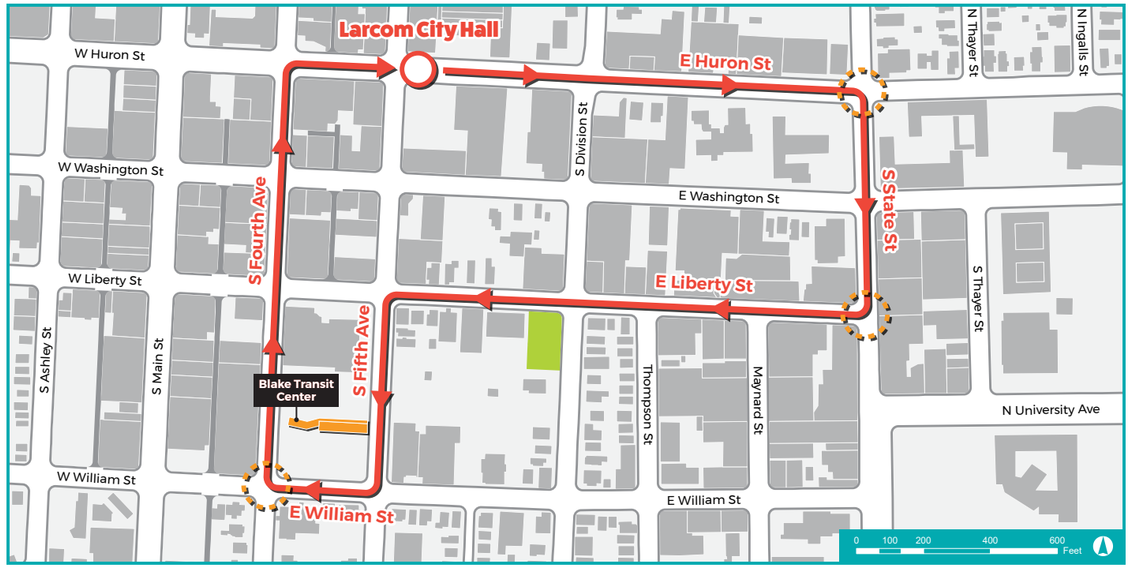


Station 2

Comment Type	Street/Location	Comments
Future Vision	7th St from Stadium Blvd to Scio Church Rd	Blvd section of 7th [drawing, left to right:] buffer, auto southbound, auto northbound, buffer, bus, 2-way cycle track, buffer, Pioneer High School
Good example	Fair St from Westwood Apartment Dr to Glendale Circle	More official and well-signed easements/cut-throughs are great opportunities for a low-stress network
Good example	Pauline Blvd from Stadium Blvd to 7th St	This section of Pauline is good. Bike infrastructure and pedestrian!
Good example	Stone School Rd bridge over I-94	Nice merge from bridge to pathway
Maintenance	Traver Rd	Pave or better maintain Traver Rd thru Leslie Park Golf Course. Provides an alternative to Plymouth Rd
Maintenance	Citywide	Need winter sidewalk/bikepath maintenance on overpasses
Maintenance	Fuller Rd by Huron High School	Maintain/fix the multimodal paths along Fuller (by Huron High School)
Need	Citywide	Goal: all middle and high schools have at least 2 low stress ways to school
Need	Citywide	Citywide, bike lanes should not disappear. If they have to disappear for functional reasons (e.g. intersections) an “exit” to the sidewalk should be provided. Not all riders are able to just pop a curb. This would help bike lanes be used by a wider range of cyclists.
Need	Plymouth Rd from Broadway St to Murfin Ave	Better lighting for bike/pedestrian path on Plymouth Rd (between Broadway and Murfin)
Need	Plymouth Rd from Broadway St to Murfin Ave	This whole section needs bike lanes
Need	Madison St from Packard St to Thompson St	Can you close this segment of Madison - might help with the intersection conflicts
Need	Washtenaw Ave & US-23	Park and Ride Lot! Was Arborland - many under-used parking lots available
Safety	Barton Dr along the river	Heavy speeding on blind corners. High stress! Narrow lanes. Heavy traffic. No sight distance.
Safety	Brede Pl between Barton Dr and Hilldale Dr	No safe way to cross
Safety	Plymouth Rd from Broadway St to Barton Dr	Death Alley
Safety	Broadway St bridge over Huron River	I was hit by a car here on my way to this meeting.
Safety	Citywide	Preferred bike roads can be the most dangerous routes if the street is narrow and has on street parking...like Ann St. There is insufficient room for a car to pass a bicycle if parked cars line the street. Motorists get exceedingly aggressive if the cyclist doesn’t get out of the way. Riding into a small gap between parked cars is dangerous because that means zig-zagging in and out of traffic...Motorists wait patiently for waste management/recycling trucks because there’s nothing they can do. But their aggression perks when the power differential (vulnerable cyclist) is greatest.
Safety	Maiden Ln & Fuller Rd	Worst intersection in A2
Safety	Huron St	Doesn’t seem low stress to me
Safety	Parkard St from Hill St to State St	Eastbound Packard between Hill and Stat is dangerous - high traffic and congestiong, angled streets
Safety	Packard St	Packard needs a separate bike lane. Right hooks happen all the time, and buses often cut off or obstruct the bike lane.
Safety	Washtenaw Ave	Not currently low stress

Walkshop

The walkshop tour took place in the spring of 2019. The tour followed the downtown Huron St, State St, Liberty St, and Fourth Ave (as shown in the map below). The tour observed the streetscape, intersections, and how the street was being used.



Open House #3

This meeting was the final public meeting for the development of the Ann Arbor Transportation Plan Update. Due to public health considerations, this meeting was held virtually via the Zoom platform, using the Zoom Webinar feature. The public meeting took place October 29, 2020.

The format of the meeting followed a pattern of a series of slides, followed by a poll, followed by an open question and answer period. The following outlines the presentation and question and answer portions of the meeting. Results from the polling sessions are attached.

Introduction

The consultant team provided an overview of the planning process, including the public engagement process and highlights from the phases along the way, including the plan goals, and the plan values of Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, and Regional Connectivity.

The consultant team also provided an overview of the plan document. Based on input from the Technical Advisory Committee (TAC), the Transportation Commission, and the Community Advisory Committee (CAC), a list of strategies that had been compiled from best practice research and stakeholder input was refined. The resulting full list of strategies was organized by timeline and priority based on what would be needed to help the City of Ann Arbor reach its two main goals of achieving zero deaths and zero emissions. In the plan document, each strategy is associated with the value or values it represents, which 'E's it represents (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation), and the timeline in which the strategy should be initiated.

The consultant team provided an overview of how the metrics for the plan were derived:

1. Validity–does the metric accurately measure the result?
2. Reliability – does the metric remain consistent over time?
3. Simplicity – is the data easily available and we have the resources to measure it?
4. Meaningful – if the measure improves, have we improved mobility and people's lives in Ann Arbor?

Strategy Overview & Metrics

The consultant team provided an overview of some of the key strategies that address each value, followed by a polling session and a question and answer session. Below are notes from the question and answer session that followed each value discussion, including both questions and comments. Comments and questions submitted in writing through the Zoom Q&A feature are provided as submitted, but modified slightly where necessary for clarity.

Given the virtual format, the summary includes a compilation of questions from participants and answers from the project team.

Speed Control

Compilation of related questions:

- Increased emphasis on speed limit reduction" will this be guided by corresponding reductions in the measured 85th percentile speeds or is the plan to simply lower already underposted speed limits? Note, underposted speed limits are illegal under State Law. What will be the impact of lower speed limits on Rush Hour Gridlock?
- Q: We need to focus on enforcing the existing speed limits, which are under our control, before spending time on lowering speed limits, which are not under our control per State Law.
- Q: I wholeheartedly support lowered posted speed limits as well as automated photo enforcement. I have seen this work very effectively in changing behavior in France.
- Q: Is the goal to slow cars down or improve safety. The 85th percentile limit rule is designed to improve traffic flow. Poor traffic flow (slow cars clogging traffic) can lead to more accidents.
- Q: Are motor vehicle related deaths the majority of deaths/injuries? Can underposted speed limits lead to more crashes?
- Q: Do you recommend Ann Arbor advocate for permission to pilot automated enforcement?
- Q: There are parts of automated enforcement we could do, but don't, though others in Washtenaw use them. A speed camera can still be used without issuing tickets - they're a great way to detect the worst speeders and then have police in place at the times/places the speeders are common. That's legal in Michigan, though we don't use them in AA.
- Q: What is the impact of automated enforcement on actual safety?

Compilation of answers:

- A: There are some limitations given state laws. We are working with MDOT. They are part of the TAC as well. We are working on how we structure our strategies to address that and work within it and how Ann Arbor can take some steps to change state laws and enact the strategies they want to see on their streets. For instance, there are some limitations on what the city can do on MDOT roads given their jurisdiction. That said, this plan, as a long range plan, is an important venue for putting forth the community's values and vision and making a statement that they hope to see certain things and being able to work with the state where they can't enact certain strategies yet but work towards that in the long term (Answered live)
- A: We do have automated enforcement as one of the tools in the toolbox for addressing dangerous behaviors. That is currently limited by state law. But, part of the strategy is to advocate for changes

in that law to allow for use of automated enforcement (Answered Live)

- A: Speed limit reduction has been shown in several studies to reduce speeds in urban areas and to reduce fatal and serious injury crashes overall, which includes drivers, pedestrians, and bicyclists. (Post-meeting response)
- A: Speed limit reduction is not proposed as a stand-alone strategy; it is just one of many strategies, including engineering solutions, to lower speeds and improve safety in Ann Arbor. (Post-meeting response)
- Q: Speed limits are not an issue right now, as traffic is so badly backed up.....
  - A: Thank you for sharing your thought on the speed issue. (Answered via Q&A)
- Q: Lowering speed limits without changing the design of the road to lower the measured 85th percentile speeds is bad engineering and dishonest public policy!
  - A: Recent studies in other communities (Minneapolis, Seattle, Portland) has shown that reducing speed by posting a lower speed limit without making road design changes can be effective in slowing vehicles. (Answered via Q&A)
- Q: Why do we use so little traffic calming? You can't do much about speed limits, but we could stop over-engineering our roads for so much speeding. We've made the physical environment good for speeding, the traffic signals largely encourage it, so people speed.
  - A: Traffic calming is subject to specific requirements including buy in from residents. https://www.a2gov.org/departments/engineering/traffic/traffic-calming/Pages/default.aspx (Answered via Q&A)
- Q: Robert thank you for your kind and cordial responses! I just wanted to mention that, having been nearly doored on a bike, using on-street parking as a speed control measure may not be ideal. That said I appreciate the emphasis on speed control, as someone living and commuting on an intracity arterial!
  - A: Appreciate you sharing your experience. It is important we have those first-hand life accounts. (Answered via Q&A)
- Comment: Speed is everything on safety. With or without traffic, speed is still the key safety issue. Congestion 2 times a day just shows how much more we need alternative modes of transit available. Cars take up so much space.. for everything.
- Comment: Just lowering speed limits without lowering 85th percentile speeds is cheaper and does not require the city to spend much. Is that the real reason the city just wants to lower speed limits?

COVID-19 and Remote Work

Compilation of related questions:

- Q: What assessment has been made of the influence of Covid-19 on use of local and regional transit?
- Q: Is this vision zero initiative taking into consideration overall Covid-19 effects? (since there will be many short-medium term changes in how we interact, plan and design)
- Q: References to transportation" now" should acknowledge the influence of remote working. Is that being assessed?
- Q: Has the City approached Ann Arbor's employers to dialogue about staggered start work/end work times to limit traffic jams?
- Q: Is this vision zero initiative taking into consideration the effects Covid-19 will have short and/or medium term in how pedestrians, cyclists, bikers and drivers change their mobility patterns?
  - A: We have talked about how COVID affects this plan. This is a long-range plan and we have rooted the plan in community goals and values that will remain the same regardless of COVD-19. COVID has highlighted the need for different options, destinations closer to your home, and being able to access resources; this is addressed in the plan strategies. We have seen the quick-build strategy is an important resource for cities to adjust how they use their streets and remain flexible, especially during COVID-19. (Answered live)
- ·Q: What is SEMCOG saying about remote working vs commuting that will influence regional transportation?
  - A: The data that the plan is derived from is from pre-COVID conditions. Even with a lower volume of traffic, these focus areas are likely still a priority. We will need to continue to monitor as we implement moving forward. The focus on safety, mobility, and accessibility are important and we will have to adapt. (Answered live)
- Q: How are we addressing future of remote work?
  - A: Reality is, no one can predict the future. Data showed pre-COVID conditions. Even with lower volume, still likely important. We will follow the data – as an emphasis. But mobility, accessibility, safety are important and we will adapt. Planning is a process (Answered via Q&A)
- Q: Covid has affected my use of buses big time and I currently see more buses with zero passengers than buses with one or two folks on them. I walk now and that may not change for me in the future. Your plans should account for that possibility across the board. Not really a question, an observation.
  - Thank you for sharing that observation, it is important. (Answered via Q&A)
- Q: What is the current level of rush hour commuting, given the influence of Covid-19 and remote working?
  - A: Thank you for the question. Unfortunately there is not a simple answer other than it is generally lower. The AM and mid-day volume is down significantly. The PM peak, depending on corridor is approaching 80 to 90% of the prior volume with a concentration between 4:45 and 5:15. A shorter duration of a pm peak condition on

many corridors. (Answered via Q&A)

- Comment: About 675,000 people died in the 1917 pandemic in the US, and yet cities rebounded. So please let's not put safety measures "on hold" because of doomsayers about transit or employment.

Pedestrian Accessibility and Crosswalks

- Q: I lived in Los Angles where you were ticketed if you crossed the street outside a cross walk. If a driver ignored a pedestrian in a crosswalk they were ticketed as well. Why hasn't the city enacted a program like this to keep pedestrians safe?
  - A: This is addressed in the plan via recommendations to conduct targeted education around specific behaviors, focused primarily on driver behavior. Pedestrian behavior is addressed through a recommendation to educate and encourage safe behaviors via a traffic safety ambassador program.
- Q: It would help to not put pedestrian crosswalks at bus stops. Everyone is standing around looking at their phones and it's impossible to tell if someone is going to cross or not.....
  - A: We appreciate the observation. (Answered via Q&A)
  - A: Every bus stop is a destination and creates a demand for crossing the street at that location. Properly designing those crossings is important to encourage pedestrians to cross at the most appropriate location and to alert drivers to the potential presence of a pedestrian crossing.
- Q: Does the term "enhance visibility" include positive contrast illumination at crosswalks?
  - A: Yes, contemporary practices in lighting for crosswalks is included in the plan and includes positive contrast lighting. (Answered via Q&A)
- Q: Given the large goal of equity and accessibility, does this plan prioritize having the city clear sidewalks in the winter and to finish redoing all the curb cuts that need replacing?
  - A: The City currently relies upon private property owners to address snow removal on sidewalks. There is a citizen report system that allows all citizens to report sidewalks that are not cleared as required. The city has a mechanism to respond to those situations starting with contacting the homeowner and up to including city forces removing the snow, if the property owner fails to, at the owners' cost. Curb cuts and ADA requirements are included in the plan. (Answered via Q&A)
  - A: The plan does include a recommendation to complete all curb ramps and to update the ADA Transition Plan. (Post-meeting response)
- Q: I understand the city currently relies on residents to clear the walks, but it is still very difficult for anyone in a wheelchair or even just old. Snow Buddy has shown how effective a supported system can be.
  - A: This is something the city has investigated but the funding for it will have to be decided on by council. (Answered via Q&A)

Bicycling

- Q (Phone): I work in town, I'm a builder and I travel and my guys back and forth, we are having trouble getting across downtown because of all the lanes blocked off especially on Division. I'm wondering if the city has considered making the bike highway go down Fourth Ave instead and get it out of main arteries that drivers use and allow the bikes to be further away from drivers and still get across town and get to the Williams bike lanes that were put in as well. And that is closer to the new viaduct that comes from Argo.
- Q: Has the city considered using Fourth Ave as the two way bike lane highway? It would require losing parking but it allows main arteries like Division and Fifth to flow better for drivers and keeps bikes safer on a less heavily trafficked road. It also allows the new tunnel from Argo dam to connect. (Q&A)
  - A: The current People Friendly Streets initiative was guided by the Downtown Development Authority (DDA) and the mobility/accessibility was necessary in/around the downtown area. City staff coordinated with the DDA for the Division Street pilot project. In regard to 4th, we will continue to work collaboratively with the DDA and we appreciate your suggestion. As you've noted there are tradeoffs in all modal changes within the downtown district and given the proximity/familiarity the DDA has with the individual merchant associations and constituencies within the downtown, we would be coordinating closely with them as we take your input under advisement. (Answered live)
- Comment: hear hear - I use fourth avenue already - it is the best route and connects Packard to fuller
- Q (Phone): There appears to be very little attention paid to biker negligence and bad behavior. As a pedestrian and a motorist I have seen bicyclist do very inappropriate things. When I raised this issue to a police officer, the problem is how you report this. Not just that but it is very unclear what biker responsibilities currently are. It seems to me that part of this session to improve safety has to involve bicyclists.
  - A: Education of people using all modes will be an important component to increasing safety. The plan includes strategies for public education via marketing and education campaigns as well as direct education and encouragement through an ambassador program. (Post-meeting response)
- Q: Are all these stats (e.g. 80% in the biking slide) from Ann Arbor?
  - A: Yes (Answered live)
- Q: It's really hard to get around on bikes in AA

- still, even with improvements downtown. In my neighborhood, bike lanes appear and disappear, leaving bicyclists on quite dangerous roads without a bike lane. What was the plan when a bike lane just disappears? I don't mind going a bit out of my way to find a safe route, but a lot of times that is just not possible. Geddes Ave is a particularly egregious example.
  - A: What we have built out is a proposed network for all ages and abilities. In terms of bike routes that don't connect currently, the focus is on establishing a full network that provides connectivity throughout the city, that just takes time to build out. (Answered live)
  - A: The city of Ann Arbor is a mature urban framework with existing land use, existing rights-of-way, and we have limits. So unfortunately, although our existing transportation plan seeks to having a connected bike lane system, the resources necessary are beyond our capacity. However, our recommendation in the plan is to continue to put priority on connecting the system. (Answered live)
    - A: The bicycle and pedestrian design and planning fields have rapidly innovated over the last 5-10 years so communities have more tools to create bike routes than we used to. The plan includes a toolbox to identify where to us the appropriate tools and how to apply them. (Answered live)
- Q: Any plans to put main bike routes away from main commuter routes?
  - A: Yes, a number of streets are called out in the plan as part of the low stress network. (Answered via Q&A)
  - A: We do have a number of routes that follow more local streets. We tried to focus on those low-stress routes and a lot of times those major commuter streets are hard to get to that comfort level. We tried to incorporate additional routes through neighborhoods. (Answered live)
- Q: Are bicycle advisory lanes part of this Transportation report? I don't see this in the plan.
  - A: The draft plan speaks to applying new techniques including pavement markings and the like that are included in design guides including AASHTO [American Association of State Highway and Transportation Officials], MUTCD [Manual on Uniform Traffic Control Devices], and NACTO [National Association of City Transportation Officials] design guide.. Advisory lanes are referenced and recommended in select applications. (Please let me know if you are not familiar with the acronyms.) (Answered via Q&A)
- Q: I find the two-way bike lanes to be overwhelming in terms of cognitive load. It seems confusing and difficult to make left turns, for example. I also dislike the sensation of riding in a contra-flow bike lane. Has the team considered these issues? I am an experienced cyclist and comfortable in traffic. These new modes unnerve me.
  - A: We appreciate you sharing your thoughts on this traffic configuration. This is a level of detail we aren't getting into in this meeting but we will keep this in mind as we move forward. (Answered via Q&A)
- Q: I would support the 2:15 suggestion that bike lanes be designated on the lessor traveled streets. My travels take me east on Miller to Main and the loss of the center left turn lane to make room for a bike lane seems to be reducing safety, not increasing it. Cars blocking the west bound lane (apparently thinking it is still for left turns) and forcing cars down the bike lane for example. Moving the bike lane to a street to the north or south might be an improvement. I have seen cars in the bike lane near farmers market too, more than one.
  - A: Thank you for sharing that observation. (Answered via Q&A)
- Q: What is the thinking around the 2-way bike lanes on one-way streets? Can't the bike lanes follow the flow of traffic, like they *did* on Division and Fifth? What am I missing in the thinking on this?
  - A: Tom, please send this question to ecooper@a2gov.org so we can give it the complete answer it deserves. Thank you. (Answered via Q&A)
  - A: Two-way bike lanes are sometimes a good option to make the bicycle network complete. They are appropriate where the physical space and infrastructure can support them and are always implemented based on sound engineering practices and industry best practices. (Post-meeting response)
- Q: Not sure "all ages" is a good label. No way I let my 7 year old granddaughter ride in a bike lane shared with a street. She just learned how to work a two wheel bike. I think I know what you intend but not sure your label quite covers it accurately.
  - A: Your concern is valid as experience is an important measure of comfort. (Answered via Q&A)
  - A: The "all ages and abilities" term is consistent with national guidance from the National Association of City Transportation Officials. The goal of those routes would be to create an environment where people do feel comfortable taking families and children of all ages on a bike; however, personal comfort levels will vary.
- Q: Plans to put bike routes away from commuter routes.
  - A: Yes. A number of routes that follow more local streets in the plan. We tried to focus on those low stress routes and a lot of times those major commuter streets are harder to get to the lower comfort level (Answered via Q&A)
- Q: Are the advisory bike considered to be a trial or a permanent change. If trial, how long do you expect the trial to last? Who ultimately decides which advisory bike

lines will remain.
  - A: Advisory bike lanes are used throughout North America and are a new addition to Ann Arbor. The city made the decision to put these in place on a low speed, low traffic volume residential street. There are plans for additional advisory bike lanes this spring. (Answered via Q&A)
- Q: I am concerned that there appears to be little attention to biker behavior and negligence. As we support more access to bicycle lanes, we need to be clear about the current laws in regards to bicycling and how the laws need to be tightened to hold bikers accountable for negligence.
  - A: We appreciate the comment. It is always a balance to make sure everyone is abiding by their rules and responsibilities. (Answered via Q&A)
- Comment: And it would help if cyclists realized they were not visible to many vehicles with blind spots. They buzz by without checking for turn signals etc...
- Comment: I would support the 2:15 suggestion that bike lanes be designated on the lessor traveled streets. My travels take me east on Miller to Main and the loss of the center left turn lane to make room for a bike lane seems to be reducing safety, not increasing it. Cars blocking the west bound lane (apparently thinking it is still for left turns) and forcing cars down the bike lane for example. Moving the bike lane to a street to the north or south might be be an improvement. I have seen cars in the bike lane near farmers market too, more than one.
- Comment: Also, why did they do EVERYTHING to mess up First Street.....and Main...but why didn't they just put one bike lane going the way of traffic on First and one on Ashley going the other way.....First street...I just feel sorry for the people who live there

Traffic Signals

- ·Q (Phone): I have a concern that I didn't see addressed in the plan and that's that our current traffic signal system currently discriminates against bicyclists because the signal progression is set too fast, and cyclists can't match that. The signals that are supposed to have cyclist detection don't have any indication on the pavement where the cyclist needs to be to trigger that detection, and it's not clear that it would actually detect you if you were in the correct location. Is there any plan that Ann Arbor will move to a system that bicyclists can trigger and actually get green lights as often as motorists do?
  - A: We have a specific strategy focused on intersections and we can review that strategy and see how your suggestions would fit in there. With regard to bicycle detection, as technology advances, for in road monitors and alternative ways of measuring the presence of pedestrians/bicyclists/vehicles, the city is investing resources in making our system responsive to all users. (Answered live)
  - A: A strategy was added to address signal timing and how it accounts for walking and bicycling speeds, particularly in areas or along corridors with significant walk and/or bike traffic. (Post-meeting response)
- Q: I'll note that the intersection of Pontiac and Barton is one of the new detection systems, and it reliably gives approaching cyclists a red light. Even if there's no cross-traffic to change the signal from green to red, an approaching cyclist will get a red light. This has been reported on A2fixit, is a known problem with the systems (and is fixable), but nothing has been done. Could we also require that new detection systems actually work?
  - A: We are actively working to ensure detection systems work for cyclists as they are replaced. If you want to share the specific A2 Fix it ticket number with me, I can look into it. My email is rkellar@a2gov.org. (Answered via Q&A)
- ·Q: RE: signal timing: will the detection triggering assessment account for/be responsive to volumes/types of users in a corridor/at an intersection. E.g., for Washtenaw Ave. (w/40K+ ADT and unknown # of bicyclists, how would signalization be prioritized)?
  - A: Many of the key corridor traffic signal systems are state of the art demand responsive systems. With detection for all users the system can appropriately allocate green time to all users. (Answered via Q&A)

Next Steps and Implementation

- Q (Phone) What's the procedure for translating the philosophies in the plan to built projects?
  - A: To start, we have identified focus corridors and intersections, and we have developed concept designs for these that. provides a fair amount of action for physical improvements. We also have identified needs for uncontrolled crosswalks and the bike network. The plan will also include a consolidation of capital improvement projects as a visual/graphic in the plan. (Answered live)
  - A: The city's capital improvement programming process includes a prioritization process that enables us to assign priority through various parameters as we value our investments. A lot of the philosophies described in this plan with regard to safety, mobility, and equity are parameters that are used in our CIP process as well. The philosophies that are in the plan will also affect the prioritization of a variety of projects that might be even outside the transportation realm. (Answered live)
- Q: What is the expected timeline to submit this plan to Council? We had very little to read and comprehend this plan. Once this plan gets out, I am hoping that there will a follow up citizen engagement session.

- A: Discussed in final slide of the presentation. This transportation plan is part of the city's master plan. We will follow the master plan adoption process. Next steps will include: Transportation Commission and Planning Commission review, City Council, Washtenaw County, back to Planning Commission for final adoption and then the City Council for acceptance of the language of the plan. (Answered live)
- The plan will also go back to the Transportation Commission after jurisdictional review (Washtenaw County and other adjacent stakeholders). Community members are encouraged to submit additional comments on the plan to Project Manager, Eli Cooper: ecooper@a2gov.org, 734.794.6430 x43710 (Post-meeting response)

School Collaboration

- Q: (Q&A) What collaborations have been done with the Ann Arbor Public Schools (AAPS) and the University of Michigan (U-M) for the plan?
  - A: We had representation from both AAPS and U-M on the committees. We had specific surveys targeting students at the University and a separate project that we were about to launch with the AAPS but that was right before COVID-19 lockdowns happened so we could not move forward. But we did have representation from those groups throughout the process via the committees. (Answered live)
- We have also coordinated directly with U-M on any recommendations on their property. (Post-meeting response)

Transit

- Q (Phone): Around page 100, there is mention of Amtrak service. There is need for other inter-city services to be considered, such as Greyhound, Miller Transportation, and Barons Bus. Perhaps there should be a section about intercity transportation (AirRide, Amtrak, Intercity buses, UM Connector, D2A2 buses, etc.)
  - A: Intercity buses are referenced within that strategy. (Post-meeting response)
- Q: I believe that Packard buses already run every 15 minutes during peak times (pre-COVID).
  - A: Thank you for sharing this information. (Answered via Q&A)

Vehicle Miles Traveled (VMT)

- Q: Is VMT related to GHG [greenhouse gas] or reducing volume of traffic? What if all travel was by solar powered electric vehicles?
  - A: VMT is related to both GHG and reduction of traffic volume. Increased VMT leads to congestion and delay and can degrade safety. (Post-meeting response)
- Q: Is the VMT measurement including the outside-the-boundary portion of trips that ICLEI [International Council for Local Environmental Initiatives] says we're supposed to count? (Q&A)
  - A: Discussed during the live presentation.
  - A: The intent for the city's plan is to address the city's VMT within the city and our jurisdiction. (Answered Live)

Parking

- Q: Higher parking pricing shifts the cost onto low wage workers who have to commute to work here. That shifts the cost on to people who can afford it the least or requires them to spend hours on the bus to get to work. How does your plan address this inequity?
  - A: Discussed during the live presentation.
  - A: In the pricing strategy, we do have a qualifier about limiting the effect of any pricing strategy for low-income residents (e.g. tiered income pricing strategy).
- Comment: Might not be a resident. Could be an hourly wage worker outside of Ann Arbor. People who earn little money can't afford to be residents.....
- Q: Why is the DDA proposing expanding the downtown parking supply (at an extraordinarily high price per space) without implementing transportation demand management techniques like pricing first? This seems counter to our transportation and A2Zero plans.
  - Discussed in live presentation, however we can't speak for the DDA. (Answered via Q&A))
- The DDA is a major contributor to transportation demand management (TDM) as a partner and financial supporter; the DDA is adding incremental amounts of parking as needed to address demand and also works to evaluate and refine parking pricing to address demand. (Post-meeting response)
- Q: A reasonable question was dismissed, so let me rephrase it - if you're planning to try congestion pricing in parking, you will need to take into account that a tremendous amount of the parking in Ann Arbor is University of Michigan parking. Are there plans to try to coordinate that with the University?
  - A: Discussed in live presentation.
  - A: There is a longstanding relationship with the University and the city to the extent that we can such as the Connector with intercept parking at the city's edge. The university has multi-headed organization with medical demand growing. But, we recognize that University travel affects our roadways and our transportation system and we continue to work with them to achieve our mutual best interest. (Answered live)
- Comment: Geez, any chance we could get the University to go along with demand-based parking costs? They're half the problem there.

Healthy Streets

- Q: I am currently amazed that what has happened so far is to decrease accident potential. So far I have had several near bad accidents with the Healthy Streets on Main.
  - A: Thank you for the input, we appreciate your perspective on how things are working out, or not. (Answered via Q&A)
- Q: The bottom line for me right now, is that this Healthy Streets program has been such a complete mess, I have little faith in what the city planners have in store going forward.
  - A: Thank you for sharing your thoughts. (Answered via Q&A)
- Q: Was the City able to gain enough data from the Healthy Streets initiative prior to their early closure?
- The City and the DDA were able to collect scheduled data prior to the facilities reverting to general traffic patterns. (Answered via Q&A)
- Q: Question related to Healthy Streets pilot and future plans -- Going forward, will the DDA also be the lead city agency (Eli did note that the DDA was the lead on the current pilot) for non-DDA district streets?
  - A: Healthy Streets was a city plan, passed by city council. The DDA had it's own plan for the downtown area including expanded outside areas for businesses. (Answered via Q&A)

Crashes and Safety

- Q: How many of the injuries in a year are from biking and how many are from walking?
  - A: This report will help: Crash statistics, including those involving bicyclists and pedestrians, can be found in the City's annual crash report: http://a2gov.legistar.com/LegislationDetail.aspx?ID=4586728&GUID=BF04C9E6-E6B3-4F82-9AE5-F72889111B7F&Options=&Search= (Answered via Q&A)
- Q: How many people are killed by bicyclists vs. automobile drivers? I suggest we prioritize accordingly.
- Q: Here are some crash statistics that may be helpful. Crash statistics, including those involving bicyclists and pedestrians, can be found in the City's annual crash report: http://a2gov.legistar.com/LegislationDetail.aspx?ID=4586728&GUID=BF04C9E6-E6B3-4F82-9AE5-F72889111B7F&Options=&Search= (Answered via Q&A)
- Q: I've looked at the sustainability framework in the past, and was shocked that it didn't have criteria to support transportation safety projects. Has this changed?
  - A: A2Zero focuses on transportation recommendations that impact emissions and were not directly focused on safety.
- Q: What are the most impactful engineering changes that the plan is considering and how does that compare to the expected impact on safety that police enforcement measures will have?
  - A: The most impactful changes will be those that address the focus intersections and corridors. The specific measures to be taken at those locations, and others, will depend on the unique conditions and needs and may include only engineering measures, only enforcement measures, or some combination of those as well as the addition of education measures. There is no one strategy that will make a big enough impact to achieve all of the city's goals.
- Q (Phone): I am excited about this plan and I've been talking about Vision Zero for a decade now. There are a couple of areas I am impressed with such as crosswalk lighting and the use of metrics throughout the plan. Given that Vision Zero focuses on reducing deaths/serious injuries of all roadway users, does the plan mention people who are riding in vehicles? They are not the more vulnerable of users, but a death is a death regardless of who the person is and we want to have buy-in from the total community.
  - A: This plan was framed for the entire community. While there is focus on the vulnerable users, the tier 1 and tier 2 focus corridors for safety are based on vehicle-to-vehicle crashes. The priority recommendations are framed around the vehicle system. We have included the vehicle realm as a priority. The recommendations in the plan result in safer conditions for all. Road geometric changes address vehicle safety, slower speeds enable drivers to pay better attention, and human factors such as distracted driving. This is relevant for all users, all citizens within our community (Answered live)

General

- Q: What about allowing commercial/shopping/services in neighborhood areas?
  - A: Discussed during the live presentation.
  - A: There is a recommendation in the plan for 20-minute neighborhoods. Multi-use neighborhoods, including commercial businesses is important.
  - The 20-minute neighborhood is defined as having land uses classified as a school, park, grocery, and retail within a 20-minute walk. However, the parcels classified as "grocery" may include stores such as mini-marts that don't serve fresh food. (Post-meeting response)
- Q: The 20 minute neighborhood said nothing about commercial. It was Play, Work, School. (Q&A)
  - A: Please refer to (UPDATED: page 112) in the draft. This language is found there "A 20-minute neighborhood is a place where residents can meet most of their daily, non-work needs (like shopping, groceries, parks, and schools) within a safe, convenient

20-minute walk." (Answered via Q&A)

- Q: Does the city only plan to blame bad drivers and exclude poor traffic engineering decisions on catastrophic outcomes?
  - A: If you have specific concerns as far as engineering issues we would appreciate those details. (Answered via Q&A)
- Q: There are several 4-5-lane roads in the city, both MDOT and non-MDOT, where people have been injured or killed. Some run next to schools and have had children killed and seriously injured in them. The data-driven answer to decrease pedestrian (and driver) injuries would be to reconfigure the roads to 2-3 lanes, particularly if the traffic volumes are under 20k. So why has the lane configuration strategy been relegated only to roads that have "previously been identified"? This seems like this should be an immediate-term effort.
  - A: We appreciate your comment. Please bear in mind this is a long-term plan. (Answered via Q&A)
- Q: Is there some way to suggest other metrics? For example for the first round, a really good metric would be an annual, properly-done survey of residents as to whether they think our transportation system is safe for all. Easy to measure, and highly relevant. It could be tacked onto a bigger survey of resident satisfaction. "Share of injuries and fatilities" doesn't really get at how safe things are, since you might get lucky with a year without a problem, even the system isn't really any safer than the year before. You'd get a much more stable and interesting result with a survey in that case.
  - A: If you have additional metrics in mind, please share them with the project leader, Eli Cooper, at ecooper@a2gov.org (Answered via Q&A)
  - A: An annual survey is included in the plan and several of the metrics are tied to that survey.
- Q: Is the city exploring ways of taking control of MDOT trunklines if they refuse to address dangerous speeds or lane configurations (eg Washtenaw, Huron, and Main)?
  - A: Taking over MDOT trunklines is not currently an option. (Answered via Q&A)
  - A: More specifically, taking over jurisdiction of MDOT streets is complicated by several factors, including MDOT's willingness and the city's ability to operate and maintain the facilities. (Post-meeting response)
- Q: Improving problematic intersections is good, however if the roads leading to the intersection have an unnecessary number of lanes, improving the intersection without reconfiguring the roads leading to them is missing the point. Please employ "systems thinking" as you propose.
  - A: Appreciate the observation. (Answered via Q&A)
  - A: This plan outlines a safe-systems approach to planning for and designing streets that are safe for all users. (Post-meeting response)

- Q: On p. 33 of the draft plan, Washtenaw, Packard, and S State are labeled as "Tier 1" corridors on the map but are not listed on p. 32.
  - A: Thank you for pointing that out, we will address it. (Answered via Q&A)
- Q (Phone): I would like to thank Eli and the group who were responsible for putting this public engagement session together. It has been exceptionally well run. I would like a follow up to this engagement session later on. A few concerns: E. Summit and also concerns at the intersection of Division and High Street. Where people have concerns about specific locations, to whom should these concerns be sent?
- Please submit all feedback to Project Manager Eli Cooper: ecooper@a2gov.org 734.794.6430 x43710. (Answered live)
- Q: This is a great presentation, and the work that went in is very appreciated, and I think it could be made even better if it were presented with a bit more enthusiasm that better represents the excitement that I (and others might) feel about it!
  - A: Thank you for sharing your thoughts. (Answered via Q&A)
- Q: How will responses to [the in-meeting Mentimeter] survey [about metric] be translated? For example, would prioritization rating for "share of commute trips by walking, biking, transit" equate to a recommendation to update zoning, adopt transit-oriented development, and other land use recommendations?
  - A: Discussed in the live presentation.
  - A: We have some recommendations in the plan regarding land use zoning and transit supported land uses. The ranking question is to give the city an idea what is the most important metric to be considering according to the public. But everything proposed as a metric has recommendations supporting that metric already included in the document.
- Q: Sorry to say that the mentimeter surveys have not been helpful at all!
  - A: Appreciate your feedback. (Answered via Q&A)
- Comment: I loved walking in my neighborhood, but now there is traffic because all the usual ways are blocked.... Main St, First St....Fifth St etc....Main isn't blocked, but it has become much more difficult to navigate...
- Comment: The biggest problem is that the roads are already dangerously narrow. Double Tractor trailers use the streets in Ann Arbor...
- Comment: That is because people LIVE there....and have cars.....it's getting really bad to park in our neighborhood.....
- Comment: You can't build lots of apartment buildings and not expect increased automobile traffic...
- Comment: Members of my family work in Detroit and Livonia.....they are just glad they are working...
- Comment: What I don't understand, is that the development downtown in the past decade has been tremendous. Two

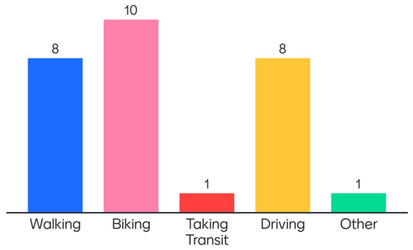
apartment buildings just on Main St at Mosley and Madison. They tore down the South main Market to do that. Now they are trying to narrow lanes right where they have increased population and decreased access to a local grocery outlet etc. There is a lot more traffic with these buildings. Turning onto Main is more dangerous with these building. There is a 7/11 there too. And then they put orange barrels everywhere to narrow lanes. The city needs to get together on whether they want to keep building apartments, or decreasing traffic. These things are not compatible, and trying to implement the Healthy Streets on South Main has been largely unused, and unsafe for motorists.

- Comment: Thanks for the opportunity to participate, and for your work on these issues, it is much appreciated! Continued movement towards less vehicle traffic and reducing carbon emissions while increasing pedestrian and bicycle safety is the way to go for Ann Arbor.
- Comment: When I hear that enforcement against residents is the chief means of improving safety, I am not optimistic about achieving the safety goals!
- Comment: Thanks for the opportunity to participate, and for your work on these issues, it is much appreciated! Continued movement tow

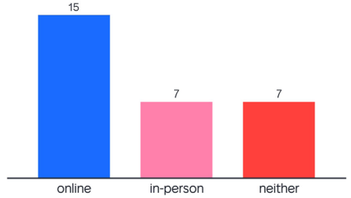
Mentimeter Results

During the virtual meeting, the Mentimeter polling platform was used to interact with participants. Below are the Mentimeter results.

What is your favorite way to get around?

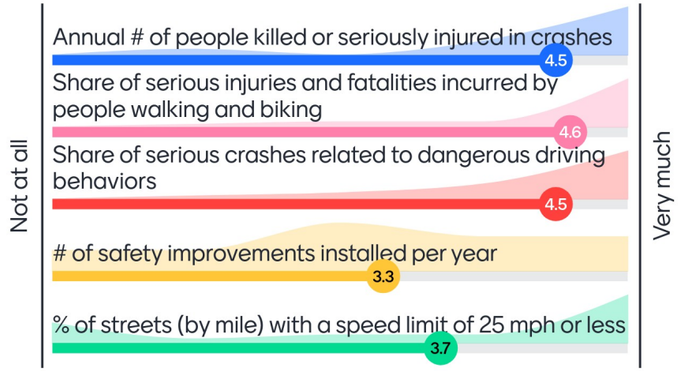


I have participated in public engagement for this plan



Do you support each SAFETY metric?

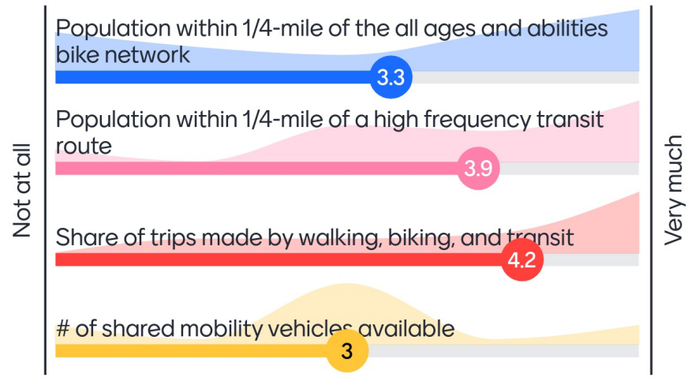
Mentimeter



24

Do you support each MOBILITY metric?

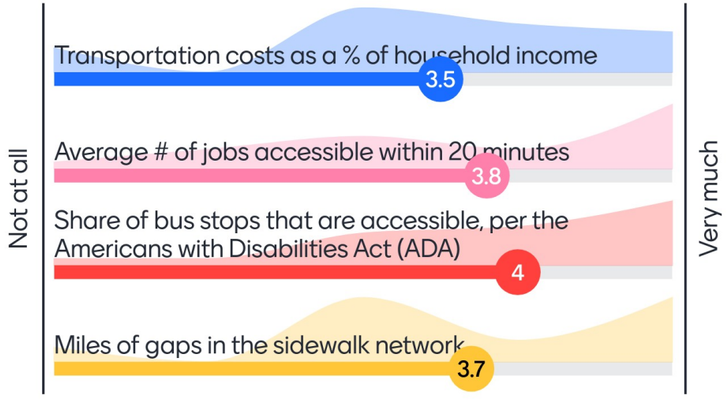
Mentimeter



23

Do you support each ACCESSIBILITY metric?

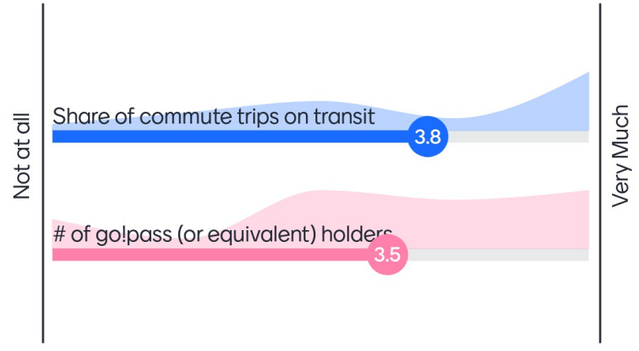
Mentimeter



23

Do you support each REGIONAL CONNECTIVITY metric?

Mentimeter



22

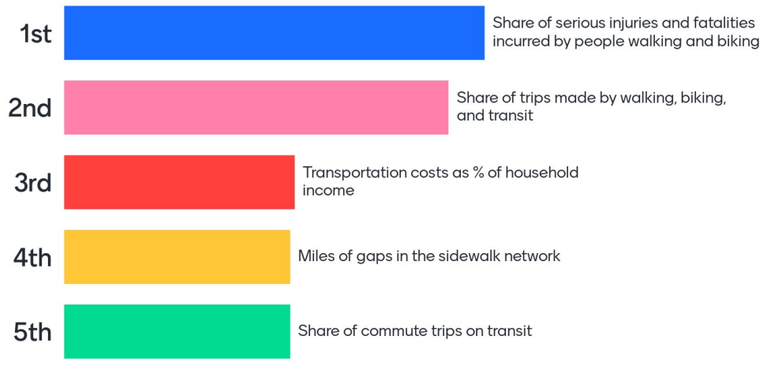
Do you support each HEALTHY/SUSTAINABLE metric?

Mentimeter

25

Rank the following metrics by importance

Mentimeter



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3. CAC Meetings

The Community Advisory Committee (CAC) consisted of individuals with a broad spectrum of interests related to the city's efforts to update the comprehensive transportation plan. The CAC provided feedback, from a community perspective, on the plan development, including its scope, content, direction and recommendations. They also provided guidance on the best approaches for engaging stakeholder groups and the broader public over the course of the project.

Meeting #1

Results below reflect the comments of focus group participants. Individuals who travel in and around the City of Ann Arbor stated they use a variety of transportation modes including automobiles, buses (TheRide/ AAATA, UM, Megabus), bikes, walking, trains, scooters, mopeds, motorcycles, bike share, car share (Zip Car, Maven), and on-demand services such as Lyft and Uber.

Attendees

- 23 CAC Members
- 2 City Staff
- 4 Consultants

Introduction

The committee introduced themselves by responding to the question and discussing their favorite Ann Arbor streets.

Q: What is your favorite street in Ann Arbor?

A: Liberty (+5); Main (+4); State (+2); W Washington (+1); E Madison; Arbana ;Packard King George; Hickory Lane Miller (Maple – 7th); Baldwin; Any well-lit street with lighted sidewalks; Jefferson; Ashley; N Main; Eisenhower; 7th; Hilldale; Detroit; KMS Place; 5th; Washtenaw; Huron Parkway; Geddes

Key Takeaways:

- People love where they live
- Residents want slower streets
- It's not just the street that matters, but the uses and variety along it
- Importance of tree canopy and connections with nature

Plan Overview

The consultant team gave a presentation, providing an overview of what a comprehensive transportation plan is, the history and background of Vision Zero, and an overview of the process that this plan will follow, with a focus on the public engagement component and the committee's role in the planning process.

Findings: Public Survey and Focus Groups

The consultant team reported on public engagement efforts to date, which included 4 focus groups and a survey conducted online and as an intercept survey. A total of 30 participants took part in the focus groups. A total of 1,859 responses to the survey were recorded, with 1,801 coming from the online version and 58 from the intercept survey. Key takeaways from the public engagement are included in the presentation.

Goals from Other Plans

The presentation included an overview of goals from the following previous planning efforts in Ann Arbor:

- Master Transportation Plan Update (2009)
- Non-motorized Transportation Plans (2013 & 2017)
- Sustainability Framework (2017)
- Parks & Recreation Open Space Plan (2015)
- Master Plan: Land Use Element (2009)

In addition, examples of values and goals used to guide plans in other cities were provided as background for committee members and in order to frame the discussion for the values and goals exercise.

Values and Goals Exercise

The committee had an open discussion on the values that should drive the plan update. The discussion was consolidated into ten clear values and the committee was polled to determine which were of the highest priority. Committee members shared the following questions and perspectives:

- Were any driving schools invited to participate in this committee or the plan update process?
- We need to continue to value the motor vehicles, it is an important part of the economy – how do we value multimodalism without demonizing vehicles?
- We need to prevent school children from

dying. There is not enough lighting/ signaling for motorists.
- Address infrastructure to keep up with growth.
- Equity and transportation costs are important- everyone should be able to get around.
- Don't forget movement of goods.
- Consider those with different abilities: seniors, people with children, etc.
- We need more education on the value and benefits of active transportation.
- Leverage the academic community, where people live/work on the north side.
- Thousands of people drive into the health system, how could people share and connect their driving with academics?
- Recognize that Ann Arbor is also a hub for infrequent visitors who drive in - how can we engage them in multimodal / safety culture?
- Accessibility, as a metric - how successful are we?
- Sense of place is diminished by gridlock – additionally, consider for safety.
- During football season, a lot of people come into town but there is only one way out.
- We want a system that functions well and is easy to use.
- Consider solid waste coordination.
- Committee needs better minority representation – plans and strategies need to be antiracist.
- Design with safety in mind and encourage safe behavior – people hop on scooters with no helmet.
- A system that connects to other major cities would make us competitive.
- Shared responsibility among all roadway users (pedestrians, motorists).
- Civic engagement, maintenance, and aesthetics – dedicate resources to upkeep, make it attractive.
- Training and education for everyone.
- Be flexible - things change, there is no set mindset, and pursue a multimodal system for everyone.
- Neighborhoods don't exist as a thoroughfare, value their sense of place.
- Professionalism is important. Scientific safety data, and technical assessments shouldn't be political
- Remember the context – it is easier to get around here than other places.
- Understand the regional aspect – roads don't stop at the city.
- What do we have that works and what doesn't? People can't get home on AAATA after 9 p.m.
- When will we deal with issues such as commuters who drive in? Not everyone can walk or bike.

Final Values Polling Results:
- Mobility for all (20)
- Safety (20)
- Equity and accessibility for all (15)
- Accommodate growth/ economic development (9)
- Regional Connectivity (9)
- Environment (5)
- Livability (5)
- Sustainability (4)
- Professionalism/Expertise (3)
- Education (3)

Goals Discussion

The committee was broken up into six small groups for a goals and strategies discussion. Each group was assigned one of the top-ranked values and asked to brainstorm goals and strategies for that value, without concern for which was a goal or which was a strategy.

1) Multimodalism

- Integration of multimodalism = safe mobility.
- Share the roads and sidewalks.
- Education and knowledge of how all modes interact.
- Support a culture of understanding the rules of the road.
- Physical barriers for bike lanes.
- Adequate lighting at every crosswalk.
- Additional flashing beacons and Rectangular Rapid Flashing Beacons (RRFBs) at major crosswalks.
- Additional speed notice signs.
- Designated public transit lanes where width is available.
- Connected sidewalks and sidewalk gap eliminations.
- Sidewalk maintenance.
- Safe Route to School best practices and policies implemented around schools.

2) Equity

- Reasonably accommodate all modes of transportation when part of a larger, logical system for that mode.
- Expand non-motorized modes of transport
- Expand mass transit service.
- Address lack of affordable housing.
- Transport network that serves people of all abilities, ages, income, and racial/ethnic minorities.

3) Economic Development

- Reduce dwell times for delivery vehicles/ solid waste (e.g., schedule deliveries, limit allowable delivery times).Increased enforcement in alleys.
- Lessen overall impact of goods deliveries on the system.
- Encourage the use of smaller vehicles for delivery.
- Curb management
- Increase accessibility to downtown without single occupancy vehicle (e.g., active modes, satellite parking).
- Pedestrian malls.

4) Safety

- Zero Deaths
  - Best practices (data-driven, progress.)
  - Reduce Vehicle Miles Traveled (VMT).

- Reduce speed (25 mph citywide).
- No turn on red.
- Pedestrian–priority signals.
- Education on driving distractions.
- Scooter regulation.
- Illumination.
- Consistent crosswalk markings.
- Technological monitoring of pedestrians.
- Environmental signaling
- Pedestrian islands.
- Build Vision Zero into driver training curriculum.

» Signaling appropriate behavior through design (e.g. stopping for peds)
- Always clear pedestrian/cycles system routes.
- Fill sidewalk gaps.

» Reduce distractions

5) Livability

» Connective land-use.
» Equitable housing stock.
- A vitality of public spaces

» Consistent, sufficient funding for maintenance through strategic mid-life asset investments; build for the future
- Re-use infrastructure when it becomes antiquated (e.g. parking lots, gas stations, automotive repair shops).

» Reduce smog.
» Improve transportation network gaps (e.g. sidewalks, bike lanes). Insulate pedestrians through complete streets.

6) Regional Connectivity

» Establish/solidify Ann Arbor as the center of the region ("all modes lead to Ann Arbor").
» Link Ann Arbor to Detroit via rail or other transit alternative.
» Strategically position satellite parking lots around the city to capture commuters.

Next Steps

The consultant team informed the committee of the upcoming open house and pop-up meetings on June 13 and 14, 2019, of upcoming committee meetings, and invited committee members to provide ideas on opportunities for additional community engagement.

Meeting #2 Attendees

» 20 CAC Members
» 10 Public Attendees
» 3 City Staff
» 3 Consultants

Public Engagement Review

The consultant team provided an overview of public outreach activities that occurred since the previous Community Advisory Committee (CAC) meeting, including one Open House event at City Hall and one pop-up event at the Mayor's Green Fair.

Draft Values and Existing Conditions Review

Five values were drafted from CAC, Technical Advisory Committee (TAC), and public input; these values will serve as an organizing framework for the plan. The values are Safety, Mobility, Accessibility for All, Healthy People/ Sustainable Places, and Regional Connectivity.

Draft value statements and findings from the existing conditions analysis were presented to the CAC.

The complete CAC Meeting 2 presentation is available on a2gov.org/A2MovingTogether. Comments and questions from committee members are captured below. Responses from the project team are shown below.

Safety

» Why separate state routes from others?
- The city does not control roads under state jurisdiction
- The majority of severe injury bicycle and pedestrian crashes occurred at intersections

» Where are the "tiers" of focus corridors and intersections coming from?
- The tiers were developed based locations of high incidences of fatal and severe injury crashes and incidences of pedestrian and bicycle crashes. The methodology was developed based on a review of analyses in other cities working towards Vision Zero and in consultation with City of Ann Arbor staff to be consistent with local practices.

» Did the project team review the actual crash reports?
- Crash reports were reviewed for a subset of the serious injury and fatal crashes to determine if there were discernable trends in behavior.

Mobility

» Include the number or percentage of the population that is car-free. Stating this as a percentage increase could be easily misinterpreted.
» When did the Ann Arbor Area Transit Authority (AAATA) service area expand What area have demand to be added?
- Statistics on crosswalk spacing and amenities should include a differentiation between the type of street or functional classification.
- The trend data are being presented over different time periods, making it difficult to compare
- All public infrastructure is funded by the City except sidewalks

» In which corridors in Ann Arbor could we currently increase person throughput by reallocating space? What are the opportunities for increasing throughput while reallocating space?
» What is the relative cost for biking and pedestrian access, as compared to driving and transit?

Accessibility

- How do electric-assist or electric bikes expand access to jobs by bicycle?
- What happens when you begin to overlay zoning and potential development? In the past 5-7 years, Ann Arbor has seen an additional 7,000 students, 9,000 more faculty and staff, more companies, more employees; how will this plan take this and anticipated future trends into account?
  - The transportation plan will align with current and anticipated needs.
  - Appropriate growth levels will be applied to this process; the team is working with Washtenaw Area Transportation Study (WATS) to take travel projections into account and with city planning staff to take land use assumptions into account.
  - Planning and Development staff are participating on the TAC and will provide input and guidance from a land use planning perspective.
- Accessibility is also a land use strategy
- Has the project team studied accessibility by race, income, neighborhood?
  - The results of this analysis will be included in the existing conditions report, but were not presented at the committee because there is no clear conclusion at this time.
- Will there be targeted outreach to underserved, underrepresented community groups?
  - The team is currently working with Peace Neighborhood Center to schedule a pop-up meeting in October, aligned with their Family Night.
  - The team reached out to several additional groups to join the Community
- Advisory Committee, based on feedback at the last meeting; additional suggestions for groups to engage are welcomed.

Regional Connectivity

- How many people are coming from outside TheRide's service area?

Small Group Discussions

Following the presentation, committee members worked in small groups to discuss strategies for addressing the transportation challenges facing Ann Arbor. Each group focused on one of the following types of strategies: Education/Encouragement, Engineering, Equity, or Enforcement. Groups brainstormed strategies and identified each as high, medium, or low priority and short-, mid-, or long-term; results are provided below.

Education and Enforcement

- Commuter benefits ordinance; require employers citywide to offer pre-tax transit
- passes (medium priority, short-term)
- Safe Routes to School; establish non-auto routes, or specific auto routes (high priority, short-term)
  - Informing parents
  -
  - Continual education
  - Incentives
- Provide bus passes for high school students to use AAATA instead of yellow bus (high priority, short-term)
- Educate parents of school-aged children (high priority, short-term)
  - Encouraging away from reliance on single family car
  - Post-meeting note: An example program is the Columbus Commuter
- Challenge https://morpc.gohio.com/regional-programs/commuterchallenge/
  - Address perception of safety for kids getting to school
- Improve visitors' bureau (Destination Ann Arbor) web resources (high priority, mid-term)
- Partner with the University of Michigan and Destination Ann Arbor for their visitors (faculty/staff/students/parents) (high priority, short-term)
- Education for UM freshman parents
- UM advertisement through football stadium screens – public pressure for public service announcements (high priority, short-term)
- Demonstrate that you can get around here without a car
- Require/allow development to minimize parking or move it underground (high priority, long-term)
- Congestion tax (low priority, long-term)
- Education campaign for 5-ft passing ordinance (high priority, short-term)
- Utilize social media campaigns for education (high priority, short-term)
- Focus education at entry corridors (medium priority, mid-term)

Engineering

- Establish protected bike lanes and other low-stress bike routes, including signed bike routes (high priority)
- Address barriers to crossing the expressways on bike at the edge of the city; particularly at State Street and I-94 (high priority)
- Allow bicyclists to use the shoulder as a rule
- Build out regional bikeways
- Keep certain corridors dedicated/designated for cars
- Don't widen right-of-way by condemning property to add capacity or bike facilities
- We need political will to prioritize safety over throughput
- Design roads for the speed we want
- Use roundabouts to increase flow (10mph roundabouts) (high priority)
- Need to increase awareness, particularly of different types of crosswalks
- Distance between crosswalks is an issue, along Washtenaw, for instance (high priority)
- Lagging left turn arrows
- Engineer slower roads (high priority)
- Build and ensure capacity to maintain off-street bike paths

- Use smart signal technology and better traffic signal progression; this could be a good trade-off for slower speeds (high priority)
- Establish a 20mph universal speed limit; cars move more efficiently at slower speeds
- Increase availability of bike lockers and/or attended bike parking
- Scooters should be in bike lanes
- Expand/bring back bikeshare
- Bike lanes should extend to the intersections where there are heavy right-turn volumes
- Bike boxes at intersections
- Flashing lights at every crosswalk where speeds are greater than 25 mph
- 4-lane to 3-lane conversions (high priority)
- Infill sidewalk gaps (high priority)
- Use rumble strips to slow cars in key locations, such as along Nixon

Equity

- "Accessibility for All" value statement should explicitly state "ages" and add "cultures" to races & ethnicities
  - Will there be an online mechanism for either the CAC or the public to give feedback on the values and goals?
  - Post-meeting note: Draft materials will be posted online for people to provide input. The public will also have the opportunity to provide additional feedback at future in-person outreach events.
- Identify/call-out fatalities and injuries of vulnerable users and the demographic makeup of areas with low safety/high crashes
- Conduct a deep dive into Safe Routes to School routes: Where are they? How suitable are they?
- Maintenance vs. improvements: How can things be prioritized above and beyond the normal "routine"?
- What is today's project selection process, for making transportation system improvements? What factors are currently considered?
- Address funding for sidewalk gaps (currently must be filled by homeowners, those who need sidewalks most may not be able to afford them)
- Empower people to advocate for themselves through…
  - Mapping
  - Targeted outreach to vulnerable populations (Who/where are these? How to identify?)
  - Partnering with community liaisons to share, promote, communicate projects and processes (How to designate these folks?)
  - Those who advocate for/against new infrastructure get what they want (e.g., Maple bike facilities)
- Address mobility issues for individuals (speed of a person's gait as a barrier to safety/mobility)
  - 3rd & Huron is dangerous for pedestrians (senior housing, kids getting to West Park) - regular traffic light going in soon!
- Understanding the historical/cultural reasons why people don't use infrastructure the way it's supposed to be used and targeting education (e.g., riding the wrong direction / against traffic)
- Prioritize child mobility and safety; car crashes are the number one cause of death for people 8 or under
- Prioritize vulnerable populations from outside Ann Arbor traveling in
  - Make transit for these folks faster (Bus Rapid Transit (BRT), express, etc.)
- Require employers to provide transit passes for employees (expand GoPass program)
- Uplift the dignity of taking transit
  - Amenities at stops
  - Allowing bags on the bus (groceries)
- Prioritize street lighting and signage in high-need neighborhoods
- Provide bike lights for low-income folks
- Expand bikeshare/offer more bikes for free
- Formally commit to equity as a value
  - Dedicate a staff person (equity officer) to equitable outreach (e.g., Washtenaw County, City's Office of Sustainability)
- Address each goal of the plan through the lens of equity (equity as a key criteria of each strategy)
- Ensure the cultural competency of individuals doing research and work
- Ensure that accessing downtown remains affordable
  - Privatization of parking leads to more expensive parking
  - More governmentally-controlled parking structures?
  - Low-income parking passes?
  - How to pay for parking if cash is not an option?
- Address the fact that not everyone has the luxury of time
- Address walking long distances in the winter as a barrier to transit use (injuries, especially for seniors)
- Target education to those who have the ability to choose inform what the impact of our choices is on the community
- Having the right people at the table and bringing the table to those who need to be at it
- Compensate community members for their time, provide childcare
- Define what we mean by "equity"
- Provide greater care/services for vulnerable communities (not just equal)
- Short-Term Strategies:
  - Target investments in disproportionately affected communities
  - Improve outreach to vulnerable communities
- Longer-Term Strategies:
  - o Ensure affordable access to destinations throughout the city (especially downtown)

Enforcement

- Enforce appropriate/safe bike behavior
- Remove biking on sidewalks (DDA) & difficult if no safe on-road option!
- Prohibit use of headphones by pedestrians/ bikers
- Reduce speeds to 25 mph
- Enforce against distracted driving
- Explore systems to self-enforce
- Enforcement of E-scooters on sidewalks
- Rules for where to park and use scooter
- Incentivize flexible (non-peak) commuting
- Zoning to build business/employment growth outside the core
- Working with employers to reduce parking (incentives, etc.) - no monthly pass
- Use of high occupancy vehicle (HOV)/shared mobility lanes
- Speed enforcement cameras
- Create phone-based tracking incentives
  - Post-meeting note: An example program is Allstate's "Drivewise"
- Enforcement of parking regulations through technology
- Creation of "Safe Bike Routes" or bikeways

Next Steps

The project team will continue to build an existing conditions report incorporating input fromthe CAC, TAC and the public. A pop-up meeting is planned for October, pending confirmation with the Peace Neighborhood Center. Additional online engagement activities are coming soon, beginning with a bicycle-focused activity. The CAC will be informed in advance for all engagement activities.

The strategies discussed at this meeting will be compiled and presented to the TAC for feedback and discussion of priorities and timelines.

Meeting #3

Attendees

- 12 CAC Members
- 6 Public Attendees
- 2 City Staff
- 3 Consultants

Plan Progress Update

The consultant team provided an overview of public outreach activities that occurred since the previous Technical Advisory Committee (TAC) meeting, including one Open House event at City Hall on November 20, 2019; an online survey regarding the focus corridors, active between the Open House and December 9, 2019; and an online survey regarding pedestrian crossings, active in January, 2020.

Overview of Innovative Strategies

The consultant team provided an overview of strategies that are being considered for incorporation into the plan. The discussion was intended to provide background for the prioritization exercise. The strategies reviewed can be found in the presentation.

Prioritization Exercise

Committee members were divided into groups, based on the values of the plan:

1. Safety
2. Mobility
3. Accessibility
4. Healthy People/Sustainable Places
5. Regional Connectivity

Members were provided draft goals and strategies associated with each value and asked to indicate where they felt the strategy fell on a spectrum of impact and ease of implementation. Results from this activity as well as the draft list of strategies are attached to these meeting notes.

In the small groups, led by a facilitator from the city or consultant team, the groups also discussed the strategies generally and what groups, departments, or agencies should lead and support the implementation and what barriers there might be to implementation. Notes from that discussion are provided here:

Safety

Prioritizing investments and educating the public are good strategies.

- There is overlap among the strategies involving committees in the first goal; people want to see action, not more committees.
- There was general support for automated enforcement.

Strategy 1.1: Prioritize transportation investments strategically according to safety criteria

- Partners: Ann Arbor Area Transportation Authority (AAATA), Center for Independent Living (CIL), Schools/School communities, Washtenaw Biking and Walking Coalition (WBWC)

Strategy 1.2: Target capital investments and other resources (educational, enforcement) on addressing dangerous behaviors (Behaviors include: Failure to yield, impaired driving, speeding, disregard for traffic signs and signals, reckless and careless driving)

- Partners: Strive for a Safer Drive (school-based program), Hospitals and senior education programs
- Anticipated Barriers: Seniors tend to be anxious in navigating roundabouts, by various modes

Strategy 1.3: Establish an interim treatment policy/practice to improve safety in the immediate term

- Partners: Ann Arbor Downtown Development Authority (DDA), St. Joseph Mercy Health System

» Anticipated Barriers: Political opposition

Strategy 1.4: Establish a protocol for responding to fatal and serious injury crashes
» Expand on the crash review committee.
» Support for the communication response to crashes.
» Anticipated Barriers: Risk of lack of follow-through on the findings of the crash review committee; this is a slow way to make progress

Strategy 1.7: Increase access to accurate and timely crash data
» Partners: University of Michigan (UM), St. Joseph Mercy Health System
» Goal 2: Educate residents and visitors about safe behaviors and city efforts to improve safety
» Condense the education strategies.

Strategy 3.1: Create encouragement programs and/or incentives to help people make sustainable transportation choices
» Consider prioritizing certain schools.

Strategy 3.5: Price trips according to impact on the city
» Mixed opinions on the idea of roadway pricing, but agreement that Ann Arbor was unlikely to implement something like this. It would be nice to do something like this on football Saturdays.
» Other strategies:
  » Consider a strategy to eliminate right turns on red.
  » Consider public carshare.
  » Use pilots to test strategies; the strategy to use interim treatments is a good approach

Mobility

Goal 1: Establish and maintain a safe, connected bicycle network throughout Ann Arbor
» Lead: City, DDA
» Partners: Washtenaw County Government, Washtenaw County Road Commission (WCRC), Township Government, Bike Alliance, WBWC, Neighborhood groups
» Anticipated Barriers: Michigan Department of Transportation (MDOT), community support or pushback, vocal minority, cost, lack of support from current council

Strategy 1.1: Plan for and build out a network of low-stress bike routes
» There would be a difference in ease of implementation between local streets and arterials.

Strategy 1.2: Focus safety improvements at most vulnerable locations along designated bike routes
» Protected intersections and bike signals would be hard to implement.
» Conflict markings would be easier to implement.

Strategy 1.4: Continue to expand short-term and long-term bicycle parking throughout the city
» Recommend crowd-sourcing locations for new hubs.

Goal 2: Build out a complete pedestrian network
» Lead: City, DDA
» Partners: MDOT, WBWC
» Anticipated Barriers: MDOT, lack of support from current council, cost

Strategy 2.1: Prioritize filling in sidewalk gaps that impact vulnerable communities
» This shouldn't be hard, but it is.

Strategy 2.2: Focus on pedestrian safety improvements at pedestrian crossings
» Don't just switch luminaries, but go to increased contrast.

Goal 3: Increase attractiveness of transit service
» Lead: City, AAATA, UM
» Partners: CIL, WBWC, DDA, WCRC, Washtenaw County, Township government
» Anticipated Barriers: Ridership, cost

Goal 4: Evaluate roadway and development projects with regard for all modes of travel
» Lead: City
» Partner: DDA
» Anticipated Barriers: Developers

Goal 5: Maintain access for all modes through construction, operation, and maintenance of facilities
» Lead: City
» Anticipated Barrier: Cost

Accessibility

Strategy 4.2: Improve multi-modal access to transit stops
» Lead: AAATA
» Partners: Micro-mobility groups, walk/bike groups, developers
» Anticipated Barriers: Siting/physical space, cost

Strategy 5.1: Provide resources and reduced fees for transit and shared mobility services
» Lead: AAATA, voters (millage to pay for it), city
» Partners: Community organizations, low-income housing sites
» Anticipated Barriers: People actually using them if they're made available

Strategy 5.2: Uplift the dignity of taking transit
» Lead: AAATA

Strategy 6.1: Establish criteria for connected street networks in new developments
» Add redevelopments
» Lead: City planning
» Partners: Developers, DDA, business owners
» Anticipated Barriers: Developer costs

Strategy 6.2: Establish curbside management policies in the downtown area

- Lead: City, in coordination with agency that has jurisdiction of street; DDA
- Partners: Business owners, Main St., Kerrytown, University districts, AAATA, trucking companies
- Anticipated Barriers: Controversy

Strategy 6.3: Right-size parking throughout Ann Arbor

- Lead: City, DDA
- Partners: Developers, citizens, UM/hospital, downtown businesses/employers
- Anticipated Barriers: Pushes parking into the neighborhoods?; potential for community opposition

Strategy 6.4: Commit to Equitable Programs and Outreach

- Lead: City w/County
- Partners: Community organizations, Community Action Network (CAN), CIL, Peace Community Center
- Other strategies:

Healthy People, Sustainable Places

Strategy 1.1: Emphasize neighborhood centers through streetscape of primary corridors

- Lead: City, DDA
- Partners: Homeowners associations, Arts Alliance, Ann Arbor Art Center
- Anticipated Barriers: Use of public funding

Strategy 1.2: Enhance underpasses to improve comfort and encourage connectivity

- Lead: City, in coordination with agency that has jurisdiction of street
- Partners: Arts Alliance, Arts Center
- Anticipated Barriers: Cost of new infrastructure, MDOT

Strategy 1.3: Create flexible or shared street spaces in strategic areas in the downtown

- Lead: DDA
- Partners: Business associations

Strategy 2.1: Reallocate ROW to provide more public space

- Lead: City, in coordination with agency that has jurisdiction of street
- Partners: DDA, AAATA, business associations, grant funding, Ann Arbor Area Community Foundation

Strategy 3.4: Improve collection of local air quality data

- Lead: UM

Regional Connectivity

Strategy 1.2: Allow and encourage transit-oriented development along high-capacity transit routes

- Lead: City
- Partner: AAATA
- Anticipated Barriers: Political will

Focus Area Overview

The consultant team provided brief overview of the focus corridors and intersections that will be the subject of further evaluation and conceptual design development through this plan process. The overview included a review of the criteria that were used to identify the sites, which are as follows:

Focus Corridors

1. Plymouth Road (Murfin Ave. to US-23)
2. Miller Avenue (Downtown to M14)
3. Washtenaw Avenue (Stadium Blvd. to US-23)
4. Fuller Road (Bonisteel Blvd. to Fuller St)
5. S. Main Street (Huron St to Ann Arbor-Saline Rd)

Focus Intersections

1. Washtenaw & Hill
2. Liberty & Division
3. Ann & Glen
4. Packard & Platt

Comments

General comment cards were provided to committee members and the following comments were recorded:

- Can we have a contact list of CAC members?
- I heard discussion of "mixing zone" prior to intersections so that cars turning right at the curb with the bike lane to their left.
- I understand the logic and perhaps the "rules of the road" requirements, but I find the actual "mixing zone" incredibly confusing & dangerous.
- Mid-block crossings without blinking lights when there are 2+ lanes in a single direction are horrible. (Huron between Rockham & North Quad.) A driver cannot see the pedestrian hidden by a stopped car in the other lane.
- I strongly dislike "contra-flow" bike lanes unless they are physically separated (not just striping) from the road.
- Consider empowering committee members to help with facilitation if needed.
- Bike lane stress map
  - Packard, 5th – State = high-stress; tons of traffic, lots of cars turning
  - Packard, State – Stadium = medium-stress; high traffic, but less cross traffic issues
  - Packard, Stadium – Stone School = low-stress; lower density traffic & wide bike lane

Meeting #4

This meeting was the final meeting of the Community Advisory Committee for the Ann Arbor Transportation Plan Update. Due to public health considerations, this meeting was held virtually via the Zoom platform, using the Zoom Webinar feature. The format of the meeting followed a pattern of a series of slides, followed by a poll, followed by an open question and answer period. The following outlines the presentation and question and

answer portions of the meeting.

Attendees

- 14 CAC Members
- 6 Public Attendees
- 4 City Staff
- 4 Consultants

Introduction

The consultant team provided an overview of the planning process, including the public engagement process and highlights from the phases along the way, including the plan goals, the plan values of Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, and Regional Connectivity.

The consultant team also provided an overview of the plan document. Based on input from the Technical Advisory Committee, the Transportation Commission, and the Community Advisory Committee, a list of strategies that had been compiled from best practice research and stakeholder input was refined. The resulting full list of strategies was organized by timeline and priority based on what would be needed to help the City of Ann Arbor achieve its two main goals of achieving zero deaths and zero emissions. In the plan document, each strategy is associated with the value or values it represents, which 'E's it represents (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation), and the timeline in which the strategy should be initiated.

The consultant team provided an overview of how the metrics for the plan were derived:

1. Validity – does the metric accurately measure the result?
2. Reliability – does the metric remain consistent over time?
3. Simplicity – is the data easily available and we have the resources to measure it?
4. Meaningful – if the measure improves, have we improved mobility and people's lives in Ann Arbor?

Strategy Overview & Metrics

The consultant team provided an overview of some of the key strategies that address each value, followed by a polling session and a question and answer session. Below are notes from the question and answer session that followed each value discussion, including both questions and comments. Comments and questions submitted in writing through the Zoom Q&A feature are provided as submitted, which may include typographical errors. For each question or comment below, it is noted whether the question was asked live (via phone) or through the Q&A feature and whether it was answered live or is being answered here as a post-meeting response.

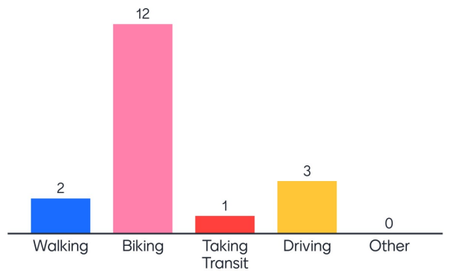
- Q: Are all these stats (e.g. 80% in the biking slide) from Ann Arbor? (Q&A)
  - A: Yes (Answered live)
- Q: Traffic levels were up and vehicle crashes were not rising, the numbers were looking better, are we looking at absolute numbers or percent of modes as well. (Asked live)
  - A: Both, we want to look at absolute numbers because we are trying to eliminate all crashes (Answered live)
- The safety improvements installed seem too vague – maybe instead focus on a % improvement on each of the other categories every year (Q&A)
- Given the pandemic, perhaps a switch from fixed routes to a hub and spoke system needs to be considered for transit. This can lessen the total time a person is on a bus and exposed to viral load (Shortening transit travel time with a hub and spoke) (Q&A)
- In the "share of trips" question which is basically measuring trips taken not in a single-occupancy vehicle - are the different modes being broken out? It can be hard to know which adjustments need to be tweaked if we don't know that our overall number is 50%+ but that 90% of that is bike and very few people are opting into transit. (This is a rhetorical question, I don't need an answer) (Q&A)
- I wondered how the park & ride locations play into this as a resource for those coming in from farther away & then connecting via transit to final destination (Q&A)
- Q: Proximity to transit is important, but won't necessarily be used if they don't feel safe or comfortable enough. Does "proximity" get coupled with variables of safety/comfort that helps to indicate overall likelihood of conversion of travel mode? (Q&A)
  - A: Service quality is addressed in the plan, as is investing in transit waiting infrastructure, mobility hubs, comfortable waiting experience outside of vehicles. (Answered live)
- Q: Also, do we have any seasonal adjustments on ridership? 36% -> 50% for non-motorized transit. (Q&A)
  - A: We are not differentiating mode share by seasons; the metric being proposed is an overall average shift from auto trips to non-auto trips, regardless of season. (Answered live)
- Q: Does the proposed strategy look at encouraging bike commuting from outside A2…. particularly connecting to Pittsfield Twp significant work in this area. I-94 is a barrier to linking (Q&A)
  - A: We will review the bike network recommendations with regard to access from outside the city. If you have specific suggestions, please let us know. (Answered live)
  - The 2007 NTP recognizes all grade separate intersections with interstate design facilities as barriers to active transportation. Many of the corridors are listed in that plan with extra-jurisdictional corridor recommendations. Those recommendations were circulated to the county and adjacent communities

as part of the plan review process. (Post-meeting response)

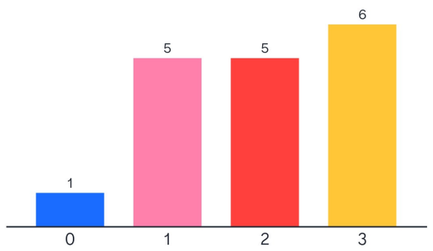
- Inbound commuting is significant for workforce so connectivity at the A2 borders is important to consider (Q&A)
- 50% non-motorized transit in winter is ambitious. In summer, not so much so? (Q&A)
- Q: You may get to this in other sections, but what will be studied and/or supported regarding multi-modal travel (i.e brining a bike to a park and ride or using a bike-share or scooter for the "last mile")? (Q&A)
  - A: Improving access to transit is one of the key strategies in the plan, including development of mobility hubs that bring bikeshare and bike parking and bus stops together in the same location. (Answered live)
- Buses need to be more comfortable, not hard seats, better shocks and simpler routes riders can understand. Drivers seem to be careful which is great. (Q&A)
  - The Transportation Plan Update won't go into this type of detail but this is important feedback to share with the AAATA. (Post-meeting response)
- Some sidewalk gaps are actually stairs. Few miles much money (Q&A)
  - We are aware and investigating those where it is feasible to make changes consistent with the Americans with Disabilities Act (ADA). A program for eliminating stairs in the sidewalk system is being considered as a part of the CIP process. (Post-meeting response)
- I'm curious about how we're getting at equitable solutions, not just the users, but how we're prioritizing different neighborhoods and gaps in infrastructure. One proxy for getting at this prioritization is to note communities that are disproportionately young (under 5) or seniors, majority low-income, majority non-white. Washtenaw County and equity officer Alize Asberry-Payne have been working on forefronting equity, specifically racial equity, in their infrastructure plans and projects; it would be great if we could learn and take cues from their work. No response needed unless you want to follow up separately. Thank you. (Q&A)
  - Several strategies address equity in a variety of ways, including reduced fare for low-income residents, prioritizing investments based on the equitable transportation model from the Fact Book. (Answered live)
  - We will add a page to the plan that calls out these strategies to make them easier to identify. (Post-meeting response)
- Q: Does the current 20 minute neighborhood share of 80% mean that 80% of residents can access fresh food within a 20 minute walk? (Q&A)
  - A: The data we have is not detailed enough to identify if the commercial establishments serve fresh food. (Answered live)
  - However, to clarify, the 20-minute neighborhood is defined as having land uses classified as a school, park, grocery, and retail within a 20-minute walk. However, the parcels classified as "grocery" may include stores such as mini-marts that don't serve fresh food. (Post-meeting response)
- Another question (that can be rhetorical) - are we asking these questions only of Ann Arbor residents or are we asking them of people working in Ann Arbor too? The VMT number would change drastically, and possibly so would the strategies we're using (like more park-and-rides) if we're accounting effectively for commuters. (Q&A)
- The vehicle miles traveled reduction metric is for all miles traveled within the city, including trips that originated outside the city. (Answered live)
- I understand the pricing strategy but worry about the impact on the lower wage earners that are traveling from farther away, and the impact on the local retailers & restaurants. It could cause a more difficult time getting employees, etc. (Q&A)
  - The pricing strategy includes a recommendation to modify the pricing for lower wage earners. (Answered live)
- ·Q: I also wonder how much you've considered people coming into town for UM visits our tourists- that is also quite a large impact on the volume of traffic issues Ann arbor sees. (Q&A)
  - All trips within Ann Arbor were considered and corridors were evaluated for those that experience more congestion.
- Q: Does 20 minute include the ADA upgrades required for all travelers? (Q&A)
  - A: The 20-minute neighborhood assessment includes the sidewalk network, but does not include an assessment of the compliance of curb ramps. The plan recommends updating the ADA Transition Plan to ensure curb ramps are planned to continue to work towards compliance. (Answered live)
- RR Station in Fuller Park is a non starter. (Q&A)
- Would love to see the old station used on Depot as do others, or upgrade existing station. (Q&A)

Results from Mentimeter polling are on the following pages.

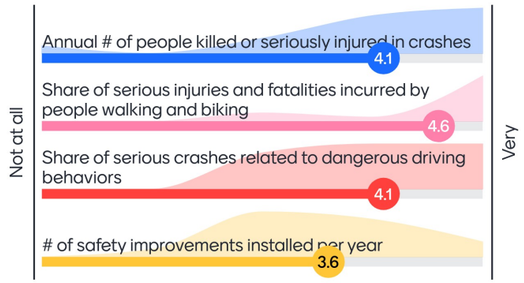
What is your favorite way to get around?



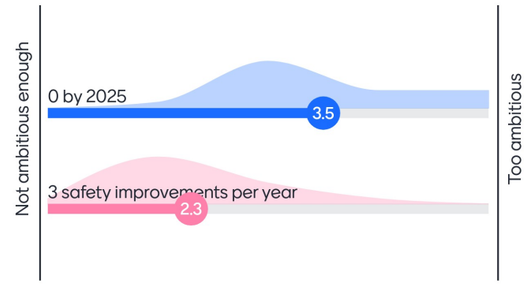
Before this meeting, I participated in XX committee meetings



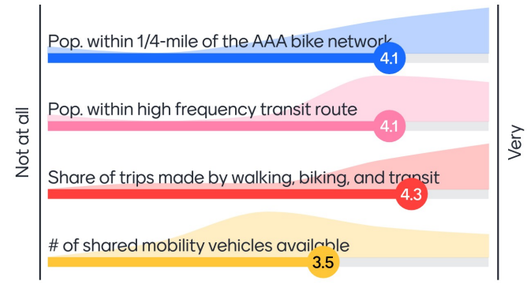
How effective is each SAFETY metric?



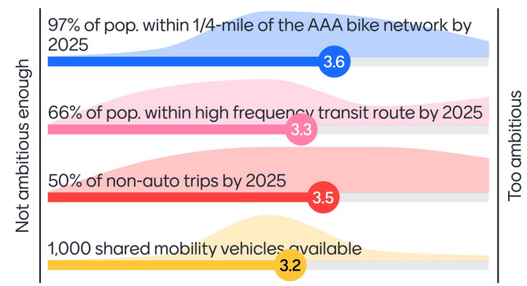
How realistic are the SAFETY targets?



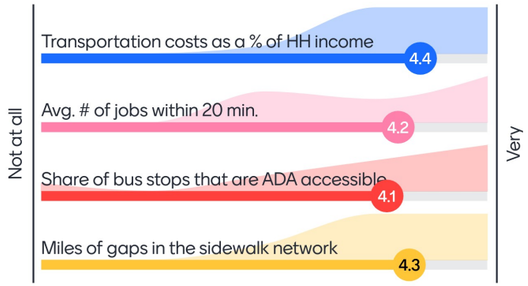
How effective is each MOBILITY metric?



How realistic are the MOBILITY targets?



How effective is each ACCESSIBILITY metric?



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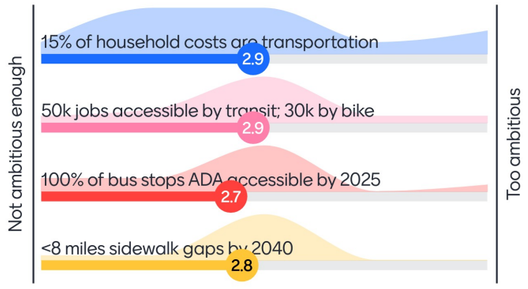
How realistic are the ACCESSIBILITY targets?



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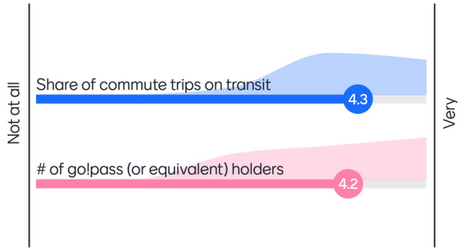
How effective is each HEALTHY/SUSTAINABLE metric?

13

How realistic are the HEALTHY/SUSTAINABLE targets?

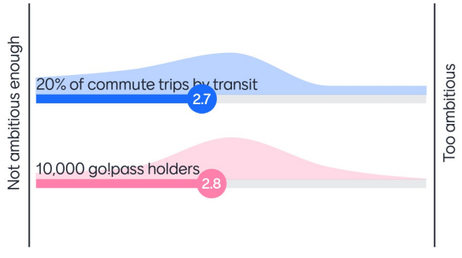
13

How effective is each REGIONAL CONNECTIVITY metric?



12

How realistic are the REGIONAL CONNECTIVITY targets?



12

Are there other metrics we should track?

Mentimeter

Percent of children walking and biking to school.

How drastic the increase in ridership would be when people feel safe enough to return to normal.

Can you give feedback to the community when implementing strategies? For example, we've installed a curb extension, this is intended to satisfy X value and get us Y% closer to Vision Zero. It helps folks understand the both-and nature of strategies.

Average length of commute trip into A2 via transit or non-moto?... Could measure improvements in public transit such as impact of BRT or express routes into the city, and addition of bike lanes

What I meant by "avg. Length" is time it takes to commute into the city

How do the City's Transportation goals complement and support U transportation goals? Is there a way for communication platforms to cross-communicate these?

I'm trying to think about an effort / metric of getting people out of their cars. People are so committe to auto use and I want us to measure changes in that default behavior of "I have to go somewhere. Where's my helmet?" vs "where are the keys"?

Addressing Dangerous Behaviors - Is there any mention of regular speed data collection? This seems important for staff to assess the success of treatments.

Qualitative perception of public transportation. Are we improving the perception of public transit?Regional government cooperation (not sure how to measure - but how myopic are governments? Are we headed in the right direction?)

Are there other metrics we should track?

Mentimeter

How can we get more students out of individual cars and walking/on buses? School congestion is a real problem, and we have so many solutions that parents are hesitant to take advantge of.

3. Focus Groups

A series of four focus groups were conducted for the City of Ann Arbor to gather public feedback to inform the Comprehensive Transportation Plan. The purpose of the sessions was to ask participants in-depth questions about comfort level in traveling around Ann Arbor, mobility challenges, ideas for the future, and how the City of Ann Arbor could shape the next transportation plan. Participants were recruited via a short survey that was promoted through the City of Ann Arbor's social media channels, emails to residential groups, and emails to project stakeholders. Two sessions were held with the general population, one with seniors, and one with ethnic minorities. An additional focus group with college-aged students will be held in Fall 2019. Overall, participants in the sessions were very eager to provide their opinions and welcomed the opportunity to voice their visions for transportation.

Date	# Participants	Demographics
April 30, 2019	9	General Population, Mixed Ages
May 1, 2019	7	Seniors
May 2, 2019	5	Minority Populations
May 9, 2019	9	General Population, Mixed Ages

Focus Group Results

Results below reflect the comments of focus group participants. Individuals who travel in and around the City of Ann Arbor stated they use a variety of transportation modes including automobiles, buses (TheRide/AAATA, UM, Megabus), bikes, walking, trains, scooters, mopeds, motorcycles, bike share, car share (Zip Car, Maven), and on-demand services such as Lyft and Uber.

Comfort

Participants were comfortable with many different modes of transportation, with the comfort level somewhat dependent upon the purpose of the trip. For example, automobiles are preferred when people are transporting children or have packages/groceries with them. People preferred walking because it is comfortable, easy, and there is no waiting required, as compared to taking a bus. Biking is a preferred option when it is fast, because it is enjoyable, feels good, and the rider doesn't need to worry about parking a vehicle. The bus is favored for those who live on a high traffic bus route and (as opposed to using an automobile) there is also no reason to worry about parking.

"Biking is enjoyable and it feels good"

Conversely, participants less comfortable biking cited safety concerns, pavement problems, fear of automobiles, lack of bike storage and covered parking for bikes. The bus system (TheRide/AAATA) is viewed as inconvenient by some due to infrequency and a lack of buses that run early or late enough. Route issues also came up numerous times for participants who were frustrated that the bus seems to focus on trips headed to the downtown Ann Arbor area. Participants felt that bus stops are too far away and do not feel safe. Also, some potential bus riders have determined that it is faster for them to bike or walk than to take the bus to their destination. Difficulties in automobile travel include having to find a place to park, poor infrastructure maintenance, and behaviors of aggressive/rude drivers.

"I hate commuting and people are so aggressive and rude"

Mobility Challenges

The difficulty of using a particular transportation mode is dependent on a variety of factors. Walking and biking becomes for participants difficult during inclement weather. Biking can be challenging for riders when bike lanes break and are not connected, and when interacting with automobiles. The bus is difficult if someone's schedule does not mesh with available times/routes. Some participants felt the bus was overwhelming and that it wasn't easy to travel from one end of the city to another. Using the bus felt like it was a harder option. Automobiles are also becoming frustrating due to cost, lack of standardization at crosswalks, and commuter traffic.

Mobility Choices

As participants consider how they will travel in and around Ann Arbor, a variety of factors impact the mode they will choose. The time of day and amount of time available for the trip is a major factor. For example, if it is too late at night and a bus is not available the individual may need to use Uber or Lyft for their trip home. The infrequency of buses also causes people to not use that mode as often. Weather and safety issues also impact mode choice, especially when it comes to biking. Cost can be a factor when using an automobile as well as issues finding a parking space.

Participants were asked if they would prefer to use a different mode of transportation and what were the challenges to doing so. Many would like to walk and take the bus more often. Busing would be more attractive if it

was faster (than walking), ran more often, and if the routes were convenient. Biking would be preferred if there were more connected bike lanes and amenities for bikers such as place to lock their bike. Rail options would also be utilized by participants if there were more reliable connections to Chicago and a train to Detroit. Several participants would like to eliminate use of a personal vehicle if possible.

"Time of day is a big one. I almost never take Lyft and Uber, but they are necessary after the bus stops running"

Future Visioning

Focus group participants envisioned methods they might use in the future to get around the Ann Arbor area. A large portion of the focus group participants would make better use of TheRide/AAATA (or any bus-like option) if there were more frequency, dedicated bus lanes, faster service between Ann Arbor and Ypsilanti, and a unified bus system. Other methods people would use in the future include autonomous vehicles and micromobility solutions like scooters, bikes, etc. Commuter rail, regional transit, self-heated sidewalks, additional pedestrian infrastructure, and walkable retail were also suggested by participants.

When asked to name current transportation initiatives in the City of Ann Arbor, participants were quick to name a variety of plans, projects and construction in the city. These included ReImagine Washtenaw, The Connector, bus rapid transit, border to border trail, train station, crosswalks, bicycle lane adjustments, and commuter rail.

Some participants were asked to state what they felt would make transportation better in Ann Arbor. Responses included reducing the number of vehicles on the road by encouraging people to use more public transportation, and focusing on commuters. Bikers would like to see a seamless approach to bike lanes and infrastructure. Participants voiced that buses should also run more often, and routes should not always centralize at Blake Transit Center. The multiple bus systems (TheRide and University of Michigan) could integrate more and offer more accessibility. Additional density, housing options, dedicated lanes for transit, and maintained roads would help improve Ann Arbor's transportation network.

"Encourage people to use public transportation more and their cars less"

As Ann Arbor plans for future transportation needs, focus group participants would like to see a plan that considers housing and commercial developments with road capacity and integrates multimodal options including walking, biking, busing and other vehicles. Planning should also accommodate future growth and new modes (e.g. the next stage in light rail) as well as considering how to move away from dependency on automobiles. Additional elements to include are sustainability, accessibility, safety, and at a basic level general maintenance of the infrastructure.

One Big Idea

Participants were asked to suggest a "big idea" for transportation for the City of Ann Arbor. Many responses centered on safety as an issue to address in Ann Arbor. Safety encompasses all modes of travel and all users/participants are looking for using a mode safely and having a safe network to use that mode.

Accessibility of transportation for all was also a concern, including accessibility for all types of users, and accessibility in terms of frequency and availability of transit options. Participants echoed their earlier sentiments about increased mass transit options like light rail and rapid transit. Participants also recommended zoning revisions to increase the density of housing and to incorporate mass transit. It was noted that integration of modes more seamlessly throughout the network would allow for more connectivity, accommodate growth, and reduce frustration.

"Design street infrastructure for Vision Zero, or people first"

As a written exercise, participants were asked to describe their biggest mobility challenge. Many challenges were associated with particular incidents in people's lives such as infrequency of buses leading them to choose to walk rather than ride the bus.

"Eastbound Liberty at Zion Lutheran Church. It's an example of bike infrastructure that has in effect returned to the earth and is not safe"

Or, bus routes do not travel to a specific destination (e.g. Costco) in a timely manner. Several people reported problems navigating commuter traffic. The lack of pedestrian friendliness was also cited due to lack of connectivity and inconsistent crosswalk markings. For some, their mobility barrier is related to emotional situations such as drivers shouting at someone in a bike lane, or (as a driver) having to deal with weather, unsafe roads and traffic. Specific roads and routes that people currently use also present mobility challenges. People named certain streets that they travel and issues they face including poor infrastructure (potholes on William Street), congestion (Huron Street near the YMCA), and lack of prioritization for pedestrians (intersection of Division, Madison, and Packard).

For the final written questions, participants were asked to look into the future 20 years and predict what transportation would look like in the City of Ann Arbor. Some respondents took an optimistic view, while others leaned more pessimistically with the caveat that their view was "unless something was done."
The positive view was that there would be more connectivity, more bus routes, rail travel to Detroit/Brighton, and an integrated approach to mobility. They also saw increased

use of new technologies/mode options like electric scooters, autonomous shuttles/self-driving buses, and software to provide more real-time data. People also suggested that some areas of downtown might be blocked off for pedestrian use only and commuters might drop off their cars outside of town. Planning would also take into account current spaces (such as unused space near Blake Transit Center) to accommodate transit.

"I won't have to own a car. I can hop on an automated bus or car that I call up. I can get places safely, affordably and efficiently."

On the negative side, several felt that autonomous vehicles were a foregone conclusion but that they would not necessarily alleviate congestion. Also, more jobs in the area would make roads worse and more sprawl occurs resulting in longer commutes.
The final area that was explored during the focus group was the Vision Zero goal and how Ann Arbor might achieve that goal. One major way participants wanted to see Vision Zero implemented was through increased safety measures such as slowing down vehicles/traffic, preventing vehicle and pedestrian/cyclist crashes, and developing interventions where accidents occur.

"Focusing on building consensus. If people buy-in to your vision, then there needs to be communication widely about the goals and approach"

Future infrastructure design should be planned with pedestrians and cyclists in mind. This could include wider sidewalks, more bike lanes, and better crosswalks. Crosswalks came up several times with participants noting that the signage/lighting was confusing, people seemed unaware of the traffic laws, and felt that more education is needed.

Participants noted that additional planning by City of Ann Arbor staff will also help achieve Vision Zero. Participants suggested adding a staff member dedicated to this task. Also, they felt that the City Council seemed hostile to Vision Zero and should not micromanage projects.

For participants, one of the best ways to achieve Vision Zero in the future will be to incorporate an education and marketing campaign around safety issues. There needs to be community consensus around Vision Zero built through relationships and buy-in across commuters, businesses, residents, and the University of Michigan.

Below please find results from the focus group sessions organized by the questions developed for the discussion guide. Numbers in parenthesis indicate multiple responses. Responses are italicized and have been prepared from a recording of the focus group sessions.

Focus Group Responses

Let's talk about the different types of transportation you use to get in and around Ann Arbor.

What are some of the methods you use?
Participants in all the focus group sessions use a variety of transportation options including automobiles, buses (TheRide/AAATA, UM, Megabus), bikes, walking, (pushing) strollers, trains, scooters, mopeds, motorcycles, bike share, car share (Zip Car, Maven), and on-demand services
like Lyft and Uber.

Which of these are you most comfortable with, and why?

Walk

- It depends on what I am doing. If it's walkable, which is two miles or less I will walk.
- But to get to the grocery store I drive.
- I'll walk if it's close enough and the weather conditions (are good) and then I'd take the bus. I don't drive. I would resort to Uber or Lyft if the bus is going to take too long or outside the county.
- I like walking primarily, but I miss the subway.
- It's easier to walk when there are a lot of other pedestrians around.
- I'm comfortable walking but it's a time suck.
- I'd rather walk than wait for a bus.

Bike

- When I can't bike and the weather isn't suitable, then I drive.
- With biking you get there faster.
- Bicycle is my preference but it wouldn't always be comfortable.
- bike in some unsafe places where I would never have my children bike.
- Biking is enjoyable and it feels good too.
- Biking is the fastest way to get downtown without thinking about parking.

Bus

- I really like taking the bus because you don't have to hunt for a parking place. There are issues with the bus in terms of inconvenience.
- I'm most comfortable with the bus but I am fortunate that I live off route 4, the busiest route.
- We can get to the 4 (bus) easily, and there, even off-peak the service isn't bad.

Auto

- My weekday commute is car-based. On the weekend I try to walk. I would take the bus more often if it ran more often rather than every hour and a half.
- With kids it's easier to take a car. Parking isn't an issue for me. I find it inexpensive.
- Sometimes it's a challenge, but it's faster.

Which of these are you least comfortable with, and why?

Bike

- I don't think it's safe to bicycle around Ann Arbor.
- The roads are not safe (for bikes). The same potholes bother bicyclists. It needs to be better to support people being comfortable biking.
- With biking there's a fear factor.
- ·I've had bikes stolen in Ann Arbor. It was locked and it was stolen. I like the bike boxes, but we need more of them where people work, not just downtown.
- I have had to be more strategic about (bike) routes because some roads are impassable.
- Expanded covered bike parking, as much as is feasible.

Bus

- The transit system only works if you are going downtown.
- If you have to drive to get to the bus where do you leave your car? We are able to walk to two bus lines, which are convenient during the week and during the day when they run more frequently when we are headed in to town. But if we were going somewhere else, where do you leave your car without Ubering or Lyft?
- Bus is horrendous. If you don't work 9 to 5 the bus doesn't work for you. There are people that can't get to work at 7 am or get home at 7 pm. I don't know who it's set up for.
- I live outside of town and the closest stop bus stop is miles away.
- I generally feel safe on the buses, but if I have to wait at a bus stop at night, I'm not comfortable doing that in the dark.
- I have friends who live in Water Hill and they can't take a bus to the Medical Center because it doesn't work for them. They can't hit their shift.
- I am an infrequent bus rider because it's faster to ride my bike because you can go end to end.
- I don't have the time to take the bus.
- I went to a shopping mall on my bike and it wasn't convenient.

Auto

- I mostly drive but I only park in university lots and am unfamiliar with parking elsewhere.
- Driving and dealing with traffic. I have an old car.
- I hate commuting, and people are so aggressive and rude.
- The less I drive, the less I like it.
- I feel safe in a car, but I don't ever want to park.
- I'm afraid of driving in Ann Arbor. The potholes, getting rear-ended. I'm a bad driver.
- I am least comfortable with Uber, Lyft and taxis. I don't like giving that much control over my destiny to someone I don't know if I should trust.
- Walking downtown was not pleasant with a stroller with cars cutting us off.

Which method do you find to be the most difficult, and why?

Walk

- Weather is a big factor for biking and walking.
- I stopped walking (in winter) it's horrible. If someone clears it there's a mound of snow and ice. I long for underground sidewalks.
- There's a crosswalk at 4th Avenue and Beakes and I wonder if they (cars) will stop or should I put my foot out.
- With my asthma I don't like to be inhaling the fumes especially if you are bicycling or walking. If things were more separated it would be ideal.

Bike

- Biking in the cold weather and the snow.
- There's a piecemeal approach to bike lanes.
- We have bits and pieces of bike infrastructure opportunistically, but we haven't considered it in the context of routes or a connected network, thinking about how people get from point A to point B.
- Jackson Road has a bike lane that becomes a car turn lane. There's a lack of education among cyclists and among drivers in who has the right of way. Cyclists can go on the road too. Cyclists have a whole database of close calls because you can call a cop and they just laugh. People just don't know what the rules are here.
- The lack of infrastructure for biking including parking and protected bike lanes.
- My complaint is pavement quality and roads that have painted bike lanes, riding in the bike lane is a recipe for a crash.

Bus

- There is no bus stop nearby (our neighborhood). My daughter works downtown at a restaurant and it doesn't run early enough or late enough. Every day her schedule is different.
- It's difficult to get from the north end of town to the south end of town on a bus without it taking a long time or having to make transfers. I never tried it because it seems overwhelming for time commitment.
- Our bus system is very hub and spoke and if you live along one of the spokes it's not terrible. But if you don't, you have you make the trip planning, but if you have to get at a particular place at a particular time it's not going to happen.
- I have to work harder to take the bus. I have to study the schedule and I have to plan out what I am going to do because I don't do it all the time.
- There was a month when I didn't have and MCard and I find it ironic that people who are likely to have access to resources to pay for a bus ticket are people employed by U of M. I had to budget to take the bus.

Auto

- Driving has become more difficult. There's a lot more cars. How we're marking stops is different everywhere. In this neighborhood there's five flashers and (it's different) in another neighborhood. There's no standardization. I'm confused.
- When I drive I always have to think about where I am going to leave the car. I rent an overnight space from the city. The whole driving experience is inconvenient.
- Car is difficult for me because I don't drive much because I am retired. The big thing here in the State of Michigan is the cost of the insurance premiums.
- The driving culture here. People drive like (expletive) here. The lack of attention to speed limits, lights, school buses, crosswalks. I don't feel safe walking because there is so little margin of error.
- As a driver it's difficult when cyclists venture out in bad weather and trying to navigate the road with them and being fearful of them wiping out.
- There's a lack of uniformity in crosswalk signage, signaling and what the real or perceived rules are.
- The volume of people that come in to town makes it a wild, wild, west scenario.

Which method is the least difficult, and why?

- Walking is easiest.
- Driving is the easiest because I know the area really well. But parking structures are full and it's challenging to find a spot.

What are some of the factors that impact your decisions about how to get around?

Time/Time of Day

- How much time do I have to get there.
- Time of day is a big one. I almost never take Lyft and Uber, but they are necessary
- after the bus stops running. I'm a grad student so I have odd hours.
- The time you have to get somewhere. That was the downfall with The Link. It was so backed up in traffic all the time it was easier to walk.
- It's time of day too. We live off of Washtenaw and I plan my life around 9 am to 3 pm.
- Even to walk, you're taking your life into your own hands. It's a crush of cars. We avoid
- Stadium and main on football weekends. There are roads and routes that are impossible now. Looking at new developments is terrifying. There's no plans for sidewalks, bike lanes.

Bus/Bus Schedule

- The bus schedule, peak vs. off-peak. On-peak you might be more likely to take a bus and off-peak you might take an Uber.
- If I didn't have a GoPass, having change for the bus.
- I have a son who uses the buses all the time but they aren't available in the evening.
- If you're downtown you're more likely to take the bus, but once you get to somewhere more spread out you're not as likely to walk. The built environment discourages it.
- If I go out to happy hour after work there a limit to how late I can take the bus because they stop running.
- If it's late at night I might go by bus but go home by Uber. If I'm at home and I just miss the bus I'll take an Uber. I'm not waiting 29 minutes.

Other

- I commute different ways to work different days. I prefer to bike, but if it's raining I take the bus. I also have a 16-month old daughter and I'll drive and park. I'd prefer to be on the bus.
- The intention. I take the bus every day to commute, but I wouldn't want to do that if I was grocery shopping.
- I am much more likely to bike and less likely to drive if I am going by myself.
- I am much more likely to drive all the time. My commute is a walk to my office, but if I have to go somewhere during the day and there's a time constraint I will drive.
- I might use one form of transit to get somewhere and another one to get back. If enough time has passed or the weather has changed. If I walk and don't have time to get home.

The Weather

- Weather is a factor with biking. It's limited to summer.
- Parking issues.
- What you have to do, if you have to carry things.
- If I am taking the kids or not is a big factor.
- If I have to get somewhere in a hurry I will grab an Uber or Lyft.
- I wouldn't ride a bike, it scares me. I know too many people who have had accidents.
- Years ago I didn't bike in the winter, but I have in recent years as long as there isn't snow and ice. Most days you can bike to get around.
- Safety is a factor when you consider if there is a major road you have to cross.
- Cost was a factor when I didn't have a car, the tradeoffs with the bus and Uber/Lyft.

Would you like to get around Ann Arbor in a different way? What is keeping you from doing so? What are other barriers/challenges?

Walk

- I'd like to be able to walk to more things. I'd like more bus service. The only place to
- walk more though is downtown and all the housing is expensive.

Bus

- I take the bus to Central and North Campus. I live on the Old West Side and there is no direct bus line to campus. For me to take the bus I have to walk three blocks and then transfer at Blake so it's the same amount of time if I were to just walk. If there was a direct bus line I would take it more frequently.
- An express bus to Ypsilanti from Ann Arbor. Or a trolley, something that goes a little faster than a bus.
- I work at Domino's Farms and to get there I'd need to take a bus and then another

bus and walk and that's an hour, but it's a 15-minute drive. I would rather not drive.

Bike

- I'd like to see dedicated bike lanes everywhere. Geographically it's a great city for biking, it's just not set up for it.
- Bike routes need to connect with each other.
- I like biking but I don't want to cross Washtenaw. There's no protected bike lanes or pedestrian lanes. Michigan is strange that there are no sidewalks in neighborhoods.
- When you're driving it freaks you out because people are walking in the middle of the road.
- I would like to be able to bike, but the roads don't have bike paths, the safety issue. If there's amenities when I'm going like a place to lock my bike and a shower.

Bus

- It doesn't exist. There was this great plan partnering with the University called The
- Connector, which ran down the spine of the city, which made so much sense to me.
- But the city wanted to the university to pay a big chunk of it and they said no. The
- same is for rail. We have spent so much money planning on how to make things happen and people are split between those who do want change and those who don't.
- Buses if they went laterally instead of just downtown.
- I would love it if we got to a point where I wouldn't need a car. Better, more frequent bus service and regional transit. You can hardly get anywhere past Ypsilanti.

Rail

- Light rail, I want trolleys running around.
- Commuter service on the Amtrak line would help take care of people on the east. A lot of people could be served by improved service.
- A way to get to Detroit that doesn't take longer than driving. If there was a train.
- You can take a train to get to Chicago if you only have to go at a certain time and have four hours to spend on it.

Other

- Jetpacks
- I live downtown, but there's not grocery store. I have to go to Stadium to shop. There
- isn't any way to get there without a car. I'm not taking the bus.
- How are we going to accommodate autonomous vehicles? It will be a nightmare while everything is happen at the same time.
- It's a problem for running because sidewalks just end.
- We have to make it more convenient to use other things (other than cars).
- I work in Chelsea one day a week and if there was another way to get there.
- It's really difficult to get out of Ann Arbor without a car. Any way to get out of Ann Arbor without a personal vehicle.

What are some of the ways people might get around Ann Arbor in the future?

Bus

- The ARide is essential for people with disabilities.
- Some kind of flexible shuttle, it could be autonomous. It would be more for neighborhoods that can't support a regular bus. It could be an on-demand shuttle.
- However realistic it may be… the A2 Connector.
- The Connector was an enormous amount of money.
- I am terrified of The Connector because it's the one thing preventing the university from expanding. The blue bus is at capacity. We'll see another 5,000 students and we don't have housing for them.
- There was a study connecting North Campus with Central campus and at the end they came up with the aerial (monorail) connection.
- Dedicated bus lanes on Washtenaw.
- Where is the space coming from (the dedicated bus lanes) on Washtenaw?
- I think it's insanity that you have different bus systems running at the same time. You have the university and AAATA and the public schools. Why can't there just be a fabulous bus system that runs all the time?
- TheRide started talking about BRT, something much faster and more reliable to connect Ann Arbor to Ypsilanti.
- I know someone who comes from Macomb County. I'd be shocked if they use the park and ride lot and then the bus gets stuck in the same traffic as you do.

Other

- Autonomous cars.
- Everything they are doing at MCity with driverless vehicles. You could have smaller vehicles.
- Dockless bikes. More scooters.
- Micromobility options, next step scooters on-street, or bikes with on-street parking.
- Subway.
- What I work with is people who are more frail and with memory loss. The gold card
- with the cab is fabulous and we are lucky to have it, but the problem is it has a 5 to
- 45 minute window and people can't get to doctor's appointments on time. So there is anxiety about waiting. The boundaries could be bigger. It doesn't go to places like the botanical gardens.
- Ann Arbor to Detroit commuter rail.
- Improve bikeability between the campuses. Right now there isn't a safe and efficient away to do it.
- Better, safer bike lanes. More people would bike if it was clear, obvious and safe. The
- more people you see bike and the infrastructure to bike they will do it.
- Ann Arbor will continue to add jobs and people and the issue is how do you do it
- without bringing it to a standstill? It's not just my commute, 1,000 commuters coming in on Washtenaw every day, some kind of mass transit would make it easier. The thinking I have seen in the city in how we are going to deal with our growth is

so narrow-minded. Ok, we're going to get mass transit but we can get Oakland County and Macomb County to vote for it so it will never happen unless it's just Washtenaw and Wayne County. So any vision of a train from Detroit to Ann Arbor is 50 years, so what do you do for 10 years? How does someone from Livonia get into mass transit into town. I don't feel safe biking on Washtenaw now.

- The mass transit plan that continues to get voted down. I don't understand why it hasn't happened. I see that happening because of congestion.
- Some type of regional transit authority to connect the broader Detroit suburbs to Ann Arbor, but also Chelsea and Dexter where people are commuting from. Bus lines or trams.
- Seamless access to transportation. One card would get you on everything. That would be helpful.
- To get to the hospital you have to get there and hour and a half in advance to your appointment and then deal with the stress of parking.
- Self-heating sidewalks and bike lanes so you don't have to rely on the city.
- More pedestrian infrastructure. There are places where there aren't sidewalks or the streets are too wide for the neighborhoods.
- Enforced school zones and 20 points off your driver's license if you're caught speeding or passing a bus.
- More housing on transit routes and we need a sufficient density of housing downtown to support walkable retail like a grocery store.
- Better connectivity from the gateways to the city. Some dedicated form of transit to get commuters into town. The park and ride lots aren't big enough.

Are you familiar with any current transportation initiatives in the City of Ann Arbor? Can you name any? (Please note that these responses are verbatim comments from participants.)

- Reimagine Washtenaw (3)
- Washtenaw Bus Rapid Transit
- Ann Arbor or University of Michigan to Detroit bus
- William Street bicycle lane (3)
- Protected bike lanes on Ashley (3)
- Dedicated bike lanes on Huron/more walkable (2)
- Treeline trail (3)
- Expanding border to border trail (3)
- New train station (with parking) (3)
- Commuter rail service
- Theoretical plan for train from Brighton to here
- Tunnels under train tracks to connect the border to border trail (3)
- DDA changing on way streets (2)
- North Main
- Vision Zero (3)
- Autonomous vehicles
- Pedestrian crosswalks
- Commuter Challenge
- City council voting on road changes
- Safe routes to school
- Greenbelt
- A2 fix it
- Ann Arbor Connector
- BRT project
- In your opinion, what would make transportation better in Ann Arbor?
- Vehicles/Use Cars Less
- Fewer cars. More housing downtown so people don't have to drive and commute in and out of the city. If we are going to have fewer cars then we have to provide alternative modes of transportation that work.
- Fewer cars on the road.
- Encourage people to use public transportation more and their cars less.
- Incentivize jobs where there are safe ways to get there other than a car. That means charging the real costs of parking rather than making it free for employees.
- One thing I love about driving my car is I have an end to end. On my bike or on foot I don't have that. Pedestrians and bike should have an end to end.
- Focusing on commuters, there has to be a way for thousands of commuters to transfer into town.

Bike/Walk

- A protected network of bike lanes for end to end trips.
- A consistent and coherent bike lane system.
- The advantage of biking is no one is in your way.
- E-bike sharing.
- More investment in pedestrian and biking infrastructure.
- Making walking and biking more seamless and complete.
- Finish the crosswalk improvements and make them consistent.

Bus

- The buses don't make eye contact and ask riders about holding buses.
- The bus systems could be boosted by running it more often and running lines that don't all connect at BTC. You can't get from the 29 to the Medical Campus without going to the BTC. I think sometimes the city steps back and won't step on the
- University's turf.
- We need more housing near transit, and more density so it's pleasant to walk around.
- We have car-centric low density outside of town. North Campus has a lot of commuters but if you don't live near the bus network it's hard to get there. The bus system doesn't seem to acknowledge North Campus as an activity hub.
- If we want people to not drive and take buses there need to be shelters. I'm not going to stand an hour and a half in the rain.
- Lack of coordination between the agencies that manage the systems. There needs to be one transportation agency.
- Better integration between the options. Last week I needed to get from Pittsfield village to Domino's Farms so I went to

TheRide and it told me to take a certain bus to the park and ride lot and then walk. I went to the UM bus system and did the same thing and it told me to take the same bus to the park and ride lot and then take a UM bus right to the door. AAATA seems to think it's the only game in town. And one payment system.

Other

- There isn't a vision for how transportation works. I keep thinking of the book "Edge Cities." There's a lack of flow.
- Can we listen to the people who live here? We aren't setting up barriers from people living here, but how do we welcome them and assimilate them? There's a significant brain trust so listen to the people in the neighborhoods. I'm glad they are doing focus groups.
- Better door to door transportation that's affordable.
- I have never lived in a city with worse signal lights. There are no waited signals.
- Affordable dense housing is a prerequisite.
- The city needs to become more dense.
- Maintained roads, fewer potholes, cleaned leaves, puddles.
- Lighting and other safety features.
- Parking for cars and bikes. Dedicated lanes for everything, even taking away car areas. It's not uncommon to have place where you walk only.
- Lanes dedicated to transit only.
- Light rail.
- Dedicated staff at the city whose job it is to focus on transportation options, rather than just maintaining a system.
- Transportation is changing in Ann Arbor and cities around the country. What should Ann Arbor focus on to plan as we plan for future transportation needs?
- Ann Arbor needs to acknowledge that it's not a small city in the 60's anymore and it's going to be growing and the transportation network need to grow. We need to move forward with the acceptance that Ann Arbor will get bigger.

How do you intercept cars before they get downtown and then provide alternative transportation?

- Move away from car dependency as much as possible.
- Continue to build out electric vehicle infrastructure.
- Transportation needs to be integrated with planning for development. The city needs to think about how it wants to grow and how transit integrates.
- Plan for the "big picture" and road capacity that fits a development.
- The city is always in a reactionary mode when it comes to land use.
- I don't think the town knows who it wants to be. We can't keep putting things downtown. People want communities and neighborhoods. I hear people say "why is everything about downtown." You can barely walk downtown because there are so many people and the sidewalks are filled with cafes.
- If we look at the system holistically by looking at infrastructure, users, enforcement of users, and education.
- A plan that encompasses the entire city and where people actually go to help inform the routes. So if it's light rail it may not be on a rail because 10 years down the road things may change. Allow for the inevitable change.
- We should think about our value statements. We want the community to work for a variety of people, not just people with kids or young people. We will have to make some tradeoffs. I think it's a mistake to think that people will get rid of their cars. More infrequently and that is coming out of a value statement about climate change rather than some high moral ground.
- Sustainability from environmental concerns, but also cost. As a state we have built more roads than we can maintain.
- Fairness. Who pays for what and who gets subsidized? Also socioeconomic groups.
- Put different modes on equal footing. It could be mandatory to put in bike lanes.
- Accessibility. It should be widely available to people and promoted as something for everyone in Ann Arbor to use.
- An integrated plan. Packard now has bike lanes, but if we increase density why isn'tt here a density plan for Packard rather than somewhere where it (density) won't work.
- Thinking of transportation as multimodal so people can go between modes. So mixing walking, biking, buses. Think of it as a system.
- Filling sidewalk gaps.
- Funding infrastructure. Can we get the street lights all working? Can we fix the roads?
- Heaven forbid you have a cane, a walker or a wheelchair and you're trying to navigate the sidewalk or street.
- Another big issue is the idea of safety and that's for pedestrians and bicyclists.
- Focusing on safety as a guiding principal. Education too. People sitting in their car using their phones. There's a lot of safety issues.
- Pedestrian safety and the crosswalks.
- Accessibility for people. At the bus stops there's a sign, but no shelter or seats or pavement from the sidewalk to the street.
- Safety. I see a lot of accidents because I live on Washtenaw. Enforcement, reengineering. There shouldn't be four lanes on Washtenaw. People are going to keep driving like idiots until they make them stop.
- An all season plan.
- Maintained dirt roads.
- Strengthen our linkage to the towns and cities around us like Ypsilanti and Brighton.
- Air quality. The overall air quality and people's exposure to things.
- Planning for an aging population, accessibility on buses and other means.
- If you could suggest one "big idea" for transportation for the City of Ann Arbor to focus on, what would it be?

Safety/Speed

- Safety. If we could just think about moving people safely. Those people who are
- biking, walking, and driving in the same space. I don't think people are clear about the crosswalk law. And good modes of mass transportation.
- Sidewalks everywhere. One every city street.
- Speed limits. I don't like biking on a road that's 35. I don't like driving on a road that's 35 because I can't see pedestrians.
- A safe, connected network of non-motorized routes.
- Design street infrastructure for Vision Zero, or people first. Slowing down car everywhere downtown, protected bike lanes and narrower streets.

Vision Zero

- Vision Zero, but not just pedestrians. Safety for everyone, quality improvements across the board so a getting around time is enjoyable and safe.

Accessibility

- Accessibility of public transportation. Physical, geographic, and financial accessibility.
- The ability for people to get from one end of town to another quickly and safely in a timely manner for all populations with a reliable resource for travel planning.
- A connected system of bus, cab, pedestrian, etc. to serve all age groups, physical abilities, and needs for timely transportation that remains low cost, and no one is left out, and serve countywide residents.
- More Mass Transit/Bus
- Make the other mass transit options (other than driving a car) attractive so people want to do it. Make opting in easy. It's almost like you're being punished to take the bus, you're going to stand in the mud.
- Fixed rail.
- Light rail to the airport. (2)
- The purple buses (The Link), I wonder about a ring road shuttle instead, Stadium to
- Jackson. A high speed shuttle round thing.
- Ann Arbor Connector, other light rail for people at Plymouth Road/23 to downtown to Briarwood.
- Integrated fare payment. (2)

Infrastructure/ Lane Use

- Prioritize the basics first, surfaces, lighting, uniform cross walk law, signage, enforcement of speed limits. Fix the basics. Then prioritize safety first.
- Revise zoning to allow more density outside of downtown, particularly on major transportation corridors. Look at getting rid of parking minimums and setback requirements to allow for mixed use neighborhoods outside of downtown. Use the tax revenue from that to increase transit revenue to allow more people to live without a car.
- Denser land use for mass transit and weaning us from individual trips.
- Every mode seamlessly connects.
- Increase non-motorized road share to 50% of trips.
- Finishing the non-motorized network.
- The most complete bike lane network in the state.
- More accessible bike lanes and more bus lines with better schedules.

Other

- Work with UM to fix transportation because there are too many people coming in to town with cars.
- Coordinate and collaborate between the providers. Car restrictions in and around downtown and the campus area. Pedestrian walking malls. Washtenaw to State, big areas that are just walking, biking. You park around the perimeter.
- Making biking attractive, helping people who want to bike, make it easier for them.
- Crosswalk improvements.
- Integrated transportation planning and development to accommodate future growth.
- Integration of all available transportation options.
- Connect people where they actually go. We have too much planning based on where we think people want to go.
- Minimizing the number of cars on the road by increasing mass transit options and incentivizing options other than just you in your car.
- Follow best practices based on proven and tried solutions in every aspect of transportation including education and enforcement.
- Reduce frustration and anger. Everybody's angry and in a hurry. Frustrated about where they want to go.
- Expand opportunity while preparing for climate change.

Take a moment and write down your biggest mobility challenge. In other words, as you travel in and around the City of Ann Arbor what is most difficult for you? Describe a specific incident.

- Bus service doesn't run frequently enough off peak or traveling to and from somewhere that's not downtown. II find myself Ubering on nights and weekends.
- If I drive to Costco from when I live it takes an hour and 10 minutes. If I take the bus, each leg requires a transfer so the trip takes two and a half hours. More buses, tighter coordination, more routes.
- I like the bus and would use it more if it was more frequent, most routes force you to go downtown, not enough shelters, and the buses run late.
- During the winter of 2017 when I arrived in town I walked from Stadium into campus and I beat the bus two days in a row through 2 feet of snow. Offering alternative options during the bad weather.
- Struggles to get to place that are close but I need a car to get there. I'm off Dexter and the bowling alley is a half mile but there is no easy way to get there. There are no sidewalks to Plum Market.
- Sidewalks in the winter.
- Commuter race into town during the day

and out of town. Trying the get through the crush of traffic.

- A clock set at 3:00pm, which is “on no.”
- Peak hour congestion, which isn’t a problem with biking.
- Congestion and chaos. On Huron by the Y all the sudden all the traffic stops because one person want to turn. It affects everyone. I see at the 6th floor so I see people go the wrong way on one way streets and bikes go down the double yellow line.
- Gridlock and getting stuck in game traffic.
- The circle at Ellsworth. There are so many stupid things in Ann Arbor. Didn’t anyone think this through?
- My barrier is emotional. It’s fear and anger. On my regular commute there’s a bike lane, but to get there I have to cut across two lanes of traffic. I was biking on Packard and a guy behind me (in his car) screamed (expletive) at me. I had someone once yell at me “why are you using the bike lane?”
- If I don’t want to use a car the challenge is health and safety with unprotected bike lanes. The exposure to fumes, like walking alongside Washtenaw Avenue.
- Lack of pedestrian friendliness. My bus stop is right across from a middle school and you’d think the intersection would be easy to navigate and I am convinced that the only reason I have not been hit by a car because I am 6 foot 5. And because I am not afraid of staring down a driver at the intersection.
- Finding a non-auto means to get around while bringing along my child and personal belongings.
- When I was a teenager in town I used to ride my bike but I did get hit by a car and I
- did have my bike stolen.
- Walking and trying to cross busy roads safely without having to walk a mile out of your way. To get from my house to Burns Park which is a quarter of a mile away there is no safe way.
- When walking on Division and Madison and Packard all come together there are always cars parked in the crosswalk. It’s not prioritized for pedestrians. For Vision Zero in Europe the idea is you could put on a blindfold and walk anywhere and not get killed.
- Getting stuck in traffic. 8 months of Ann Arbor weather called winter. I haven’t felt comfortable bicycling in the winter so I don’t have a good alternative. I haven’t found the bus to be helpful. The other challenge is finding a continuous route for my bike.
- Unsafe sidewalks. People don’t salt their sidewalks.
- Road infrastructure and potholes when biking. Streets are not well lit here. So many times at night I have missed a turn. Roads aren’t painted well. It makes biking and driving hard.
- The block of Washington in from of the Y is more pothole than pavement. It’s also very chaotic. People are getting picked up or dropped off and getting parking. I usually ride right down the middle of the road.
- I have to bike defensively. On William there are a lot of potholes and a lot on State. I have to be in the middle of the lane. That really (expletive) off drivers. I feel like I have to ride slow. The non-enforcement of the 3 ft. rule. People going fast on narrow roads.
- No protected bike lane.
- Eastbound Liberty at Zion Lutheran Church. It’s an example of bike infrastructure that has in effect returned to the earth and is not safe. If there was a clear path people would use it to go to Kroger and get groceries. It’s frustrating to see low hanging fruit.
- Parking downtown.
- There are some markets downtown, but I am always limited by how much I can carry and the weather.
- Connectivity to Dexter. I know a senior aged women who needs to get to a job in
- Dexter but she can’t count on the timing to get here there on time.
- I own a car but I don’t own a parking space so I have to deal with storing it.
- Getting on an off the highways. The on ramps on 23, they were designed when the speed limit was 50. Also 23 to 94.
- My car didn’t have snow tires and I tried to figure out how to get to Jackson and I figured out I could take the train, but there was no way for me to get back.
- Something that’s pushed us to drive more is a 2nd grader.
- It’s hard transporting kids. We don’t want them riding in the street.

Looking ahead 20 years, what does transportation look like in the City of Ann Arbor?

- Ann Arbor is going to be larger. We can continue to expect people adopting more ways (of travel). We will still have automobile and our highways full. Personal automobiles are too cheap. We can work towards a future where there are more connections and people can walk and get groceries.
- More services and more options, but also more congestion and incremental change. I don’t think autonomous vehicles and car sharing will ease congestion, they will make it worse. Rail to Brighton. More bike usage.
- The ring road idea and rail lines to 23 and 94 and 23 and 14. Parking outside of town and you get a bus to come in. Having the Blake Transit Center as a focal hub, but expanding that so there are more hubs.
- Easily move people into and out of the city not using cars. The reality is that the pothole-ridden roads will drive people out of Ann Arbor because it’s congested and business will fail because nobody is here to shop at them.
- Successful implementation of some of the ideas the city has already talked about.
- The Treeline connection to the boarder to border trail. Also railroads to Traverse City, Brighton and Detroit.
- Same amount of traffic or less. Better coordination of systems using software, connectivity. More electric scooters and

bikes. Fixed transit.

- An integrated multi-modal system for all of Southeastern Michigan.
- Significant increase in infrastructure for autonomous vehicles. I have mixed feelings, but I think it's going to happen. Electric buses and shuttles. Dedicated bus rapid transit. More options to work remotely. Less need to commute and less need to live in economic centers like Ann Arbor.
- Nodes connected by multiple modes for transportation to travel as a single person or as a group or community. Using technology to provide real-time information and to regulate traffic slows. Cars aren't going away bit they can be more environmentallyfriendly and better utilized.
- Protected bus lanes and bike lanes on major corridors even off peak. Links to non-downtown job centers. Mixed use and pedestrian friendly. Parking is available but cost is according to demand. Commuter rail to Brighton and Detroit and the airport.
- Light rail to Ypsi, like the Connector to Stadium and Briarwood.
- More bike lanes, but they are underutilized because there's more congestion. Maybe more electric vehicles but people are still mostly charging them at home. More micromobility options. More regional connection and train service to Detroit. In an ideal world we will have acted on a plan.
- The future I hope for is that I'm still riding my bike around town but it's more pleasant than today. Dedicated infrastructure that's maintained well. We have a regional transit plan and increased local service so I have ditched my car. The pessimistic view is more of today. Roads are worse, traffic congestion is worse. If the University keeps adding jobs then I absolutely see more traffic.
- I won't have to own a car. I can hop on an automated bus or car that I call up. I can get places safely, affordably and efficiently. Also, enjoyable places to walk.
- Lots of choices of dense neighborhoods with activities in walking distance. I imagine that everyone is retired or tenured professors
- Cars are banned downtown, streets are dedicated to walking and bike lanes.
- Increased housing density in the city resulting in increased biking and walking infrastructure. Car ownership is rare and parking structures are converted to other uses. Self-driving buses for regional transit.
- Autonomous vehicles will be more common and driving us all crazy, fewer parking spaces and lots, more pick up and drop off. Pedestrians are given higher priority than cars.
- A frequently running system at low cost that reaches everyone in the county. A door to door system for physically and memory challenged residents with trained drivers who can assist the riders and can travel anywhere in the county. Great and safe bike and pedestrian paths throughout the county.
- I hope in 20 years we have a vehicle free downtown and University of Michigan campus. A transit service where you stop at the edge of town and catch a bus into town.
- In-town multiple transit centers. In the city a totally connected city-wide bike system.
- Turning downtown into a pedestrian mall. Small developments with drug stores and grocery stores.
- Instead of whatever on the Y-Lot is an expanded Blake and next to it a light rail station. So saving space so you can do things later. I think we eventually need a train station, but until no one needs the service we should just save the space. No one has passed any money for the station but someday we will need a train station.
- There's an opportunity to take the tech sector and put the transportation industry that's here together to be the focal laboratory for the transportation work we should be doing here.
- Mass transit everywhere and lots more biking. Designing cities and urban spaces to encourage transit as something that's enjoyable. I get to enjoy this pleasant bike ride.
- Make it pleasant.
- Stadium Boulevard is now a linear park with amenities and fountains, cafés. The whole DDA zone pedestrianized but you can go in there at 5 miles and hour for deliveries/taxis. Covered scooters everywhere, driverless and they'll have a force field so you don't bump into anything and to keep out the weather. Dense mix of housing/retail downtown. Bucolic suburbs with BRT outside the Greenbelt. This focus group meets once a month for drinks and plan our new transit.
- A connected train and light rail like the train to Traverse City. More European. You can get from town to town by train and there's buses. And there are choices when you get there. Similarly Detroit.
- Not a hassle. Carbon neutral. Not necessarily everyone has a car.
- Light rail with lots of connections and bike lanes.
- No personal cars and constant motion vehicles. Mass transit and no roads.
- More self-driving cars, more congestion, more sprawl, longer commutes unless government builds more infrastructure.

What are some of the ways you would envision Ann Arbor reaching a goal of Vision Zero?

Safety/Speed

- Slow down cars. It's the number one thing you can do to reduce fatalities. It can make a huge difference between 50 and 30 miles an hour.
- Reducing speed limits and engineering roads for those speed limits.
- Lowering speed limits on high-speed corridors.
- Move away from personal vehicles. Automated vehicles, but there's less risk with a bus or train. Slow down traffic where available. Move to a broader approach

rather that level of service or vehicle throughput.
- I love my car, but what causes deaths is personal automobiles. You have to look at ways to prevent cars from hitting people.
- Where are injuries and deaths occurring and where might there be interventions?
- Interventions to fix issues need to address the system things that are causing the accidents to occur.

Planning for Pedestrian/Cyclists

- Infrastructure design going forward should be design not just for cars. Focused for pedestrians and cyclists too.
- Better pedestrian crosswalks. I don't think they are effective.
- Configure downtown streets and widen sidewalks. Main Street is very congested for walking.
- Separate cars, bicycles, and pedestrians from the same space. That's another way to achieve Vision Zero is to not have people come into conflict with each other.

Education/Marketing of Vision Zero

- Education and marketing campaigns for issues around safety.
- Also include that we care about lives and the environment, but businesses are in it to make money. So that needs to be part of the PR campaign. What will this bring to the city?
- Focusing on building consensus. If people buy-in to your vision, then there needs to be communication widely about the goals and approach. If Vision Zero is the goal, then road diets and traffic calming and increasing non-motorized road share are ways to achieve that, right now those don't feel viable for people in town and more importantly those who commute in.
- No one knows the bike rules or anything.
- Transparency and communication is critical.
- A cultural buy-in by Ann Arborites and expanding beyond to commuter. Something the University can really affect.

Crosswalks

- Education and devices combined at crosswalks. When I went through driver training there was nothing about crosswalks.
- When they did the big push a year ago for stopping for pedestrians I think that was effective. One the west side I see people stopping more often. On the north side of town there is a big Chinese immigrant population and a lot of people walk on
- Plymouth and there are a lot of signs and flashy things. I like trying things like they did and then tweaking things.
- I appreciate that they tried to educate at the crosswalks. The pedestrian law isn't some bizarre thing just for Ann Arbor.
- What's problematic are the high, yellow lights (at crosswalks) as opposed to low red.
- Red means stop.
- They need to remove the driver judgments for crosswalks.

Planning

- The city has to acknowledge that a lot things they have done aren't using best practices to reduce accidents. They need to change based on research and evidence.
- Traffic flow design.
- Keeping First and Ashley one way.
- With every major reconstruction we need to look and see if we need that much asphalt. Can we slow the traffic? Similar to what was done on Miller with the islands designed to slow down traffics.
- Downtown turning movements gets in the way of Vision Zero and right turns on red.
- We have a City Council that is hostile to Vision Zero. They recently pass that all road diets have to be approved by council sending the message that they are not interested in this type of improvement to public safety.
- Eliminate the veto power that some neighborhoods have over safety projects. It should just be mandatory that if there's road work there should be bump outs or road diets. Vision Zero should dictate that.
- It's kind of a joke, there's a study for everything. Acting on data is more important.
- There are things you can do while you are waiting for the data. The idea of road diets
- and Vision Zero, there are some legal limits. Some of the advocates for the motorists are saying that enforcement doesn't work. People freak out when you say road diet.
- The City's hands are tied if Council members give pushback.
- City Council should not micromanage every road and construction project. If there's Vision Zero then nobody should micromanage and nitpick.
- There's got to be dedicated staff that this is what they do.
- Include major employers in the discussion. Shopping centers need to understand that they need to dedicate some of their shopping space for transit goals.

Other

- Stronger relationship between the University of Michigan and the city so they aren't siloed.
- U of M throws its weight around a lot so there needs to be a way to work with them and have them work with the city.
- Ann Arbor can appear antagonistic to the outside, especially those who work but don't live here. It's easy to say we don't want people to die, but if we don't take concrete steps to do it, then it's a sick joke.

Enforcement

- Ann Arbor could get a reputation that the police are watching out.
- We have a better bus system compared to other places in the state, but if we can tap into the population that is using the bus and engaging with them. I think about the party culture in the city.
- When it's late at night there aren't good transit options if you have been out drinking.
- Talk to high schoolers because they are

having parents drive them around.

» Teach kids that riding buses gives you independence. They could let all high schoolers ride the buses for free